

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

**SITE AT 38, LEIGHTON GROVE, LONDON NW5 2QP**

**PLANNING APPLICATION BY KSTTK PROPERTIES FOR THE CONSTRUCTION OF A  
MANSARD ROOF EXTENSION AND INTERNAL ALTERATIONS TO THE 1<sup>st</sup>/2<sup>nd</sup>.  
FLOOR 2 BED MAISONETTE TO FORM 1x1 BED FLAT AND 1x2 BED  
MAISONETTE, AND THE REDESIGN OF THE FRONT GARDEN TO PROVIDE  
COMMUNAL CYCLE AND REFUSE STORAGE.**

**PLANNING, DESIGN & ACCESS STATEMENT**

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## **1. INTRODUCTION**

### 1.1

This planning, design and access statement forms part of the planning application submitted by KSTTK Properties for the *'construction of a mansard roof extension and internal alterations to the 1<sup>st</sup>/2<sup>nd</sup> floor 2 bed maisonette to form 1x 1 bed flat and 1x 2 bed maisonette, and the redesign of the front garden to provide communal cycle and refuse storage'* at 38 Leighton Grove, London NW5 2QP.

### 1.2

This statement should be read in conjunction with the existing and proposed drawing set.

## **2. THE APPLICATION SITE AND SURROUNDING AREA**

### 2.1

The application site is located towards the southern end of Leighton Grove, forming part of a terrace of four storey Victorian properties (numbered consecutively from 12 to 41) which run down the east side of the street, broken only where numbers 18-21 have been replaced with a 1960s infill block. The neighbouring properties, numbers 39-41, differ slightly in design and project into the street more than the rest of the terrace. Nevertheless they form a cohesive end to the terrace, with the end property, number 41, angled to face where Leighton Grove meets Leighton Road. Opposite the property are the ends of a shorter terrace of similar properties than run up towards Leighton Crescent, and the larger terrace that runs around Leighton Crescent itself.

### 2.2

The application property was converted in the early 1970s (application ref 12729) from a single family dwelling into a lower ground floor flat (38A), a ground floor flat (38B) and a 1<sup>st</sup>/2<sup>nd</sup> floor maisonette (38C).

### 2.3

The surrounding area is predominantly residential in character, and comprises a mixture of terraced housing and purpose-built flats.

### 2.4

The application site lies a short distance from the retail, service and transport facilities at Kentish Town Road. The surrounding area forms part of the East Kentish Town Controlled Parking Zone (CPZ), CA-M.

## **3. RELEVANT PLANNING HISTORY**

### 3.1

In 1972 permission was granted for the conversion from a single family dwelling into 3 separate units. Application ref: 12729.

### 3.2

In February 2016 permission was granted for a single storey rear extension to the lower ground floor flat, making it a 2 bedroom unit. Application ref: 2015/6936/P

## **4. THE APPLICATION PROPOSAL**

### 4.1

The scheme involves the addition of a mansard roof extension and various internal alterations.

### 4.2

The proposed mansard roof extension would facilitate the reconfiguration of internal accommodation to form a 1x 1 bed flat and 1x 2 bed maisonette in place of the existing 2 bed maisonette. No changes are proposed under this application to the existing ground and lower ground floors of the property.

### 4.3

The external area to the front of the property would be updated to accommodate cycle and refuse storage for the benefit of all units.

## **5. PLANNING POLICY CONTEXT**

### ***The London Plan***

#### 5.1

The London Plan places a high priority on the provision of additional housing. Paragraph 3.13 states that *“the Mayor is clear that London desperately needs more homes in order to promote opportunity and real choice for all Londoners.....”*. This objective is reflected in Policy 3.3 which states that boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target as set out in revised Table 3.1. For Camden borough, Table 3.1 identifies a minimum ten year housing target for the period 2015 to 2025 of 8,892 new homes equating to an annual level of 889 units.

