

DESIGN and ACCESS STATEMENT

36 HEMSTAL ROAD LONDON NW6 2AL

Project no: HEMSTAL/D&A/14/01

Date: 27th May 2014

Proposal

Erection of single storey outbuilding in rear garden with off-street parking space on rooftop, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

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1.0 Proposal

Erection of single storey outbuilding in rear garden with off-street parking space on rooftop, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

2.0 Site Description

The application property is a three storey plus semi-basement level end of terrace property located at the corner of Hemstal Road and Kylemore Road within a prominently residential area. The property has been divided into flats. This application relates to the lower ground floor flat. The rear garden and side passage of the property is one storey below the front garden.

The site is not listed and is not in a conservation area.

3.0 Relevant History

Application property:

2013/7360/P - Planning permission granted on 11/02/2014:

Erection of single storey outbuilding in rear garden, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

30269 - Planning permission granted on 04/07/1980:

Change of use, including works of conversion, to provide 4 self-contained flats.

3 Hemstal Road London NW6 2AB

PWX0103301 - Planning permission granted on 03/12/2001:

The erection of a two storey side extension to provide a garage;

4 Hemstal Road NW6 2AN:

2008/0221/P - Planning permission granted on 31/03/2008:

Erection of a single storey rear extension to the ground floor flat;

8 Hemstal Road London NW6

PW9902000 - Planning permission granted on 22/01/1999:

The use of the second floor roof on the rear extension as a terrace, plus erection of railings and replacement of windows by french doors;

12 Hemstal Road NW6 2AN:

2011/2959/P - Planning permission granted on 02/08/2007:

Erection of railing at first floor level in association with the creation of a terrace to rear elevation of existing flat;

2005/2671/P - Planning permission granted on 10/08/2005:

Erection of raised terrace structure to facilitate access from the ground floor flat to the rear garden.

16 Hemstal Road NW6:

PWX0002244 - Planning permission granted on 09/05/2000:

Creation of roof terrace on roof of two storey rear extension, plus installation of railings and replacement of window by door.

18 Hemstal Road London NW6:

9201210 – Planning permission granted on 16/07/1993:

Erection of a rear extension at ground floor level alterations to openings in existing rear extension and use of flat roofs at 1st and 2nd floor level as roof terraces all in connection with works of conversion to self-contain three existing dwelling units.

33360 – Planning permission granted on 23/11/1991:

Construction of car port/garage and formation of means of access to the highway.

28 Hemstal Road London NW6:

23324 - Planning permission granted on 11/11/1976:

Change of use to 2 self-contained units and a maisonette including works of conversion and the erection of an addition at basement level to the existing rear extension.

32 Hemstal Road London NW6:

22719 – Planning permission granted on 25/06/1976:

Change of use to four self-contained units including works of conversion and enlargement of existing rear extension at ground floor level.

34 Hemstal Road London NW6:

PW9605008R2 – Planning permission granted on 07/03/1997:

Demolition of the rear elevation and erection of a new rear elevation and new two storey rear extension, together with two velux windows to the rear and one to the front roof slope, to provide a 4 bed (7 person) self-contained maisonette and a 3 bed (6 person) self-contained maisonette.

38 Hemstal Road London NW6:

2008/0489/P – Planning permission granted on 18/03/2008:

Erection of a single storey rear extension to basement flat including alterations to fenestration on side elevation.

44 Hemstal Road Ground Floor Flat London NW6 2AJ

2004/4643/P – Planning permission granted on 17/12/2004:

The erection of a single storey rear extension for the ground floor flat;

50 Hemstal Road London NW6 2AJ:

2010/5613/P - Planning permission granted on 19/04/2011:

Conversion of a single dwelling house into four flats with a ground floor rear extension, out-building in rear garden and installation of screens in connection with the upper-ground and first floor levels flat roofs as terraces in a residential dwelling.

59 Hemstal Road London NW6 2AD

PWX0103861 - Planning permission granted on 04/12/2001:

The part retention and part modification of a single storey rear extension to provide additional habitable accommodation for the lower ground floor flat;

2 Gladys Road NW6

2005/1795/P - Planning permission granted on 03/06/2005:

Erection of a two-storey plus basement and attic side extension with dormer window to the front.

