

181 - 183 YORK WAY LONDON N7 9LN &
282A CAMDEN ROAD LONDON NW1 9AB

DESIGN, ACCESS & HERITAGE STATEMENT

SEPTEMBER 2017

INHOUSE
DESIGN ASSOCIATES
ARCHITECTS

CONTENT

1.0 INTRODUCTION	3
2.0 SITE AND CONTEXT	4
2.1 CONSERVATION AREA	4
2.2 LISTED BUILDINGS	5
2.3 CONTEXT	6
2.4 SITE ANALYSIS & SURROUNDING AREA	7
2.5 TRANSPORT AND ACCESS	8
3.0 PLANNING HISTORY	9
4.0 LOCAL PLANNING CONTEXT	11
4.1 LIST OF RELEVANT POLICIES	11
4.2 SUMMARY OF MAIN POLICIES	11
4.3 TECHNICAL HOUSING STANDARDS	11
4.4 CAMDEN SQUARE CONSERVATION AREA APPRAISAL & MANAGEMENT STRATEGY	11
5.0 HERITAGE STATEMENT	13
5.1 NATIONAL PLANNING POLICY FRAMEWORK	13
5.2 LOCAL HERITAGE POLICIES	13
5.3 STATEMENT OF SIGNIFICANCE	13
5.4 HERITAGE STATEMENT	14
6.0 PROPOSAL	16
6.1 DESIGN, SCALE AND APPEARANCE.	16
6.2 DESIGN, SCALE AND APPEARANCE: ROOF EXTENSION	17
6.3 PROPOSED ACCOMMODATION	18
6.4 ENERGY EFFICIENCY AND SUSTAINABILITY	20
7.0 CONCLUSION	21



181-183 YORK WAY & 282A CAMDEN ROAD

1.0 INTRODUCTION

This application is made for an additional 3rd floor to the existing 3 storey building and a 3 storey rear extension to be built on the unused car parking area to provide additional residential accommodation.

The property is located in a prominent location on an important corner site at the junction of York Way and Camden Road and is on the edge of a conservation area.

The existing building accommodates 2 commercial units on the ground and basement levels and 4 residential units on the 1st and 2nd floors.

Access to one of the commercial units is on the junction of York Way and Camden Road and the other is from York Way. Access to the residential units is from a separate entrance on Camden Road.



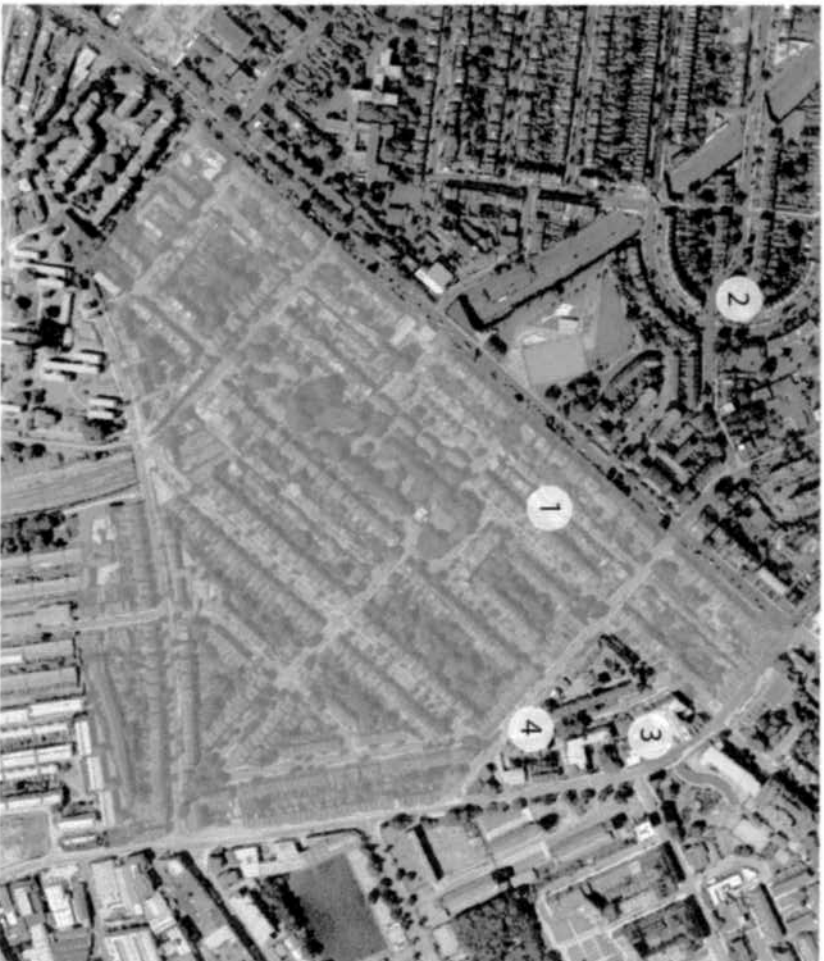
CAMDEN SQUARE CONSERVATION AREA

181 - 183 YORK WAY & 282A CAMDEN ROAD

2.0 SITE AND CONTEXT

2.1 CONSERVATION AREA

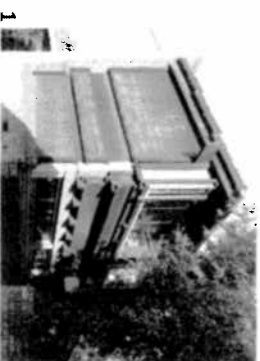
This application site is located within, but on the edge of the Camden Square Conservation Area (shown in red on map) designated in 1/4/1980; the building is not listed. Camden Square Conservation Area is primarily a 19th century inner London suburb. It is a planned development, with a gridded street layout which runs parallel to and perpendicular to Camden Road, with the layout centred around Camden Square.



