

*Aerial: Arkwright Road looking north-west. No. 40 highlighted in red.*



**40 Arkwright Road**

**London NW3 6BH**

Planning Submission

April 2016



**SQUARE FEET ARCHITECTS**

8a Baynes Mews, London NW3 5BH . 0207 431 4500 . studio@squarefeetarchitects.co.uk . www.squarefeetarchitects.co.uk

# Introduction

Square Feet Architects have been appointed by the building owners to prepare an application for Planning Permission for:

- to reconfigure of the front garden of the property, including replacement an existing tree in poor condition with a new mature specimen, and the provision of parking space for an electric vehicle together with a charging point.

- to construct a new rear extension to raised ground and lower ground floors.

- to convert the building into two self contained properties from the current three, a two bedroom apartment at lower ground floor level and a three-storey maisonette across raised ground, first and second floors.

- to remove of a chimney stack to the side elevation at the rear of the property.

## Purpose of the report

The purpose of this report is to detail the extent of the proposals that planning permission is being sought for, and to demonstrate our understanding and fulfilment of the Council's planning policies in relation to this proposal.

## Drawings

All drawings reproduced in this report are Not To Scale. For scaled drawings please see Planning Application set.

# Contents

## 1.0 Context + Planning Policy

## 2.0 Proposal

## 3.0 Existing Photographs

## 4.0 Sustainability

## 5.0 Access

## 6.0 Conclusion



Aerial Photo. No.40 highlighted in red. NTS

# 1.0 Context

## 1.1 Existing Site

Arkwright Road is a primarily residential street running from Finchley Road at its south-west end up to Fitzjohns Avenue at the north-east end. The development site forms one half of one of three substantial late Victorian paired properties (nos. 38 to 48 Arkwright Road) originally built as semi-detached single family dwellings. The site is part of the Redington / Froggnal conservation area and is classified as part of sub-area 8 as described in the conservation area appraisal. The area is characterised as having the most varied character, development having occurred in a sporadic manner.

The property is not specifically mentioned in the conservation area appraisal as being of particular merit or importance. Mention is made of hedges to front boundaries and trees within front gardens contributing positively to the conservation area.

No. 40 and its immediate neighbours are very similar in design and appearance. They are arranged over four floors; the front elevations are in red London stock brick to the lower ground and raised floors, and yellow London stock to the upper floors with red brick detailing. The rear elevations are in yellow London stock with red brick arched headers to windows. Part of the rear elevation of the house appears to have been rebuilt in a lighter yellow stock brick, which may reflect repairs to wartime bomb damage.

In response to the steep slope of the site up to the north, the house and its immediate neighbours have brick retaining walls on the pavement line, raised front gardens, and a large number of steps up to their entrances at raised ground floor level. This is in contrast to the houses opposite which have only three storeys and ground floors set almost at pavement level.

A few windows at the house have been the subject of unsympathetic replacement with uPVC windows in the past. These will be restored to traditionally constructed painted timber sliding sash windows to match the existing details as part of the development.

The front boundary wall at no. 40 appears to have been rebuilt in the past as it has uncharacteristic detailing and a mixture of brick types have been used. It contrasts with the apparently historic brickwork at nos. 42 - 48 and the very clean new yellow stock brickwork to no. 38.

There is an existing tree in the front garden of no. 40 which is mentioned in the enclosed arboricultural report. This is in poor condition and is intended to be replaced as part of the proposed development.

Nos. 38 and 44 Arkwright Road have been the subject of recent development to provide space for vehicles to the front curtilage of the site. At no. 38 this has been done with a pair of hinged gates faced in brick slips to give the appearance of a solid wall (visible in the adjacent photograph). It is noted that there are single yellow lines on the north side of Arkwright Road and as such the addition of crossovers would not have resulted in the loss of any on-street car parking.

## 1.2 Recent Planning History

Apart from various applications for tree works, there has been one recent application at the property which is relevant:

Case No: 2014/7184/P Registered: 02/01/2015 Status: Approved  
Conversion of 3 residential flats (2 x 2 bed and 1 x 4 bed) on ground, first and second floors into 2 residential flats (1 x 2 bed and 1 x 4 bed).



Photo from Arkwright Road

### 1.3 Planning Policy

Camden's various planning policies wish to promote respect for local character in the design of all buildings and ensure that they are in harmony with their settings - aiming to help improve the local area through good design. This property has scope to be improved and in turn to enhance the conservation area.

