

**Design & Access Statement  
132 Gloucester Avenue,  
London NW1 8JA**

30<sup>th</sup> June

2017



Proposed rear extension to form new bedroom

*For Maribelle Beckmann*



## 1.0 INTRODUCTION

- 1.1 Current use
- 1.2 Summary of scheme

## 2.0 SITE CONTEXT

- 2.1 Site Description
- 2.2 Planning history
- 2.3 Site History and Character

## 3.0 PROPOSED DEVELOPMENT

- 3.1 Design Evolution
- 3.2 Appearance
- 3.3 Form & Scale
- 3.4 Amenity space
- 3.5 Daylight/Sunlight

## 4.0 ACCESS

- 4.1 Transport Links
- 4.2 Underground

## 5.0 CONCLUSION

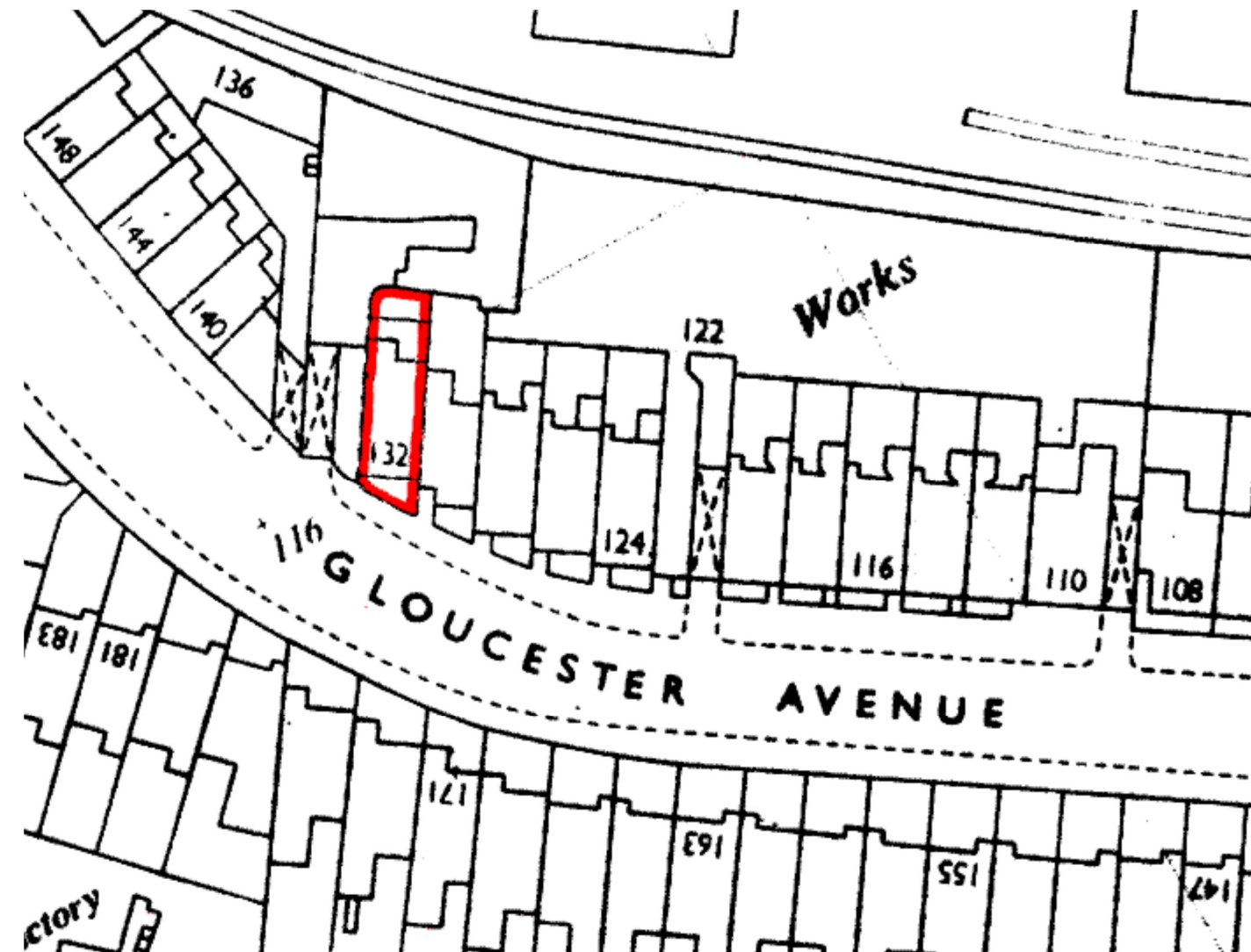


Figure 1 – Location of 132 Gloucester Avenue

## **1.0 INTRODUCTION**

### **1.1 Current use**

The application site, namely 132 Gloucester Terrace is a period property located on this residential road within the Primrose Hill Conservation Area. It is currently arranged over 5 floors and has undergone some fairly recent changes over the last few years, though the current owners have ensured that the original architectural features of the property have been maintained both internally and externally.

