



# Design and Access Statement

162 Kentish Town Road  
London  
NW5 2AG

13th September 2017

RevB (08.12.17)

## Introduction

This Design and Access Statement forms part of the application seeking planning consent for works to the upper flat located at 162 Kentish Town Road, NW5 2AG.

The proposals involve the splitting of the existing two storey flat in to two separate flats accessed off a communal rear entrance. The proposed works also include extension works to the rear and the addition of a storey in the form of new mansard roof.

## Assessment

162 Kentish Town Road is a mid-terrace first and second floor flat located above a ground floor retail unit on Kentish Town Road. The flat is accessed solely via an external gate at the boundary directly off a rear passageway located to the right hand side off Patshull Road. The property lies within the confines of Camden Planning Authority however is not in a conservation area and is not listed as being of historic interest.

The immediate block as a whole has experienced a number of modifications to its external appearance over the years with the majority largely focused on the rear as one can see in the photos below. Many of the alterations and additions appear to have been carried out in an uncontrolled and ad-hoc manner with very few appearing to have any related planning consent.

To the front street elevation (above the hairdressers retail unit) the London Stock brick faced property retains its original character with the exception of the original timber sashes that have been replaced with a combination of metal and uPVC windows during the last 20-30 years.

## Planning History

Over the years there have been numerous alterations to the immediate and the surrounding properties. Some of these do not appear to have been formally consented however below are several relevant submissions from the Camden database which represent a similar proposal to this application:

- 2015/2936/P - 164a Kentish Town Road  
*Erection of a mansard roof extension and second floor rear extension above existing first floor rear extension, with roof terrace above.*  
Granted - 02th September 2015

deDraft gained consent for these extension works in 2015 however the applicant has not implemented them as yet. The extent of these proposals as very similar to this current adjoining application at No.162 and therefore would be seen a strong basis for granting consent.

- 2013/6368/P - 141 -145 Kentish Town Road  
*Erection of a mansard roof extension to provide 3 residential units (1x1bed and 2x2bed) (Class C3), and erection of associated bin and bike storage in Castle Place at ground floor level.*  
Granted - 15 April 2014

- PEX0000478 - Erection of a second floor extension at the rear incorporating a mansard roof.  
Refused - 12th September 2000

*'The proposal would involve the erection of an inappropriate extension, which would have a significant impact of the appearance of the building. More particularly the detailed design, including the height of the rear extension is unacceptable in this location. The proposal is therefore contrary to policies EN1, EN16 and ENS7 of the Unitary Development Plan.'*

The above proposal sought to introduce an unusual roof form above the existing brickwork lower levels. It is noted that this was also prior to the addition of the mansards added to No.166-172 around 2002 which provide a much more considerate and typical design as widely seen across London. Furthermore the rear elevation proposed featured projected dormer window openings to the sweeping tiled roof which failed to provide consistency with the other openings that exist to the floor below.

## Planning Guidance

Due to the location and prominence of the property on the main Kentish Town Road the proposed alterations and extensions endeavour to ensure the original character of the property and the immediate streetscape are maintained with only subtle interventions to the front elevation, whilst bringing a sense of continuity to the rear.

The submitted application has taken into consideration the policies and guidance offered in the following documentation:

- The London Plan
- Camden UDP 2006
- Camden LDF 2010-2025
- Camden Planning Guidance
  - CPG 1 - Extensions, Alterations and Conservatories
  - CPG 2 - Housing
  - CPG 7 - Transport
- Camden Local Plan - H3 Protecting Existing Homes, H7 Large and Small Homes, D1 - Design and Heritage.
- Technical housing standards 'Nationally described space standard'

## Proposed Design

The proposed works involve the division of the existing two-bed flat (61.5 Sq.m) into two separate flats and additional accommodation added to the roof and rear of the property.

To the ground floor, we have revised the layout, eliminating any additional residential accommodation to the ground floor as advised by the planner officer. The infilling of the rear yard will now comprise of the main entrance lobby to the two flats on upper floors and a door providing access from the rear alleyway to the cycle storage area. The rear elevation will now be constructed of solid brickwork (to match existing) with two panelled timber doors of differing widths. This modification again retains the car-free status of the original application.

The proposed mansard is designed to be in keeping, matching the existing mansard roof forms to the adjacent properties at No. 166-172 Kentish Town Road (refer to photos overleaf). To the front street elevation, this mansard will be set back from the parapet line maintaining the continuity of the original building. Two lead-clad dormers would project from the sloping mansard roof and feature timber framed sash windows to give continuity to the new timber sashes being installed to the floors below returning it to the original appearance and style.