PWX0203186 - Planning permission granted on 07/08/2003:

External alterations to front and rear, including alterations to fenestration, the creation of a roof terrace on the rear wing between first and second floor levels, the erection of a steel balcony at rear upper ground floor and stairs to the garden and the erection of railings to the top of the basement retaining wall both front and rear, in connection with the refurbishment of the building as two self-contained maisonettes;

PWX0002690 - Planning permission granted on 24/10/2000:

The installation of a roof terrace at rear second floor level and the creation of a doorway to form a means of access;

Relevant History regarding Off-Street Parking

16 Elsworthy Road London NW3

2012/4009/P - Planning permission granted on 07/08/2012:

Creation of a new private driveway and associated crossover onto an off-street parking space;

18 Prince Arthur Road London NW3 6AY

2012/0512/P – Allowed on Appeal on 19/10/2012:

Alterations to front boundary wall in connection with creation of off-street parking/crossover and new landscape in front garden to dwelling (Class C3);

4.0 Relevant Policies

Set out below are the UDP policies that the proposals should primarily be assessed against. However, it should be noted that any recommendations should be based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

The London Plan: Spatial Development Strategy for Greater London: 2011 LDF Core Strategy and Development Policies 2010

Core Policies

CS5 Managing the impact of growth and development Development Policies

CS14 Promoting high quality places and conserving our heritage

DP16 The transport implications of development

DP18 Parking standards and limiting the availability of parking

DP19 Managing the impact of parking

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

Camden Planning Guidance 2011

CPG1 Design + CPG6 Amenity

5.0 Assessment

5.1 Revisions

The original as approved scheme (REF: 2013/7360/P) was for the erection of single storey outbuilding in the rear garden, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

The minor revisions to the approved scheme are as follows:

1. Off-street parking space on rooftop to the outbuilding in rear garden;
2. Removal of stairs from roof-top outbuilding to rear garden;
3. Reinstate main entrance to the flat from the existing front courtyard area via a revision to the existing stairs;

5.2 Proposal

It is proposed to erect a single storey outbuilding in the rear garden with off-street parking space on rooftop, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

The extensions to the main house will not be altered and will remain as that of the approved scheme.

The proposed off-street parking space on the rooftop to the outbuilding will allow the applicant to securely charge an electric car on site as currently there are no such facilities located within 200m of the site. It would result in a new crossover and the loss of a single residential parking bay in the CPZ area that would be equally offset with the gain of one private off-street parking space.

It is proposed to alter the design to the boundary wall, as from the approved design, by enlarging the timber door to allow for vehicle access to the rooftop and to rebuild a small section of the wall to accommodate a clear pedestrian visibility splayed area. The bricks are proposed to be re-used and the parking area will not be visible from the public realm.

The stairs from the rooftop to the garden area have been removed to increase the primary amenity area to the main garden area.

The rear garden area has been increased from **77sq/m** (84% retained) as from the approved scheme to **80sq/m** (87% retained).

The main entrance to the flat will be reinstated to the front of the property as existing via the front courtyard area.

5.3 Main considerations: Design and Appearance

Policy DP24 states that the Council will require all developments, including alterations and extensions to be of the highest standard of design and respect character, setting, form and scale of the neighbouring properties and character and proportions of the existing building.

Rear Extension:

To remain as approved

Side Extension:

To remain largely as approved. Patio doors from bedroom 3 onto courtyard area have been replaced with 2 no. sash windows to match existing.

Reinstate existing stairs from courtyard area to lower ground floor area.

Replace approved window to nursery room with a new front door and glass side-light.

Section 4 of CPG1 for side extensions advises that side extensions should not block significant views or gaps and obscure the original architectural features on a side wall and they should be set back from the main building line.

The revisions to the proposed side extension are very minor and would be mainly screened by the existing tall brick side boundary wall.

The revised design allows for glass patio doors to be replaced with timber sash windows to match existing and an approved window to be replaced with a timber door to match existing. The proposed side extension is considered to be designed in accordance with the guidance in CPG1 and would not be readily visible from the public views.

Outbuilding

The design of the outbuilding will largely remain as existing.

The outbuilding would retain a simple style with largely glazed openings facing to the rear elevation of the main building. Part of its roof would be accessible via the proposed new doors. The previous stairs have been removed to increase and improve the primary amenity area to the main garden level.

The outbuilding in terms of its size and style would be subservient to the main building and would be well screened by the high site boundary walls and would not be visible from public views. Its green roof would be suitable in the garden setting.

The rooftop is being altered to allow the applicant off-street parking in order to securely and safely charge an electric vehicle.