#### 5.2

Policy 3.4 states that, taking account of local context and character, the plan’s design principles, and public transport capacity, development should optimise housing capacity. Supporting paragraph 3.28 states that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites but it is only the start of planning housing development, not the end. The density ranges in Table 3.2 should not be applied mechanistically given that the ranges for particular types of location are broad. Other factors, such as local context, design and transport capacity are particularly important as well as local infrastructure. Policy 3.5 states that housing developments should be of the highest standard and that boroughs should seek to achieve specified internal space standards. Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. Policy 3.9 promotes communities which are mixed and balanced by tenure and

household income.

### 5.3

Policy 6.3 states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine sustainable modes of travel. The plan lays down maximum parking standards, and states that developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. Developments must comply with the parking standards set out in Table 6.2, and should comply with standards for electrical charging point, disabled parking provision and cycle parking.

### 5.4

Policy 7.4 states that development should have regard to the form, function and structure of an area, place or street, and the scale, mass and orientation of buildings. Design should be a high quality and human scale that has regard to existing context. Policy 7.6 states that development should protect residential amenity, and should be of the highest architectural quality including details and materials that need not necessarily reflect local character.

## ***The Camden Core Strategy***

### 5.5

The following policies of the Core Strategy, as summarised, are considered to be relevant to the issues raised by this application:

Policy CS1 sets out Camden's overarching approach to the location of future growth and development in the borough and states that the Council will promote the most efficient use of land and buildings by *"seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site"*;

Policy CS5 states that *"The Council will protect the amenity of Camden's residents and those working in and visiting the borough by....making sure that the impact of developments on their occupiers and neighbours is fully considered"*;

Policy CS6 states that the Council will aim to make full use of Camden's capacity for housing by *"maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017, including 4,370 additional self-contained homes"*;

Policy CS11 states that; *"The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network....As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will: minimise provision for private parking in new developments, in particular through:*

- *car free developments in the borough's most accessible locations and*
- *car capped developments"*.

## **The Camden Development Policies**

### 5.6

The following Camden Development Policies, as summarised, are considered to be relevant to the issues raised by this application:

DP5 states that Camden “seek to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table, including conversion of existing residential and non-residential floorspace”. The Dwelling Size Priorities Table, 5.4, states that 2 bedroom market properties are of “very high” priority and 1 bedroom of “lower”;

DP6 states that “The Council acknowledges that the design or nature of some existing properties means that it will not be possible to meet every element of the lifetime homes standard, for example in listed buildings, but considers that each scheme should achieve as many features as possible. All housing proposals should be accompanied by a submission showing how each of the lifetime homes standards will be met, with a full justification why any individual element will not be met”;

DP17 states that “The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport.... The Council will resist development that would be dependent on travel by private motor vehicles”;

DP18 states that “The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport”;

DP22 states that “The Council will require development to incorporate sustainable design and construction measures. Schemes must: a) demonstrate how sustainable development principles....have been incorporated into the design and proposed implementation; and b) incorporate green or brown roofs and green walls wherever suitable”;

DP24 states that “The Council will require all developments, including alterations and extensions to existing buildings, to be of the highest standard of design and will expect developments to consider: a) character, setting, context and the form and scale of neighbouring buildings; b) the character and proportions of the existing building, where alterations and extensions are proposed; c) the quality of materials to be used; d) the provision of visually interesting frontages at street level; e) the appropriate location for building services equipment; f) existing natural features, such as topography and trees; g) the provision of appropriate hard and soft landscaping including boundary treatments; h) the provision of appropriate amenity space; and i) accessibility”;

DP26 states that “The Council will protect the quality of life of occupiers and neighbours by

*only granting permission for development that does not cause harm to amenity. The factors we will consider include: a) visual privacy and overlooking; b) overshadowing and outlook; c) sunlight, daylight and artificial light levels; d) noise and vibration levels; e) odour, fumes and dust; f) micro-climate; g) the inclusion of appropriate attenuation measures. We will also require developments to provide: h) an acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space; i) facilities for the storage, recycling and disposal of waste; j) facilities for bicycle storage; and k) outdoor space for private or communal amenity space, wherever practical”;*

### **Supplementary Planning Documents (SPD)**

5.7

The following Camden planning guidance documents are also considered to be relevant to the issues raised by this application;

CPG 1 Design

CPG 2 Housing

CPG 3 Sustainability

CPG 6 Amenity

CPG 7 Transport

CPG 8 Planning Obligations

### **Technical Housing Standards – Nationally Described Space Standard**

5.8

The published document, Camden's subsequent transitional statement, “Housing Technical Standards” and the Mayor's “Housing Standards Policy Transition Statement” are considered to be relevant to the issues raised by this application.

