



LOCKSLEY
ARCHITECTS

195a BELSIZE ROAD
NW6 4AB

DESIGN AND ACCESS STATEMENT

1.0 EXISTING HOUSE

The property is located in the northwest of the London Borough of Camden close to its boundaries with the City of Westminster and the Borough of Brent. It is situated within the Kilburn ward and which has the second highest population density (175.6 persons per hectare) of all wards in the Borough (exceeded only by the King's Cross ward {194.3 persons per hectare}), and is as such a well-established residential district.

The property is situated a short distance (220m) from the designated Kilburn Town Centre, which has a good provision of shops, services and other restaurants. It is located within the Priory Road Conservation Area and which was constructed over a 20 year period in the middle of the 19th century. It is considered to stand as a distinct example of the Italianate fashion of the time.

2.0 CONTEXT

The Priory Road Conservation Area derives its name from the former 12th century Kilburn Priory, located just outside the present conservation area boundaries near the junction of Belsize Road and Kilburn Vale. The priory was pulled down in 1790 and the wider area is now an archaeological priority area. The accompanying archaeological assessment report produced by Preconstruct archaeology considers these related issues.

Much of the former priory estate, by this point in private ownership, and known as Abbey Farm, was bought by Fulke Greville Howard in 1819, a Geneva-born British MP. Following this acquisition by the Howard Estate, work commenced on the laying out of Priory Road and St Georges Road (now Priory Terrace) and the construction of eight cottages and a group of large villas, developed throughout the 1820s.

Following Greville Howard's death in 1846, the Estate was inherited by Colonel Arthur Upton who made an agreement with George Upton, a local developer, and substantial three storey villas were constructed along Priory Road, Priory Terrace and Kilburn Priory. Altogether 69 houses were constructed between 1845 and 1850 and 200 homes between 1851 and 1857 during a period of great expansion of the capital city. Development was spurred on by the onset of the railways with Kilburn High Road railway station opening in 1852 as Kilburn & Maida Vale station. The terrace in which the subject property is situated was constructed during this period and provided an exception to the prevailing character with its primary function to enable the provision of a row of shops for an area that was still considered relatively remote. The now listed St Mary's Church was opened in 1857.

Following this initial wave of development, very little development occurred until the mid-20th century. In this time, Nos. 49 and 51 Priory Road were demolished in the late 1950s and replaced by Sylvan Court, a rather unsightly (but typical of the period) flatted developed of 4 storeys. A much more appealing terrace of 8 homes was constructed on Priory Terrace in the 1960s and backland development occurred in the 1980s at Nos. 48 and 53 Priory

3.0 PROPOSED SCHEME

3.1 It is intended to carry out the following work of restoration and alteration:

REAR EXTENSION

The party walls shall be constructed in blockwork and rendered white, subject to party wall approval. The rear elevation shall be installed with a full width glazed sliding/folding doors. The flat roof shall be constructed of a suitable waterproof membrane colour to be dark grey. There are proposals to construct a new lightweight metal cycle enclosure at the front entrance and a lightweight timber storage shed at the rear.

SHED

The proposed shed shall be constructed of timber and treated with a preservative coating. The roof structure shall be pitched and covered in felt. The windows and doors shall be constructed of timber.

3.2 All materials used for throughout would restore original features to match the existing house and care has been taken to avoid adverse amenity to the surrounding houses.

4.0 PLANNING – CAMDEN COUNCIL

4.1 National Policy Guidance: National Planning Policy Framework,

It provides substantive guidance for local planning authorities in drawing up plans and is a material consideration in determining applications for planning permission (paragraphs 13 and 196). The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 6) and in determining proposals, local planning authorities are required to apply the presumption in favour of sustainable development (paragraph 197). 5.2 Paragraph 54 of the NPPF states that local authorities should normally approve planning applications that create residential accommodation, where there is an identified need for additional housing in that area. We would consider this to be the case. 5.3 The NPPF aims to promote the use of sustainable transport; the subject property's proximity to Kilburn High Road overground station and Kilburn Park Station underground station and very high PTAL rating of 6a makes it an entirely appropriate location for residential development at a time when London is under severe pressure to deliver new homes, particularly on previously developed land.

5.0 Regional Policy Guidance

The London Plan, Mayor of London, 2015

The London Plan sets out the principal regional strategy for the Greater London area between 2015 and the mid-2030s. The Plan notes the remarkable growth that London has seen since 1988, at which point the city's population stood at a post war low of 6.7 million and how this growth is expected to accelerate further, with the population expected to reach close to 9 million by 2031. The need for additional homes of all types in the right places is, therefore, of critical importance.

The London Plan promotes maximising the potential of buildings and sites that benefit from high levels of public transport accessibility (paragraph 3.29). The subject property is located within an area with a PTAL rating of 6a, and thus its potential should be maximised, provided that best practice in development management is observed.

6.0 DESIGN AND ACCESS

The following provides an assessment of the proposed scheme submitted for approval.

6.1 Access

The existing access to the property and circulation between lower ground and ground floor level is to be retained unaltered and provides an acceptable level of access for the existing occupier. There is no requirement to provide disabled access to the building and in this instance, the existing layout at ground, first and second floor levels is to be retained to preserve the integrity of the listed building.

The subject property is situated in an area with a Public Transport Accessibility Level (PTAL) of 6a (the highest level) and because it is highly accessible by noncar modes of transport, is also a sustainable location for development, as the following information attests;

- a. Underground Rail: Kilburn Park Station, Bakerloo line (505 metres from the subject property).
- b. London Overground: Kilburn High Road station, Watford to Euston line, 3 trains per hour per direction (200 metres from the subject property).
- c. National Rail: West Hampstead national rail station, Thameslink, 6 trains per hour (0.7 miles (1.26km) from the subject property).
- d. Bus Services: A significant number of bus routes, operating frequently, pass close to the subject property, including those listed below, ensuring exceptional connections to a diverse variety of locations within London:
 - 16: Cricklewood – Victoria (9 vehicles per hour)
 - 31: Camden – White City (10 buses per hour)
 - 32: Kilburn High Road – Edgware (7 vehicles per hour)
 - 98: Holborn – Willesden (9 vehicles per hour)
 - 206: Kilburn High Road – St. Raphael's (5 buses per hour)
 - 316: Cricklewood – White City (7 vehicles per hour)

6.2 Use

The lower ground floor flat is in use as a single family dwelling and will remain so as a result of the proposals. There are therefore no material changes to the intensity of use or additional pressures on transport or parking as a result of the proposal.

The shed shall have no negative impact upon the neighbouring properties and will blend in with the existing garden shrubs and foliage.

7.0 PHOTOGRAPHS



View looking at front of property



View looking at rear of property



View from property towards rear of garden

8.0 CONCLUSION

- 8.1 We believe that the proposed restoration and replacement works will not adversely affect the historic integrity of the house and are in keeping with the history of changes demonstrated from the existing planning history of the house. We have proposed materials to match the finish of this and other houses in the Close. When assessed in the context of the extensive programme of restoration and repair of the existing structure the proposed works will provide an enhancement of the Listed Building.