### **1.2 Summary of scheme**

This scheme is to add a small rear extension over an existing flat roof in order to provide a further bedroom. The main roof to the property will remain untouched and this proposal does not affect the front elevation in any way. The proposal is only to the rear and its impact on the rear elevation is minimal; there will be no loss of light from 130 Gloucester Avenue and 134 is also well away from the 45 degree guidance. This document should be read in conjunction with drawings C12716-100 and 101.

## 2.0 SITE CONTEXT

### 2.1 Site description

This Design and Access Statement has been prepared on behalf of our client, Maribelle Beckmann in support of our application to the London Borough of Camden for full planning permission. This report is to be read in conjunction with the application drawings which detail the scheme. The property is within the Primrose Hill Conservation and therefore the guidance noted within this document, especially PH25 to PH30 have been carefully noted within our design considerations.

### 2.2 Planning history

The application below was refused then overturned by appeal. We feel that this new application will in fact enhance the property as it will re-introduce the part 'closet wing' feature rather than the current rear full width flat roof addition.

***2011/3428/P – refused then approved by appeal in November 2011***

*Roof extension and additional storey to the first floor rear*





Figure 2 – Rear view looking North

### 2.3 Site History and Character

The property enjoys a wide range of architectural features, mainly to the front façade; this and many of the rear facades of other properties to this part of the road have undergone various changes over the years. The rear elevations of this property and of those adjacent generally have a mixture of different forms of extensions at both low and high level, therefore there is little continuity along this rear part of the road, as shown in the photograph above.

### 3.0 PROPOSED DEVELOPMENT

#### 3.1 Design evolution

As already mentioned, this property is in the Primrose Hill Conservation Area, therefore we have referred to the Conservation Area Statement (CAS) whilst considering the design. The rear facades of the properties in this part of the road, generally have rear additions or closet wings as various levels. The previous application to the property allowed for a full width rear addition. Our proposal is to add a further extension to one half of this addition, therefore **re-introducing a 'closet wing' affect**, therefore in our view enhancing the view from the rear and introducing some added architectural interest.

The CAS does mentions 'spoiling' the uniformed rear elevation, though there is already a mixture of extensions, as shown above, therefore no consistency to maintain.

#### 3.2 Appearance

The subtle addition to the property will be built using re-claimed London stock bricks to provide a streamline appearance using matching materials also including timber sash windows.

The rear of this property is a very secluded spot and therefore its view cannot be seen from many angles. A large low level development runs behind the property adjacent to the railway track, No 130 can barely see this proposal and No 134 views will also not be impaired by this small addition.