CAMDEN SQUARE CONSERVATION AREA

2.2 LISTED BUILDINGS

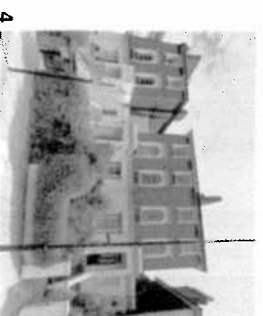
The nearest listed building is located at 62 Camden Mews (Grade II), south-west of the site and slightly further away is the Church of St Luke with St Pauli in Osenev Crescent (Grade II), west of the site. See adjacent map and photos below.



LISTED BUILDINGS

- 1 62 CAMDEN MEWS
- 2 CHURCH OF ST LUKE WITH ST PAUL, OSENEY CRESCENT

There are also some locally listed buildings in the vicinity at 145-147 & 151-153 York Way and 19-21 Cliff Villas, but these are not within the conservation area.



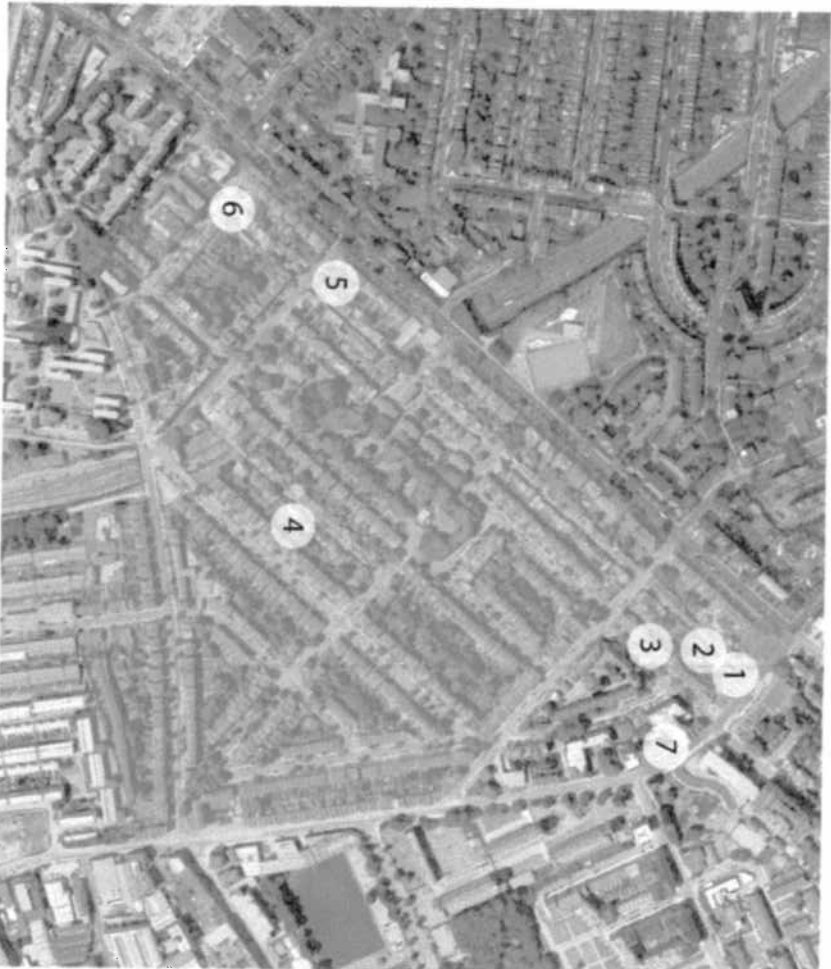
LOCALLY LISTED BUILDINGS

- 3 145-147 & 151-153 YORK WAY
- 4 19-21 CLIFF VILLAS

INHOUSE

181—183 YORK WAY & 282A CAMDEN ROAD

DESIGN, ACCESS & HERITAGE STATEMENT

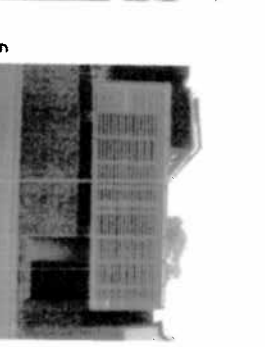
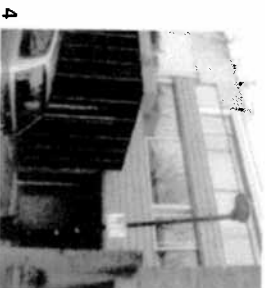
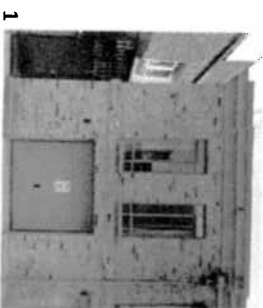


CAMDEN SQUARE CONSERVATION AREA - SHOWING EXAMPLES OF INFILL DEVELOPMENT

- 1 REAR OF 167 YORK WAY 2006
- 2 REAR OF 169 YORK WAY 2009
- 3 CLIFF ROAD STUDIOS 1971
- 4 32 MURRAY MEWS 2002
- 5 22 CAMDEN MEWS 2000
- 6 REAR OF 144 CAMDEN ROAD 2010
- 7 149 YORK WAY 1998

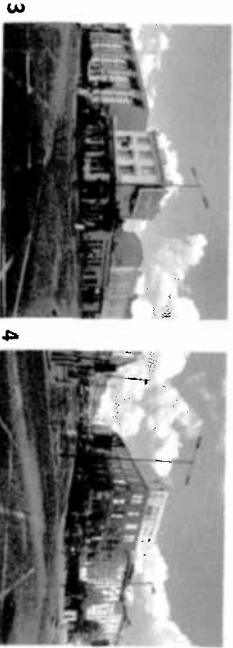
2.3 CONTEXT

The original building at 181 York Way was demolished and the site was redeveloped in 1996. Since then, there have been numerous examples of infill development carried out in a contemporary style of architecture within the Camden Square Conservation Area. Their location is shown on the adjacent map with associated photos below.



