



DESIGN AND ACCESS STATEMENT FOR
CONVERSION OF AN EXISTING DWELLING INTO
FOUR SELF-CONTAINED UNITS



97 Bartholomew Road
NW5 2AR

8th May 2017

PROJECT P-17009



The proposal is for the conversion of an existing building (consisting of a 4 storey single dwelling) to provide four self-contained flats (consisting of 1 x 2 bedroom flat and 3 x 1 bed flat), involving a single storey rear extension.



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1. BACKGROUND AND BRIEF HISTORY

1.1 DESCRIPTION OF PROPERTY

The property is located on the middle part of Bartholomew Road, London NW5. There is a symmetrical building on the right-hand side of the named property, and an almost identical building on the left-hand side (asymmetrical). That building is detached from the property by a non-shared alleyway. This alleyway belongs to the building number 99 and gives access to its rear garden. The surrounding area is mainly residential with some retails and with a commercial street (Kentish Town Rd) just 5 min walking from the property. Trees are located in the adjacent properties, but not in the rear garden of number 97, and other terraced houses are located on the opposite side of the street.

The site is rectangular shape and is located on a road with pedestrian and vehicular access.

The existing building is used as a single house over four storeys, including: a kitchen, two bedrooms, a bathroom and a toilet on the lower ground floor; a dining, a kitchen and a toilet on the upper ground floor; a living room, a bedroom and a bathroom on the first floor; and three bedrooms on the second floor. The butterfly roof is not converted, and there is no intention of changing it.

The main access to the dwelling is directly to the upper ground floor, although there is also a secondary access through the lower ground floor at the front. Only the lower ground floor has access to the rear patio, while only the upper ground floor has access to the rear terrace.

The concerning building lies within a designated conservation area called Bartholomew Estate but it is not listed building or locally listed structure.

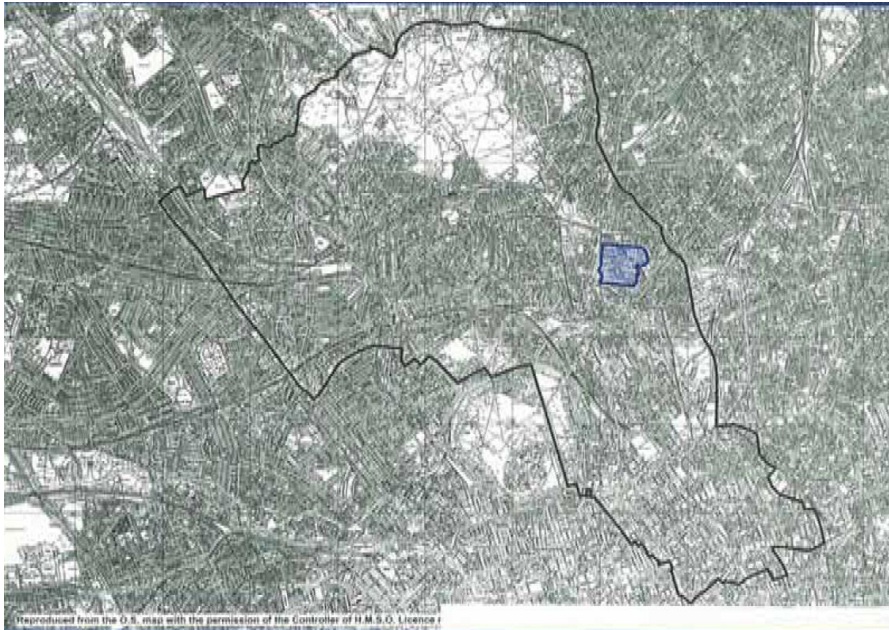
ABOUT BARTHOLOMEW ESTATE CONSERVATION AREA:

The Bartholomew Estate Conservation Area is a compact and well preserved Victorian residential development, which has changed remarkably little over the last 150 years. Built over a twenty year period with a clearly defined boundary and homogeneous landscape, the area is clearly identified from the surrounding urban context.

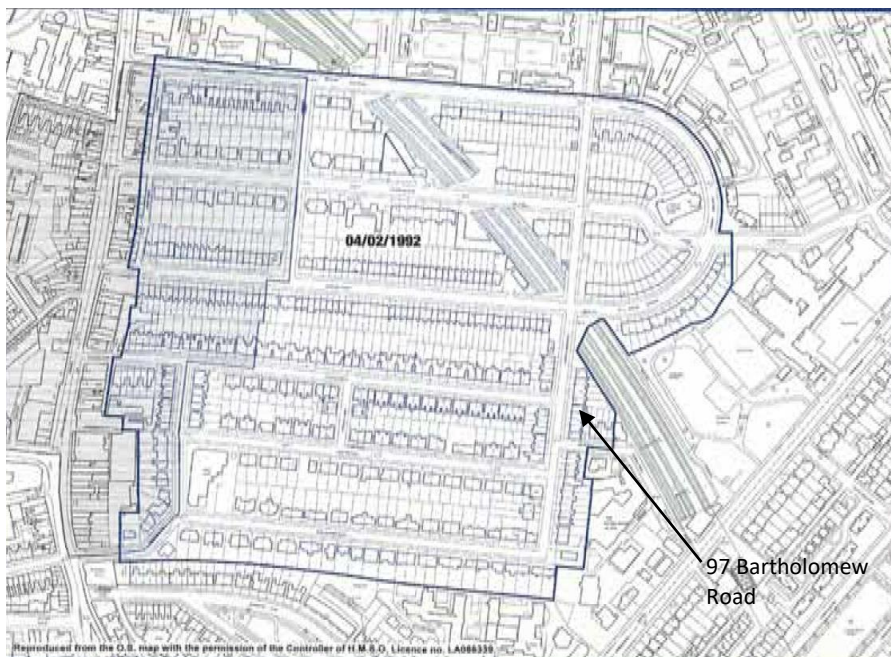
The land is relatively flat in topography, gently sloping uphill in a north east direction and has a distinctive urban grain. The core of the Conservation Area is a regular grid pattern of

continuous ribbon development along streets running perpendicular with Kentish Town Road and Camden Road. Less developed streets which has resulted in the formation of a superior set piece of Victorian townscape planning.

