

112 & 112A Malden Road Kentish Town NW5 4BY

Design, Access & Transport Statement

Mansard roof extension; re-opening of existing front lightwell with railings and staircase to basement; alterations to roof of existing ground floor rear extension; alterations to openings; change of use of ground and basement level from retail (Class A1) to residential (Class C3) further to approved Application Ref: 2016/3329/P and internal reconfiguration of building to provide 1x 2-bed flat at basement, ground and first floor level and 1x 2-bed flat at 2nd and 3rd floor levels.

On behalf of Mr Desmond Hirsch & Dr Pam Hirsch

10th November 2016

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Appendices

1. Bus routes
2. Extract from TfL Local Cycling Guide 4
3. Extract from TfL PTAL Map 2012

1.0. Site Introduction and Existing Building

- 1.1. The site is located fronting the eastern side of Malden Road at a point north of its junction with Queen's Crescent. It is not located within a Conservation Area, nor is it a Listed Building.
- 1.2. The site is a residential 4-storey terrace building (including basement). The building comprises:
 - A former commercial unit at ground floor level with ancillary basement accommodation that has a planning permission for change of use from retail (Class A1) to residential (Class C3) to create 1 no. self-contained 1-bed flat at ground and basement level (Application Ref: 2016/3329/P).
 - A three bedroomed maisonette at ground floor, first floor, second floor and third floor levels (which presumably pre-dates planning legislation).
- 1.3. The buildings surrounding the application site are predominately commercial and residential and include a disused former doctors' surgery at 118 Malden Road.
- 1.4. Nos 114 and 116 have a partly-implemented planning permission (2013/0350/P) for erection of a mansard roof extension to numbers 114 and 116 Malden Road and change of use from 1 x 3 bed maisonette at 114 Malden Road and 1 x 2 bed maisonette at 116 Malden Road (Class C3) in the creation of 2 x one-bed and 2 x two-bed self-contained flats (Class C3) over first, second and third floor levels. (Application Ref: 2013/0350/P). [114 has already been converted and 116 is still being converted].

2.0. Description of Proposed Works

2.1. The proposal is:

Mansard roof extension; re-opening of existing front lightwell with railings and staircase to basement; alterations to roof of existing ground floor rear extension; alterations to openings; change of use of ground and basement level from retail (Class A1) to residential (Class C3) further to approved Application Ref: 2016/3329/P and internal reconfiguration of building to provide 1x 2-bed flat at basement, ground and first floor level and 1x 2-bed flat at 2nd and 3rd floor levels.

2.2. The proposed mansard roof is set back to match the agreed line for the mansard roof at 114-116. We understand that this line was requested in pre-application discussions relating to that development (2013/0350/P approved 2013) in preference to the 110 Malden Road mansard roof line (8701361 approved 1987) which has a steep roof pitch directly back from the façade line.

2.3. There will be first floor access to a small roof terrace. 131A Queen's Crescent, the property to the rear, has corridor windows with obscured glazing (as a planning condition of that development) which face towards 112 and because of the obscured glazing there would be no overlooking of the terrace or from the terrace.

2.4. 114 Malden Road, adjacent, also has a roof terrace at first floor level and the party wall between the two will be slightly raised and secured with railings. The present pitched roof will be re orientated such that the ridge is along the party wall. Although there will be access restricted roof windows these will face in towards 112 so that there will be greater privacy to the rear ground floor habitable room at 112 and this will also serve to move the terrace area away from the 114 boundary.

2.5. Further details relating to the Proposal are referred to in the accompanying documentation submitted as part of this application, namely in the Covering Letter and scheme drawings.