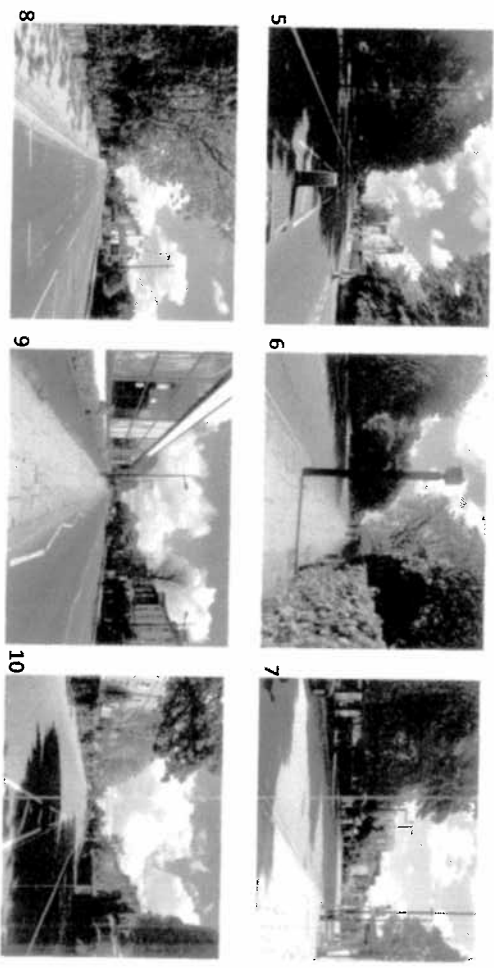


VIEWS OF THE SITE FROM THE SURROUNDING AREA



2.4 SITE ANALYSIS & SURROUNDING AREA

Camden Road forms a main thoroughfare from Camden Town to Holloway. In the immediate vicinity, York Way and Brecknock Road accommodate retail units on the ground floor, with residential units over. The site is located in a predominately residential area, with Victorian villas, modern residential developments and blocks of flats making up the landscape. In addition, there are mews houses of different scale to the rear of the site. Diagonally opposite the site is a 5 storey contemporary retail and residential building (see view 4 below). The photographs on this page show the site in its immediate townscape context.



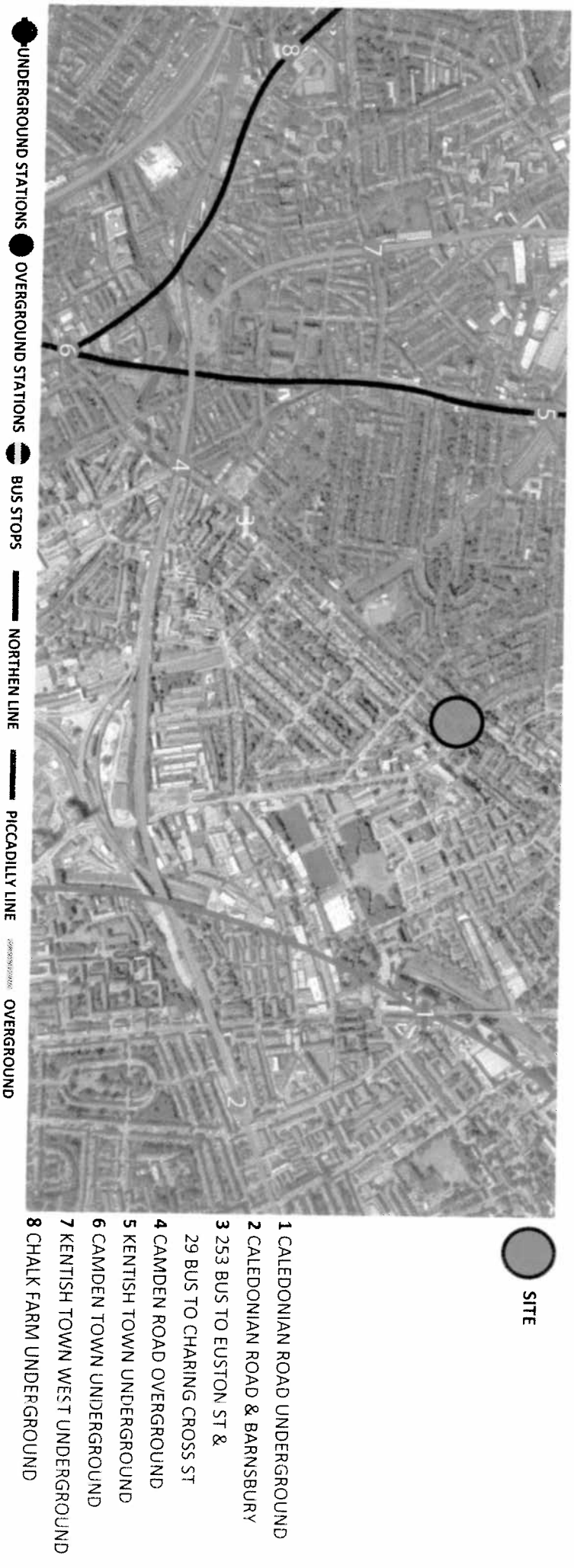
INHOUSE
181—183 YORK WAY & 282A CAMDEN ROAD