LOCATION:



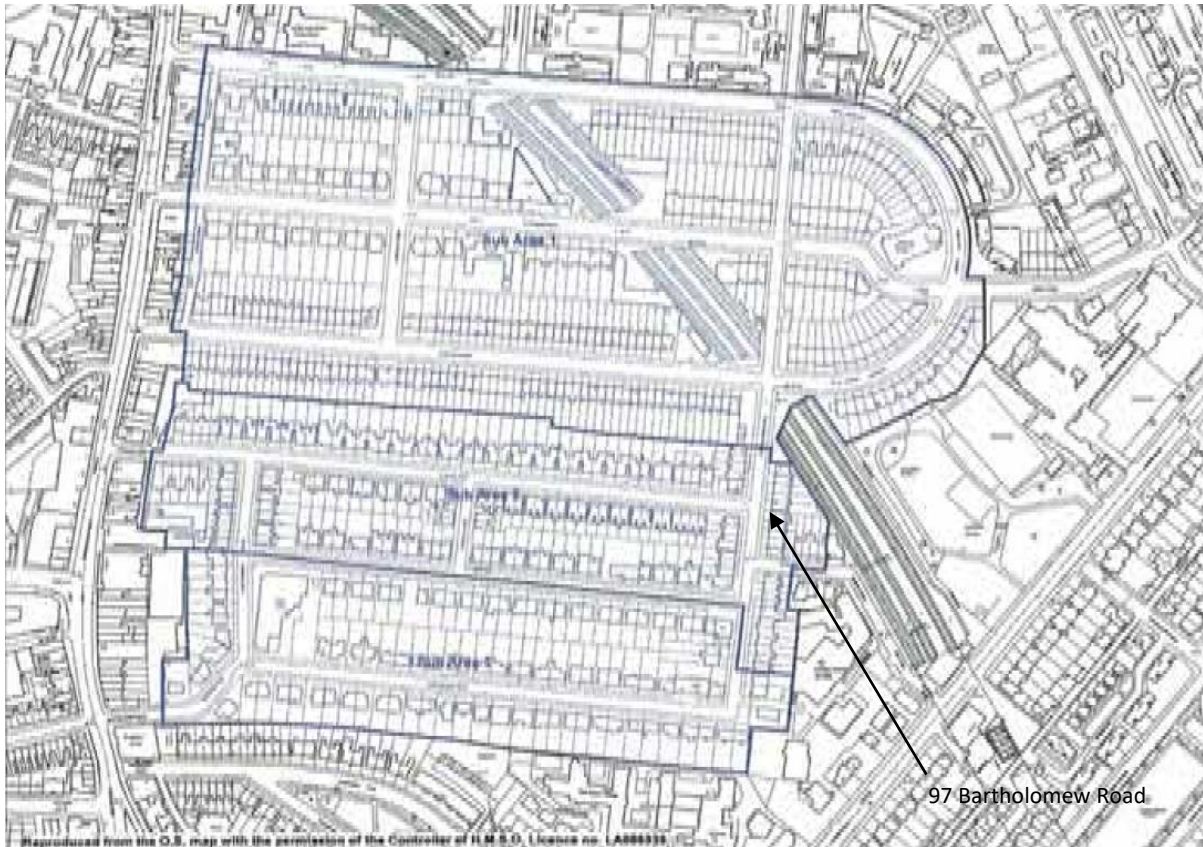
*Camden and the location of the Conservation Area



*Boundary of Conservation Area, designation date (04/02/1992) and archaeological priority area (darker blue)

The property under consideration (97 Bartholomew Road) does not belong to the archaeological priority area.

Despite the homogeneous nature of the area, for the purposes of the Conservation Area administration, the Bartholomew Estate is separated into three sub-areas based on these historical patterns of land ownership and the prevailing architectural styles.



* Bartholomew Estate sub-areas.

Sub-Area 1: *The Christ Church Estate*: Bartholomew Road (part), Busby Place, Caversham Road, Gaisford Street, Islip Street and Wolsey Mews.

Sub-Area 2: *Dartmouth Family Estate*: Bartholomew Road (part), Bartholomew Villas, Lawford Road (part), Patshull Place, Patshull Road and Sandall Road.

Sub-Area 3: *St Bartholomew Hospital Estate*: Bartholomew Road (part), Bartholomew Villas (part) and Lawford Road (part).

The property under consideration (97 Bartholomew Road) belongs to the Sub-Area 2 “Dartmouth Family Estate”.

Patshull Road, Patshull Place, part of Bartholomew Villas and the north side of Lawful Road are a uniform stylistic group. These streets are narrow and treelined and overall more intimate and modest in appearance compared to the Christ Church Estate Sub-Area.

Generally buildings in this Sub-area 2 are three storey, semi-detached villas and terraces with narrow plot widths. The buildings on Sandall Street and the east part of Bartholomew Road running north are four-storey and are set out of the core of this sub-area.



1.2 RELEVANT PLANNING & APPEAL HISTORY

1.2.1 PREVIOUS PLANNING APPLICATIONS

The relevant property does not have any previous Planning Application submitted to the Camden Council. This is the first time this house is going to apply for a planning change since 1948 and therefore the whole built house has been considered as existing to make the new proposal.

1.2.2 PRE-PLANNING APPLICATION

It is important to take into consideration that a pre-planning application (ref:2017/1179/PRE) has been submitted on the 26th February 2017. A site visit was carried out on the 22nd March 2017 and a Pre-application advice report was sent to the applicant on the 30th March 2017.

The proposal included, apart from the current planning application alterations, two extra rear extensions, and a different proposed residential accommodation: 1 x 2 bed, 2 x 1 bed, 1 x Studio flat.

On that Pre-application report several planning considerations were assessed as follows:

- Residential accommodation
- Design
 - Erection of two storey extension at lower and upper ground floor levels
 - Erection of extension at second floor level
 - Lowering of the front and rear garden levels
 - Alterations to front elevations
- Amenity
- Transport and Parking

Bearing in mind these points, a planning advice was given:

“The principle of converting the single dwelling into 4 flats is considered to be acceptable subject to the proposals being in accordance with the Nationally Described Space Standard as set out above, which they currently are.”

“The extension is considered to be acceptable at lower ground floor level, an area of the property that receives only limited private views from ‘above ground’ windows of surrounding occupiers”

“The proposed infill extension at upper ground and first floor levels as well as the second floor extension to the rear outrigger should be removed from the proposal”

“To provide an area for cycle storage, it is proposed to excavate the paved front garden area and create a space underneath. The ‘roof’ of the cycle storage area would remain at the same level and be paved and landscaped to avoid a material change in the appearance as viewed from the street. This is important as the nearby properties demonstrate consistency in terms of the size of the front lightwell. The proposal is considered to be acceptable subject to further details”

“To the rear, it is proposed to lower the rear garden level by approx. 1.3m across an area of approx. 23sqm to provide amenity space for the lower ground flat. This would be acceptable in principle as it would not have a material impact on the character of the property or wider building group. The Council will require a basement impact assessment (BIA) to at least Stage 1 (Screening) ”

“A bin storage area for the four flats would be provided to the front of the property. The scale and location of the bin store appears appropriate and corresponds with bin stores at other properties along the terrace.”

“Cycle parking for 5 bikes would be provided in the front lightwell area within a secured storage area. The provision is compliant with London Plan. The site has a PTAL rating of 4 (Good) and is easily accessible by public transport. Policies CS11, DP18 and DP19 require developments in such locations to be ‘car free’.”

