

**PLANNING APPLICATION REF NO. 2007/5336**

**DESIGN ACCESS STATEMENT**

**10 PRATT MEWS**

**5TH NOVEMBER 2007**

**APPLICANT :**

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39 Mornington Terrace  
London  
NW1**





This document is to accompany the planning application for the refurbishment and extension to 10 Pratt Mews.

The existing building is a two storey property, both storey's were previously used as an office. The proposal is to add a further storey to the building, the ground floor is to be retained as office use, the first floor and new second floor would be self contained residential units.

When beginning the design process it was important to understand the existing developments in the mews. Although the mews is made up of various offices and a photographers studio at ground floor level there are already a number of residential units. The development at 10 Pratt Mews would continue the pattern of ground floor office and residential above that has begun at 8- 9 Pratt Mews.

## Design

### Building Use

It was decided to retain the existing commercial use at ground level to maintain as much industry in the mews as possible, all other properties in the mews are used during working hours and it was important to retain this. However at upper floor level a number of residential units had been built, these are located at 8-9 Pratt Mews (Planning Application Ref No. 2005/2721/P).

The mix of building use will give the area life after working hours and will prevent the mews being a dark and foreboding area.

### Building Amount

The new development would match the height and building line of 9 Pratt Mews. It was felt it was important not to exceed its height and prevent disproportionate development which could affect the appearance of the mews.

The proposed development would provide two, one bedroom residential units and one floor of office space.

Office - 81.4 sq m  
Flat 01 - 58.4 sq m  
Flat 02 - 54.9 sq m

We believe that the proposal uses the building area efficiently and does not adversely affect the mews. The photos below show the development at the end of the mews (8-9 Pratt Mews) and the existing three storey structures at the top of Pratt Mews, adjacent to Pratt Street. The additional storey to 10 Pratt Mews will compliment the existing building heights to give a more consistent appearance

The number of occupants in the building will vary, during working hours the ground floor office space could be used by 6 to 10 people. This figure is based upon its previous use as an architects office. The residential units will each be for single occupants or couples. Given the size of the site this seems to be suitable and should not adversely affect the local area.





## Building Layout

Due to the location and envelope of the existing building there are no new access points, changes to orientation or additional exterior private or public spaces. No changes to the levels or gradients around the site are to be made.