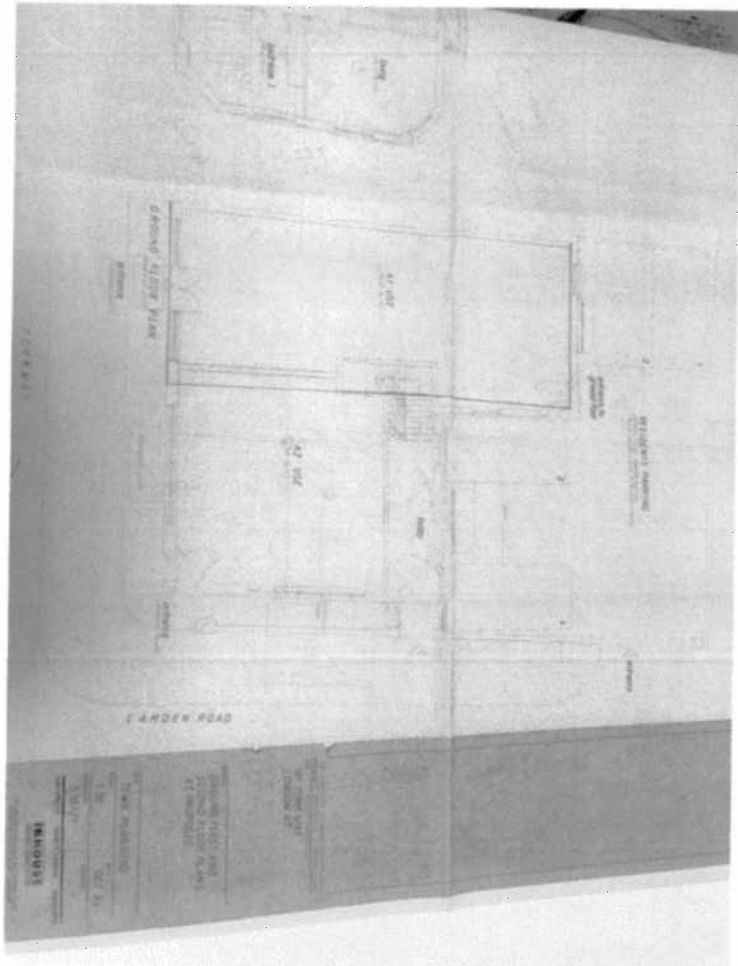
2.5 TRANSPORT AND ACCESS

The site is well served by public transport and has a PTAI rating of 4:

- Buses 29,253 to Camden Town Finsbury Park
- Bus 393 to Kentish Town
- Bus 390 to Tufnell Park & Kings Cross

Close to Caledonian Road underground station (700m) which is on the Piccadilly Line to Heathrow Airport & the centre of London
The site is also 1km from Camden Town underground station, 800m from Camden Road overground station & 1km from Caledonian Road & Barnsbury overground station which runs to Moorgate and Finsbury Park





DRAWING NO 538/21F

3.0 PLANNING HISTORY

Ref: 9401695 granted permission 18/05/95

'The existing property was built following grant of planning permission for 'Redevelopment of the site by the erection of a basement and 3 storey premises comprising Class A1 retail Class A2 financial and profession on the ground floor and 4 self-contained residential flats'

Ref: 2016/3675/P refused 4/10/16

'A planning application was submitted for: Variation of planning conditions 3 & 4 of planning application ref: 9401695 to allow for the removal of the car parking spaces/turning area approved on that application and the provision of 2 car parking spaces for the existing on site commercial use'

Condition 3

The whole of the car parking accommodation shown on the drawings shall be provided and retained permanently for the parking of vehicles of the occupiers and users of the remainder of the building.

Reason: To ensure the permanent retention of the accommodation for parking purposes and to ensure that the use of the building does not add to traffic congestion.

Condition 4

The vehicular turning area shown on the approved drawing no. 538/21F shall be kept free of obstruction and available for this use at all times.

Reason: In order to allow for free vehicular turning movement within the site without any obstructions.

Ref: 2016/3675/P refused 4/10/16. Planning Officer Report

Planning Condition 3

'In relation to condition 3, the original permission ref: 9401695 provided 4 off-street car parking spaces for 4 residential flats at this site (100% provision). This would not be supported in this accessible location against up to-date Council policies DP18 and CPG7. The current Council policy is to prevent off-street residential car parking in accessible locations and to also restrict the rights to on-street car parking permits in order to promote sustainable travel and reduce the highway impacts of traffic congestion.

The application proposes to remove condition 3. The supporting information submitted with the application states that the 4 car parking spaces are no longer provided/used and that the flats are let out to students who do not have cars.

In accordance with policy DP19 in order to promote more sustainable modes of travel, the Council generally welcomes proposals to reduce the amount of off-street parking in the borough, provided that the removal of spaces would not displace parking to controlled parking zones (CPZs), particularly in identified areas of parking stress. The Council would therefore support the removal of the condition requiring the car parking spaces to be retained provided the original development is secured as a car free development via a section 106 agreement to prevent displacement of car parking of future residents onto CPZs. The site is located in a CPZ which does not experience very high levels of congestion (74% capacity). However policy DP19 does not exclusively apply to CPZs that experience high parking stress pressure; there is just particular concern with highly stressed zones.

The original permission secured the car parking spaces so that residents of the units did not have to park on the public highway. Irrespective of whether the 4 off-street spaces are currently in use or not, there is the potential when the flats have different occupiers in the future, that those 4 cars would be displaced onto the public highway as a result of the on-site spaces being removed. This is contrary to DP19, paragraph 19.14. To mitigate and to be in keeping with policy DP19 the flats must therefore be secured as car free, so no displacement onto public highway can happen within this controlled parking zone location.

2.7 The proposed variation of condition 3 would therefore be unacceptable in the absence of a legal agreement to secure the removal of the rights to car parking permits for the residents of the 4 flats.

Planning Condition 4

2.8. In relation to condition 4, the original permission secured the turning area to the rear to allow for free vehicular turning movement within the site without any obstructions

The report stated that the Council would permit the removal of Conditions 3 and 4 if the applicant would be willing to enter into a section 106 agreement which secured the removal of the rights to car parking permits for the residents of the existing 4 flats.