“As required under Development Policy DP18, the additional three units created by the development should be ‘car free’. This would be secured by way of a Section 106 legal agreement.”

“You are advised that this proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation”

Bearing in mind all these suggestions, several changes have been carried out in the proposal, maintaining the number of flats, changing the studio flat for a 1 bedroom flat, and removing the proposed upper ground floor extension and second floor extension.

With these modifications, the applicant has intended to follow the council advice in order to present a planning application which addresses the outstanding issues detailed in that report satisfactorily and respectfully, submitting the following documentation:

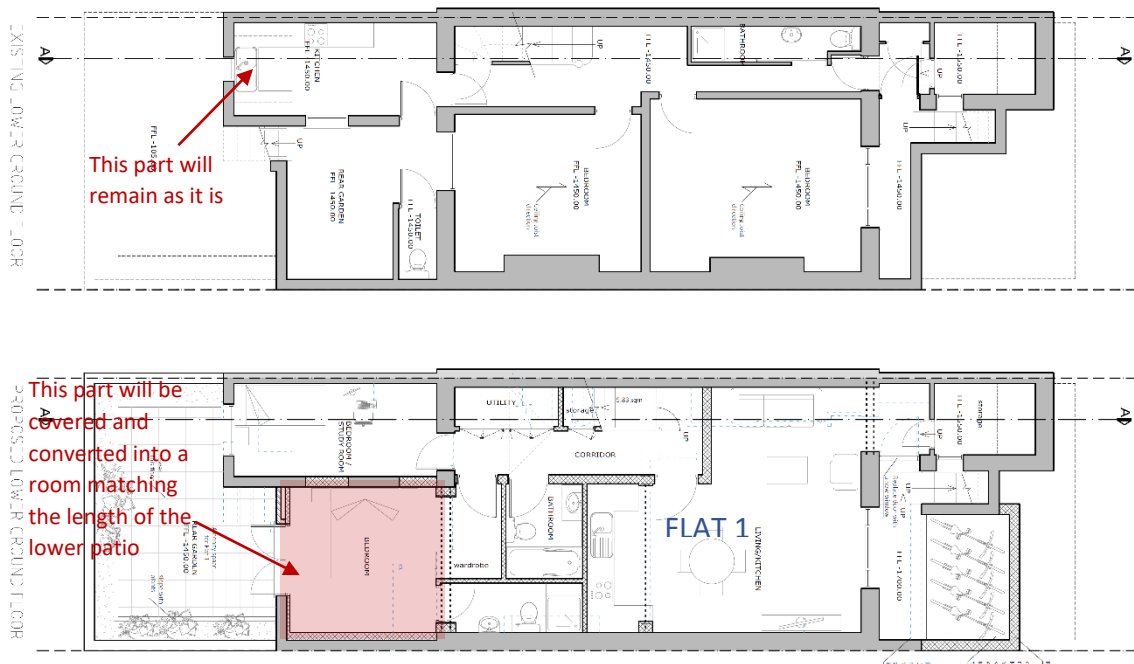
Completed Full Planning Application form, an ordnance survey based location plan at 1:1250 scale denoting the application site in red, floor plans, roof plans, elevations and sections (all of them labelled 'existing' and 'proposed'), a Design and access statement and a Basement Impact Assessment (Screening stage), together with the appropriate fee.

1.3 RELEVANT LOCAL PLAN POLICIES

- Camden’s Local Plan: January 2016 Development Management Policies.
- London Plan March 2016 (housing Targets and space standards)

1.4 PROPOSAL

The proposal is for the conversion of an existing building (consisting of a 4 storey single dwelling) to provide four self-contained flats (consisting of 1 x 2 bedroom flat and 3 x 1 bed flat), involving a single storey rear extension on the lower ground floor.



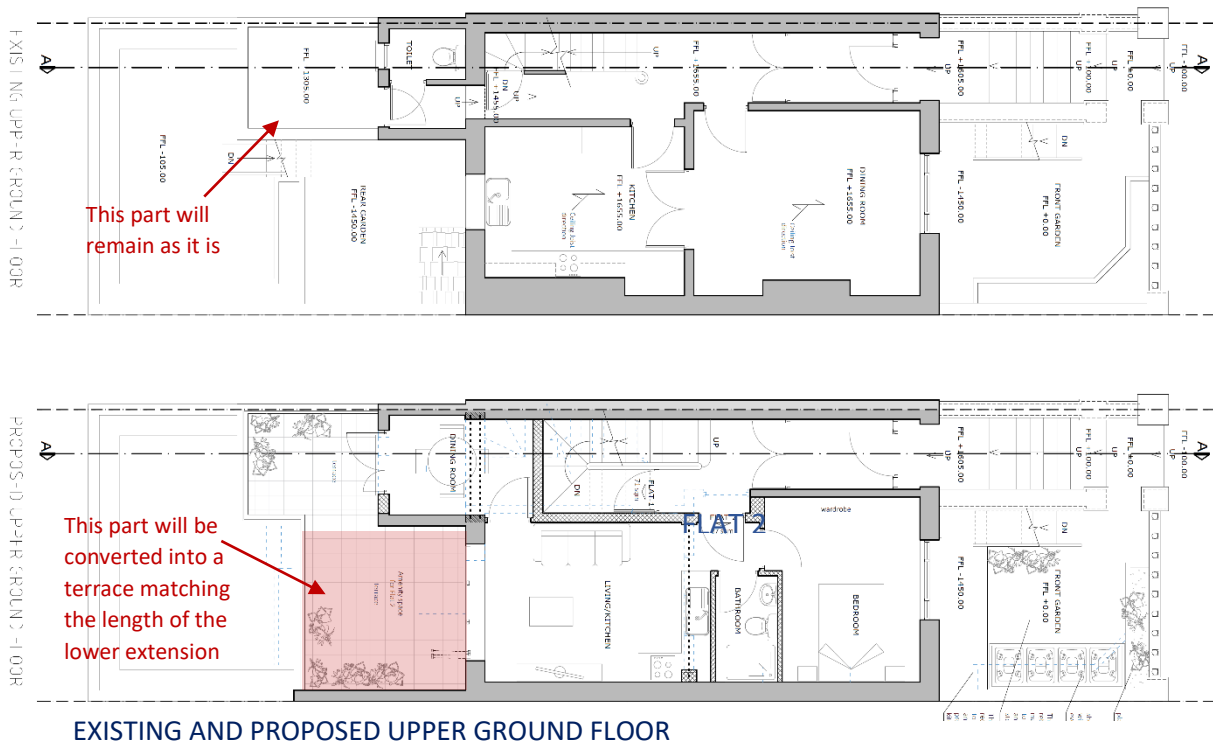
EXISTING AND PROPOSED LOWER GROUND FLOOR

On the Lower Ground Floor, the lower patio will be occupied in part by the single storey rear extension on that same level. This new room will be have the same length of the existing lower patio, and therefore, there will not be a new bulk or major impact. It will be approximately 1.5m under street level and other rear patios level, and consequently, it will not be seen from a neighbour's property.