### **Building regulation M4 (2) – ‘accessible and adaptable dwellings’**

5.9

As part of the transition to using the Nationally Described Space Standard, Camden no longer require new housing to be built to Lifetime Homes Standards, but to the optional standards set out in Approved Document M of the building regulations, M4(2), Category 2: Accessible and adaptable dwellings.

## **6. PLANNING CONSIDERATIONS**

### **Amount of Development**

6.1

The existing property is comprised of 2x 1 bed flats and 1x 2 bed maisonette with a total combined gross internal area of 205.5sqm. The proposal involves the addition of a mansard roof extension to provide an additional 28.6sqm of accommodation, and a net increase of one additional self-contained flat. The resulting mix would be 3x 1 bed flats and 1x 2 bed maisonette. With the implementation of existing permission 2015/6936/P this will increase further to 2x 1 bed flats, 1x 2

bed flat and 1x 2 bed maisonette, an overall addition of 1x2 bed unit from the current configuration.

### ***Principle of Additional Residential Units***

6.2

The London Plan, Camden Policies CS1 and CS6 state the requirement for new homes and that supply should be maximised and development should make full use of a site, taking into consideration the need for quality design and the protection of existing amenity.

6.3

DP5 states that the priority for new market dwellings of 2 bedrooms is very high. With the implementation of the permitted ground floor extension and the mansard roof proposed under this application there will be a net increase of 1x 2 bed unit. The applicant welcomes the inclusion of a planning condition that ensures the implementation of this permission.

### ***Standard of Accommodation***

6.4

The proposed mansard roof extension and internal alterations to the existing 1<sup>st</sup> and 2<sup>nd</sup> floors will provide an additional 1 bedroom flat. The 1 bedroom flat will link internally to the lower level rear projection creating a rear facing bedroom with sash window, an L shaped kitchen/living/dining room with double front facing sash windows, a bathroom and extensive built in storage. The mansard roof extension would provide an additional floor allowing for the proposed 2 bed maisonette. The lower level would comprise of 2 large bedrooms with sash windows, 1 with en-suite wet-room, and a shared bathroom. The upper level, within the proposed mansard extension, would provide a spacious open plan living/kitchen/dining room with 2 sash windows to the front elevation and a large glazed panel to the rear.

6.5

The proposed 1 bedroom flat has a GIA of 43.1sqm meaning that, in accordance with the Nationally Described Space Standards, it should be classed as a 1 bedroom, 1 person dwelling. However it is appreciated that Camden are likely to assume the real-life usage to be 2 people. Other than the bedroom the resulting room sizes exceed the minimum space requirements of the National Standard, Camden and the Mayor. If assuming 2 inhabitants, while the GIA falls short of minimum requirements, it is stressed that standards are only to be considered where feasible (CPG2 states that *"The Council will be flexible in the application of these guidelines in order to respond to site-specific circumstances."*) and that the accommodation would provide spacious and practical living accommodation with a high level of amenity, within the slightly restrictive nature of a period conversion. High ceilings, generous built in storage - reducing the potential loss of floor space to furniture - and high levels of natural light to all habitable rooms by way of the existing large sash windows all contribute towards this goal. The bedroom's shortfall is largely made up for by built in wardrobe space within the flat's central corridor, therefore alleviating the requirement for clothes storage within the room itself. Specifically, the standard is for 11.5sqm but the proposed bedroom, including the wardrobe space within the corridor, equates to 10.8sqm. Furniture layouts, as shown on the plans, are in accordance with the minimum standards set out in Approved Document M, Appendix D. Therefore it is considered that, despite the bedroom shortfall, the proposed layout will provide spacious and practical living accommodation with a high level of amenity for future inhabitants.