4.0 LOCAL PLANNING CONTEXT

4.1 LIST OF RELEVANT POLICIES

The London Plan

- Policy 3.3 Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Development
- Policy 6.13 Parking
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.8 Heritage Assets

Camden Local Plan

- Policy H1 Maximising Housing Supply
- Policy H4 Maximising the Supply of Affordable Housing
- Policy H6 Housing Choice and Mix
- Policy H7 Large and Small Homes
- Policy A1 Managing the Impact of Development
- Policy A3 Biodiversity
- Policy D1 Design
- Policy D2 Heritage
- Policy CC1 Climate Change Mitigation
- Policy T1 Prioritising Walking, Cycling and Public Transport
- Policy T2 Parking and Car-free Development

4.2 SUMMARY OF MAIN POLICIES

The London Plan

- see paragraphs 3.4 to 3.10 of the Planning Statement
- #### Camden Local Plan
- see paragraphs 3.11 to 3.21 of the Planning Statement

4.3 TECHNICAL HOUSING STANDARDS

Technical housing standards – nationally described space standard, March 2015, Department for Communities and Local Government

All existing and proposed residential units comply with the standards set out in the above document:

- Double or twin bedrooms – min area 11.5sqm, min 2.75m clear width, other double rooms 2.55m clear width*
- Min floor to ceiling height 2.3m*
- 4 x 2 bed units comply with min GIA 50sqm*
- 5 x 1bed 1P units with showers comply with min GIA 37sqm*
- Min floor to ceiling height is 2.3m for at least 75% of the GIA*

4.4 CAMDEN SQUARE CONSERVATION AREA APPRAISAL & MANAGEMENT STRATEGY

Adopted 11/3/11

The property is in the Camden Square Conservation Area, designated in 1/4/1980. The proposals take account of the guidance set out in the above document as follows:

Para 5.8 The contribution to the character and appearance of green spaces.

The private front gardens add colour and biodiversity to the residential street scene. The loss of any of these gardens through parking, ancillary structures, hard-standing or neglect severely erodes the character of the streets. This has happened particularly on Camden Road.

Para 5.9 Buildings and spaces that make a negative contribution. These buildings, elements or spaces detract from the special character of the area and offers potential for beneficial change. In other words, they 'blight' the area and improvement is expected. 278-280 forecourt parking

Para 7.4 New Development. There is scope for new buildings in the area: High quality design and high quality execution will be required of all new development at all scales, and opportunities for enhancement and further revealing the significance of the conservation area should be taken.Successful modern design can be of the 21st century and enhance the conservation area, by carefully assessing and responding to the form and qualities of surrounding buildings and spaces.

Para 7.8 Alterations to roofs and dormers. Roof materials are typically Welsh slate, and artificial slates should be avoided. The regular composition of the roof lines is an important element in the appearance of the conservation area. Proposals for alterations to roofs within the conservation area will be considered on their own merit but particular care is needed to ensure sensitive and unobtrusive design to visible roof slopes or where roofs are prominent in long distance views.

Para 7.9 Parking in front gardens, particularly in Camden Road, will be resisted by the Council because of the harmful impact it has on the character and appearance of the conservation area. Reinstatement of front gardens and typical local boundaries (for example hedges or walls) is an important way of enhancing the streetscape and incrementally improving the quality of the area. This will be encouraged where lost to parking in the past.

5.0 HERITAGE STATEMENT

This statement sets out the significance of heritage assets affected by our proposals, including any contribution made to their significance by their setting. It assesses the impact of the proposals on these criteria. It also assesses the proposals against the relevant national and local planning policies.

5.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (published in March 2012)

Paragraph 58 of the NPPF encourages positive planning to achieve high quality design which is in tune with the local character of the area, as well as encouraging sustainable development, protecting and enhancing the built and historic environment and conserving heritage assets.

Paragraph 126 of the NPPF states that the conservation of heritage assets can bring wider social, cultural and environmental gains.

Paragraph 128 sets out that applicants should describe the historic significance of heritage assets affected by the proposals. Conservation Areas are designated heritage assets.

Paragraph 131 states that local planning authorities are required to take account of the desirability of new development making a positive contribution to the local character and distinctiveness.

Paragraph 132 stipulates that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight that should be given.

Paragraph 135 sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account when determining the application; an assessment will be made "having regard to the scale of any harm or loss and the significance of the heritage asset" regarding any effects caused by the proposal.

Paragraph 137 encourages local planning authorities to look for opportunities for new development within Conservation Areas.

5.2 LOCAL HERITAGE POLICIES

The London Plan

Policy 7.8 Heritage Assets

-see paragraph 3.10 of the Planning Statement

Camden Local Plan

Policy D1 Design

-see paragraph 3.17 of the Planning Statement

Policy D2 Heritage

-see paragraph 3.18 of the Planning Statement

5.3 STATEMENT OF SIGNIFICANCE

The NPPF highlights the importance of understanding and describing the significance of heritage assets, and using this understanding to inform development proposals.

181-183 York Way & 282A Camden Road

The property is in the Camden Square Conservation Area, designated in 1/4/1980.

The Camden Square Conservation Area Appraisal and Management Strategy Adopted 11 March 2011 identifies buildings and spaces that make a neutral contribution ie buildings which neither enhance nor detract from the character or appearance of the area. This document states that the front elevation treatment to both 282a Camden Road and 181-183 York Way is considered to make a neutral contribution to the area.

There are no features of significance on the buildings and unsympathetic additions of security grilles, awnings, signs and fencing to form an outdoor café area have been added over the years. In addition, the corner retail unit has painted the render an unsympathetic colour.

The rear forecourt is in a poor state of repair is used as a dumping ground. The brickwork wall fronting Camden Road and which encloses the forecourt has been raised in recent years in non-matching brickwork and the plinth has been rendered in an unsuitable way.

5.4 HERITAGE ASSESSMENT

The proposed development provides additional self-contained residential accommodation, whilst maintaining and enhancing the building's significance and contributing to the surrounding townscape.

The rear extension works present an opportunity to make better use of the underused ground floor forecourt, which has become derelict and also an eyesore, whilst improving the setting of the existing building with new landscaping and boundary treatment.

This section considers the effects of the proposals on the Conservation area as a designated heritage asset.

The materials, form and design of the proposed extensions to 181-183 York Way and 282A Camden Road have been designed to be site sensitive and to respect the scale of the existing building.