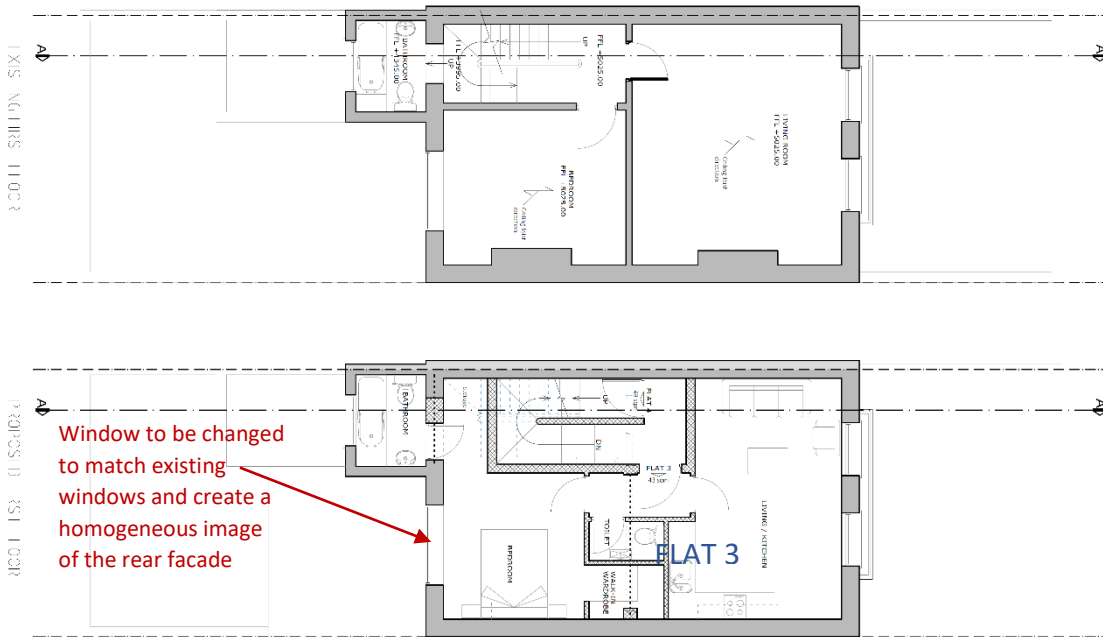
To provide enough light and natural ventilation, the upper rear patio will be lowered to that level and will present a sloped garden with retaining walls. This will create an important amenity space.

On the Upper Ground Floor, a rear terrace has been proposed for this level flat (flat 2). This new terrace will match in length the lower room (created from the enclosure of the lower rear patio). Due to the level of that terrace (it will not be on a first floor, but on an upper ground floor) the height is not significant.

The existing terrace will still be accessed from this level flat (upper ground floor). No changes on its use as a private terrace will be made, and it will be connected to the proposed new terrace (also upper ground floor).

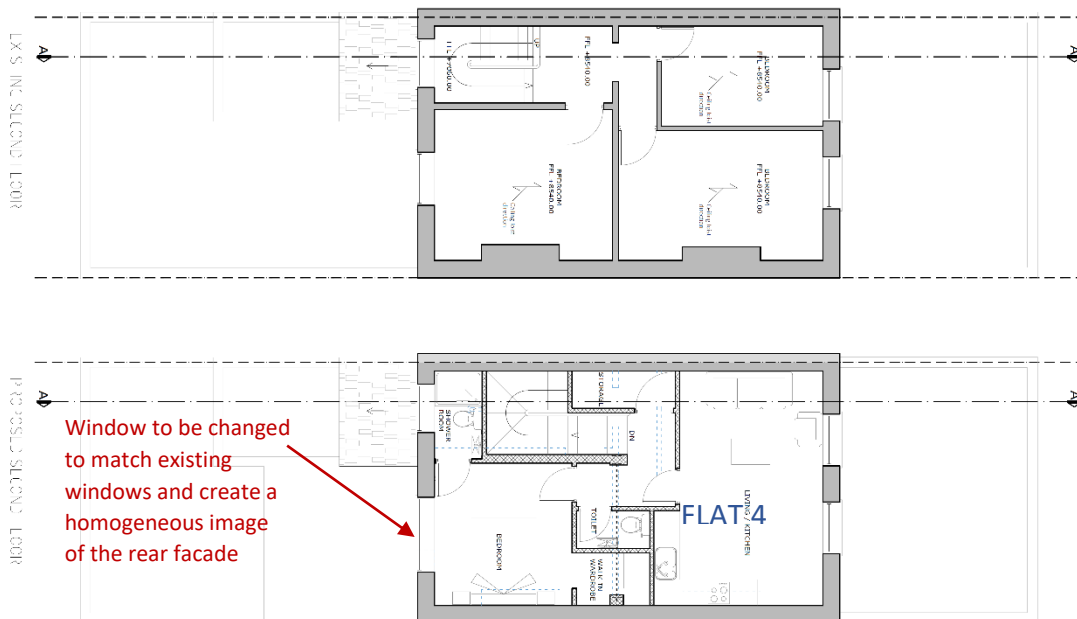


Regarding the First Floor, no external changes have been made except for the change of a window due to the change of the internal floor level and in order to match the rest of the rear windows and create a more homogeneous image of the rear façade, also according to the neighbourhood architectural style.



EXISTING AND PROPOSED FIRST FLOOR

On the second floor, no external alterations have been made except for the change of a window on the room that faces the rear patio, so that it matches with the lower level one.



EXISTING AND PROPOSED SECOND FLOOR

2. DESIGN STATEMENT

2.1 PLANNING CONSIDERATION

- The building is located at 97 Bartholomew Road just 5 min walking from Kentish Town Road. That part of Bartholomew Road (where number 97 is located) runs roughly North in direction and it crosses in diagonal the rail tracks of a Thameslink line. The site is a rectangular shape with pedestrian and vehicular access.
- Bartholomew Road is located close to local shops and amenities on Kentish Town Road, while all transport links to the City and the West End are within easy reach. The nearest tube station is Camden Town Station.
- Within this section of Bartholomew Road, all properties are of similar architectural characteristic, and are terraced houses except the adjacent house to number 97, which is not mirrored. That characteristic and the existing alleyway belonging to number 99 breaks the continuity of the terraced houses at that road, i.e. number 97 at Bartholomew Road is “end of terrace”.
- The property is not a listed building, but it is situated within a conservation area. See point 1.1 *Description of the property*
- The immediately surrounding area is predominantly residential in character with some retail units and an important commercial street within the proximity.
- The proposal is capable of and generally meets the most current standards set out in Camden Local Plan, London Plan and London Housing Design Guide.

