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DESIGN AND ACCESS STATEMENT

8-8b ST CUTHBERTS RD
LONDON
NW2 3QL

PLANNING PERMISSION

FOR

***PROPOSED DEMOLITION OF EXISTING 2 SELF-CONTAINED UNITS
BUILDING AND REPLACEMENT WITH A 4 SELF-CONTAINED UNITS
BUILDING INCLUDING A BASEMENT FLOOR.***

SUBMITTED ON BEHALF

OF

MR S ADESEMOWO

*September 2017
Amended February 2018*

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1.0 Introduction

This design and access statement is submitted on behalf of Mr S Adesemowo (the applicant) in support of a detailed planning permission for the proposed demolition of existing 2 self-contained units building and replacement with a 4 self-contained units building including a basement floor at no. 8 St Cuthberts Road.

The current property comprises two buildings: No. 8b, a small two storey dwelling and no. 8, the main house, which has been converted into two self-contained units, comprising two storeys and a loft conversion.

The application site is a corner plot which is bounded by large three storey dwelling houses on the north-west (no.2 Kingscroft Road) and on the south-west (no. 6 St Cuthberts Road)

2.0 The Process

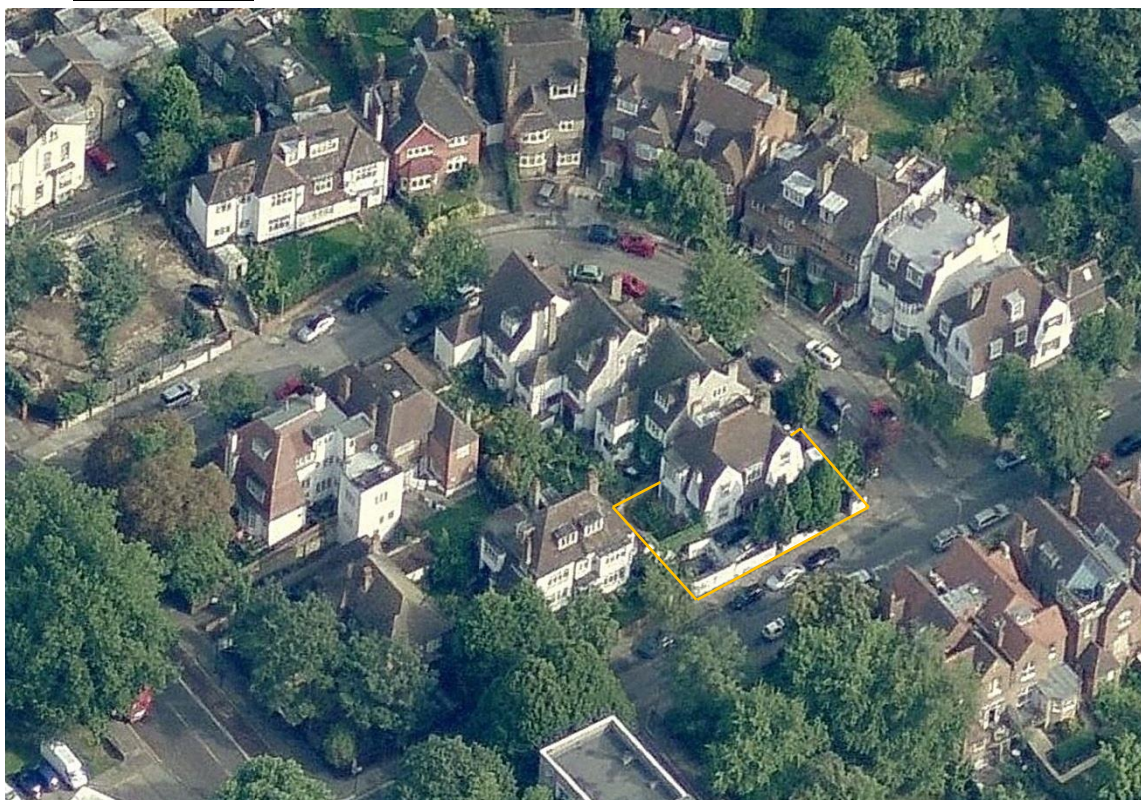
2.1 Context

St Cuthberts Road is varied in character – there are a variety of architectural periods and styles represented in the buildings. Directly opposite the proposed scheme is open space associated with large apartment blocks. The spaces between the houses are also varied and there is little rhythm to the street frontages, the most defined of which is formed by the 3 storey semi-detached villas on the south side. The north side of the street (including no.8) is more disjointed, with ends of houses from neighbouring streets and Kingscroft Road interrupting the frontages.