6.6

The proposed upper level 2 bed maisonette has a GIA of 65.5sqm meaning that it falls slightly short of the Nationally Described Space Standard for a 2 bed, 3 person, flat over 2 storeys of 70sqm. However the room sizes meet the minimum space requirements. Specifically, the master bedroom exceeds the minimum standard, and the 2<sup>nd</sup> bedroom meets it. The requirement for a minimum area of living/kitchen/dining space has been removed in the new technical standards, nonetheless the proposal exceeds the previous standard for a 2 bed, 3 person dwelling, being 25.5sqm. Furniture layouts, as shown on the plans, are in accordance with the minimum standards set out in Approved Document M, Appendix D. Therefore it is considered that the proposed layout will provide spacious and practical living accommodation with a high level of amenity for future inhabitants.

### ***Impact on Neighbouring Properties***

6.7

The design and layout of the flats, including the proposed mansard extension, seeks to minimise any impact of the amenities of adjoining occupiers. No existing or proposed windows are within 18m of any opposing property protecting privacy for all parties. No roof terrace is proposed to the maisonette in accordance with Camden's guidance on mansard roof extensions within CPG1.

### ***Design - Scale & Appearance***

6.8

The application site does not fall under any conservation area and the street has been subject to a number of other mansard roof extensions in the past. The application site is effectively the end property of a continuous terrace that's front parapet and hidden butterfly roof-line has been altered in the past on a number of properties. This is most evident when approaching from the north end of the road, made more so by facing down a shallow hill, with the application site towards the bottom. The neighbouring properties to the other side, numbers 39-41, stand proud of the rest of the terrace, concealing the roof line of the application site when approaching from the south end of Leighton Grove. The terrace opposite, numbers 1-11, has a total of 6 out of 11 properties with existing traditional mansard roof extensions.

6.9

Other planning permissions deemed to be of particular significance to this proposal are;

#### 2010/5534/P

22 Leighton Grove; *"Renewal of extant planning permission granted on 26/10/2007 (app ref: 2007/4075/P) for the erection of a roof extension with rear terrace to maisonette (Class C3) "*

The permitted roof extension at number 22 is set further back from the front and rear parapets than in this proposal, however it sets a precedent for the loss of the original butterfly roof and the addition of a mansard extension, subject to minimal visibility from the public realm.

The delegated report goes on to say that *"Whilst the adjacent part of this terrace is not punctuated by any existing roof extensions, there are existing prominent full width additions further along the terrace at nos. 29&30. The parapet line of the terrace also varies due to changes in level and parapet repairs/alterations which have taken place in the past. In this context, therefore, it is not*

*considered that this set-back and slightly recessed roof extension would have an unduly compromising impact on the appearance of the terrace in surrounding views."*

#### 2009/2325/P

23 Leighton Grove; *"Erection of a new roof extension following the demolition of existing roof extension, to upper floor maisonette (Class C3)."*

The permitted roof extension at number 23 is both larger than that permitted at number 22 and this proposal.

The delegated report states that; *"Due to the height of the existing parapet wall being 0.9 metres in height, as well as the structure being stepped back from the front and rear elevations, it is not considered that the additional height of the proposed roof extension, although slightly visible from longer views, would have a detrimental impact on the host building or the surrounding street scene. Due to the topography of the street, the houses differ in height and therefore, along with the high chimney stacks and the existing structure, it is not considered that the proposed roof extension would be read as a dominate structure on the skyline."*

#### 6.10

The proposed mansard roof extension is of a traditional design, reflecting those opposite at numbers 1-11. The base of the front facing wall is set back 1120mm from the outside face of the 1100mm to 1550mm high front parapet wall and angled back at 15° to further soften its appearance from street level. Traditional sash windows align with those below on the front elevation. The vertical rear wall is set back 1070mm from the outside face of the 550mm to 1450mm high rear parapet wall. A central glazed panel is proposed, set back into the wall accentuating the valley form of the parapet wall in front.