2.2 ASSESSMENT

The proposal has the potential to meet all current housing design standards in line with London Plan policies and causes no harm to the occupants of the house and the surrounding neighbourhood.

2.3 INVOLVEMENT

The proposal is a small project and does not warrant involvement of general public and/or local organisations. The Council’s standard planning consultation process should be sufficient for that purpose.

2.4. EVALUATION

The proposal intends to build a rear extension on the lower first floor. There will be changes on the internal layout and the use of the property will continue being residential. The proposal creates three new self-contained units by dividing it into a total of 4 flats. The volume of the new construction is not blocking any lawful neighbour window, and it does not block any entrance or access to the dwelling. (See schemes below pictures)

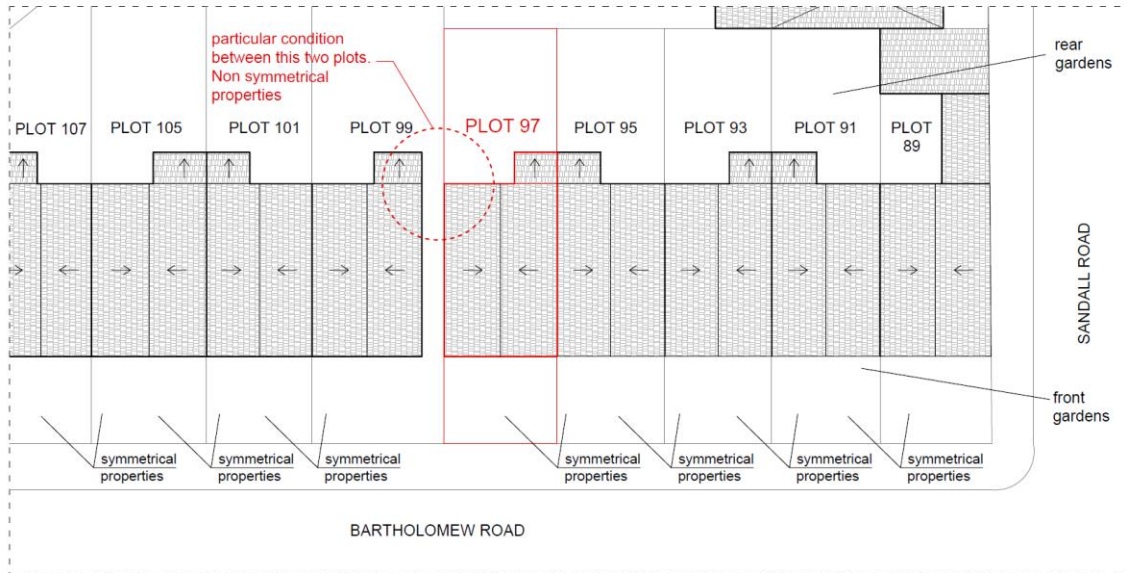


* The photo on the left-hand side shows the gap between number 97 and number 99, which is an alleyway belonging to number 99. No window will be opened to that alleyway as it would be an invasion of privacy to the neighbour's property.

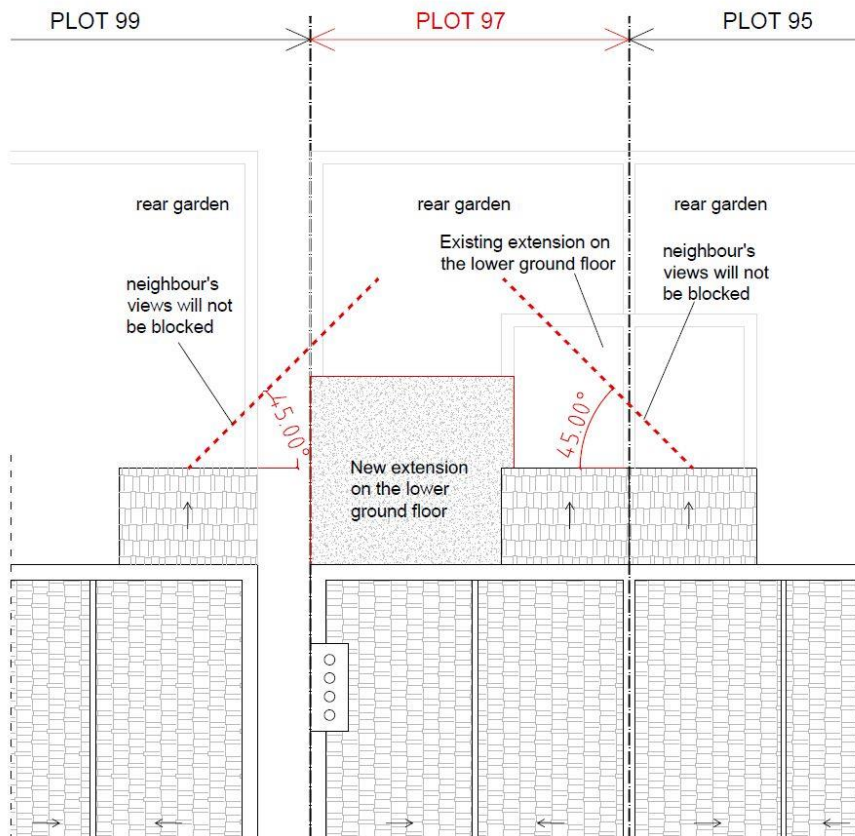
* The photo on the right-hand side shows the prominent existing volume of the property number 99, which is not symmetrical to the one of property number 97.

