

kyson:

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## PART A

INTRODUCTION

SITE LOCATION

SITE HISTORY AND CONTEXT

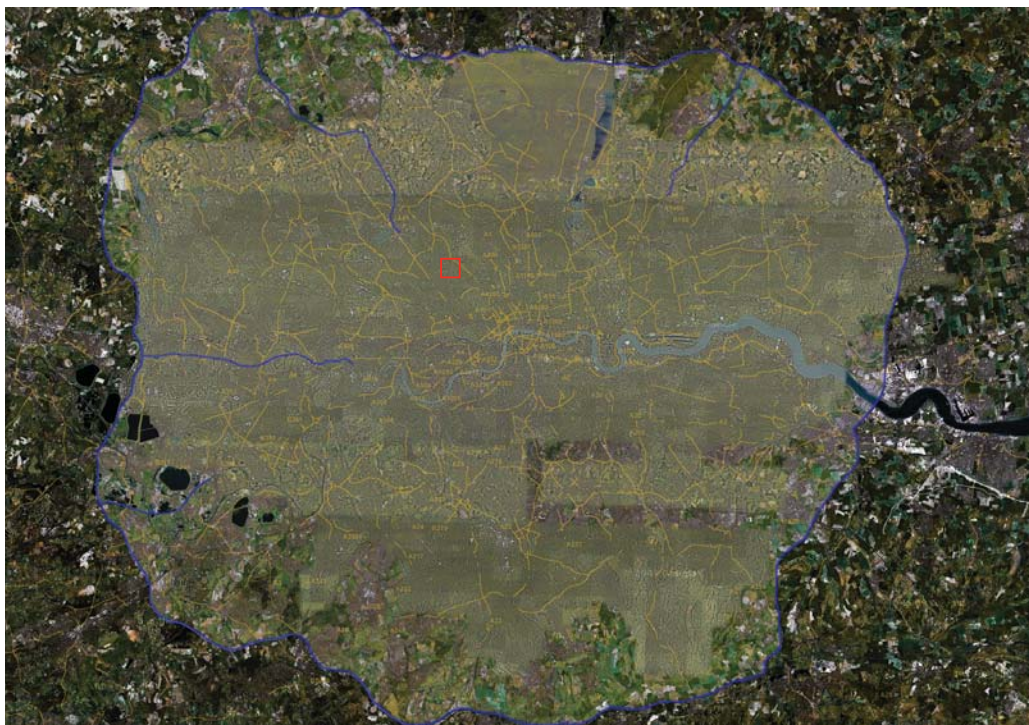
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EXISTING DRAWINGS

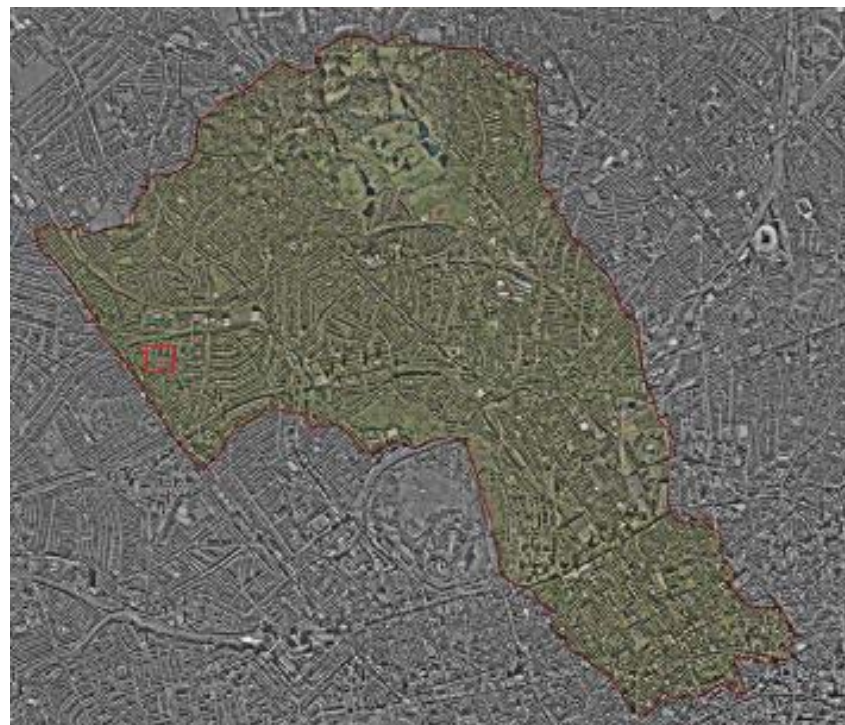
## INTRODUCTION

Kyson, on behalf of our client, is seeking planning permission for the construction of 1 new residential units and an extension of the existing ground floor flat on Sherriff Road, Camden. The proposal includes a rear extension and a basement extension and conversion.

**SITE LOCATION**  
**CAMDEN. LONDON**



Greater London



London Borough of Camden

The site is located within the London Borough of Camden, South-West of West Hampstead station. It is on Sherriff Road.



SITE LOCATION  
PROPOSAL SITE



Site Boundary



North View



West View



South View



East View



## SITE LOCATION

### SHERRIFF ROAD

The site is located on Sherriff Road in Camden Town. The site is currently occupied by a 3 storey plus an incomplete basement which is entirely utilised as residential accommodation space (C3). Main access to the building is on Sherriff Road.

Almost all fenestration is confined to the front elevation with a vertical emphasis. The sides facades are attached to the neighbouring buildings. The back facade allowed for window opening look out to the back garden as well as allowing spaces to form terrace on the 1st floor.



View from Sherriff Road, West



View of site from Sherriff Road East



View of site from Kylemore Road Approaching



Neighbouring buildings from the back garden of the site



Neighbouring buildings from the back garden of the site

## HISTORIC STATEMENT

The Character of Hampstead is conditioned by the 'Northern Heights' of London, the sand and pebble-capped hills rising up from the London clay which run from West Hampstead to beyond Highgate. Early settlement is indicated by Palaeolithic finds in the South part of the area, and West Heath was an important Mesolithic site. A mound on Parliament Hill may be a Bronze Age barrow.