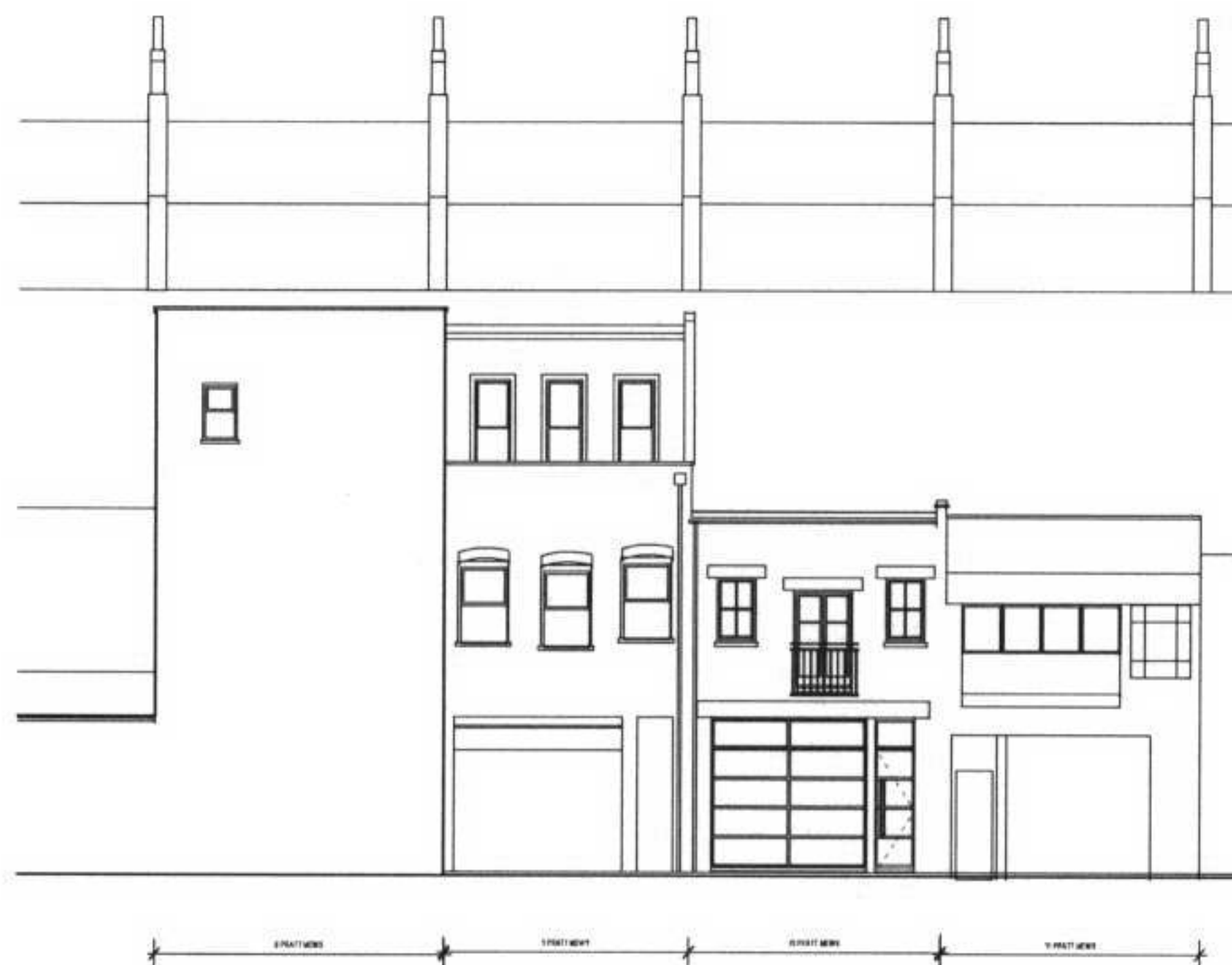
The internal arrangement of the office remains the same except for a new lobby that separates the access to the residential units from the office space. This is to provide a fire barrier between the spaces and allow the office space to be private and secure. Further lobby doors into the flats means that there will be three sets of doors between a dwelling and the exterior, this will add to their security.

The residential units are accessed off of a central staircase, an internal hallway connects the living spaces together. The bedroom and living room are located at each elevation to allow for as much light as possible to enter those spaces.

## Building Scale

The building height and scale has been determined by the development at 8-9 Pratt Mews. The height will not exceed that property. The width of the extra storey has been decided by the parameters at first floor level, to enable the space at second floor level to be usable the building needs to be built to its full width.

To create a uniformity in the mews the new windows and roof would match those at 9 Pratt Mews, it would hopefully give the two buildings a cohesive appearance.



Existing East Elevation



Proposed East Elevation



## **Landscaping**

There is no areas of landscaping at ground floor level at the front of the building due to the properties' proximity to the mews. The size and small area of useable floor area at the rear of the property does not allow for the light well to be landscaped, the area also needs to be low maintenance as it will only be accessed from the office.

Terraces have not been included at first and second floor levels, this is to prevent overlooking into neighbouring dwellings.

## **Appearance And Materials**

The intention of the buildings appearance is to fit in with the existing surroundings, it has not been designed to be a landmark or to overbear onto the neighbouring structures. Therefore it matches the characteristics of it's surroundings.

It is proposed that the one further storey of development would match in material and appearance of it's adjacent buildings. The local materials are yellow stock bricks, white painted wooden windows and either flat roofs or slate mansards.

It is proposed that the new extension matches these materials. The walls would be constructed in brick work to match the existing (as shown in the photograph below). The roof would be a natural stone slate mansard to match that of the neighbouring property. A natural stone coping would be used to cap the party wall between 10 and 11 Pratt Mews to match the wall between 9 and 10 Pratt Mews.

The three new dormer windows at second floor level would be formed in lead to Lead Sheet Association details, the windows would also be four pane sash window to match the existing windows at first floor level.