The following policies are felt to be relevant to the proposal:

- CS6 Providing quality homes
- CS14 Promoting high quality places and conserving our heritage
- DP24 Securing high quality design
- DP25 Conserving Camden's heritage
- DP26 Managing the impact of development on neighbours
- DP27 Basements and Lightwells
- CPG1 Design
- CPG2 Housing
- CPG4 Basements and Lightwells

### 1.4 Existing Accommodation

The property at no. 40 Arkwright Road is currently in use as three self contained apartments, one to lower ground floor, one to raised ground floor, and a maisonette to first and second floors. Permission was gained in 2015 to convert the building into two apartments, with a larger maisonette above a lower ground floor apartment. This permission has not been enacted but is still extant; the current submission seeks to refine this proposal whilst keeping the principle of a conversion to two self-contained units.

'Policies DP2 and CS6 of the LDF seek to protect existing housing by resisting development that would involve the net loss of two or more homes. As the proposal would not result in the net loss of residential floorspace and would only involve the loss of one residential unit it is considered to comply with these policies.' (from the officer's report into application 2014/7184/P)

### 1.4 Neighbouring Development

As mentioned in the site context section above, the immediate neighbour at no. 38 has recently been the subject of development work (ref. application number 2009/5809/P) to construct off-street parking for an electric vehicle. This application also provided for a single storey rear conservatory extension at raised ground floor level and a lower ground floor level rear lightwell infill extension. These have now been constructed as can be seen in the pictures opposite.

The development at no. 38 is considered particularly relevant for the proposed works at no. 40. The contemporary design of the rear extension at no. 38 shows that modern design and construction detailing can be successfully integrated with a historic property in a conservation area. It is noted particularly that as a corner property, the rear extension to no. 38 is a fairly prominent addition to the streetscape, as the width and slope of Lindfield Gardens allows it to be seen from a number of viewpoints in the public realm.

The provision of off-street parking for an electric vehicle at no. 38 also shows that the construction of a crossover and gates can be carried out without adverse effects to the character of the conservation area.



*Rear extension to no. 38 Arkwright Road*



*Visibility from Lindfield Gardens*

## 2.0 Proposals

### 2.1 Front garden works

As noted in the arboricultural report included with the application, the existing tree (a mature Norway Maple) is in poor condition and in danger of falling into the road. As such it has been graded U and should be replaced notwithstanding the development proposals.

The building owners also wish to construct a parking space for an electric vehicle at the property, in the same manner has already been done at no. 38. A gate faced in brick slips will help to maintain the historic context of medium height brick retaining / boundary walls on the northern side of Arkwright Road, which is only broken by the off-street parking at no. 44. It has been decided that a sliding gate is preferable to hinged gates as this will help to ensure that the gate can remain closed when there is a vehicle parked on site, thus maintaining the visual amenity.

The parking bay surface will be lawned and porous using a proprietary green parking system. A charging point for the electric vehicle will be provided. The opportunity will also be taken to provide dedicated storage space for wheeled bins for refuse and covered, secure storage for cycles (under the steps up to the raised ground floor).

A new mature specimen tree of 20cm girth is to be provided in a new location set back from the pavement line (species Great White Cherry as per the arboriculturalist's recommendations). This will be augmented by additional planting to create a line of hedging behind the front boundary wall. Further planting will be provided to soften the lines of new walls and steps constructed to suit the change in levels between the pavement and the property entrances.



*Example of living wall*



*Example of green parking system*

The addition of a living wall to the boundary with no. 38 further ensures there will be no perceptible loss of green garden space.

Conditions may be applied to a planning approval requiring further details of the cycle storage, refuse storage and landscaping.

### 2.2 Rear extension

It is proposed to remove the existing dilapidated glazed conservatory at raised ground floor level to the rear of the property; this is awkwardly placed in the centre of the rear elevation and cuts across the existing rear bay window in an unsympathetic way. The intention is to construct a new contemporary rear addition attached to the western half of the rear elevation, comprising a partly glazed extension to what will become the kitchen / breakfast room for the mezzanine unit, opening directly out to the rear garden. The space below this at lower ground level is already partly occupied by the kitchen space in the lower ground apartment, this will be reconstructed and enlarged, with the opportunity taken to re-orient this space towards the enclosed lightwell at basement level that is demised to the lower ground apartment.