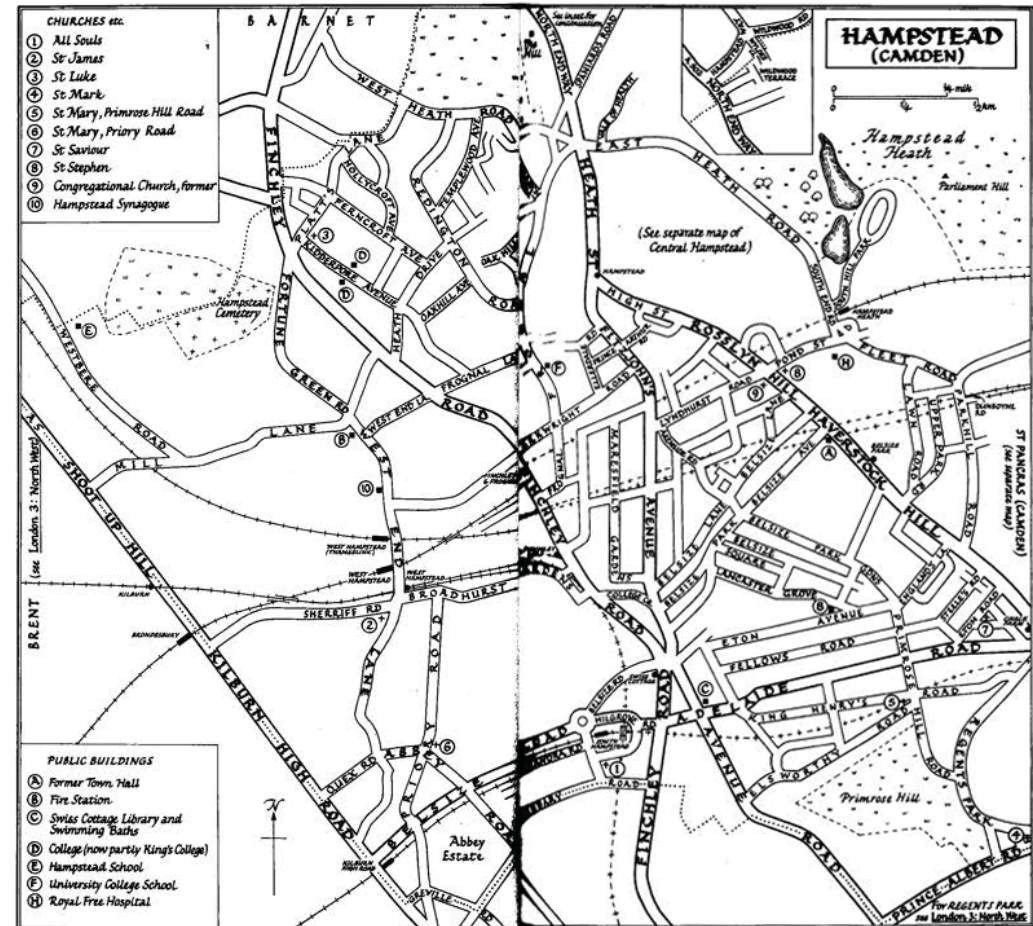
The mound lies c.300 yards NE of the North end of Hampstead ponds and is now c. 155ft in diameter and c. 10ft high. Excavation has shown the external ditch to be relatively modern, but there is a burial ditch inside, and additions to the mound were visible; no human remains were found, but a pocket of charcoal near the centre.

In the Middle Ages there was a village with a parish church near the top of Hampstead hill and, downhill to the W, a nunnery at Kilburn, by the Roman road that became known as Edgware Road and formed the W boundary of the parish.

The great time for Hampstead was the c18, and of all the former villages of north London it has most visibly preserved its character of a favourite villeggiatura near the town, for the summer months or for retirement. This is due to two causes: the open spaces of Regent Park, Primrose Hill and Hampstead Heath preserved between London and Hampstead, and the steepness of the hill on which the village lies.

The development of the northern part of West Hampstead dates entirely from the late c19 onwards. It is divided from Hampstead proper by the C19 creation of Finchley Road; a land of minor late Victorian terraces and mansion flats which in 1952 Pevsner considered worth visiting only by those in search of Victorian churches: 'The houses and streets require no notice.' Few of the patches of council housing and private flats that have arrived since are of much merit, although they have broken the monotony and given the older survivals some rarity value. The neighbourhood grew after the arrival is the three railways lines, the Hampstead Junction (1860), the Midland (1868) and the Metropolitan Line (1879), which later opened stations on West End Lane. Before this there was only the retired hamlet of West End, down the hill from Frognal: its former centre is still marked by a small green at the junction of West End Lane and Mill Lane, where the Fire Station is the best building.

Extracted from *The Buildings of England, London 4: North*, by Bridget Cherry and Nikolaus Pevsner





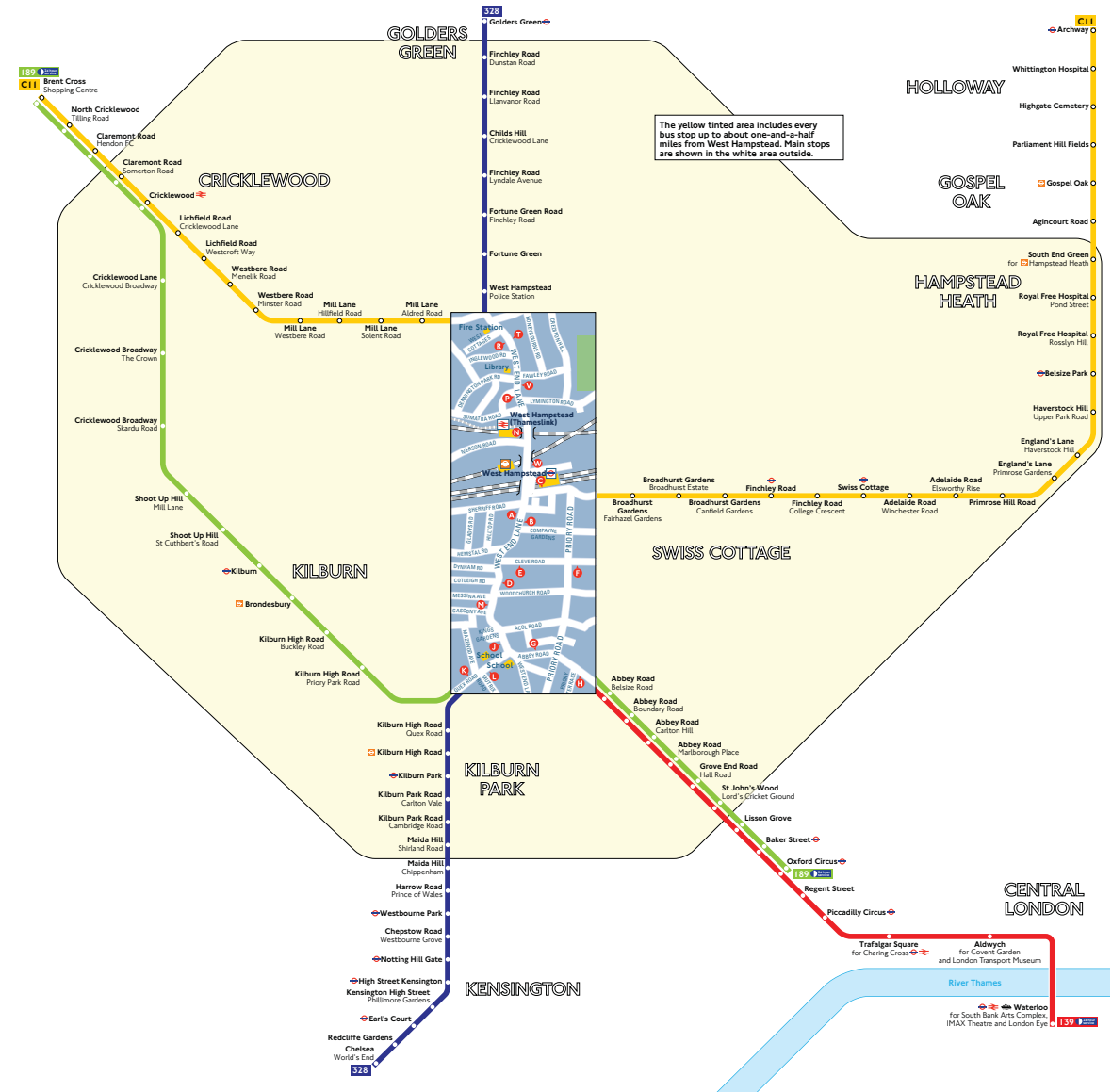
## SITE CONTEXT ACCESSIBILITY

The public transport links to the property are excellent, it has a PTAL rating of 5, being within a short walking distance from Tube/ Railway Stations and Bus Routes: West Hampstead station is located adjacent to the Site, and is served by the Jubilee Line, London Overground Line as well as Railway services. The station is in Travelcard zone 2. The site is located within the central London Congestion Charge Zone.

