



Location Plan - Scale 1:1250



Main Entrance & Off-Street Parking

2 Site Description

- 2.1 The application site is located at the southern end of Belsize Park, a wholly residential street both in terms of character and appearance.
- 2.2 The site sits close to the junction of College Crescent (B511) to the south, and Finchley Road (A41). These adjoining roads are more commercial in their character and appearance.
- 2.3 Swiss Cottage Underground Station lies 300m directly south from the property. The site is also served by a number of local bus services.
The PTAL rating of the site is confirmed as level 6a. (see Appendix 2 for PTAL map)
- 2.4 The site accommodates a purpose built block comprising 10 flats, rising from basement to third floor level. It benefits from some lower level parking but is also reliant upon street parking. The present building is thought to be erected circa 1955 as an infill development following damage sustained to the site during World War II. The building is of brick construction and of typical 50's residential architecture.
- 2.5 The third floor of the building is set back from the main building line by approximately 2m and is largely screened from sight from street level within Belsize Park. The set back allows balcony access for the flats at third floor. The building has a flat roof which currently accommodates mechanical plant, housed within 3 separate brick built structures
- 2.6 The site falls within the Belsize Park Conservation Area. This part of the Conservation Area is characterized by a series of large mansion blocks, detached and semi detached villas. The sites' immediate neighbours are 4/5 storey stuccoed villas with Italianate styling, built circa 1850.
- 2.7 Although the application building is of a contrasting style, architectural composition and uses different external materials than its neighbours, the building is considered to sit comfortably within its terrace of Victorian architecture in terms of its mass, volume, building line and general building form (see picture on the right).
- 2.8 The differences described above mark out the building within the street scene, however: its differences are not considered to be harmful to neighbouring properties, nor to the Conservation Area. The building provides an insight to the history of London.

3 Access

- 3.1 The two new units at Belsize Park House are proposed to be car-free housing units. It is noted that Belsize Park operates a CPZ which reflects the parking pressures of the area. The applicants do not wish to add to the existing pressures of parking stress in the area that could potentially cause disturbance to existing residents within Belsize Park. The applicants propose to submit a Section 106 Agreement to secure this provision in due course, as had been done for the previous application..
- 3.2 The site benefits from a PTAL score of 6a, within the highest band of PTAL recognized in London. The site is therefore one that can comfortably operate as car-free.
- 3.3 Belsize Park is facilitated by level footpaths on either side of the road providing wheelchair access up to the site. Immediately in front of the site is a dropped kerb allowing access via car and by mobility vehicles/ wheelchairs.
- 3.4 Access into the existing building is taken via a stair, which prevents a level access into the building. This is a design characteristic of Belsize Park used on all properties within the street and reflects the building styles and topography of the site. Given the nature of the proposals and the proposed retention of the existing building on site, it has not been possible to amend the entrance to the building. The flats have however been developed to Lifetime Homes Standards and the existing stairs within the building can be modified to allow stair lift access as necessary.
- 3.5 Bicycle storage, for at least 4 bicycles, can be provided under the existing main entrance stairs (see picture on the left). This space is currently unused.