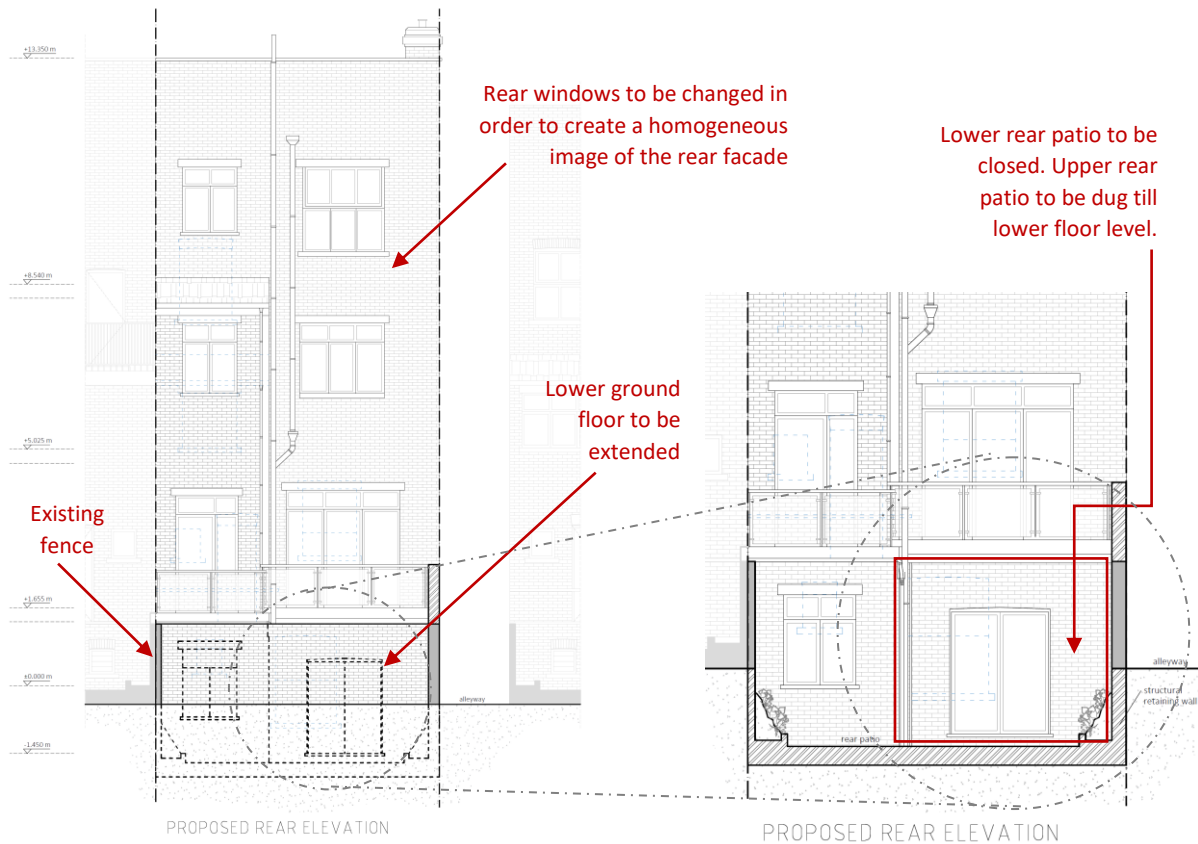
The rear terrace on the upper ground floor has been proposed having in mind the particular conditions of the plot. On that side of the plot, the neighbour's property (number 99) is not symmetrical to number 97, so number 99 has the prominent volume on the rear part on the same side as number 97 (not symmetrically but antisymmetrically). For that reason, the proposed rear extension of number 97 at its lower ground floor and its terrace on the upper ground floor is not going to block the views of any neighbour's window.

**ROOF PLAN OF THE ROW OF PROPERTIES
ADJACENT TO 97 BARTHOLOMEW ROAD**



The volume of the new construction is not blocking any neighbouring window, and it does not block any entrance or access to the dwelling.





3. DESIGN

The building will contain a total of 4 flats with the following areas and internal spaces:

LOWER GROUND FLOOR

FLAT 1: 2 bedroom flat. 71 sqm. Comprises: 2 bedrooms, 1 bathroom, 1 shower room, 1 living room / kitchen, 1 storage and direct and private access to rear patio.

UPPER GROUND FLOOR

FLAT 2: 1 bedroom flat. 37 sqm. Comprises: 1 bedroom, 1 shower room, 1 living room / kitchen, 1 dining room and direct and private access to the existing and new terrace.

FIRST FLOOR

FLAT 3: 1 bedroom flat. 43 sqm. Comprises: 1 bedroom, 1 living / kitchen and dining area, storage and walk-in wardrobe, 1 bathroom and 1 toilet.

SECOND FLOOR

FLAT 4: 1 bedroom flat. 49 sqm. Comprises: 1 bedroom, 1 living / kitchen and dining area, storage and walk-in wardrobe, 1 bathroom and 1 toilet.

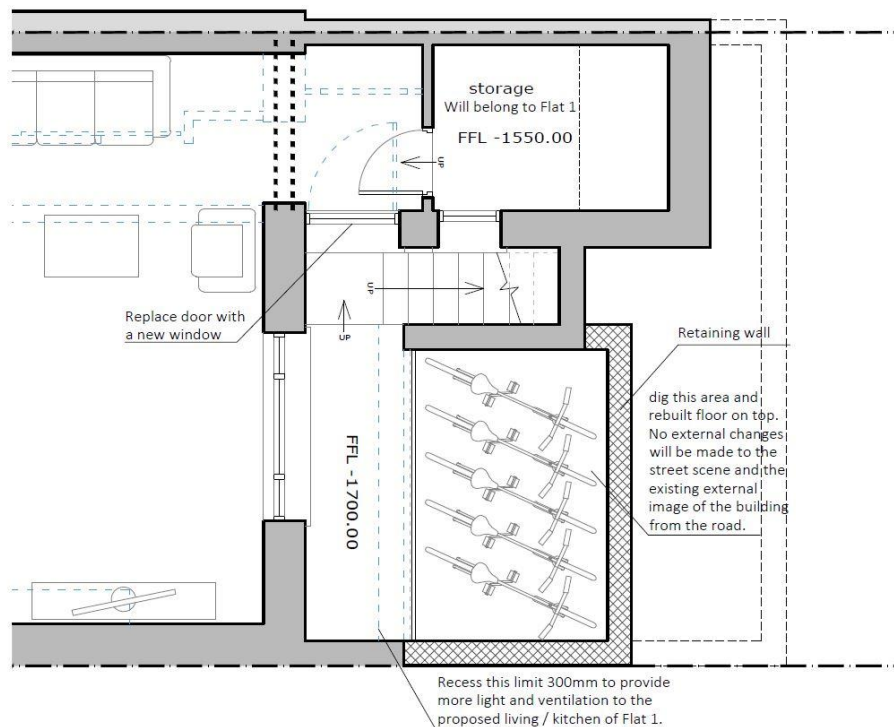
Amount: The total gross internal floor area of the existing property is approximately 200.60 sqm. The total gross internal floor area of the proposal will be approximately 221.55 sqm

All the rooms will meet the minimum space standards. The addition of a bathroom on the second floor will improve the conditions of that storey since currently there are no sanitary facilities on that floor.