### Buses

There are several regular bus services in close proximity. There are numerous bus links located around West Hampstead Station only short walks from the site, here are a number of bus routes heading to the following destinations:

- 139 West End Green  
Waterloo Station / Waterloo Road
- 328 Golders Green Station  
Limerston Street
- C11 Archway Station / Junction Road  
Brent Cross Shopping Centre
- 16 Mora Road  
Victoria Bus Station
- 32 Edgware Bus Station  
Kilburn Park Station
- 98 Pound Lane / Willesden Bus Garage  
Red Lion Square
- 189 Brent Cross Shopping Centre  
John Prince's Street / Oxford Circus
- 316 Mora Road  
White City Bus Station
- 332 Brent Park Tesco  
Bishop's Bridge
- 632 South Mead  
Kilburn Park Station



## PLANNING APPRAISAL

### PLANNING POLICY STATEMENT

#### 1.0 INTRODUCTION

1.1 This Application seeks full planning permission for the creation of 1 new flats (C3) and an extension of the existing ground floor flat through a rear extension and a basement extension and conversion.

1.2 The key planning issues relate to the proposed rear extension and a basement extension and conversion.

1.3 The following documents have been consulted in preparation of this proposal:

National Planning Policy Framework (NPPF)  
London Plan 2010  
London Borough of Camden Core Strategy 2011  
Saved UDP Policies

#### 2.0 NATIONAL CONTEXT

2.1 The proposal looks to work in primary support of paragraph 57 of the NPPF to *"optimise the potential of the site to accommodate development..."*

2.2 The proposal looks to provide an additional residential units. This scheme sets out to maximise potential residential accommodation space and avoid any effect on employment and incomplete floorspace.

#### 3.0 LOCAL CONTEXT

3.1 Kyson gained full planing permission in Feb 2011 and completed the extensions of 75 Sherriff Road (2010/3148/P ). This project would be structurally and visually similar to the adjacent scheme.

3.2 The main access to the existing building is via Sherriff Road, a secondary residential street that also provides parking for vehicles. Each household around this neighbourhood have got a front and back gardens

#### 4.0 HOUSING

4.1 The proposal aims to add 1 additional flats to the housing market via rear extension and a basement extension and conversion.

4.2 The proposal is in support of the Camden Core Strategy policy S2: Housing, which states that it hopes to support housing needs to 2025 by "meet or exceed a target of 8,925 homes from 2010-2025, including 6,550 additional self-contained homes." As such, the proposal is also in support of 5.6: Additional Housing taken from the London Plan

(2010).

4.3 Our proposal sets out to seek rear extension and complete the existing basement via extension and conversion. This would allow enough spaces for two spacious flats. Thus supporting the Camden Core Strategy's aim to "minimising the net loss of existing homes; regarding housing as the priority land-use of Camden's Local Development Framework."

#### 5.0 NEIGHBOURHOODS

5.1 This project seeks to explore the site to provide additional residential unit that help to fulfil the Council's policy of "seeking a range of self-contained homes of different sizes to meet the Council's identified dwelling-size priorities; seeking a variety of housing types suitable for different groups, including families, people with mobility difficulties, older people, homeless people and vulnerable people."

5.2 Our proposal aims to respect and reinforce the character of the site's immediate context. The proposed rear extension and basement extension and conversion are both common architectural features in this areas, makes a restrained and minimal impact from only certain viewpoints in the surrounding streets and does not therefore negatively impact on the perceived appearance from the street.

#### 7.0 WASTE

7.1 Secure refuse storage will located adjacent to the existing in the front garden off the main road with lockable gates. Indoor refuse storages would also be planed.

#### 8.0 ACCESS, TRANSPORT

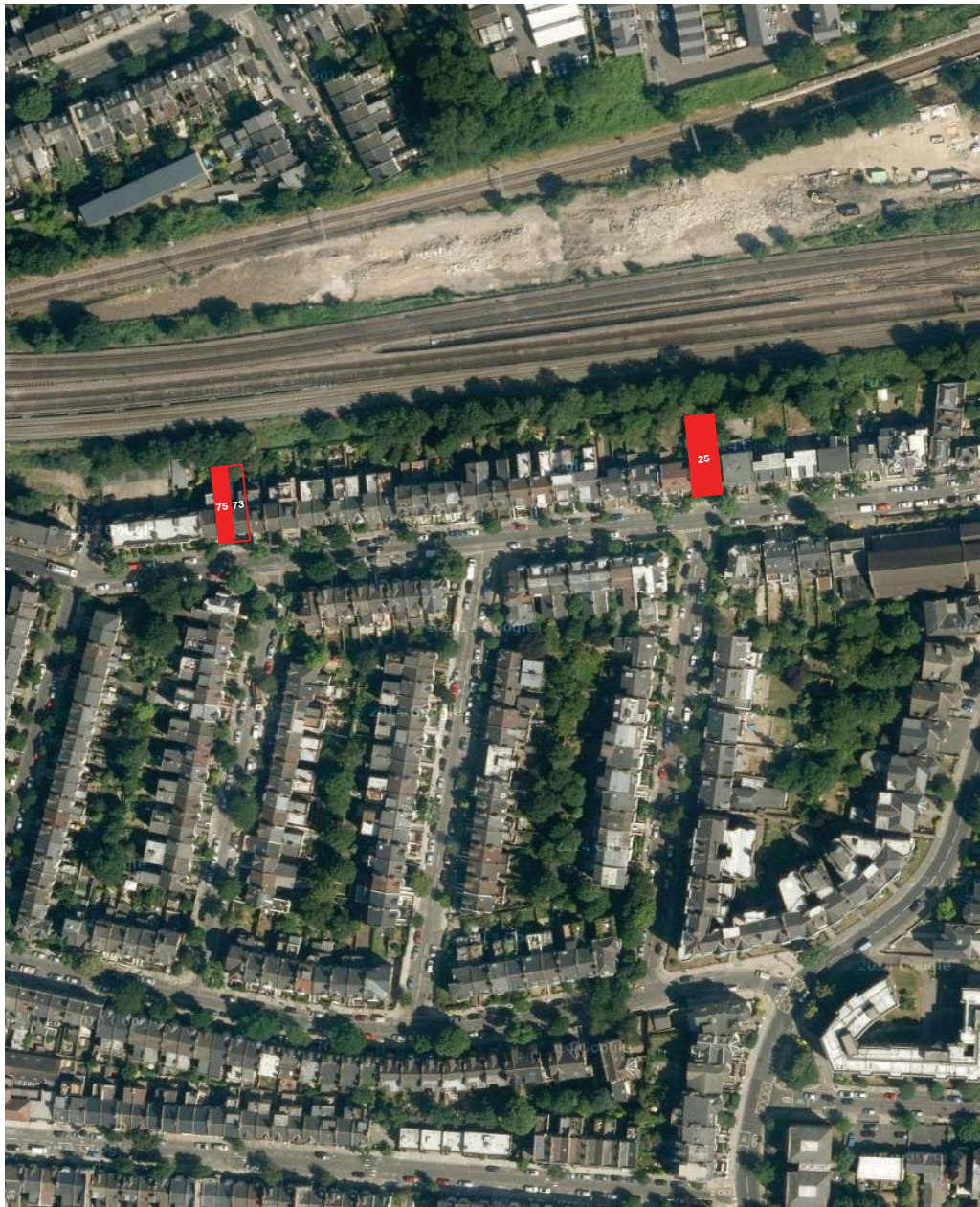
8.1 The PTAL rating for the site is 5, which demonstrates the excellent accessibility level by public transport. Several Bus Routes run along West End Lane and Kilburn High Road. Tube and Rail Stations such as West Hampstead, Brondesbury and Kilburn are within walking distance, The stations are in Travelcard zone 2.

