

10 UPPER PARK ROAD, LONDON NW3 2UP

DESIGN & ACCESS STATEMENT



White Table Reference: 192: 01

TERMS OF REFERENCE FOR THIS STATEMENT

1.0 Introduction

This information is prepared in support of a planning application for the extension and change of use of the existing side wing and extension to the rear of the main dwelling house. Attached are the following documents:

- DWD 1 : 192 P/01 – P/03: Submitted drawings showing the site plan, floor plans and section and elevations as existing
- DWD 2 : 192 SK/04: Photograph of existing front and rear elevations.
- DWD 3 : 192 P/04 - P/05: Submitted drawings showing the floor plans and section and elevations as proposed

2.0 Background

10 Upper Park Road ('the Property') is a four-storey, semi-detached dwelling over garden, upper ground, first and second floors and roof space, set back from the road with a two-storey garage and store room side wing attached to its neighbour at no. 8, at garden and upper ground floors. It has a substantial front area with large steps up to the house proper and a sloping side driveway to the garage and a long, large garden to the rear.

The building is divided into a self-contained 3-bedroom maisonette flat on the garden and raised ground floor level floor incorporating the garage side wing. Until very recently this maisonette had a large conservatory at its rear, which has been since demolished because it became a dangerous structure, falling down and dilapidated. The rest of the house is separated into two separate flats on the first and second floors.

The applicant owns the Leasehold title of the garden and raised ground floor maisonette and garage side wings and garden, as well as the Freehold title of the whole of 10 Upper Park Road.

Externally the property is largely unchanged from its original form and retains its original windows, apart from the replacement of its front door and the now pulled-down rear garden floor conservatory. However over the years work has been done to the rear side wing, which now makes it distinctive from the main house with the erection of a brick store and lean-to. This area is largely overgrown at first floor level obscuring the elevation of the rear (see drawings at DWD 2).

The property is not listed but is within the Parkhill Conservation Area of the London Borough of Camden.

The architecture is typical of the area being part of the late Victorian speculative development of this street and surrounding streets. The garden and raised ground floors have stucco facing and the 1st and 2nd floors are fair-faced brickwork. The roof is pitched in three directions. The roof of the side garage building is flat at first floor level. The existing side wing is two-storey with the front wall meeting the original house approx. 520mm back from the main front wall of the house.

In an effort to place the proposed change of use development into the local amenity, we have analysed the remainder of the street to investigate the number and design of similar Coach Houses granted permission in recent years to the similar semi-detached villas on Upper Park Road. Just looking at the even side of the street (that is, the houses on the same side of No.10, being Nos. 6 to 36), there are 16 semi-detached houses of which 10 have two storey side extensions (62%). Please note, nos. 2 + 4 are more modern houses. Of these, 9 have been changed to separate dwellings (Nos. 12, 14, 16, 18, 20, 22, 26, 34 & 64). That is all bar one. On the odd side of the street (that is, the houses on the opposite side as No. 10, being Nos.3 to 25, there are 12 semi-detached houses of which 5 have two-storey side extensions (42%). Please note, no.27 onwards are more modern houses.

So overall, Upper Park Road has 28 late Victorian semi-detached villas of which No.10 is one of these, 15 have two-storey extensions (53%). So, the street has a considerable history of side infill of a similar nature to that proposed at No.10 and a significant number of these have been granted permission for a change of use to create separate dwellings often referred to as Coach Houses.

Many of the houses on the street have been altered extensively, with some materially changing in appearance. In particular, 9 on our side of the road alone have a side wing which have been changed to new, separate dwelling / coach houses. In regards to the design and styles of these developments, there is no consistency; the extensions are generally painted render with a variety of decoration reflecting different styles and periods.

In our particular house, a large part of the side wing already existing and we are proposing to extend it further at the back so the changes to the main front elevation will not be extensive. We have attempted to modify this approach and link the design to a period, style and scale that is sympathetic to the existing building for the rear of the property.

3.0 Proposal

Permission is sought for the change of use of the side wing at garden and upper ground floor levels of the property to create a new self-contained maisonette, Coach House (Class C3), partitioning of the rear garden and the erection of rear and side extensions and the location of

a new metal spiral staircase at the rear elevation of the main house to the garden from the maisonette.

It is also proposed to re-build a smaller footprint extension to the main house maisonette as replacement for the demolished conservatory with new spiral access metal staircase to the main garden. The proposal consists of 2 main elements further detailed below: (1) Change of Use and alterations to create a separate dwelling / Coach house: (2) rear garden level alterations to the existing main house maisonette with a new external spiral metal staircase for access to the main garden.

3.1 The Coach house

The current garage to the house is too small for parking modern cars and is therefore no longer in use for that purpose and the room above it because of its location can only be used as a store. It is proposed to enlarge and alter the accommodation in the side wing to form a separate two-storey house. To gain additional floor for this house, it is proposed to build out a new conservatory to this coach house to the rear by 3.65m (approximately the extent of the new extension to the main house).

The ground floor will provide entrance, shower and utility rooms to the street side and a kitchen, living / dining rooms to the rear and a narrow garden in the rear garden of the house. Externally, the current garage doors will be replaced with a formal front door and window at ground floor level set in a stucco wall. This has been done with several of the other coach houses in the street.