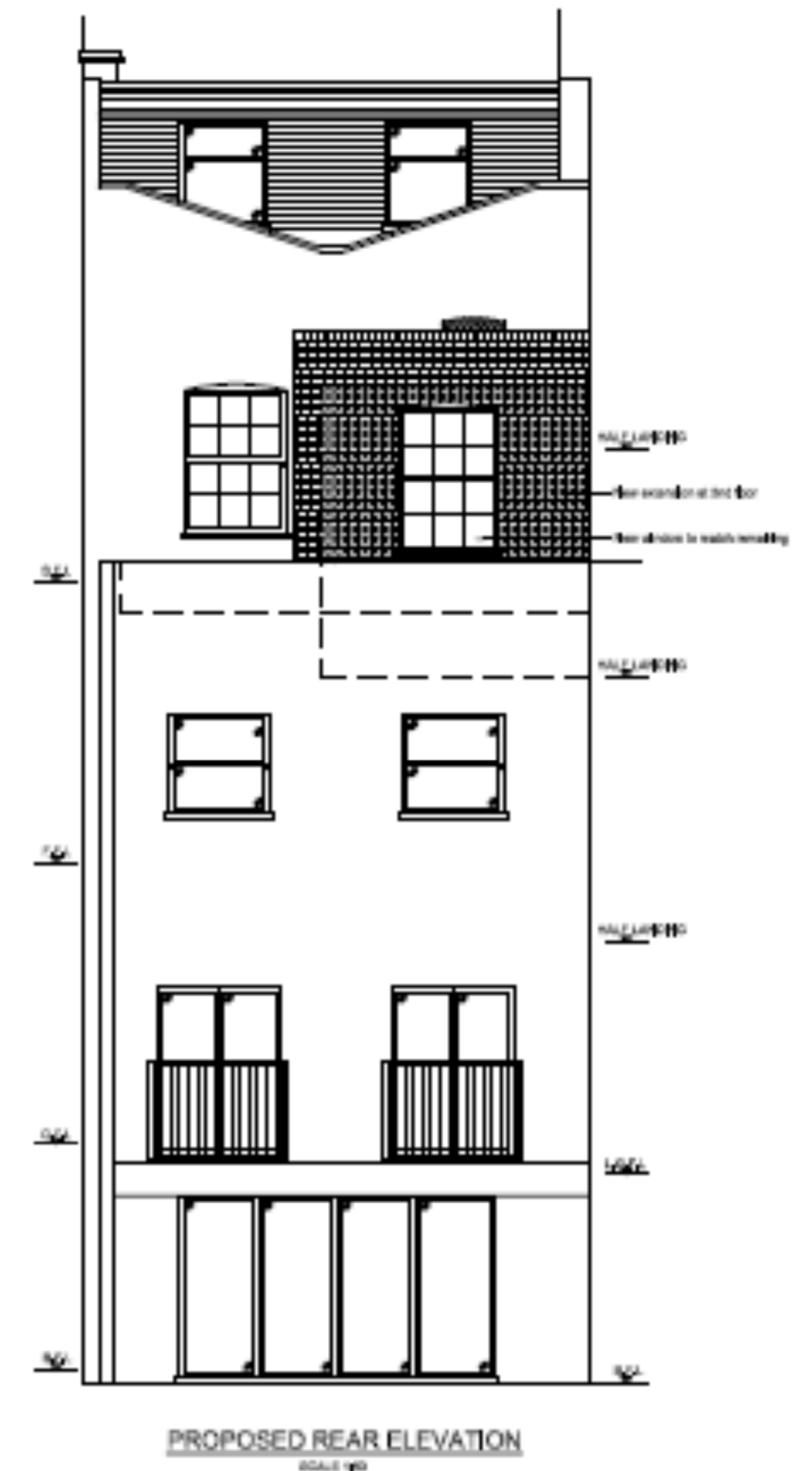


Figure 3 – Rear elevation showing new addition



### **3.3 Form and scale**

Due to the size of this addition, we feel it will not unbalance the group of properties; in fact we feel it will introduce further character whilst still subordinate to the main part of the property.

We do not feel the architectural integrity of the building will be harmed by this addition and will not detract from the main building; as mentioned above the rear addition is not viewed from many angles in any case.

There will be direct adverse effect to any neighbouring properties of any significance therefore this addition will be quite subtle and will therefore blend in well to the existing un-uniform rear elevations to this part of the road.

### **3.4 Amenity Space**

The small rear courtyard garden to this property will not be affected or harmed in any way by this proposal.

### **3.5 Daylight/Sunlight**

There are no rights of light to neighbouring properties that will impacted as a result of our proposals. Light into the existing adjacent bedroom to No132 will not be largely affected due to the current orientation of the property and sunlight angle currently enjoyed. Light to 130 will not see sight of this addition and No 134 will barely see the extension from their nearest window as demonstrated in drawing C12716-101

## **4.0 ACCESS**

### **4.1 Transport Links**

The application site is located within Camden Borough and is therefore well connected with different modes of transportation available to occupier's including walking, cycling, bus and underground services.

### **4.2 Underground**

Chalk Farm underground station is within close proximity to the application site (approximately 5 minute walking distance) and provides access to both inner and outer parts of London via the Northern line.

## **5.0 CONCLUSION**

We feel in light of the above, that this application should be recommended for approval. It will enhance the architectural feel of the rear elevation and at the same time being subordinate to both the main property and those surrounding it. There will be no over dominance of this small extension over surrounding properties and no loss of light.

The main characteristics of the property will be maintained and the design guidance of the Conservation Area Statement will also be adhered to in all aspects.