3.0. Transport and Servicing

- 3.1. The property does not own any parking space and is therefore considered to be car free. Permit only on-street parking is available and the property is within easy reach of good local and regional public transportation links – bus and train.
- 3.2. Pedestrian and cyclist access is via the frontage of the building. The main entrance threshold to 112 is level and to 112A there is a single step. There will be a single step to both units.
- 3.3. The NPPF confirms that transport policies have an important role to play in facilitating sustainable development. Paragraph 29 states that “the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”. It also recognises that “different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.” Given that Camden is within a densely populated urban area of London it is considered necessary to maximise sustainable transport solutions.
- 3.4. Camden’s strategy and policies in line with national planning policy consider access to car parking and seek to encourage car-free and car-capped developments in areas of moderate or good public transport accessibility. The application site has a PTAL rating (public transport access level) of 3 (moderate). See Camden’s <http://content.tfl.gov.uk/camden-2012-ptals.pdf>
- 3.5. The site is therefore not in a highly accessible location as defined in CPG7 (paras 5.7- 5.8). Furthermore, the Controlled Parking Zone has a parking rate level of 0.68 which equates to an area which has been identified as not having on-street parking stress. As the site is not located in a ‘highly accessible area’ and has a PTAL level of less than 4, it would be unreasonable to seek a carfree development through a S106 planning obligation. The proposals as they stand accord with policies CS11 and DP18.
- 3.6. There is no existing car parking associated with the site and the “Proposed Development” will not provide dedicated car parking. Furthermore, the number of bedrooms is currently 4 and, as proposed, will also be 4 so there is no intensification in this regard.
- 3.7. Cycle parking will be provided in line with Camden Development Policy DP18 (one per unit) in the existing store below the pavement accessed by the proposed stair beyond the rear pavement line at the frontage of the property.
- 3.8. The Site location records a Public Transport Accessibility Level (PTAL) score of 3 on the TfL PTAL map (2012) see **Appendix 3**.
- 3.9. Refuse will be stored at street level adjacent to the proposed recessed entrances just off the highway using a shared general and a shared recycling bin. As existing, delivery/servicing would also take place from Malden Road.
- 3.10. The surrounding area is a thriving mix of established residential and ground floor commercial uses. The Site is well located in relation to a wide range of local amenities including public transport, retail, educational, employment and leisure facilities. The commercial / retail environments of Kentish Town, Chalk Farm and Belsize Park lie within less than half a mile of the Site.

- 3.11. There are a number of public amenities and facilities in the vicinity, including Parliament Hill and Hampstead Heath, Rhyl Primary School, Kentish Town Underground and Rail stations, Chalk Farm and Belsize Park Underground Station and West Kentish Town Overground Rail Station.

Public Transport Accessibility

Underground

- 3.12. Kentish Town, Chalk Farm and Belsize Underground Stations are located approximately equidistant to the Site and within easy walking distance. These stations serve the Northern Line with typical peak frequencies of trains every 6-7 minutes.

Rail

- 3.13. The Kentish Town West Overground station lies closer than the Underground Stations and typically operates 4 services per hour.
- 3.14. Kentish Town rail station provides interchange with the Northern line. The station accommodates a number of train lines though not all stop at the station.
- 3.15. First Capital Connect and Southeastern currently run trains that serve the station. The network connects Luton and Bedford to the north with Sutton in the south.
- 3.16. Off-peak services are typically four trains per hour southbound and northbound. Stations served include (but not limited to) Central London, Wimbledon, Sutton, St Albans, Luton and Bedford.

Bus

- 3.17. The nearest bus routes operate along Malden Road with the closest pair of bus stops located less than 50 m to the south, of the Site. The routes serving Malden Road are routes 46 and 24 (24 hour route).
- 3.18. Kentish Town station is served by routes 134, 214, 393, C2 and N20. See Appendix 1 for Bus Routes Plan from Kentish Town Road (including Malden Road).

Pedestrian Network

- 3.19. The Site's locality benefits from a high level of pedestrian infrastructure. Tactile paving is provided at the Belisha beacon controlled pedestrian crossing on Malden Road to the south of the Queens Crescent and Malden Road junction to the south of the Site.
- 3.20. That junction has a raised platform to slow vehicles with additional safety rails and bollards together with a safety island immediately in front of the Site. Uncontrolled crossings along the local road network are provided with dropped kerbs and also tactile paving, where appropriate.
- 3.21. Footway widths on the local section of Malden Road are wide (in excess of 2m) with localised widening in the immediate vicinity of the site. The council have undertaken decluttering exercises and planted a tree immediately in front of the Site to improve amenity.

Cycle Network

3.22. Malden Road is a designated yellow cycle route on the TfL Local Cycling Guide 4 plan, Published April 2012. See Appendix 2. It also includes lengths of marked cycle lanes. The site lies in close proximity to Routes 6a and 14. There are two Local Authority Cycle Hoops for locking cycles immediately in front of the Site.