Views along the street in both directions are dominated by trees lining the road. The buildings on both sides of the road have generous set-backs which reinforces the character of a tree lined street at the western end of St Cuthberts Road. The levels of the existing houses either side of the proposed scheme are considerably different, following the streets slopes.

The site is not within a designated conservation area.

2.2 Involvement



The site plot is situated at the intersection between St. Cuthberts and Kingscroft Roads. This location has the particularity that both south-east and north-east elevations are front facades as it is a corner plot.

The existing main building, 8 St Cuthberts Road is a detached property currently converted as two apartments. It forms a pair with the property on the opposite corner, which has already been enlarged.

Due to the architectural variety of the area (both in sizes and styles) the aim of the proposed development is to insert a design that respects and enhances the character of the area. The design of the proposed scheme adapts to the proportions and skylines from the existing building, as well as the adjoining properties in order to respect the pre-existences.

2.3 Evaluation

The required brief was based in the achievement of a bigger number of self-contained units in no.8 and the provision of private amenity space for them.

Having into account the restrictions of the plot, where extending the main building would not be appropriate, we decided to propose a scheme with a new development including a proposed basement.

The application site building is a traditional house converted into 2 self-contained units. Obviously, it was erected under different standards and circumstances. In order to modernize and adapt it to current needs and standards, we decided to propose the demolition of no. 8 and the erection of a new building.

We strongly believe in an architectural approach based on the respect and will to preserve and enhance the areas where our buildings are placed in. However, we also think that nowadays architecture should not try to imitate old ways of building, as the conservation of the character of an area should embrace the incorporation of contemporary designs, not necessarily the preservation of its buildings, as long as they are not listed or preserved for particular reasons.

The new construction allows us to propose a basement level in order to gain some additional space for the self-contained units.

The proposed development would cause no loss of privacy or outlook as the proposed openings would face south-east and north-east to the streets frontage only.

As a response to the demand of affordable properties, we are proposing the increase from 2 to 4 self-contained units. The internal layout has been designed with the existing Housing Standards.

Located in Kilburn, it is a residential area with public services such as good connections via public transport (Underground and buses), health services and public parks.

2.4 Design

This proposal has been revised after the pre-application advice (Ref. 2017/0205/PRE) where we proposed a different scheme. Taking into account the report, we decided to change the design into a more traditional and balanced scheme as advised.

The front elevation towards St. Cuthberts Road at no. 8 repeats some of the façade elements of the existing building, removing the previously proposed two bay windows either side to keep the symmetry of the proposal, as advised.

At the rear elevations, obscure glazing windows and dormers have been added, which will not compromise the privacy of the neighbouring property, as these windows are for natural lighting and ventilation for bathrooms,

distribution spaces and one kitchen. In addition, the existing building already has windows at ground and first floor levels in this elevation and dormer windows at loft level.

