

# ATELIERwest

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## Planning, Design & Access Statement

Regarding proposals for alterations at 134 ½ Abbey Road • London • NW6 4SR • Job 321

### Introduction

The following statement has been prepared on behalf of Mr Somani in support of a householder planning application for 134 ½ Abbey Road, London, NW6 4SR.

It is considered that the proposed development will have no detrimental effect on the local area and greater Conservation area. The proposals will allow the owner to carry out their hobby of car restoration without impacting on nei

### Background

Abbey road is a predominantly residential street, to the south of the Swiss Cottage Conservation Area on the boundary with the Priory Road Conservation Area. Development Policy DP25 – (Conserving Camden’s heritage) states that the Council will only permit development that preserves and enhances the character and appearance of the area.

The property itself sits back from the street with a large walled hard-landscaped area to the frontage. This area is currently used for off road car parking (6 spaces) with a turning circle and also contains a small ancillary building used as a summerhouse with additional storage.

The property is not statutorily or locally listed nor does it have any other designation.

The property comprises a 2 storey single dwelling house on the northern side of Abbey Road, the majority of the Ground floor elevation is obscured from the road by the large wall and gates to the street frontage.

### Planning History

The Planning history includes three relevant planning applications, including the latest approved application for a car lift and a half basement.

**2008/0505/P** – Permission granted for the retention of a single-storey extension with a reduction in height and addition of a lantern roof light.

**2008/0506/P** – Permission granted for the retention of alterations to roof of rear wing including, removal of a lantern roof light, remodelling roof, installation of two dormer windows, new roof lights in the east and west roof slopes, and alterations to the boundary treatment to Wavel Mews including blocking up vehicular and pedestrian entrance gates.

**2014/2655/P** – Permission granted for the excavation of basement and associated works, including a car lift, for use as a car workshop ancillary to the main use of the existing dwellinghouse.

### Proposals

The proposed development is for the formation of a new basement to the footprint of the property, with access via a car lift to the front of the property, to the workshop for the owner to restore his classic cars. A new lightwell is proposed to the rear of the property providing daylight to a new games room and staircase hallway. A previously approved application **2014/2655/P** included for a half basement including landscaping to the front area, a new car lift and an access staircase to the front of the property. Access has now been brought to the interior of the property by extending the existing staircase down to the new basement.

The proposed development would have no visual impact on the street. The building's setting is not affected due to the fact that the development would be largely subterranean and the existing front wall and gate shield any view to the Site from the street.

This application no longer requires an external access staircase or railings to the new basement; this in turn reduces any impact on the conservation area.

As per the pre-application advice relating to the car lift, the number of parking spaces has been reduced. Hard and soft landscaping has been proposed as advised in order to achieve this reduction in spaces. The new workshop space will accommodate space for one car and allow the owner to enjoy his hobby throughout the year.

The car lift will sit flush with the hard landscaped front garden area when lowered with all the mechanisms below. Access via the car lift will be infrequent due to the nature of the work, car restoration, the owner will be carrying out.

The proposals also include storage a utility space and a shower, which would free some space from the workshop allowing for safer and easier access for the owner to carry out his hobby.

A games room and a media room are also proposed to the remainder of the footprint. With the games room and the staircase hallway accessing a new lightwell below the rear garden area.

It is proposed to keep tree T1 in place and to protect this through all construction work.

### **Use**

The proposed car lift, workshop and associated spaces are solely for the use of the owner to carry out restorations to his collection of classic cars. He is currently limited by the space to the front of the property and the UK climate. The restoration of a car can take the owner between 1 ½ to 2 years for that period a car will remain in the workshop. The workshop space would not be utilised as an additional regular car parking space.

The car lift itself is also solely for access to the workshop and is not intended or suitable for use as a parking space.

The proposed uses for the rest of the basement are purely residential, and provide additional functional space within the property.

### **Basement**

The Proposed development involves the formation of a basement within the existing footprint of the building. A Basement Impact Assessment has been prepared to supplement this planning application as per Development policy DP27.

Policy DP27 also states that it will not permit development that would harm the built and natural environment, cause flooding or ground instability or which would harm local amenity. The Basement Impact Assessment and Structural Engineers Design Statement conclude that the proposal will not harm the built and natural environment or have additional flooding issues. The ground movement identified would be negligible to zero and any impact can be mitigated through the engineers design.

It is considered the proposed basement will assist the amenity of the neighbours by relocating the restoration work from the front area to the new subterranean workshop.

The basement no longer requires an external access stair and will therefore lead to no loss of open space to the front of the property.

### **Lightwell**

The proposed lightwell to the rear garden is considered to be in line with DP27 and will not be detrimental to the neighbouring amenity. The lightwell will be covered with a galvanised / white painted steel flat bar grating, in order to improve daylighting and ventilation to the proposed basement.

The proposals will not result in the loss of more than 50% of the front garden or amenity area and will have no impact on the Conservation Area.

## **Parking**

The site currently accommodates space for 6 cars within the front hard landscaped area. This is to be reduced through new landscaping and planting

## **Access & Transport**

The property has very good transport links, indicated by its PTAL rating of 6a (excellent). Kilburn High Road (430m), West Hampstead (700m), South Hampstead (800m) and Brondesbury (950m) London Overground stations are all within walking distance of the site. West Hampstead (600m), Kilburn Park (750m) and Finchley Road (950m) tube stations are also all under 1km distance from the property. There are also excellent bus connections along Abbey Road and Priory Road providing access into central London and north London.

The Site is located in the CA-K (Kilburn Priory) Controlled Parking Zone (CPZ). This means that parking is limited to permit holders and is restricted from Monday – Friday, 0830 – 1830. The site however, has space for six off road car parking spaces.

No changes are proposed to the access of the site. In consideration of the private use of the new basement garage, the proposals would comply with Policy DP19 (Managing the impact of parking).

## **Conclusions**

There is no change of use required, as the use proposed is ancillary residential. The proposed basement is for additional residential space for the existing property and workshop use by Mr Somani for his car restoration hobby, and not for regular car parking. Therefore the proposal would not conflict with the purpose of the Council's policies to encourage sustainable and efficient travel.

The site is an existing dwelling and the proposal does not increase car parking provision on a site where up to 6 spaces already exist. The proposal will not harm highway safety or the surrounding CPZ.

The site has received planning approval for an identical car lift, front landscaping, access stair and half basement workshop, the proposed addition to this of the full basement and rear lightwell would have no further affect on the local amenity and Conservation Area.

The submitted BIA and Flood risk assessment shows that there will be no harm caused by the proposed basement excavation. The proposed development will preserve the Swiss Cottage Conservation Area and will respect, and potentially improve, neighbour amenity.

Further to the arguments put forward above and in the drawn proposals and the negligible effect on the surroundings we respectfully ask for this proposal to be favourably considered.

Prepared by

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