Local & Strategic Highway Network

3.23. The Site directly fronts Malden Road (B517) which connects Mansfield Road (B518) with Chalk Farm Road (A502). Levels of visibility at the junction are good.

3.24. The area is subject to a 30mph speed limit. Malden Road is effectively an urban corridor with residential, retail and commercial frontage on both sides of the road. Visibility to/from the Site will remain unchanged.

Parking

Off Street

3.25. The current use of the Site does not provide parking spaces.

On Street

3.26. The local section of Malden Road is within a Controlled Parking Zone (CPZ ref. CA-L) Kentish Town Inner operating Monday to Friday between 9.00 am and 11.0 am. The opposite (west) side of Malden Road falls within Controlled Parking Zone (CPZ ref. CA-L) Kentish Town Outer operating Monday to Friday between 8.30 am and 18.30 pm. There are marked controlled parking areas on Malden Road and the available kerbside servicing space (single yellow lines) on Malden Road also allows on-street loading. The facility appears well used with some capacity remaining. Local arrangements are amended on Market days for bona-fide Market Traders.

Road Safety

3.27. We have not requested the latest available STATS19 personal injury accident (PIA) data from Transport for London as the pedestrian security barriers immediately fronting the Site are likely to render unreliable any wider highway data in its local relevance.

3.28. The development proposals considered in this report are very modest in scale against the backdrop of existing development and highly unlikely to lead to any significant increase in accident risk on the local highway network.

4.0. Access Arrangements

112 Malden Road

- 4.1. The reconfigured dwelling, as proposed, will be on three floors with internal stairs exclusively serving the three floors.
- 4.2. The external basement stairs will provide an alternative exit and will also provide secure access to the 112 and 112A incoming service meters and cycle parking (although there are public cycle racks immediately in front of building).
- 4.3. The existing access directly from the street will be closed off and replaced by a closed lobby shared with 112A.
- 4.4. There will be first floor access to a small roof terrace. 131A Queen's Crescent, the property to the rear, has corridor windows with obscured glazing (as a planning condition of that development) which face towards 112 and because of the obscured glazing there would be no overlooking of the terrace or from the terrace.
- 4.5. 114 Malden Road, adjacent, also has a roof terrace and the party wall between the two will be slightly raised and secured with railings.

112A Malden Road

- 4.6. The reconfigured dwelling, as proposed will be on two floors with stairs providing sole access.
- 4.7. The existing access directly from the street will be recessed and reconfigured via a wider enclosed lobby shared with 112.

Servicing & Delivery

- 4.8. The property will be serviced directly from the Malden Road frontage, as at present.
- 4.9. There is sufficient land within the 1 m strip of private land abutting the highway across the site frontage for both the proposed stairs and storing refuse. Collection proposals will remain as existing (on-street).

The Lifetime Homes Standard

- 4.10. As the proposal is for conversion of an existing property it will not be possible to meet all 16 of the standards. Best endeavours will be made however to meet the criteria where possible.

1	Parking	N/A
2	Approach to dwelling from parking	N/A
3	Approach to all entrances	There will be a single step up from the pavement to the shared lobby. If ever needed, there will be space on private land to retrofit a short ramp.
4	Entrances will	a) Be illuminated b) Have level access over the threshold; c) Have effective clear opening widths and nibs d) Have adequate weather protection

5	Communal stairs and lifts	N/A
6	Internal doorways and hallways	Where possible to min dimensions as per spec for this Criterion
7	Circulation space	Where possible to min dimensions all as spec for criterion
8	Entrance level living space	Achievable for 112. 112A will have open plan living / kitchen to upper floor
9	Potential for entrance level bed-space	Achievable for 112. 112A will have bedrooms on entrance level
10	Entrance level WC and shower drainage	Achievable for 112. 112A will have wcs and bathrooms on entrance level
11	WC and bathroom walls	WC and bathroom walls will be capable of firm fixing/grab rails.
12	Stairs and potential though-floor lift in dwellings	112 will have all facilities at ground floor level. 112A unlikely to be suitable.
13	Potential for fitting of hoists and bedroom / bathroom	Layout can accommodate potential fitting of hoists between bedroom and bathroom
14	Accessible bathrooms	Will be provided
15	Glazing and window handle heights	Many existing windows retained. In locations with new windows, possible to achieve criteria.
16	Location of surface controls can be	in band 450mm to 1200mm above finished floor levels & 300mm away from internal corners