The roof extension has been set back to reduce the impact on the street scene. It will remain subservient to the main building and will not be obtrusive as a result of the setback, materials and colours prescribed. The materials selected reflect the slate roofs in the area and blend in with the local vernacular. Short distance views of the building will not be affected due to the setback and long distance views will be unaffected as the addition is designed to blend in with the surroundings.

The rear extension will remain subordinate to the mass and height of the main building by a storey which will provide a significant gap between the main building and the neighbouring building on Camden Road in accordance with the Urban Design Guide (2006). The contemporary form and materials for the rear extension have been chosen to contrast with the existing property and enhance the character of the area. The existing tree is to be retained

Although the rear extension will result in the screening of the ground and first floors of the south-west elevation, including a door opening, one sash window opening and a first floor balcony, the view of this elevation is only partly visible from the forecourt and is completely obscured by foliage and the angle of vision from Camden Road. The proposed rear extension will not harm the significance of the building which is primarily contained within the principal elevations fronting Camden Road and York Way.

The proposed rear extension will remain subordinate to the main building. The overall increase in height relating to the roof extension in comparison to the existing is minor and views of the roof from a distance blend in to the existing street scene.

The external facades of the existing building will be refreshed, with the fascia and all painted areas redecorated.

The setting of the site is in 2 parts; those within the conservation area and those adjacent to the conservation area.

Within the conservation area:

To the south of the site, our property adjoins a terrace of 3 storey Victorian buildings with similar detailing to 181 York Way.

To the west of our property sits a 3 storey Victorian property with a basement. The flank wall of this building abuts our site. The majority of this wall is painted render with brickwork and rendered quoin detailing to the corner at the front of the property. The front façade has a round arched window on the 2nd floor and rendered portico detail above the 1st floor window.

Adjacent to the conservation area:

To the east of the site on the other side of York Way is a 4 storey Victorian residential property. Apart from some detailing to the porch, there are no distinguishing features.

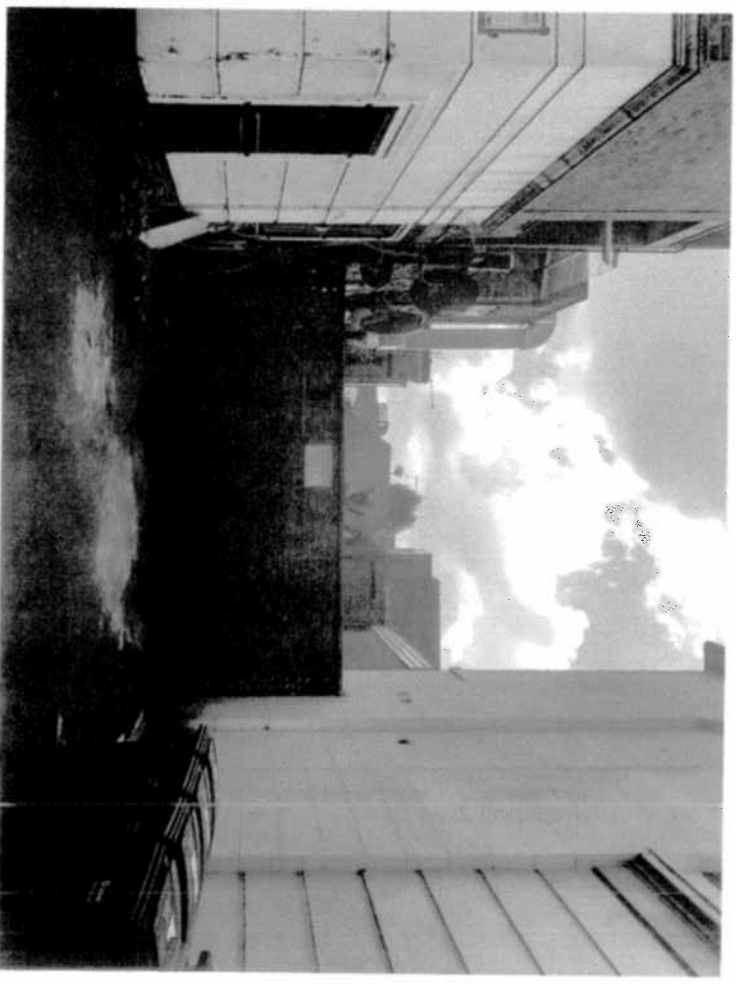
Diagonally opposite our site on the north side of Camden Road is a 5 storey modern building comprising retail on the ground floor and residential units on the upper 4 floors. The building is clad in contemporary materials, with dark coloured panels on the lower 4 floors and lighter coloured panels on the 5th floor. The building is of little architectural interest with no significant features.

On the opposite side of Camden Road is a 3 storey pub and forecourt, which has a large advertisement on the facade abutting Brecknock Road. The ground floor of the property is stone clad and the remainder of the building is rendered with some detailing around the windows. Adjacent this building on Camden Road is a 5 storey modern block of flats of little architectural merit.