8.2 Local transport provides the area with several different bus routes as shown on the previous page.

8.3 The main access to the proposed residential units is from Sherriff Road.

## PLANNING APPRAISAL

### RELEVANT PLANNING APPLICATIONS



- Proposal Site
- Relevant Sites

73 Sherriff Road. LONDON, NW6 2AS

The following application proposals have been taken into consideration setting the precedence for similar developments carried out within immediate vicinity and are noted on the above map:

2. 25 Sherriff Road London NW6 2AS

APPLICATION 2013/4110/P

Erection of single storey rear extension to the ground floor level and installation of 2x rooflights at rear roof slope to residential house (Class C3).

GRANTED 19 Aug 2013

1. 75 Sherriff Road London NW6 2AS

APPLICATION 2010/3148/P

Change of use from single family dwelling house into 5 self-contained flats (2 x 1-bed, 2 x 2-beds and 1 x 3-bed) and associated additions and alterations including enlargement and creation of basement areas with lightwells at front and rear, erection of a side glazed infill extension, new railings to rear first floor terrace, and erection of a rear dormer window.

GRANTED Subject to a Section 106 Legal Agreement 9 Feb 2011

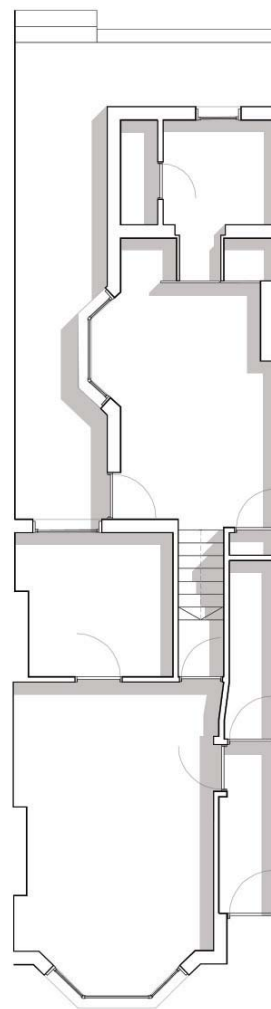




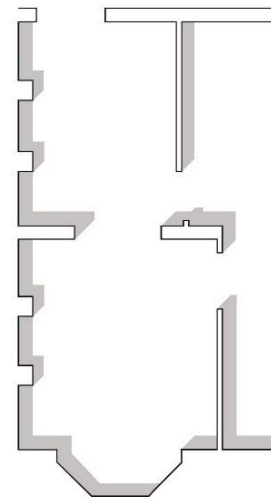


SITE LOCATION PLAN. DRAWING no. 999. 1:1250@A3

EXISTING DRAWINGS  
FLOOR PLANS



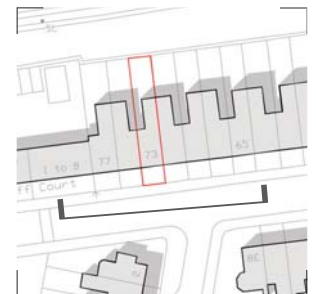
**GROUND FLOOR.** DRAWING no. 1000 1:100@A3