The existing rear elevation of the immediate and neighbouring properties within the block consists of a number of low-quality external modifications that are visually unappealing and have degraded over the years. It is this lack of consistency that our proposed design aims to address bringing a uniformity to No.162 by constructing each floor in facing brickwork, adding window openings which decrease in proportion as they ascend the building but ultimately provide the required level of natural light to meet current regulations.

The proposed two-storey rear extension would rise full width on the second floor level with the upper level being stepped back to protect the daylight permitted to the rear projection of the adjacent flats at No.166. This stepping back also seeks to reduce overshadowing and follows the step that exists to the upper level of No.166's rear projection. Besides the benefits of the stepped back profile on the neighbouring property, it is proposed that the rear elevation at the third-floor level would then feature a tall sloping rooflight permitting daylight to the upper level and illuminating the stairwell as one ascends the floors.

Following advice from the planning officer and in an effort to reduce the heavy mass at high level the upper brick parapet has been dropped and the balustrade changed to open metal railings (replacing glass). This minor modification now permits a view of the eaves junction where the mansard adjoins the rear elevation and ties in with the consent granted for the adjacent property at No 164a (2015/2936/P).

The existing first-floor extension would be replaced including a larger opening featuring a metal framed, three-panel bi-fold doors. These will provide access to the rear terrace and enhance the passage of daylight deep into the first floor of the property. All new casement windows to the rear would be finished in metal, the same colour, and proportioned to allow it to be read coherently when viewed from ground level.

As mentioned above the upper floor brick additions to the rear would be finished in London Stock brickwork to match the existing, giving a consistency to the rear elevation with the rear projection that currently exists at ground floor level and the adjacent properties.

With the property being mid-terrace, the potential for expansion has been utilised to the full without adversely impacting the amenity of the immediate residents or the neighbouring properties. The proposed flats have considered the space standards set out in The National Described Space Standards and the London Plan are as allocated below:

Flat 1 = 39.6 m<sup>2</sup>/  
1 bed / 1 person

Flat 2 (SF+TF) = 70.6 m<sup>2</sup>/  
2 bed / 3 person

Nationally described Space Standard:

1 bed / 1 person = 39 m<sup>2</sup>  
2 bed / 3 person 70 m<sup>2</sup>

The lower flat at the ground and first-floor level fall short of the 58 sq.m allocated for a 1 bed, 2 people, 2 storey flat (in NDSS). However, due to the constraints of the plot and the retention of the hairdressers retail unit at ground floor level the applicant has endeavoured to work to provide what is a spacious additional dwelling within the borough and the reality may be that this is only occupied by a single owner. If left as an extended single flat the division of space across four stories is simply not efficient with the vertical stairwell dominating the footprint.

With the external amenity space provided each flat features with a good mix of internal/external space and offers users a high-quality residential environment.

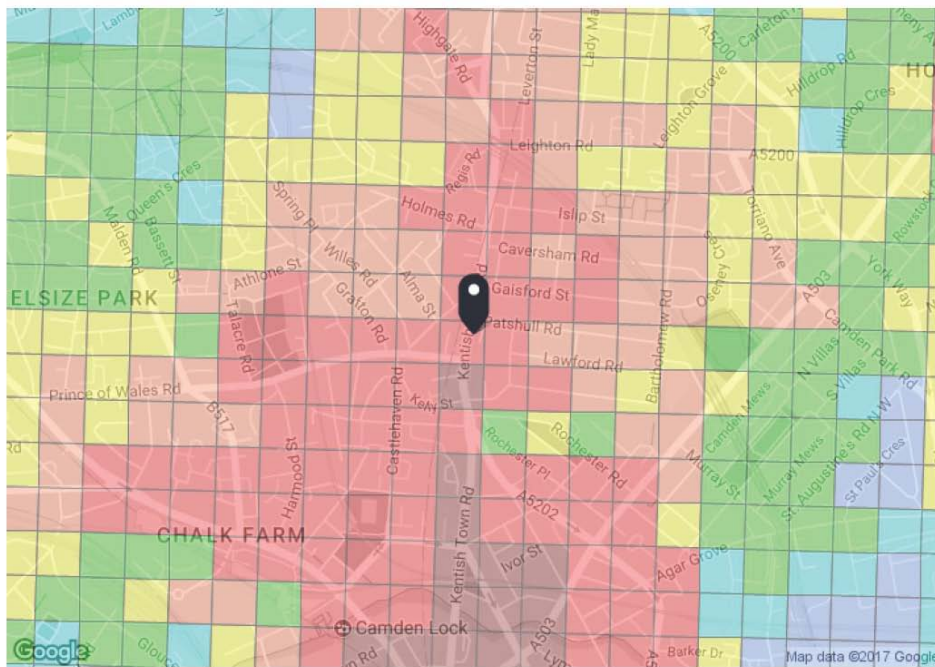
All new staircases, doors and access are designed to comply with the approved Building Regs documents and where existing can be modified to upgrade them they will be.