5.0. Summary of Design Proposals

- 5.1. Our client wishes to renovate this property on all residential floors and add additional space via a rooftop extension. The existing façade on Malden Road will be altered but such that the mansard will not be visible from the road and the basement and ground floor alterations will be in line with other examples locally.
- 5.2. The two dwellings have been designed to be totally separate in accordance with Building Control requirements and with a minimum of shared elements – i.e. the shared lobby with individual services cupboards, the shared refuse bins and the below pavement additional services and cycle store.
- 5.3. The design has been envisaged to work within existing unit numbers, reallocating the bedrooms more evenly and whilst the proposed built area will be slightly greater the proposed layout makes better use of all floors.
- 5.4. The design criteria have been to match as far as possible the local style and, in the case of the recessed entrances, ground floor front window and shop front board above to match the local shop front style whilst at the same time seeking to maximise the requirements of domestic privacy.
- 5.5. The use of basement stairs and railings enhances ground floor privacy and security and, combined with a re-opened bricked-up window at basement level, re-introduces daylight into a room that currently has none.
- 5.6. The rearrangement of the rear façade and rear ground floor roof and fenestration have been designed to provide secure private terrace space for 112 whilst at the same time screening views into the approved bedroom below and in accordance with Building Control requirements.

6.0. Resources and Energy

- 6.1. The existing property will be renovated and upgraded including its thermal performance to achieve levels set out in the current Building Regulations. The proposed new extension will also be constructed to achieve the minimum standard set out in the Building Regulations.
- 6.2. The proposal comprises rearrangement to two C3 (residential) units with shared entrance lobby, refuse and cycle storage and, as at present, no off-street car parking.
- 6.3. The Site is in an accessible, highly urbanised location with extensive pedestrian and cyclist infrastructure and lies in close proximity to existing public transport connections.
- 6.4. The development proposals considered in this report are very modest in scale against the backdrop of existing development and highly unlikely to lead to any significant increase in resource allocation. Energy usage is likely to be improved through meeting current Building Control standards,

Appendix 1

Bus Routes Plan from Kentish Town (and Malden Road)