**Photo showing existing materials of 10 Pratt Mews**



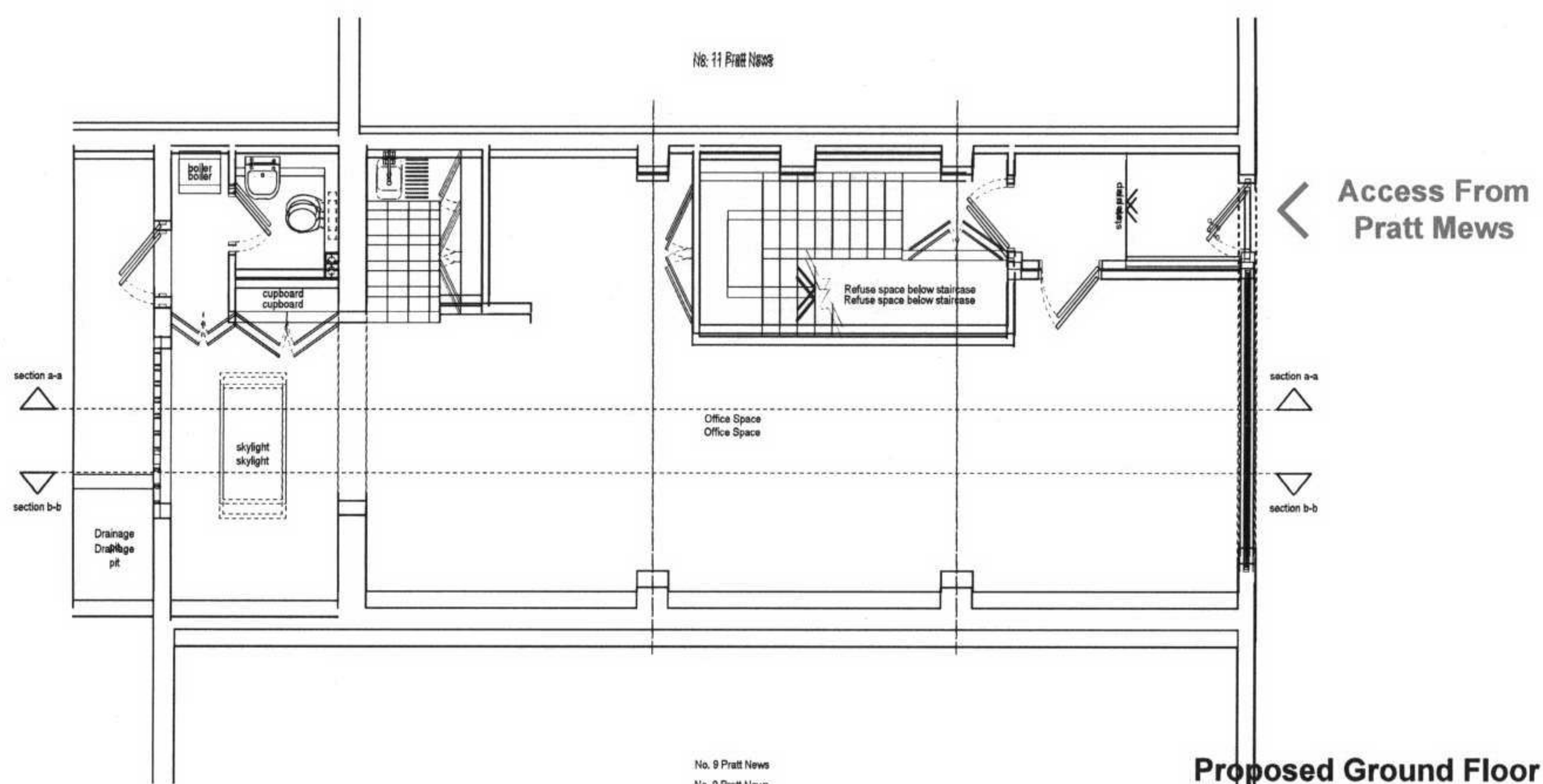
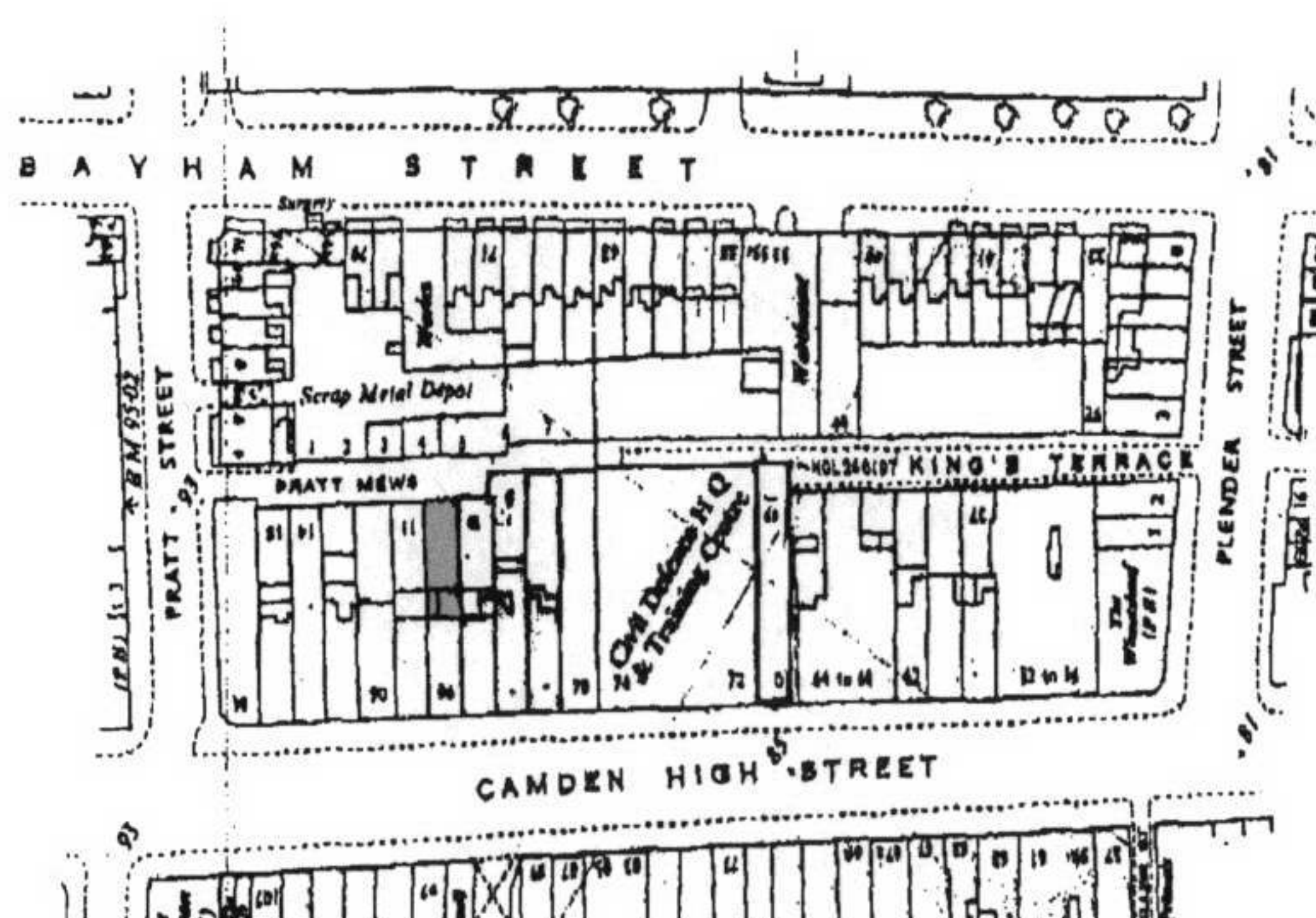
## Vehicular And Transport Links

The site is located adjacent to Camden High Street, Bayham Street and Pratt Street, along these roads are many bus stops which connect the area to Central London and the surrounding areas. Camden Town tube station and Camden Road train station are also located nearby offering further transport links.

We do not think that the proposal will affect the local transport network.

The property is located at the end of a mews, therefore there is no through traffic. Parking is also prohibited, therefore the workers and inhabitants will most likely use public transport to travel to the building.

Access into the building is as per the existing layout. The front door is accessed from the mews and enters a lobby which connects to the office space and residential units above.



## Inclusive Access

As the property is existing and there are only two residential units it is not necessary to fulfil the disabled access and use requirements.