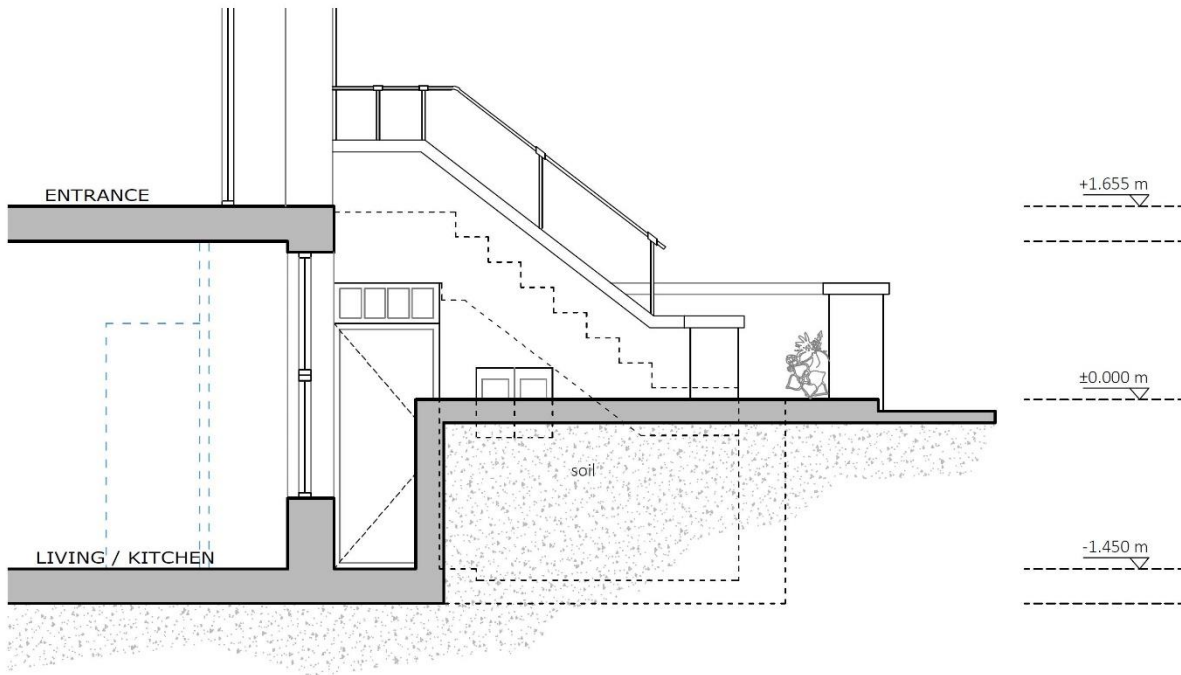
The extension on the lower ground floor will be flat roof and its height will be lower than the existing building. As the scheme shows it at the point 2.4 of this same document, it does not block the neighbour's view.

Space for waste and bins for each flat has been had into consideration, locating the bins on the front garden (the same position that all the surrounding buildings have chosen) and providing a sheltered storage for all the bins, which can be easily collected from street.

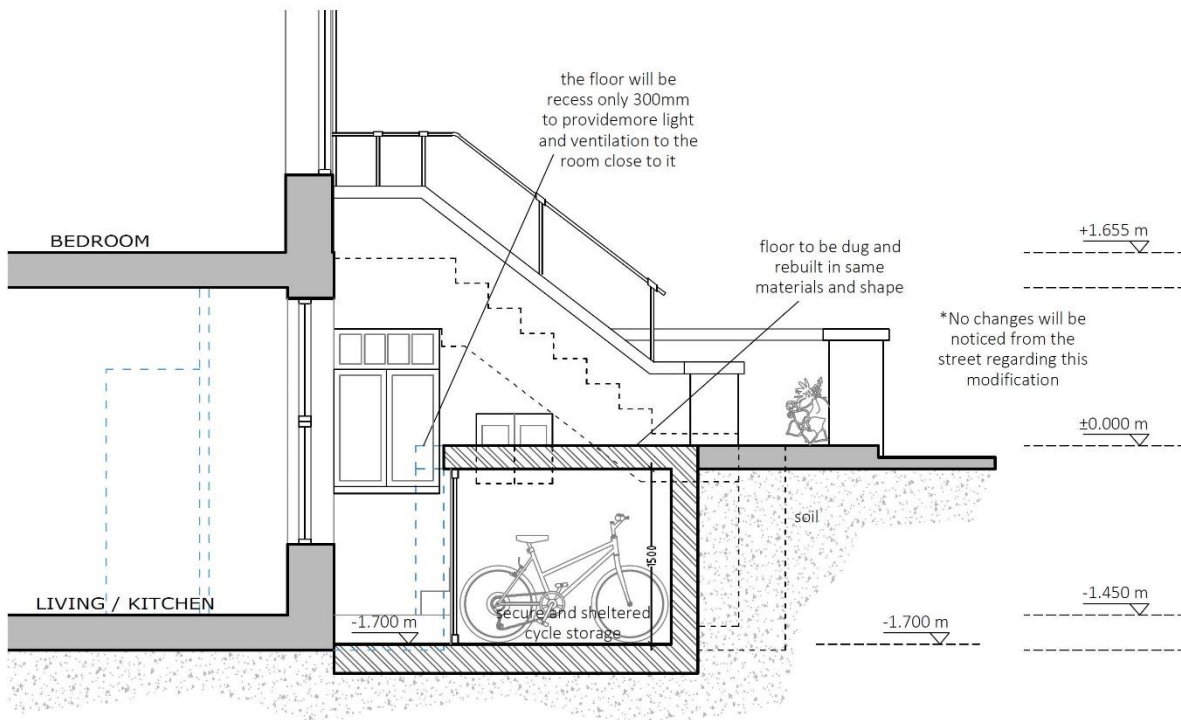
Regarding the creation of a sheltered and secure space for possible bicycles belonging to the new occupants, the proposal includes an externally non-visible alteration of the front patio floor. That area would be dug and covered again with same material and appearance to provide a communal space for the future owners and facilitate the use of sustainable transport such as bicycles.



PROPOSED FLOOR PLAN



EXISTING SECTION



PROPOSED SECTION

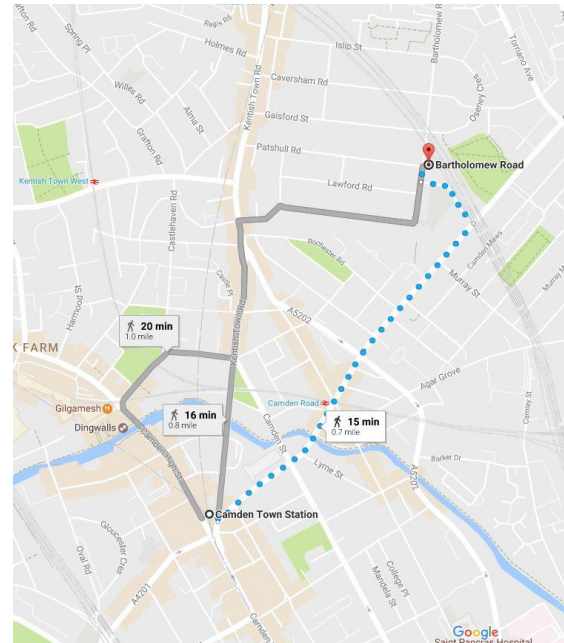
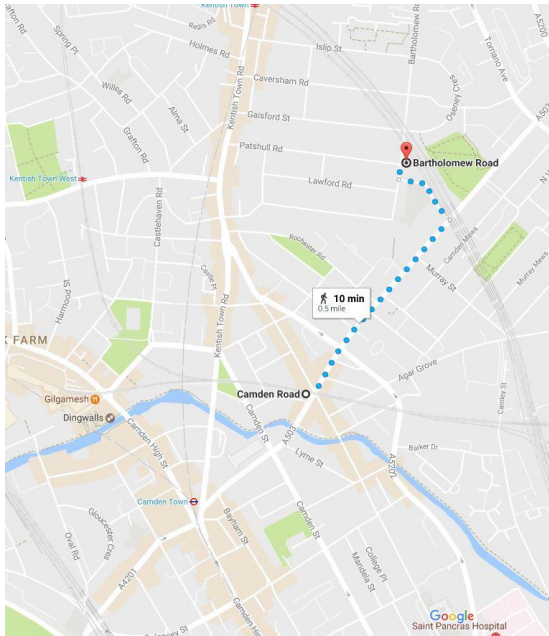
In regards to the facades, it is important to remark that:

- A cleaning of the external layer of the walls is intended to be carried out in order to improve the image of the building.
- Also, the render part of the front elevation, which is currently painted in pale beige, will be cleaned and painted in white to match the neighbour's facades.



The front and rear windows of the building, when maintained the opening, will be replaced by new windows (frame and glazing) matching the type and style of the existing ones. Likewise, the new openings created on the rear façade will also have windows matching the existing style and materials in this number and the surrounding buildings.

4. ACCESS STATEMENT



The property is located within a residential area. Site will remain as existing, therefore, no public means of access will be affected. The site is served by the existing access from Bartholomew Road, a two-way street with public parking bays on both sides. The new extensions will be within the existing building. They will be part of the converted flats. Each flat will have an independent access from a main communal entrance.

Public Transport: The site is located within 10 min walking from national rail station Camden Road and 15 min walking from Underground rail station Camden Town.

5. ENERGY STATEMENT

The property, where necessary, shall be upgraded to comply with the Building Regulations requirements in respect of energy policies and the following documents shall be obtained and deposited with the Building Control prior to start with the pertinent works.

6. LIFETIME HOME STANDARDS

The proposal is designed to satisfy all Lifetime Homes Standards, where applicable.

CR1/CR2 – Parking / Approach to dwelling from one parking space)

There are enough public parking spaces on both sides of Bartholomew Road in front of the considered property number 97. This street also comprises two pavements in good conditions and with no appreciable slope.

CR3/CR4 – Approach to all entrances / Entrances (compliant)

The access from the closest parking area to the building is just 2m approximately and there are some dropped kerbs along the pavement. From the pavement to the communal indoors entrance there is a flight of existing stairs.

CR5 – Communal stairs and lifts (compliant)

The existing internal stair case is being modified for the proposal and the new one will comply with all the standards for general stairs and in the case of internal stairs within the dwellings, they will comply with the standards for private staircases.

CR6 – Internal doorways and hallways (compliant)

Several corridors and hallways are being modified for the proposal. The entrance hallway will remain as a 1.45 m width entrance, and the rest of the corridors will be always wider than 900 mm in every point. All new internal doorways will have 800mm clear opening.

CR7 – Circulation Space (compliant)

Living & Dining and kitchen room have 1500mm clear turning circles.

Main bedroom - clear space 750mm to 3 sides of standard double-bed. It has not been modified.

CR8 – Entrance level living space (compliant)

The main living space will still be on the entrance level.

CR9 – Entrance level bed space (compliant)

The dwellings will be spread over the four levels of the building and every dwelling could have a bed space on the entrance level.

CR10 Entrance level WC (compliant)

The flat will still have a compliant WC or full bathroom on the entrance level after the proposed modifications.

CR11 - WC and bathroom walls (compliant)

All WC and bathroom walls will be designed to be capable of firm fixing (grad rails, etc) and support for adaptations.

CR12 – Stair-lift and potential through lift N/A

This criterion is not applicable to this dwelling.

CR13 – Potential for fitting of hoists and bedroom-bathroom relationship (compliant)

Structure will be designed to be capable of supporting ceiling tracks for overhead hoists.

CR14 – Bathrooms (compliant)

All bathrooms are designed to be fully compliant in terms of size and standard space.

CR15 – Glazing and window handle heights (compliant)

Windows in principal living space allow people to see out when seated.

CR16 – Location of service controls (compliant)

All service controls will be specified to comply with LTH

7. CONCLUSION

In conclusion the proposed development makes best use of previously developed land on this site with the addition of much needed residential dwellings. The building sits comfortably in the street scene, and respects the adjacent properties in terms of design and protection of amenity, and creates high quality living space for future occupiers.

The appearance of the front elevation will not change, and the rear elevation will be modified due to the proposed rear extension.

These changes will be in relation to the design of some architectural characteristics. The materials of the building extensions will be mainly constructed with the same materials to match the existing façade without resulting in any material harm to the amenities.

The proposed development of 3 additional residential dwellings will provide a benefit to the neighbouring occupants by allowing additional occupants/families and also will benefit the community by adding to the housing stock within the area. The increased residential occupancy will serve to benefit the commercial viability and vitality of the area.

Cycle storage has been provided in relation to the new residential units. The proposal will comply the Policy which requires provision of secure, sheltered, integrated, conveniently lit and accessible cycle parking. Also will provided in the garden a bin storage in line with London Plan standards, please see the Ground Floor Plan A-01.

The proposed development of a rear extension will provide a benefit to the occupants by allowing additional and necessary space and improving the existing conditions of the bathroom facilities. The proposal has intended to avoid the disturbance of any neighbour by not changing the front elevation.

We believe this proposed will add the character and balance the surrounding rear area and should therefore be granted.

PICTURES



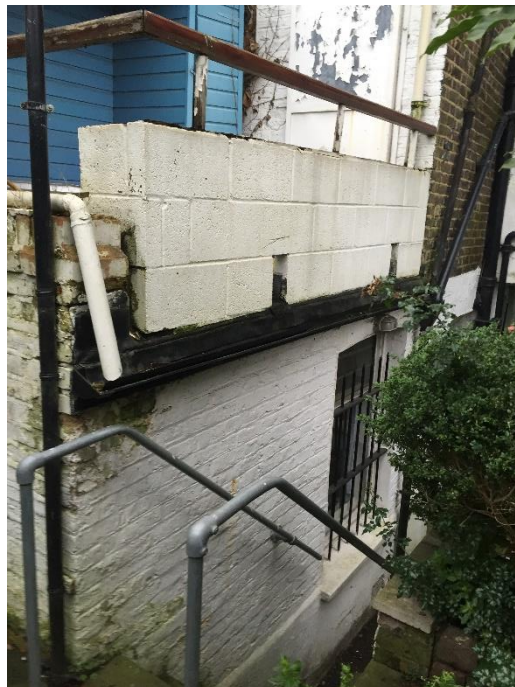
Main entrance



Alleyway



Rear facade



Rear extension



Neighbour extension (No. 99)



Rear courtyard