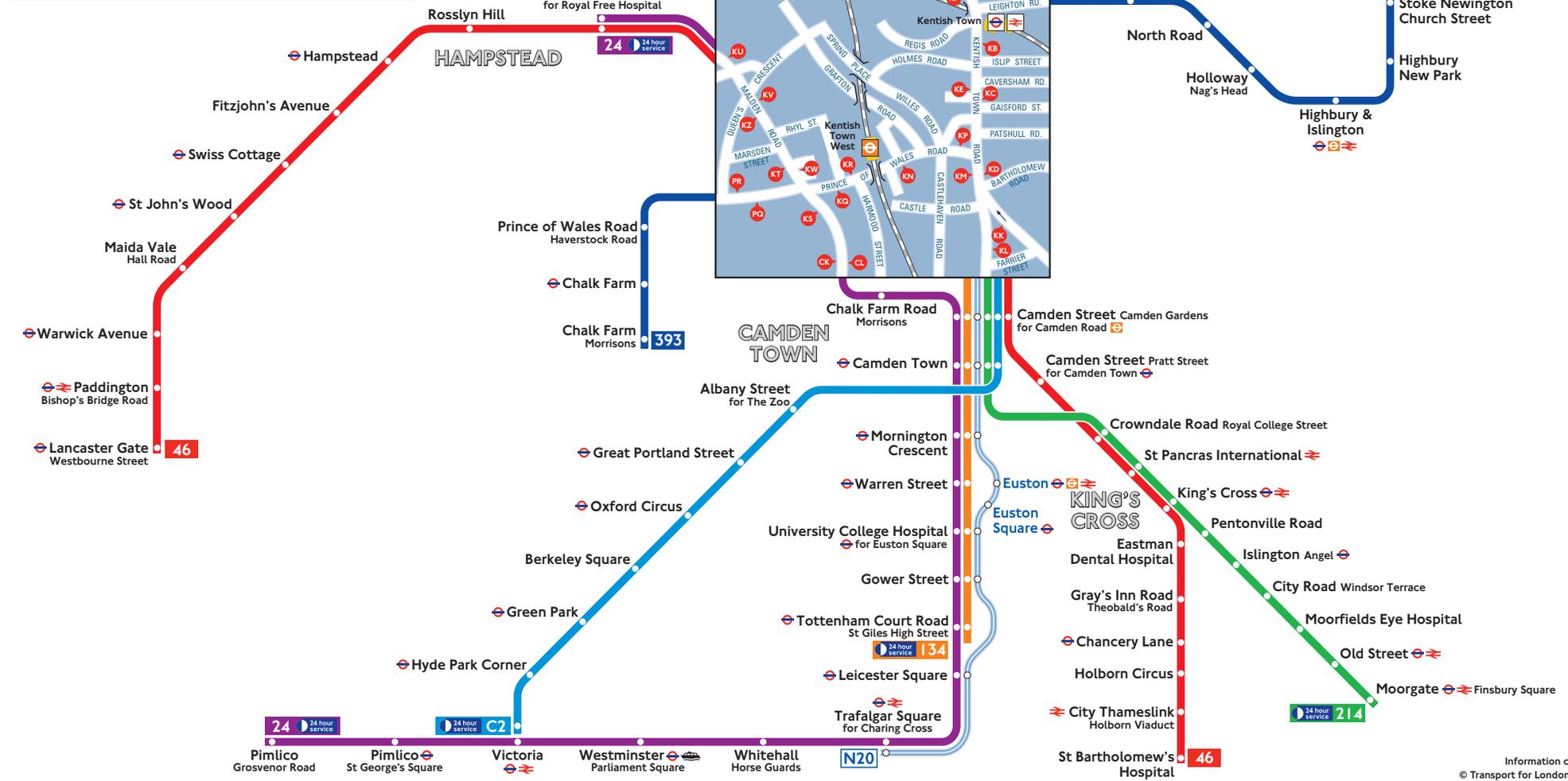
Route finder

Day buses including 24-hour services

Route	Towards	Bus stops
24	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KQ, KT, KZ
	St Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC, KD, KJ, KL