The south-west wall of the proposed extension will be primarily solid to protect privacy and neighbouring amenity as set out in policy DP26. Side facing windows at raised ground floor level have been avoided with the exception of the very rear of the proposed extension facing the rear garden. The proposed lower ground floor space in the extension has a window facing no. 42, but its sunken position in respect to no. 42's garden means it is

### 3.0 Existing Photographs

unlikely any overlooking issues will result. A narrow slot window is also proposed to the existing flank wall of the house facing no. 42; this is facing the blank side wall of no. 42, and is proposed to occupy the space between worktop and wall cabinets, so will not permit views either up or down. As such it is not considered that there will be any significant loss of privacy between the two neighbours.

Associated hard & soft landscaping will be carried out to suit the new arrangement of spaces and maximise connection with the rear garden spaces demised to the two apartments. Hard surfacing will either be porous or will drain to a purpose-made soakaway.

#### 2.3 Sundry works

As part of the proposed development, the opportunity will be taken to reverse the unsympathetic and damaging installation of uPVC windows in a few locations at first floor level. These will be replaced with painted timber sliding box sash windows to match the original details.

In order to maximise the usability of the internal spaces, it is also proposed to remove a redundant chimney stack to the rear of the west flank wall. The stack projects only a short distance from the eaves line and is not very visible from the street, so it is not considered that any significant effect on the character of the conservation area will result.



*Rear view of no. 40 Arkwright Road, showing existing dilapidated conservatory, rebuilt part of rear wall, and unsympathetic uPVC windows at first floor level*



*Rear view of no. 40 Arkwright Road, showing existing glass roof over lower ground floor extension*



*Existing rear garden viewed from second floor level*



*Existing front garden viewed from entrance steps*



*Parking area & refuse storage in front garden of no. 38, viewed from front garden of no. 40*

## 4.0 Sustainability

Wherever possible, all building materials to be used will be either reclaimed, or environmentally friendly products accredited by the Environmental Statement/ISO 14001.

All new hard landscaping will be provided with a sustainable urban drainage system, either through being inherently permeable, or by draining to a purpose made soakaway on site. In accordance with the Council's policies the intention is to ensure as far as possible that there would be a reduction in the discharging of surface water to the adopted sewers from the existing situation.

The elements of new construction will be constructed to the stringent thermal insulation standards of the Building Regulations Part L1B.

## 5.0 Access

The existing building is a historic Victorian terraced property. The apartment entrance door at raised ground floor level is accessed by a two flights of steps, one ascending eight steps from pavement level and another ascending nine steps to the entrance, with a further step on the door line. The entrance door has a leaf 1130mm wide.

The apartment entrance door at lower ground floor level is accessed by two flights of steps, one ascending eight steps from pavement level and another descending seven steps to the entrance, with a further step on the door line. The entrance door has a leaf 840mm wide.

Within the context of the proposals and the topography of the site, it is not reasonably possible to achieve a level access to either apartment. However in rebuilding the pavement steps to a new more generous configuration, and providing dedicated space for cycles and electric

vehicle at street level, the existing situation is being improved as far as possible.

Within the two properties, it is proposed to improve accessibility by locating bathrooms next to bedrooms, and widening door openings wherever possible.

The site has a PTAL rating of 6a.

## 6.0 Conclusion

This approved proposal is considered to be in keeping with the scale and proportion of the host building, the character of the conservation area, and the established parameters of recent approved development to neighbouring properties.

The removal of an existing tree in poor condition and its replacement with an appropriately sited mature specimen will contribute positively to the conservation area. The arboricultural method statement sets out tree protection measures to be implemented during the proposed works, which will ensure that existing trees at the rear of the development site and in rear gardens are not affected by the works.

The design of the front garden works will also maintain and enhance the character of the streetscape, while improving accessibility and amenity for residents of the apartments.

The rear extension as proposed is single storey above ground and sufficiently far from the boundaries so as not to have any effect on neighbours' light levels. The positions of glazing have been carefully considered to maintain privacy and minimise overlooking. Its contemporary

design is considered appropriate for a rear extension to a historic building, and its scale and massing is clearly subservient to the existing building. The extension will be largely concealed from streetscape visibility by the existing rear extension to no. 38 Arkwright Road.

Appropriate works of repair and restoration including the replacement of unsympathetic uPVC windows with traditional timber sliding sashes are also proposed, which will again enhance the character of the conservation area.

We trust therefore the application will address any possible concerns of neighbouring residents and the planning authority, and therefore will be supported with a positive recommendation.

If any further information is required, please contact Gavin Challand at Square Feet Architects.