## Transport

There is currently no off-street or permit parking provision to the access road to the rear of the flat. Due to its close proximity to Kentish Town and Camden Town underground station (both Northern Line) as well as Kentish Town West overground station the proposed location currently has a very good 6a PTAL rating as demonstrated overleaf.

With this in mind, the proposed scheme is intended to remain car-free with no additional provision required for off-street or permitted vehicular parking.

Within the ground floor extension, provision has been made for two secure Camden cycle stands which will facilitate the storage of four bikes (current requirement is three). These can be conveniently accessed directly from the rear mews.



**PTAL output for Base Year 6a**  
 NW5 2AG  
 Kentish Town Rd, London NW5 2AG, UK  
 Easting: 522973, Northing: 184756

Grid Cell: 122545

Report generated: 15/11/2017

Calculation Parameters	
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LJ Station Max. Walk Access Time (mins)	12
LJ Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (0<or=1)	1a
1a	2
5	4
5	6a
6a (6<or=1)	

**Map layers**

- PTAL (00 to 200+)

## Access

Access to both flats is from the rear, as existing, with each accessed internally off the communal stairwell. The rear access from the ground floor retail unit (currently hairdressers) will be maintained as an emergency exit allowing escape out to the rear passageway via the communal hallway.

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## Summary

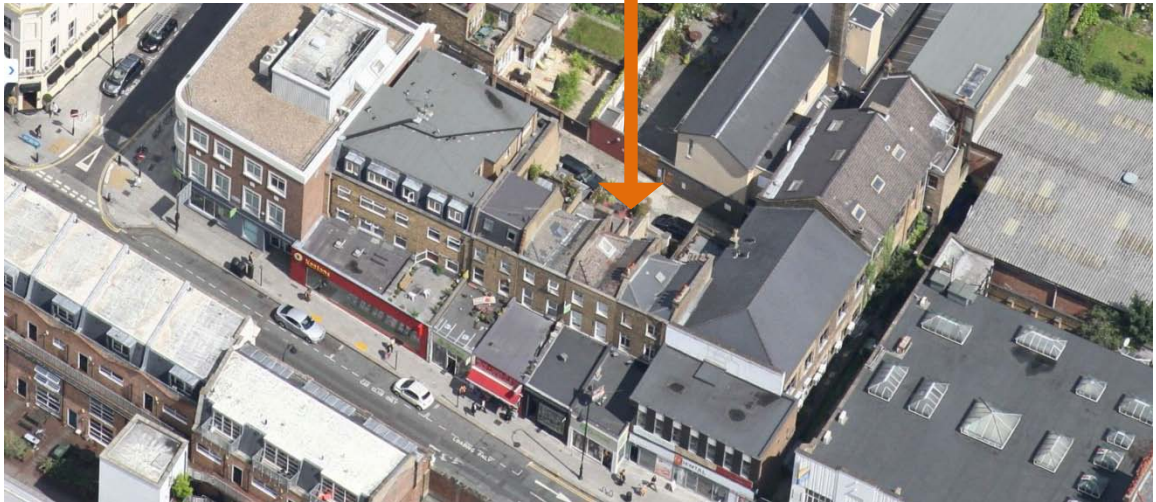
The proposals have fully considered the visual amenity and impact on the streetscape of the original property on both Kentish Town Road and the rear passage approach. The additions maintain the original character of the property and are inkeeping in nature and scale, directly enhancing its appearance and bringing a continuity to what is currently a disjointed and unsightly property to the rear.

In these circumstances, we feel the design will comply fully with Camden's Planning Policies which emphasise the beneficial aspects of encouraging expansion of existing residential properties as well as increasing the build quality, design, and efficiency.

Therefore we feel the application is both considerate and should be granted consent on these grounds.

Please refer to the attached photos overleaf as well as the drawing package submitted.

## Photos



1 Aerial View of 162 Kentish Town Road



2 Aerial View of showing the rear of 162 Kentish Town Road





3 View of 162 Kentish Town Road looking north



4 View of 162 Kentish Town Road looking south



5. Kentish Town Road streetscape with 162 flat located above black fronted retail unit with 164 (LHS) and 160 (RHS)

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6 /7. Rear view of 162 with 160 (LHS) and 164 (RHS) showing the current ad-hoc appearance of the modifications made over the years.





8. View from rear upper level window showing the existing rear enclosed yard and access gate to the upper flat. No. 164a (LHS) and 160 (RHS)