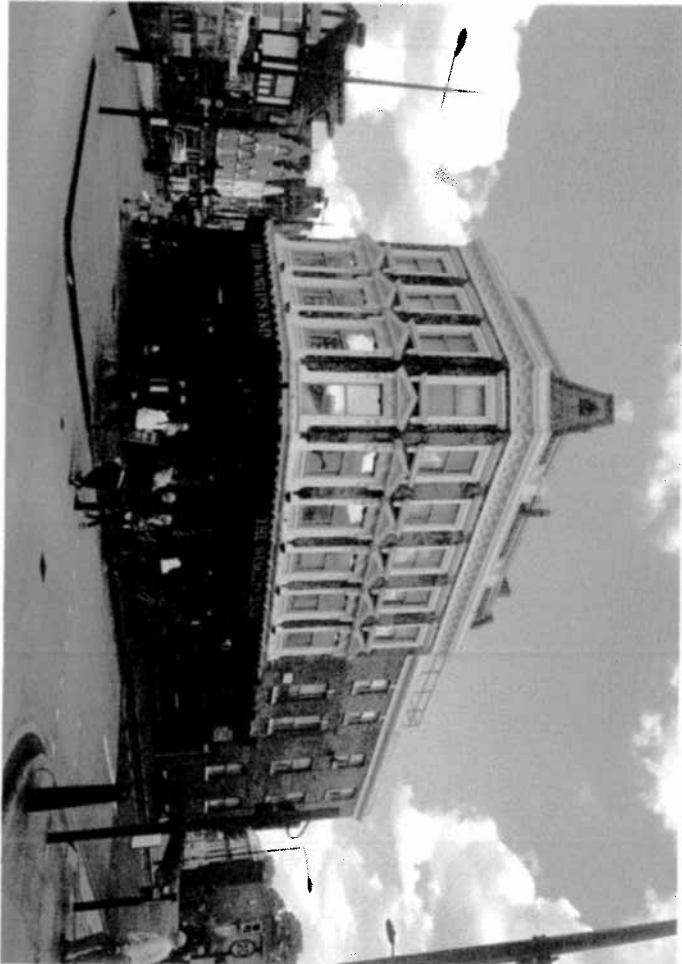
Opposite our site there is a public house, together with an access to the rear of this property, and a modern block of flats. In the main, the views are from the Public House, the access road and the modern block of flats and are poor quality viewing locations of low sensitivity to change. They are views from outside the conservation area boundary looking in to the last property within the boundary.

The view towards our site from the south is limited as it is blocked by a modern 3 storey development on Camden Mews which does not have any windows to the rear (see photo opposite).

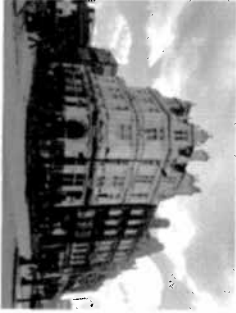
The proposed roof extension will only be visible from outside the conservation area and it is designed to blend in with the dark pitched roofs of the existing buildings on Camden Road and Brecknock Road. Viewed from Camden Road and Brecknock Road, the existing building at 183 York Way is the only property with a flat roof. The proposed extension gives a roof to the property which blends in with the surrounding properties. As such, it is seen as having a beneficial impact on the character and appearance of the conservation area giving **an overall improvement to the urban environment.**



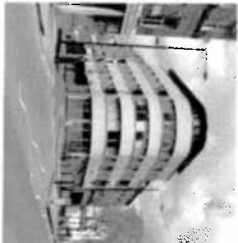
VIEW FROM SITE TOWARDS REAR OF CAMDEN MEWS



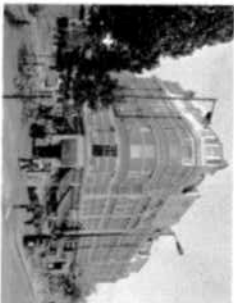
166 CAMDEN HIGH STREET



187 CAMDEN HIGH STREET



107A YORK WAY



99 SEVEN SISTERS ROAD

6.0 PROPOSAL

6.1 DESIGN, SCALE AND APPEARANCE

The building sits on a prominent corner at an important junction in Camden. However, the existing building is architecturally weak in that it does not successfully form a landmark or express itself as turning the corner. There are many examples of buildings in the vicinity which give importance to the corner by raising the height of the building at the corner. See adjacent photos.

The proposal raises the profile of the building, expresses the corner of the building and gives more importance to the corner.

Although the corner treatment raises the importance of the corner and the building, the roof extension has been set back in the same way as the historic examples shown opposite to maintain the existing lines of the building, whilst reducing the impact on the street scene. It would be subservient to the main building and would be unobtrusive as a result of the setback, materials and colours proposed. The materials selected reflect the slate roofs in the area and blend in with the local vernacular. Short distance views of the building would not be significantly affected due to the setback and long distance views would not be harmfully affected as the addition would, in our view, blend in with the surrounding townscape.

Our proposal would compare favourably with the relatively new building diagonally opposite the application site, which is 5 storeys high and has no set back, making it more dominant and not sensitive to the prevailing townscape.



BUILDING DIAGONALLY OPPOSITE THE SITE



VIEW FROM CAMDEN ROAD TOWARDS HOLLOWAY ROAD PROPOSED ROOF ADDITION



VIEW FROM CAMDEN ROAD TOWARDS CAMDEN TOWN PROPOSED ROOF ADDITION

6.2 DESIGN, SCALE AND APPEARANCE. ROOF EXTENSION

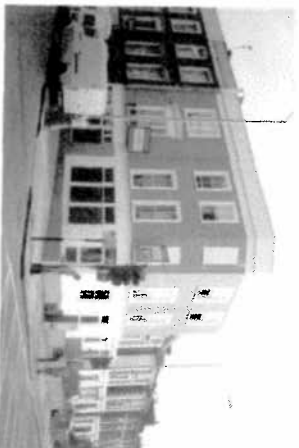
The photos show the impact of the proposed extensions on the surroundings; the height of the rear extension has been limited to maintain the gap between the existing buildings on Camden Road.

The contemporary form and materials for the rear extension have been chosen to contrast with the existing property and enhance the character of the area. The existing tree is to be retained and incorporated within new landscaping, which will soften and improve the environment.

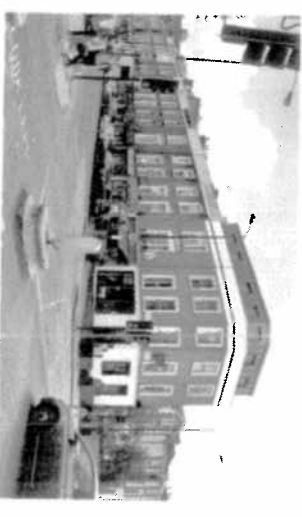
The existing boundary treatment will be improved with new brickwork and railings enclosing the site and providing views through to the new landscaping.



