



## Perceptions

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Council and Address	Proposed Development	Site Address
Planning Department Camden Council	New Rear Extension to accommodate:  <b>No 204 - 5 x flats</b> 3 x 1 beds flat (existing). 1 x 2 beds flat (proposed). 1 x 2 beds duplex (proposed).  <b>No 206 - 4 x flats</b> 2 x studio flat (proposed). 1 x 2 beds 1 x 2 beds duplex (proposed).  <b>No 208 - 3 x flats</b> 3 x 2 bed flat (proposed).  <b>No 210 - HMO use</b> 9 rooms (existing) 2 rooms (proposed)	204 Kilburn High Road 206 Kilburn High Road 208 Kilburn High Road 210 Kilburn High Road

The Design Component

### History

### Landscape Summary

The site contains a four-storey end of terrace buildings, which forms part of a group of terraces along this side of Kilburn High Road. The sites are not in a conservation area and nor are listed

#### 204 Kilburn High Road - Mixed Use.

At ground floor level the use is as a shop.

The above floors have C3 use (granted May 2014). 3 no. x 1 bedroom Flats.

The site is a 4 storey corner property at the junction of Kilburn High Road and Kingsgate Place. The site is not in a conservation area and nor is it listed. At the rear of the property is the low rise Kingsgate estate. The property falls within Kilburn Town Centre

#### 206 Kilburn High Road - Mixed Use.

At ground and first floor levels the use is as A1.

The above floors are use as offices and storage,

The above floors have C3 use (granted in the past).

#### 208 Kilburn High Road - Mixed use.

At ground floor level the use is as A1.

The above floors have C3 use (granted August 2015) 1 no. x 2 bedroom flat and 2no. x 1 bedroom Flats.

### 210 Kilburn High Road - Mixed use

At ground level the current is D1 (granted October 2010).

The above floors have been granted planning (April 1995) approval for the change of use of first second and third floors from offices to a self-contained maisonette.

### **Description of the site**

The street consists of a number of mixed uses ,though recent developments have established an increased number of small retail units in Kilburn High Road. Most buildings are between three to four storeys high.

Its proximity to both local bus rail and underground transport stations provide it with the potential to be a key element in the regeneration of the borough.

Existing pedestrian routes (pavement)are kept.

The site benefits from its location close to the main road with good pedestrian links to all tube and rail stations.

Bus routes along the road are immediately in front of the site.

### **Urban Context Analysis**

#### **Impact on Amenity of Neighbouring Properties:**

The principle of residential accommodation has already been established in the buildings . As such, the proposed residential use would have minimal impact on the residential amenities of neighbouring residential flats within the same terrace with similar extension as the proposed ones. No. 214 is the neighbouring terrace property.

### Design

The proposed extensions have designed similar to the neighbours extension and cover the full width of the building except from No10 part of the proposed extension at the second level which has been reduced in width so the sunlight/daylight provided to the side neighbour's windows.

The two storey extension will not have a harmful impact on the daylight / sunlight of the host property's windows as they have extended equally in proportion and depth. No 210 has only been extended partially to avoid harm to the outlook of the neighbouring property's 1stfloor rooms, it would not have an overbearing appearance.

As discussed on the telephone previously, additional drawings are to be expected in regards to the front elevation(s) of the development.

Timber framed sash windows on the Kilburn High Road elevation(front elevation) will be installed with timber frames and Kingsgate Place elevation (side elevation).

Timber windows will be provided on the rear elevation in the same manner as the development next door.

In regards to the treatment of the front elevation of the buildings the metal sheeting at No. 210 Kilburn High Road where possible will be removed and windows and brick work will be repair (where possible).

In respect to No. 206 Kilburn High Road, it appears that the elevation has been rendered and scored to appear resemble ashlar.

A realistic option for this treatment would be to paint in a more subtle colour to blend with the existing materials of the neighbouring properties.

#### Amenity:

The amenity impacts to neighbouring residential and commercial uses are considered to be within acceptable levels.

The residential block of flats allocated at the rear of the site are approximately 15 metres away from the proposed first floor rear elevation and have no facing habitable windows.

It does not result in the proposed flank windows looking directly into the adjacent habitable windows, preserving private amenity. No overbearing or outlook issues would result from the proposed rear extension on account of it being constructed along the party wall of the attached property.

#### Residential development standards:

The proposed flats/accommodation meet the Council's residential development standards. The flats exceed Camden's minimum space standard for a dwelling for 1 person (32sqm).

The proposed creation of the number of flats per building are considered to be acceptable in principle meeting policy DP2, seeking to maximise the supply of housing with Camden. No 206 recently received permission to change the use from (B1) office on the 1st, 2nd and 3rd floors to residential use.

The proposed application would extend the first floor and second floor rear of the building.

The proposed size break down of the five proposed dwellings would satisfy policy policy compliant (policy H7) to propose a higher mix of 2 bedroom.

The balance, the proposed size of the dwellings would represent an improvement on the existing providing better living accommodation.

The proposed development meets residential standards guidance in CPG 2 and the London plan, and a lifetime homes statement has been submitted with the application outlining the adherence to the 16 point criteria.

#### Lifetime homes:

Existing building - Where possible have been designed to meet the relevant lifetime homes criteria.

The new extension have been designed with the lifetime criteria.

#### Transport:

The site has a Public Transport Accessibility Level (PTAL) of 6a (excellent) and is easily accessible by public transport.