#### 6.11

Numbers 39-41 hide the extension from view when looking north towards number 38, and the varied roof-scape of numbers 22-37 also largely conceals the extension from view when looking south as one travels down the road towards number 38. The extension is further hidden from view from both the pavement and nearby properties by the many large mature trees that populate the street and Leighton Grove Gardens. Please see accompanying photo-sheet 15222TP05 for street views and photo-montage.

#### ***Design - Landscaping***

#### 6.12

The shared front garden will be re-landscaped to provide bicycle and refuse storage in line with Camden's requirements set out in CPG1 and CPG7.

#### 6.13

The proposals will have no impact on any trees on site or in the surrounding area.

## ***Use & Mix***

6.14

The principle of residential use is supported by all levels of planning policy, and the proposal would make a sustainable and beneficial contribution to housing supply and choice in line with the objectives of the NPPF, London Plan Policy 3.3, and DP5.

## **7. SUSTAINABILITY**

7.1

The proposed works would be carried out in a sustainable manner, in full compliance with the latest Building Regulations. The scheme seeks to make full and effective use of existing fabric, and to provide these properties with a long-term sustainable use. The application site occupies a highly sustainable location.

7.2

The scheme is considered to be wholly supportable in the context of the NPPF's objectives for the achievement of sustainable development.

## **8. ACCESS & PARKING**

8.1

The application site occupies a highly accessible location close to bus routes, Kentish Town station, Kentish Town West Station and local shops and services. Cycle parking facilities would be provided within the site.

8.2

Although this is not a location where a residential occupier would need to own a car, and planning policy seeks to reduce reliance on use of the private car, there is sufficient on-street parking capacity available in Leighton Grove and the surrounding CPZ (CA-M) to meet the small increase in parking demand that may arise from the scheme. It is noted that paragraph 32 of the NPPF states that *'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*. It should be further noted that the London Plan's car parking standards are maxima rather than minimum requirements.

8.3

The proposals comply with Approved Document M of the building regulations, M4(2), Category 2: Accessible and adaptable dwellings, where possible. Full compliance is not achievable given the age and design of the property. There is no level access from the highway (nor is there way to include this as part of the proposed improvements) and while the internal layouts are designed with accessibility in mind it is not considered that any unit would suit permanent inhabitation by those with limited mobility.

## **9. CONCLUSIONS**

### 9.1

The proposal would involve the refurbishment and enlargement of poor quality existing accommodation, and the provision of an additional residential unit at 38 Leighton Grove. The principle of providing an additional unit in this sustainable location is supportable given that there would be no loss of a single family house. Given that the properties have already been subject to historic sub-division, the proposal would be not materially increase 'conversion stress' in Leighton Grove.

### 9.2

The reconfigured units and the additional flat would provide a high standard of accommodation and amenity for future occupants. Relevant space and layout standards would be met, with only minor exceptions as explained. The scheme maintains and enhances the mix and choice of flats at the site.

### 9.3

The proposed extension would not cause any material loss of light, outlook or privacy for neighbouring residents given the position, orientation and layout of adjacent properties. The increased level of occupancy of the properties would not cause material harm to amenity given the established character of the immediate area.

### 9.4

The proposed extension the property would be sympathetic and subordinate to the character and appearance of the host building and its immediate context, almost entirely hidden from view from Leighton Grove.

### 9.5

Any potential increase in demand for on-street overnight parking could be accommodated in Leighton Grove but the site's excellent accessibility to public transport and other services means that future occupants would not be dependent on a car. Cycle parking facilities would be provided.

### 9.6

The application scheme would make full and effective use of a previously developed plot, and would bring forward renovated and much needed new accommodation at a sustainable urban location. The proposal would make a worthwhile contribution to housing choice and supply. The new and enlarged units would be sustainably located close to shops, other services and public transport.

### 9.7

For the above reasons, the application scheme is considered to accord with the development plan, and the Council is urged to grant planning consent. This practice looks forward to early dialogue with officers on the merits of the application scheme.