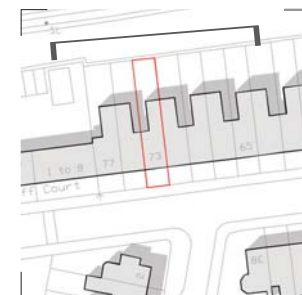




**FRONT ELEVATION.** DRAWING no. 1100. 1:200@A3

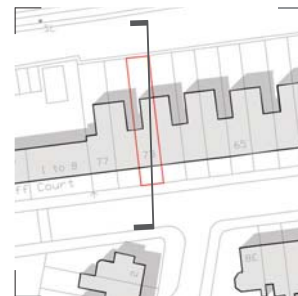
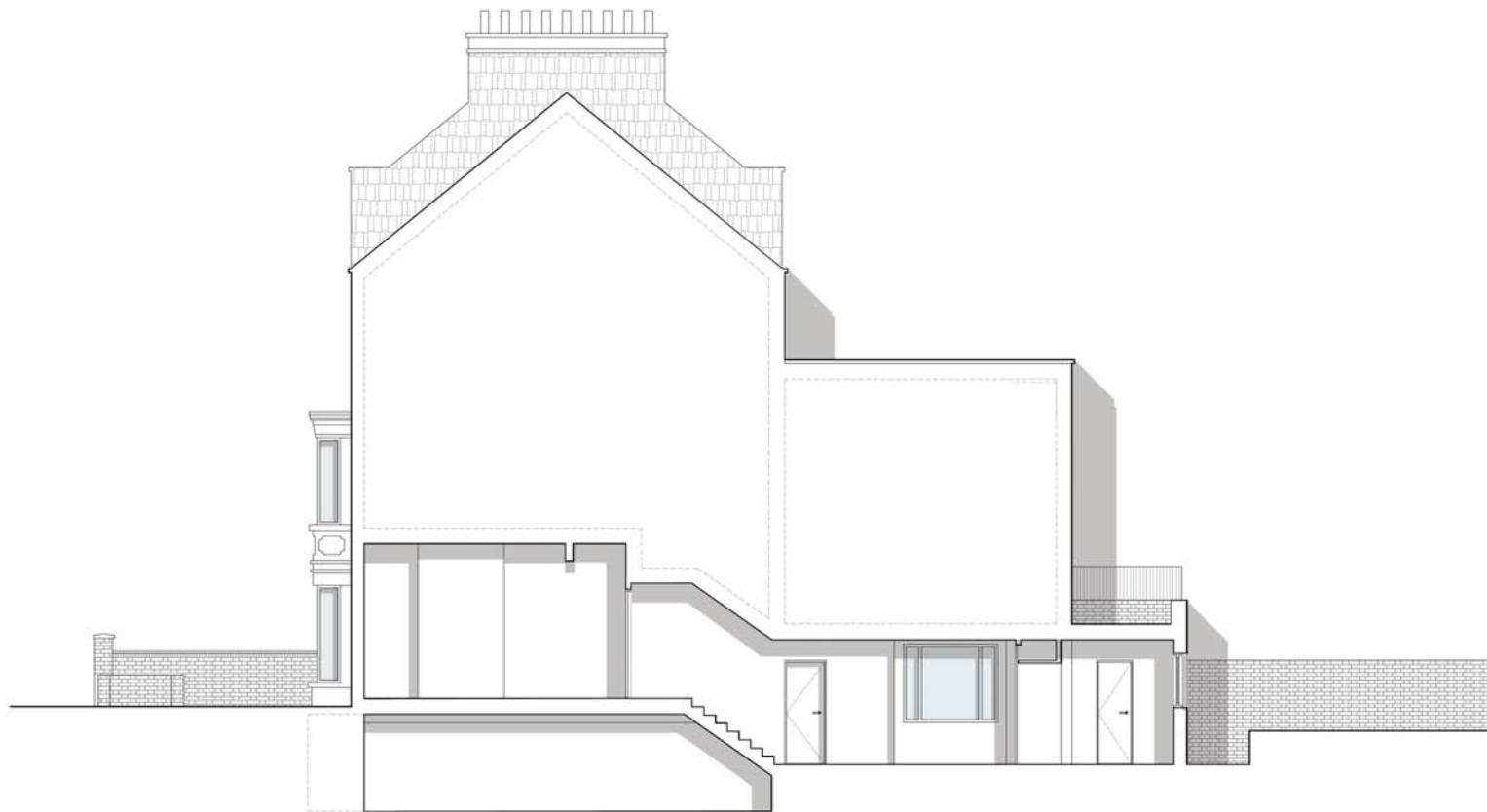


EXISTING DRAWINGS  
ELEVATIONS



**REAR ELEVATION.** DRAWING no. 1101. 1:200@A3

EXISTING DRAWINGS  
SECTION



SECTION. DRAWING no. 1200. 1:200@A3



## PART B

### DESIGN

### PROPOSED DRAWINGS

## DESIGN

### SCHEDULE OF ACCOMMODATION

EXISTING		PROPOSED	
Basement (NIA)	40.6 m.sq	Basement (NIA)	85.6 m.sq
Ground Floor (NIA)	54.7 m.sq	Ground Floor (NIA)	65.5 m.sq
Total Floor Area (NIA)	95.3 m.sq	Basement	
		Flat 1 (2 Bed) (3 Person)	45.0 m.sq
		Bedroom	12.5 m.sq
		En-Suite	2.6 m.sq
		Bedroom	14.8 m.sq
		En-Suite	5.5 m.sq
		WC	2.0 m.sq
		Terrace	7.3 m.sq
		Flat 2 (2 Bed) (3 Person)	34.0 m.sq
		Bedroom	14.5 m.sq
		En-Suite	4.3 m.sq
		Bedroom	12.0 m.sq
		En-Suite	3.1 m.sq
		Terrace	5.3 m.sq
		Ground Floor	
		Flat 1 (2 Bed) (3 Person)	26.7 m.sq
		Living	12.3 m.sq
		Dining / Kitchen	8.2 m.sq
		Flat 2 (2 Bed) (3 Person)	37.9 m.sq
		WC	2.5 m.sq
		Kitchen	7.0 m.sq
Living/ Dining	17.6 m.sq		
<hr/>			
		Total Flat 1 Floor Area (excluding partitions)	71.7 m.sq
		Flat 1 NIA (excluding circulation)	57.9 m.sq
		Circulation	10.2 m.sq
		Total Flat 2 Floor Area (excluding partitions)	71.9 m.sq
		Flat 2 NIA (excluding circulation)	61.0 m.sq
		Circulation	12.0 m.sq
		Total Residential Floor Area (NIA)	151.1 m.sq

## DESIGN OVERVIEW OF PROPOSALS

### SCHEME OVERVIEW

The development proposals seek to reconfigure and extend the ground floor and basement to convert the existing 1 bedroom flat into two new 2 bedroom (3 person) residential units.

The principles for the scheme have been established by the redevelopment of the adjacent property, for which Kyson gained full planning permission (2010/3148/P).

Refuse storage will be included in the front garden, as existing, whilst recyclable waste storage will be included within the flats in under-counter units.

Access to the proposed flats will be from the existing residential entrance and lobby on Sherrif Road.

### DESIGN RATIONAL

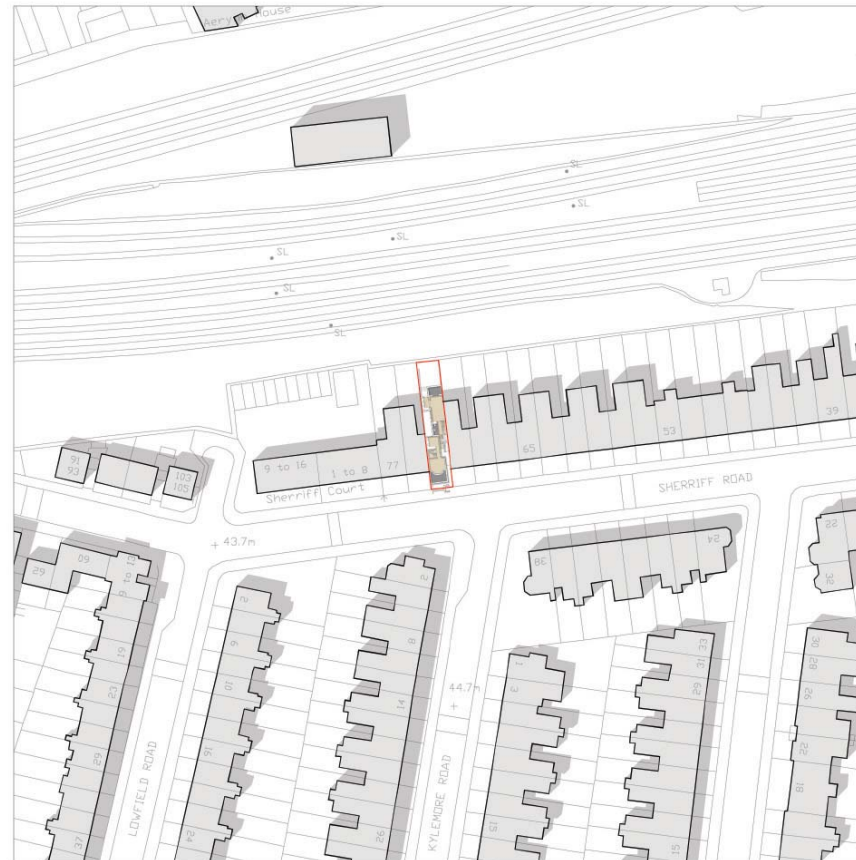
The proposed design retains the existing Victorian facade, whilst new additions to the front elevation will match the existing in its material and proportion, including brickwork and fenestration.