VIEW FROM CAMDEN ROAD EXISTING AND PROPOSED



VIEW FROM CAMDEN ROAD EXISTING AND PROPOSED



6.3 PROPOSED ACCOMMODATION

The proposed residential units meet the required standards as set out in the London Plan (Table 3.3) providing high quality residential accommodation comprising:

Roof extension—2 x one bedroom units (2 person 47sqm)

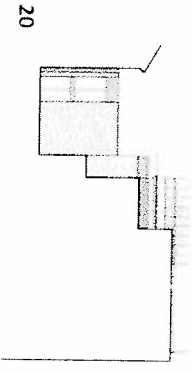
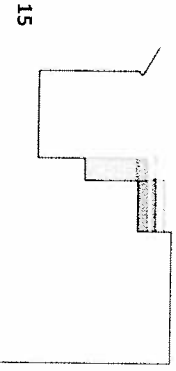
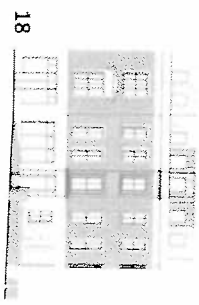
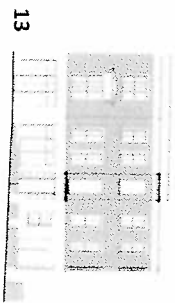
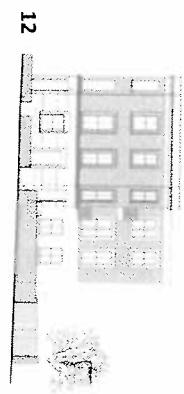
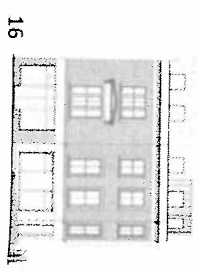
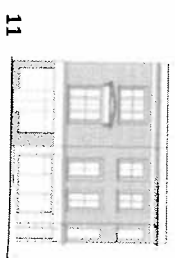
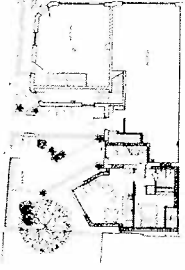
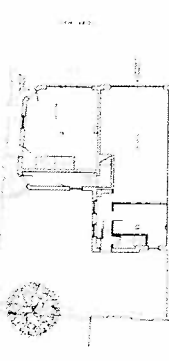
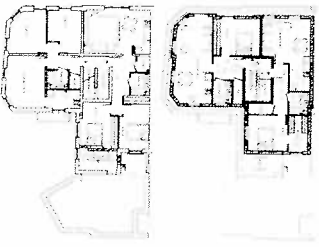
Rear extension—3 x one bedroom units (1 person 37sqm)

The units have been designed to comply with national and local space standards; the flats are well laid out and will be easy to use. All room areas exceed the minimum area requirements and will be well lit and ventilated.

INHOUSE

181—183 YORK WAY & 282A CAMDEN ROAD

DESIGN, ACCESS & HERITAGE STATEMENT



EXISTING

- 1 ROOF PLAN
- 2 SECOND FLOOR PLAN
- 3 FIRST FLOOR PLAN
- 4 GROUND FLOOR PLAN
- 5 BASEMENT PLAN

PROPOSED

- 5 ROOF PLAN
- 6 THIRD FLOOR PLAN
- 7 SECOND FLOOR PLAN
- 8 FIRST FLOOR PLAN
- 9 GROUND FLOOR PLAN
- 10 BASEMENT PLAN

EXISTING

- 11 ELEVATION ON YORK WAY
- 12 ELEVATION ON CAMDEN ROAD
- 13 CORNER ELEVATION
- 14 SIDE ELEVATION
- 15 REAR ELEVATION

PROPOSED

- 16 ELEVATION ON YORK WAY
- 17 ELEVATION ON CAMDEN ROAD
- 18 CORNER ELEVATION
- 19 SIDE ELEVATION
- 20 REAR ELEVATION

6.4 ENERGY EFFICIENCY AND SUSTAINABILITY

The London Plan

Policy 5.2 Minimising Carbon Dioxide Emissions

The policy states that developments should contribute towards minimising carbon dioxide emissions, be clean and green by using renewable energy. Compliance with 'Code for sustainable homes' level 4 which is a 25% improvement on 2010 Building Regulations should be achieved.

Camden Local Plan

Policy CC1 Climate Change Mitigation

This states that new development should minimise the effects of climate change, meet the highest feasible environmental standards and reduce carbon dioxide emissions.

Measures promoted by this policy include:

- Minimising the need to travel by car
- Encouraging energy efficiency improvements; and
- Using renewable energy

All developments should achieve the highest feasible level of nationally recognised sustainable building standards.

The Code for Sustainable Homes requires all development to minimise the environmental impact of materials through using low impact and recycled materials.

The above policies will be adhered to and the project will include the following features:

- High level of insulation
- Sustainably sourced timber and timber products
- High performance windows
- Environmentally-friendly materials and finishes
- Condensing low emissions boilers
- Low energy use light fittings
- High air tightness performance
- Solar thermal collectors for hot water heating
- No parking provided, justified by the high Public Transport Accessibility Level

7.0 CONCLUSION

The application site, which is in a predominately residential use area, is served by good public transport links and has excellent amenities within easy reach.

The proposal, to satisfy the demand in the area, will provide high quality and good size residential accommodation, which is well designed and of a high standard and which accord with Development Plan policies. The areas of all rooms will be above current guidelines and will be well lit and ventilated.

The proposed rear extension and roof addition will form secondary elements to the main building in subdued materials of a mid-grey colour to contrast well with the existing yellow brickwork. In addition, a separation will be maintained between the proposal and the adjacent property on Camden Road and the exterior of the main building and the landscaping will be upgraded to improve the character of the area.

In conclusion, the proposed development will make a positive contribution to the supply of housing in the area and to the urban townscape within the Conservation Area.