Alterations to side boundary

The proposed wall with railings would remain as approved.

The rear garden area has been increased from **77sq/m** (84% retained) as from the approved scheme to **80sq/m** (87% retained). Cumulatively the proposed rear extension, side extension and outbuilding would retain acceptable outdoor amenity space and would not harm the character and appearance of the existing building.

As the proposed extensions and outbuilding would be screened by the boundary treatments the proposal would not significantly affect character and appearance of the street-scenes.

5.4 Transport Statement:

Please see separate statements as enclosed within this application;

6.0 Neighbouring Amenity

Policy DP26 seeks to ensure that the amenities of existing and future occupiers are not unduly impacted by development in terms of overlooking, outlook, loss of daylight/sunlight, noise and vibration.

The proposal is considered not to significantly affect the amenities of the neighbouring properties in terms of loss of daylight/sunlight, outlook or privacy as the proposed side and rear extensions and outbuilding would be below the ground floor level.

7.0 Security

The development should not in itself raise any security issues of any significance to the recommendation.

8.0 Lifetime Homes/Wheelchair Access

Although some of the standards are capable of being met, such as corridor and bathroom dimensions, it is impossible to meet all the standards due to the limitations imposed by the units being provided as works within an existing building.

The property will however be otherwise accessible for assisted wheelchair access and to people of restricted mobility and other disabilities, considered in terms of door layouts, handrails, location of sockets and switches and other proviso in line with the Disability Discrimination Act 1995 and Building Regulations.

We are encouraged to meet as many of the standards as possible.

9.0 Sustainability – resources and energy

As there is no net increase of residential units a code for sustainable homes statement is not required, however we have included the following to demonstrate how the proposal would be sustainable:

The current requirements of the council are to achieve sustainable homes that conserve energy, water and careful use of resources where possible. The object of this redevelopment is to extend the building within current guidelines and to create a more efficient building.

Existing floors, walls and roofs will be upgraded with insulation to comply with current regulations regarding conservation of fuel and power, sound and fire separation wherever possible. All existing single glazed windows and glazing are to be replaced with windows to be high performance double glazed with argon gas in the cavity.

Water conservation within the home will include a dual flush system or low flush toilet system also the dishwasher and washing-machine, which reduces the volumes of water used. Appliances will be chosen on energy efficiency. High efficiency light bulbs will be used wherever possible. The garden will be laid out with drought tolerant plants. Rainwater will be collected if possible into storage butts to be used in the garden.

The boiler will be a condensing boiler which has a secondary source of heat where the flue passes through the heat exchanger to produce a high efficiency.

10.0 Conclusion:

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.

The proposed development should be considered to be in general accordance with the London Borough of Camden Local Development Framework Core Strategy, with particular regard to policies: CS5 (Managing the impact of growth and development) and the London Borough of Camden Local Development Framework Development Policies, with particular regard to policies: DP24 (Securing high quality design); DP26 (Managing the impact of development on occupiers and neighbours).

The overall scheme produces an uplift to the existing residential units, which would make a positive contribution to the Borough's housing stock. The use of the building would not significantly conflict with the residential amenities of neighboring occupiers, or the general character of the area. Conditional/obligation controls would be sufficient to address various sustainability, design/materials and highway objectives.

We believe that the proposed works are compatible with the detailing and materials of the original building and conform in terms of scale, design and materials. The proposal should be allowed as it strictly adheres to the guidelines as set out in both

the LDF and the Supplementary Planning Guidance.

There will no additional floor-space proposed as from the approved scheme 2013/7360/P.

The proposed revisions would largely remain hidden and well screened by the high site boundary walls and would not be visible from public views.

Given the additional floor space is less than 100 sqm the Mayor' CIL is not applicable in this case.

To summarise:

- The proposed revisions to the approved scheme 2013/7360/P would not harm the architectural integrity of the host building and the character and appearance of the street-scene;
- The proposal would also not harm the amenities of the neighbouring properties;
- Based on the results of the on-street parking survey assessment, the proposed crossover would not have a detrimental impact on the adjoining CPZ and is therefore not contradictory to Policy DP19 of the Council's Core Strategy in this regard;
- The impact of the proposal is therefore expected to have a minimal and insignificant impact on the CPZ;
- The proposed layout of the parking space is considered appropriate and in accordance with local guidance;
- It is considered therefore that the proposal is acceptable in highway terms;