The design seeks to create two residential units to fully exploit the potential of the site and to maximise its residential accommodation, which has been studiously laid out to create spacious and elegantly designed flats.

Instead of positioning one flat on each floor, with a potentially dark basement flat, the residential units have been laid out as duplexes, with the living, dinning and kitchen spaces for both flats all located in the ground floor to take advantage of better lighting. These rooms maintain a visually open plan to emphasise the feeling of space and natural light.

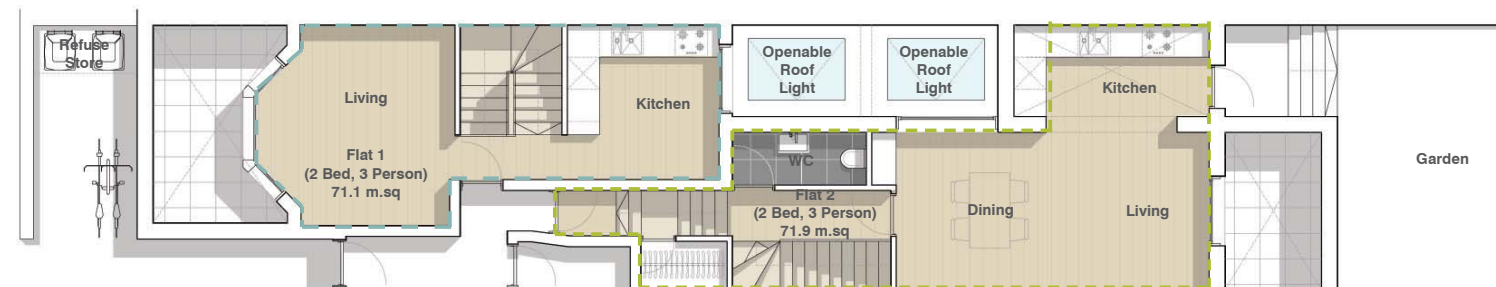
The bedrooms are all located in the basement to take advantages of its privacy from the street and its shelter from the noise of the nearby railway. To introduce as much natural light as possible to the sleeping spaces, the design introduces skylights and terraces for both bedrooms. Each bedroom has access to an openable skylight window or a terrace. The skylight windows would be triple glazed to minimize the noise.





SITE PLAN. DRAWING no. 1999 1:1250@A3

**PROPOSED DRAWINGS**  
**FLOOR PLANS**



**GROUND FLOOR.** DRAWING no. 2000 1:100@A3

PROPOSED DRAWINGS  
FLOOR PLANS



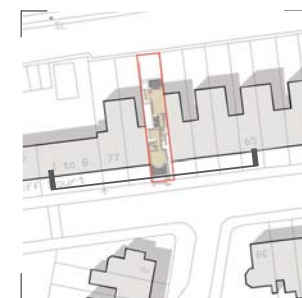
**BASEMENT FLOOR.** DRAWING no. 2001 1:100@A3



PROPOSED DRAWINGS  
ELEVATIONS



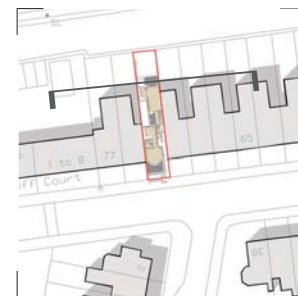
FRONT ELEVATION. DRAWING no. 2100 1:100@A3



PROPOSED DRAWINGS  
ELEVATIONS

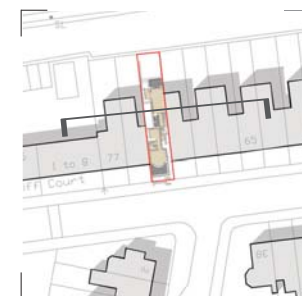


REAR ELEVATION. DRAWING no. 2101. 1:100@A3



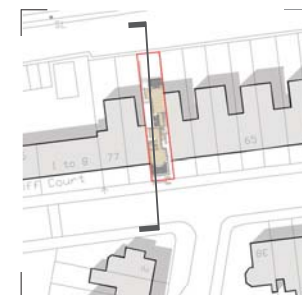
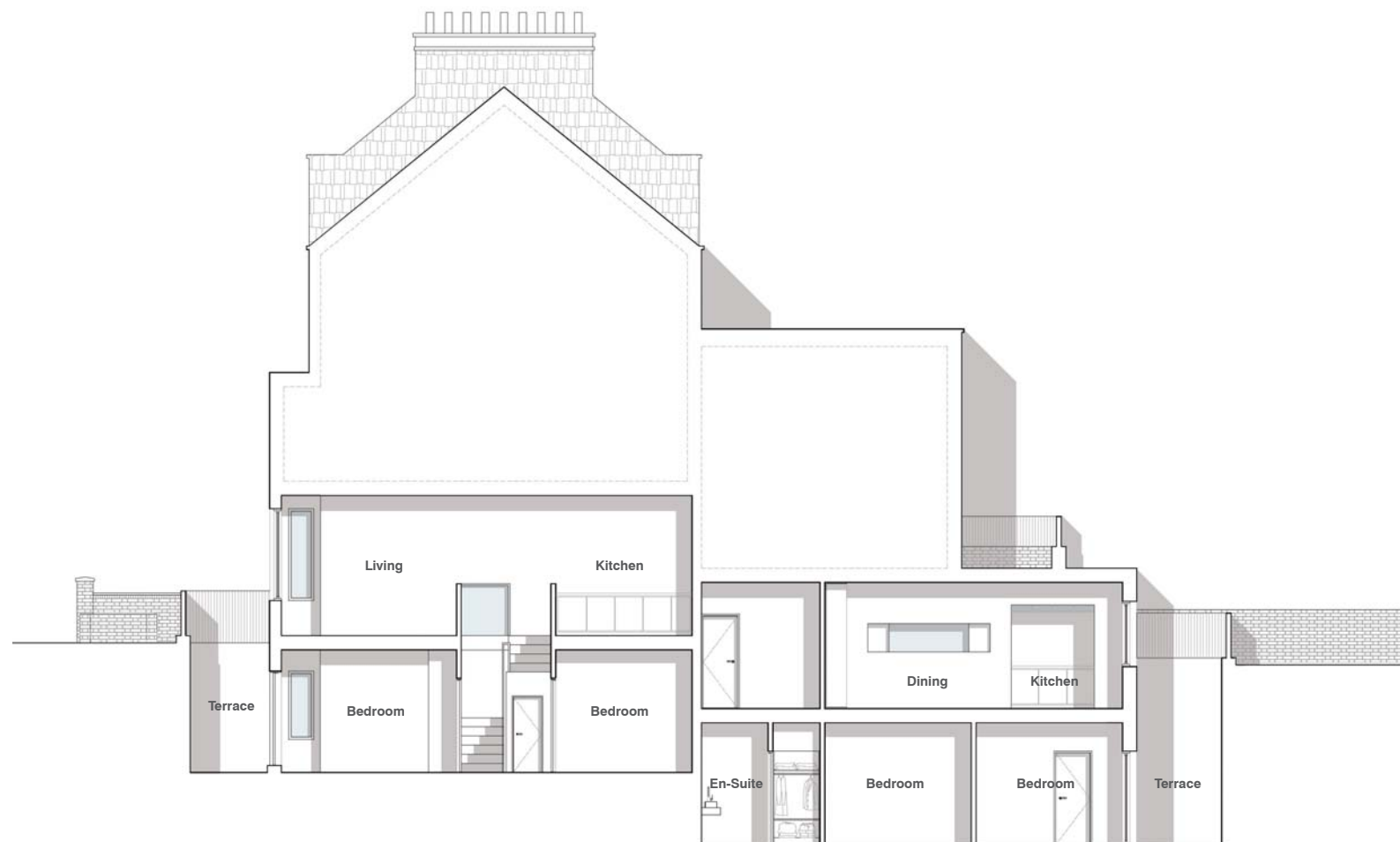