On the first floor there will be two bedrooms and a bathroom with a new staircase between the utility and living rooms. New low profile skylights are also proposed over the bathroom, staircase and landing.

The Conservation Area Design rules state that the open space between the pairs of houses in this area should not be in filled by side extensions but in this instance the “gap” has already been almost completely in filled on the side of no. 10. The rear extension is planned to be subservient in height to the main building as well, as recommended in Camden Planning Guidance: Design, Extensions, Alterations & Conservatories, Section 4, Figure 3. This recommends that two-storey side extensions to semi-detached villas similar to 10 Upper Park Road should be no higher than the porch. The highest point of the proposed extension is no higher than the current front side wing elevation and therefore over 1400mm below the top of the porch and so comfortably meets this recommendation.

A new garden will be created for the new dwelling by partitioning a strip of the existing

garden, which will be replanted and a new hedge or fence will be erected.

In order to facilitate the change, two windows to the side elevation and belonging to the application's maisonette will be blocked up and the window to the main house staircase will be adjusted. (see drawings at DWD 3).

3.2 Rear Maisonette extension

Until a month ago, there was a large conservatory built more than 25 years ago at the rear of the property – this can be seen on the OS Location Plan. The conservatory was pulled down because it had become a dangerous structure with some the glass falling off. Your proposals are to replace some of that conservatory with a new extension. The existing original balcony to the rear of the main house will be retained and the new replacement extension built below it (the conservatory was built below it before) at garden level, the extension will be built out to a line approximately the same as the old conservatory but smaller in order to retain the rear French doors which have been exposed since the conservatory was demolished. There will be a spiral staircase leading from the balcony down to the garden. The railings for the balcony and the spiral staircase will pick up the cast iron theme of the existing balcony, which will be repaired as part of the works. This will make the flat more integrated with the garden.

The proposed garden floor French doors will be painted timber and match the design of those above. There are a huge variety of styles, heights, widths, shapes and materials used and so a decision was made to follow the architectural style of the main house in an effort to lend the new changes a suitable sense of scale, period, subservience and design such that it would minimize its effect of the main house. Therefore the extension has been designed to have its external walls fully rendered, the walls capped with a reconstituted once weathered coping stone all around. (see drawings at DWD 2 & 3).

4.0 Impact

The amenities of the neighbours will not be affected by the proposals.

The garden wall between Nos 10 and 8 is a party garden wall owned equally by both Freeholders. The proposal is to take down the section of garden wall on which the two-storey, then single-storey conservatory extension is proposed with a new cavity wall astride the boundary.

During construction there will be an impact on the neighbouring properties due to the proximity of their properties, but the utmost care and consideration will be expected of the contractor to effectively manage the works and where possible minimise the disturbance due to noise and vibration.

5.0 Materials

Any new external materials are designed to complement and enhance the character of the existing buildings and the general area.

The front elevation window at ground floor level will be a white painted softwood traditional box sash window. The proposed side / front elevation will be rendered and has no windows. The design of rear elevation follows the logic of the front elevation including traditional white painted softwood sash windows and French doors and framing to the doors and windows as well reconstituted stone copings and to the rear, a black painted traditional cast iron ornate metal spiral staircase and balustrade.

6.0 Access

The principle means of access to the main property will not change. The access for Emergency Services would be unaltered under the proposal.

Access to the new side Coach house will be via the existing front driveway.

7.0 Summary

Most of the side wing buildings of these semi-detached villas have been granted permission for a change of use for their side wings to become separate dwelling similar to our application. Most of our side wing building already exists and we are only applying for a change of use to change what is currently a disused space in the city into much needed new dwelling. The proposed two-storey rear side extension is designed to be subservient to the main house in regard to size, height, massing, design and materials and has been designed in consultation with Section 4 of Camden's Council Planning Department's Camden Planning Guidance Note CPG1.

The proposed development will not have any impact on the existing matter of access.

The project is, by its very nature, solely residential and involves only the house's owner; there is therefore no relevance regarding mixed use, density, public spaces, landscaping or access.

The design and scale of the proposals have been made to both co-exist with the existing original architecture of the street and the variety of styles displayed by the current two-storey extensions / Coach houses that exist in the street as well as being subservient to the original house and the general amenity to the street scene.

The proposals are discrete and take into account their visual impact in relation to heights on the street. Our design respects the existing front building line and boundary walls. We have echoed the detailing of the main house where appropriate.

Our proposals would not materially harm the character of the area, the amenity of neighbouring occupiers or highway conditions of the area.

8.0 Relevant Policies and Guidance

The site is not listed but is located within the Parkhill Conservation Area; UDP and Local Plan. These policies encourage a high quality of design for all developments. All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the application. Developments should be limited to a scale and design appropriate to the building and locality thereby providing a positive relationship between the existing building and proposed urban fabric: we believe our proposals comply with these requirements.

Other policies include:

CS5 – Managing the impact of growth and development.

CS14 – Promoting high quality places and conserving our heritage.

CS17 – Making Camden a safer place.

DP24 – Securing high quality design.

DP25 – Conserving Camden’s heritage.

DP26 – Managing the impact of development on occupiers and neighbours.

Camden Planning Guidance 2011.

Parkhill Conservation Area Statement.