393	Chalk Farm	KB, KC, KN, KQ, PQ
	Clapton	KE, KM, KR, LG, PR
C2	Parliament Hill Fields	KE, KF, KH, KM
	Victoria	KB, KC, KD, KJ, KL

Night buses

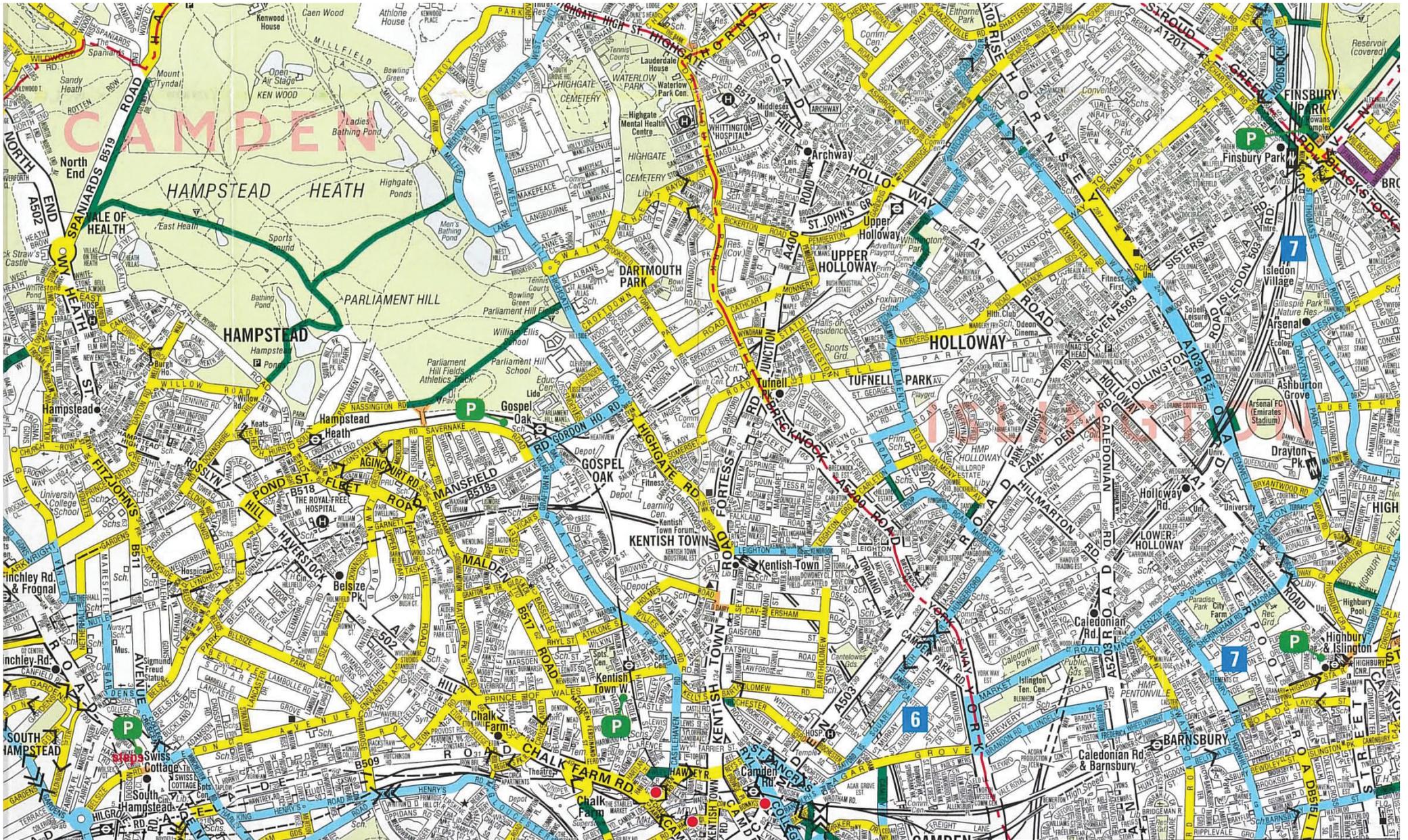
Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL



Buses from Kentish Town

Appendix 2

Extract from TfL Local Cycling Guide 4

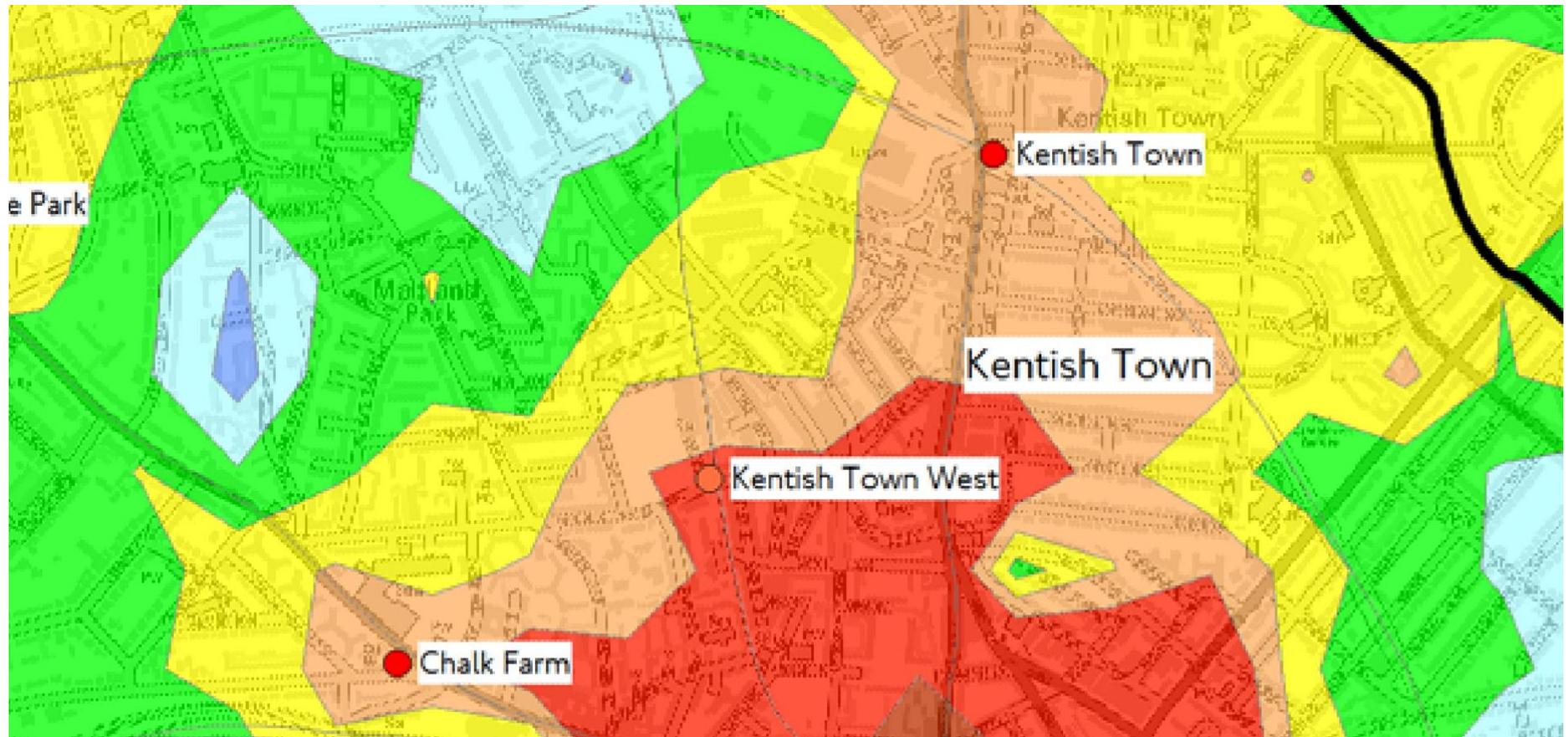


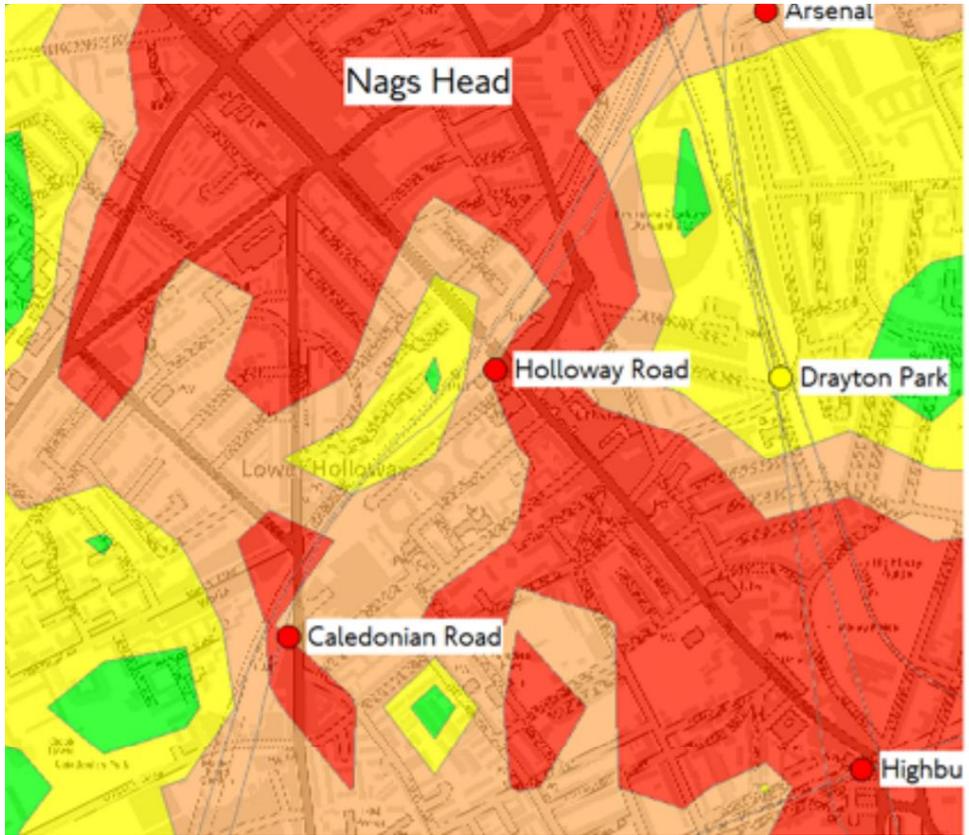
Extract from the TfL Local Cycling Guide 4, Published April 2012.

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Appendix 3

Extract from TfL PTAL Map 2012





PTALs