PROPOSED DRAWINGS  
SECTIONS



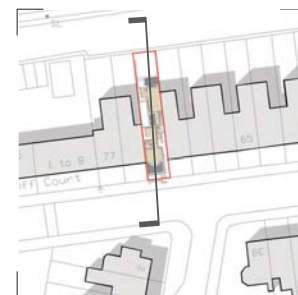
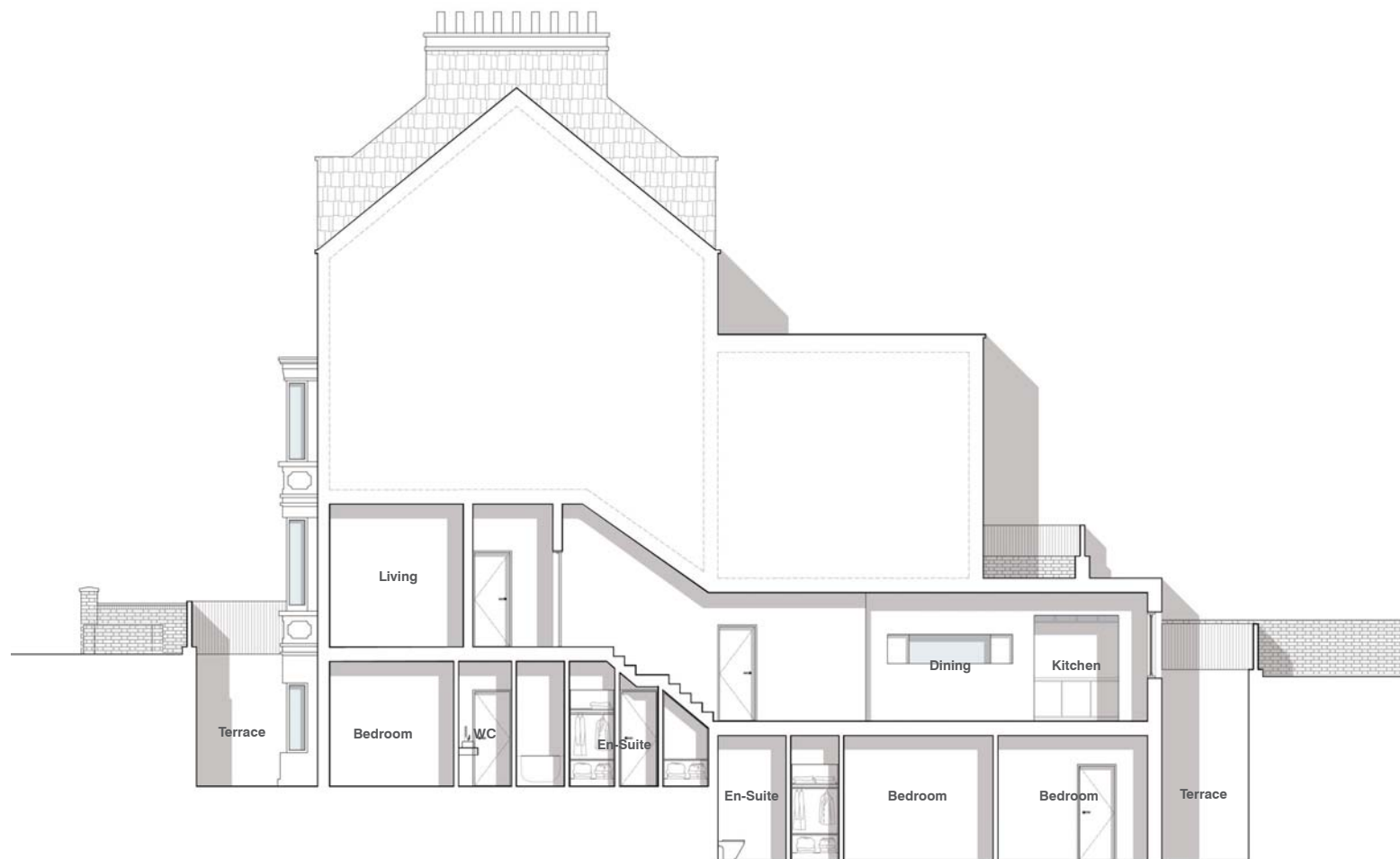
SECTION A. DRAWING no. 2200. 1:100@A3