It is within a controlled parking zone CAQ. The properties are also located within Kilburn Town Centre and so is ideally situated to be designated as car free.

Appropriate cycle parking has been provided for the new scheme to meet the design standards in the councils CPG7

## **Social**

As mentioned, the road has mixed accommodation residential/shops. Along the road, recent developments such as new flats have been built so that the local people are accustomed to conversions.

## **Physical**

### **Area and Road Description - Means of transport**

Kilburn High Street is a commercial area situated in North London.

Most buildings consist of three/four levels; the ground floor is used for mostly commercial, the first and second floors are mostly used for residential accommodation. The buildings mostly have a flat roof.

The road is less than a mile from the underground stations.

The property is located in Kilburn High Road close to all amenities, and services including transport.

### **Size, shape, orientation**

Please refer to enclosed drawings.

The proposed development refers to the erection of a two-storey rear extension, which would project to match the depth of the neighbours proposed extensions

Any visual impact has been carefully considered in terms of how the proposed extension would blend in with the terrace building, by respecting its character and the overall appearance of what has been approved to No 212. 214. 216.

The property will effectively be joined together via the existing party wall/cavity construction and it would therefore look totally out of place using any other design. Therefore, in terms of the particular design of the extension, in terms of detailing, the proposed extensions have been designed to blend in with the approved extensions height, shape and detailing, also it has been designed to blend with the existing materials.

All bedroom, living areas and wet rooms (where possible) have natural light and ventilation.

The materials for the rear proposal would remain brick, in keeping with the existing and providing a harmonious integration between the existing houses and the new surrounding developments.

To the rear of the site, residential windows are located approximately 23m from the rear wall of the proposed extension, and therefore no unacceptable overlooking or loss of privacy would result to the residential units on Kingsgate Place ; as such, the proposed development is not likely to harm the amenity of any adjoining residential occupiers.

## Quality of Resulting Residential Accommodation

The proposed development results in the creation of :

Schedule of accommodation:

building	UNIT	TYPE	M2	R
<b>No 204 - 5 x flats</b>	3 1 1	1 beds flat (existing). 2 beds flat (proposed). 2 beds duplex (proposed)	40.5 M2 40.6 M2 43 M2	
<b>No 206 - 4 x flats</b>	2 1 1	Studio(proposed). 2 beds (proposed). 2 beds duplex (proposed).	41 M2, 44,6	
<b>No 208 - 3 x flats</b>	1 2	2 bed flat (existing). 2 beds duplex (proposed).		
<b>No 210 – HMO use</b>	11	HMO 9 rooms (existing) 2 rooms (proposed)		

Each double bedroom has been design with an area of 12sqm and the minimum standards for residential accommodation in floor area for a one-bedroom flat and Studio flats; the rooms are acceptable in terms of minimum space. H10 (New Development) of the UDP (2002) and the Planning Standards Guidelines (2002).

### Inclusive Design - Highways and Transportation

New residential development has been designed to meet the standards for flexible homes set out in the Islington Inclusive Design SPG (February 2014). This includes the provision of cycle parking, common entrances and circulation areas. two cycle parking spaces have been provided to comply with the guidelines under the SPG.

### Planning obligations

As stated by the Council, any permission granted after this time which adds more than 100sqm of new floors pace will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per M2 on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. A CIL from has been submitted with the planning documents.

### Sustainability

The proposed development has been designed to provide a green roof above the extensions to provide for greater sustainability gains, given the scale of the developments.

204, 206, 208,210 Kilburn High Road - front view



204, 206, 208,210 Kilburn High Road - rear view



Recent approved planning application with similar proposal of the neighbouring houses.



Considerations to be applied to the proposed construction of the Proposal.

### Sustainability

#### Comfortable and efficient working environment

To achieve maximum Human comfort through obtaining a balance of the following areas:

Visual  
Thermal  
Acoustic  
Air Quality

#### Energy Efficiency

Minimise energy in use  
Minimise energy in construction

#### Renewable Energies

Maximise use of natural light and ventilation  
Maximise use of renewable energies

#### Waste and Pollution

Design for minimum waste  
Specify materials for least environmental impact

### Building form

The following issues will be considered:

### Shape

Cross ventilation.

Optimise heat gains and losses at relevant times of the year.

Daylighting to all living areas.

### Energy and environmental efficiency

Optimise sunlight penetration into the living areas, minimise the impact of the buildings on the immediate surroundings by the use of light wells and balconies.

### Building Fabric

The following issues need to be considered:

Maximum use of daylight.

Maximum use of natural ventilation where possible.

Minimise unwanted solar heat gain in warm weather.

Minimise heat loss in cold weather.

Windows/Shading

Maximum window/glazing provision to achieve a balance between the associated functions:

Maximum use of daylight (while controlling glare).

Effective use and control of heat gains and heat losses.

Provide natural ventilation where possible.

Permit occupant control locally where possible.

### Insulation

Air tightness.

Minimise unwanted/uncontrolled infiltration. BRE recommended levels for a/c and low energy buildings:

### Minimise Waste - Minimise Environmental Impact

Choose materials free of toxic elements or pollutants

Select and specify for least environmental impact

### Mechanical Services

The services installation will meet the requirements for a residential development to meet current standards and the new Part L and F of the Building Regulations coming into effect in 2006.

Essential factors will include the provision of a comfortable, communal living, incorporating facilities to minimise building energy consumption and utilise on site renewable energy sources where feasible.



**204.206.208,210 Kilburn High Street**  
**Design and Access Statement**



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