# PROPOSED DRAWINGS SECTIONS



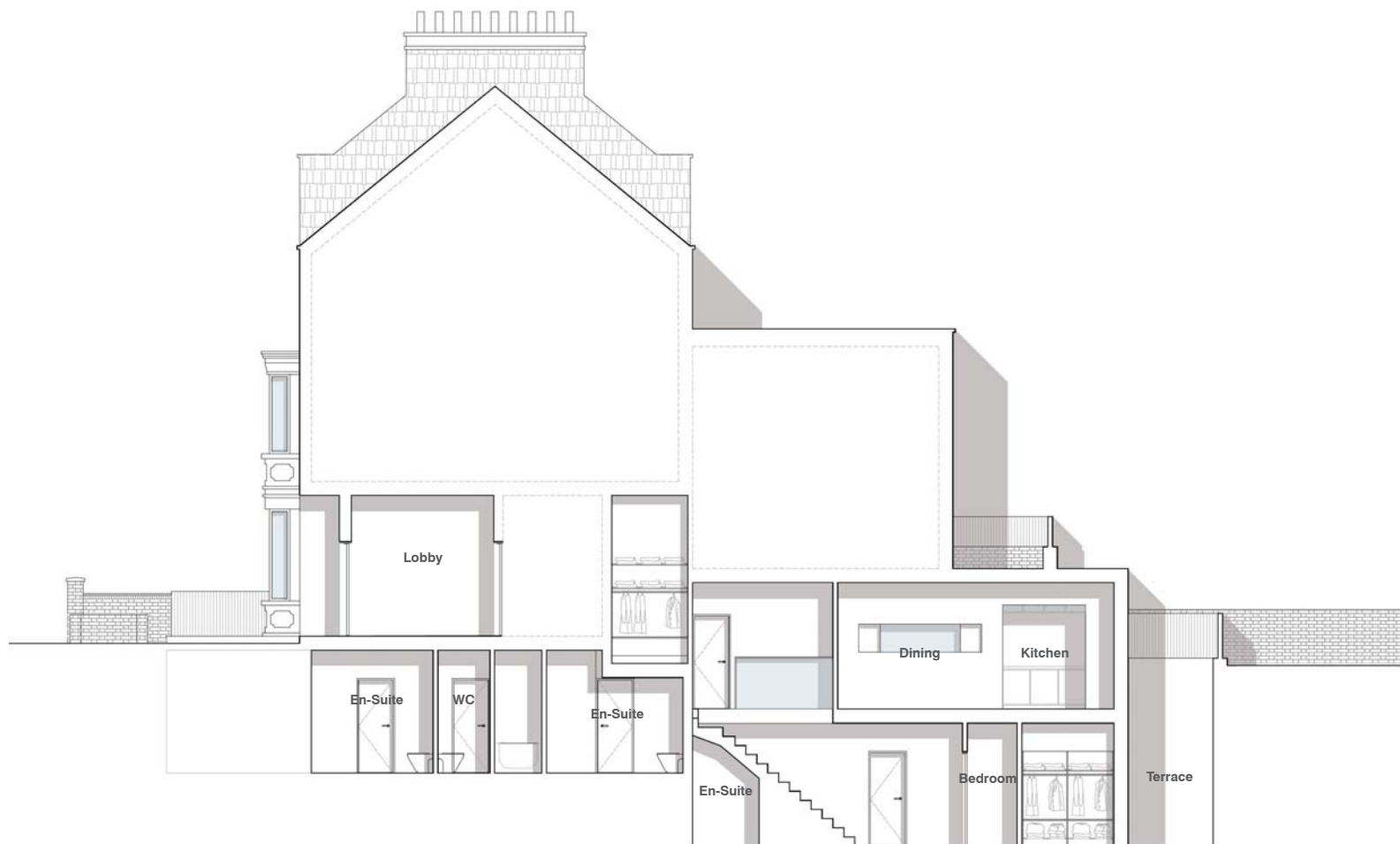
**SECTION B.** DRAWING no. 2201. 1:100@A3

# PROPOSED DRAWINGS SECTIONS



**SECTION C** DRAWING no. 2203 1:100@A3

PROPOSED DRAWINGS  
SECTIONS



SECTION D DRAWING no. 2204 1:100@A3



PART C

SUSTAINABILITY STATEMENT



## ENVIRONMENT AND SUSTAINABILITY SUSTAINABILITY STATEMENT

### Air Quality

Air quality is greatly affected by polluting vehicle emissions. Asthma and respiratory disease are known to be adversely affected by air pollution. New uses of land that involve motorised vehicles coming to and from property will thus cumulatively have an effect on the air quality as will the influx of polluting vehicles during the construction process of some developments. The proposed development would not involve polluting vehicles visiting the site post completion and those visiting the site during construction are required to meet the 'Low Emissions Standards'. Domestic and commercial heating systems can also have a negative impact on air quality due to their nitrogen oxide and carbon dioxide emissions. Condensing boilers recycle heat and have less such emissions than conventional boilers. A new heating system will be introduced that will loosely comprise of a Condensing boiler with a SEDBUK efficiency rating in excess of 86% in compliance with Part L of the Building Regulations (2006).

### Pollution from Noise, Light / Glare, Fumes & Land Contamination

#### Noise

Due to the residential nature of the building, there will be no adverse noise pollution created. During construction, workers will be constrained the working hours set out within the Planning Conditions.

#### Light / Glare

No external lighting is proposed on the street elevations of the building due to the residential nature of the site. Through the removal of the office lighting and installation of low energy pendent fittings, the amount of light emitted through the windows will be reduced once the proposals are implemented.

### Fumes Not Applicable Land Contamination Not Applicable Waste Storage & Recycling Facilities

Homes need sufficient space to store waste, including for recycling purposes, within the dwelling as well as outside for waste collection. The proposed kitchens have been provisionally laid out to accommodate enough storage for recycled waste as well as general waste, whilst the external space for refuse collection has also been provided.

### Renewable Energy

Most experts agree that Global warming is a consequence of burning fossil fuels with a resulting increase in carbon dioxide in the atmosphere. Greenhouse gas emissions such as carbon

dioxide trap heat from the sun inside the Earth's atmosphere and this leads to global warming. For example burning natural gas in heating systems will contribute to this effect. Renewable energy thus can reduce the dependence on fossil fuels and consequently reduce greenhouse gas emissions. In addition to 'renewables', energy efficiency needs to be built into the design with insulation, and fitting out with energy efficient appliances. Each of the renewables' technologies is considered for it's applicability for the property and whether or not it can be used to reduce the energy consumption of the Condensing Boiler. The following technologies are considered:

- Wind Turbines
- Bio Mass Heating
- Solar Water Heating
- Photovoltaic Panels

#### Wind Turbines

In order for a turbine to be at it's most effective, its position would be raised above the residential rooftop and would have a material impact on the setting of the building within the conservation area. In addition, there would be potential noise pollution. These various factors indicate that this technology is unsuitable for this location and therefore has been considered no further.

#### Bio Mass Heating

A search for biomass suppliers within Central London indicates that there are two suppliers within 5 miles, WoodExpert and Biomass UK Ltd. However, it is considered that due to the urban nature of the site, the emerging nature of Bio Mass fuel supply chain, and the location of the site (the road infrastructure is not appropriate for regular lorry delivery of wood chips/pallets) this technology is inappropriate and therefore is considered no further.

#### Photovoltaic Panels

Photovoltaic (PV) modules convert solar radiation directly into electricity for use in the building and can be used for domestic purposes such as home heating and lighting systems. Installing Photovoltaic Panels on parts of the roof that are non-visible to contribute to the overall power consumption of the building is considered an effective measure. Typical Photovoltaic panels will produce 1kW peak for 8m<sup>2</sup> of panel area. Although at this stage we have not made a proposal to install Photovoltaic Panels. We recommend that this technology is investigated further prior to implementing the proposed scheme.

#### Materials

If appropriate, construction materials should be reused / reclaimed, long lasting or recycled e.g. using reclaimed on-site materials such as re-using timber from demolished partitioning. When using new materials, care should be taken not to deplete the earth's threatened resources, which include certain tropical hardwood. Longer lasting materials are preferred over those less robust as not only does this avoid frequent replacement (and more waste from discarded materials) but costs less. Locally supplied materials should be chosen as it avoids unnecessary transport of goods over long distances, this is equally true of recycled products in that transportation costs should be put into the notional environment equation (i.e. it could, on occasion, be more sustainable to buy local new products). Natural paints and solvent-free wood finishes can be used that do not give out any toxins.

#### Waste and Recycling

Secure refuse storage is located at ground level to the front of the building as existing, with dedicated space for both household and recyclable waste. Each residential unit will be provided with internal under counter storage for both household and recyclable waste within the kitchen area.