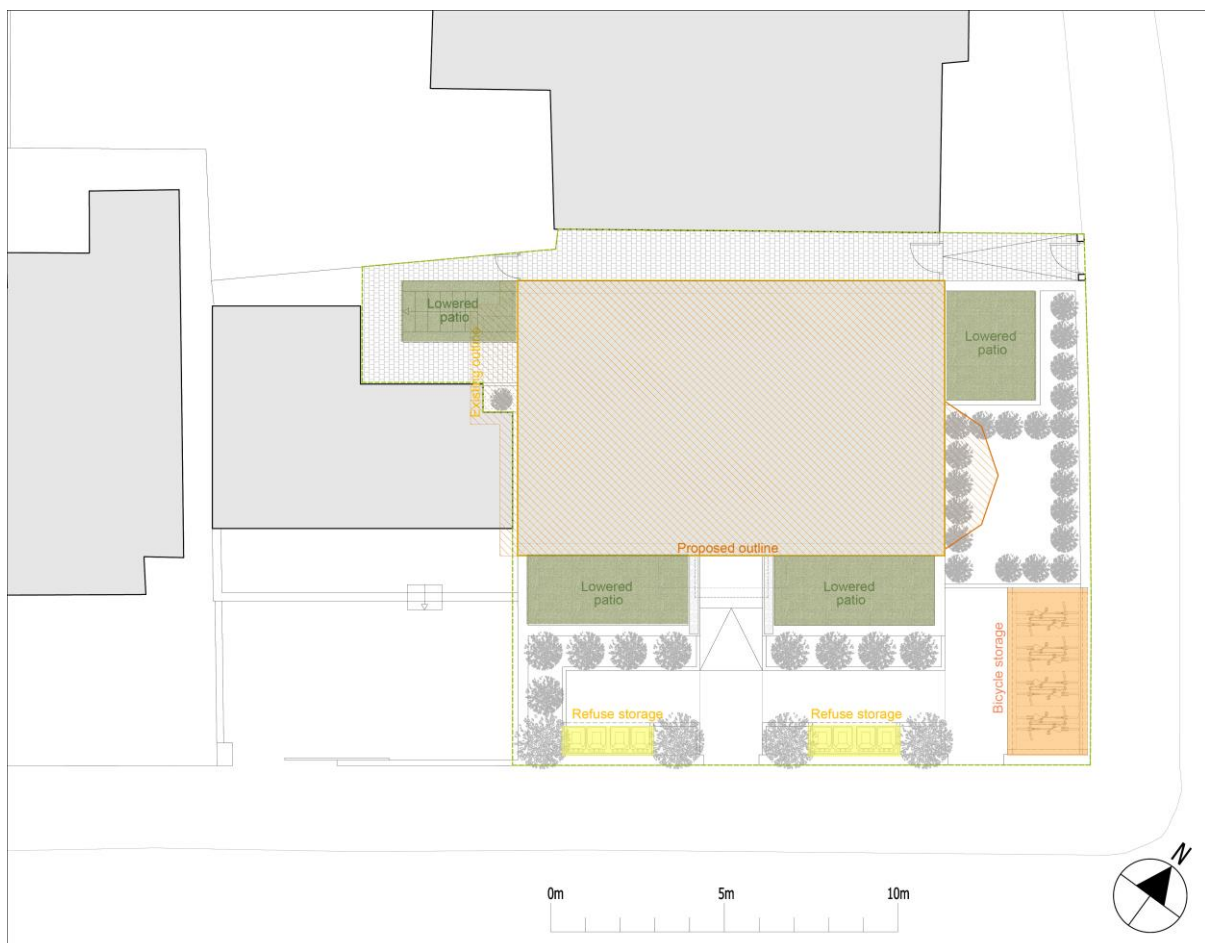
As suggested, we have incorporated architectural elements from the surroundings such as windows proportions and external materials in order to match the surroundings and blend and enhance the street scene.



3.0 Amount

The proposed development would permit the creation of two more self-contained units, which makes a total of one 3bed self-contained units, three 2bed and one 1bed unit.

As show in the diagram below, the proposed scheme respects the footprint of the existing buildings in principle, with the exception of the removal of the front porch.



The proposed new building will be comprised of four levels: basement, ground, first and second floors. The second floor will be under the proposed mansard roof, with some dormers and skylights. The total height of the building will not reach the height of the existing house, it will be lower by 0.60 meters approximately.

In terms of parking spaces, the new building will be a car-free development following Camden Core Strategy and Camden Development Policies as advised in the mentioned pre-planning application advice meeting and in further comments from planning officers. In terms of bicycle parking 8 spaces have been added, two per self-contained unit, in the front garden in secure storage units.

4.0 Layout

This new development allows to get a much better use of the space, as we could achieve two more self-contained units.

In the proposed new layout, we are trying to get bigger living and services areas as well as amenity space in order to improve the well-being of future inhabitants.

No. 8				
	Gross Internal Area	No. bedrooms	Living area	Amenity space
Existing				
Flat A (GF)	88.51 m ²	4 bed (5 people)	20.68 m ²	8.90 m ²
Flat B (F&LF)	121.13 m ²	4 bed (7 people)	17.10 m ²	0 m ²
Proposed				
Flat A	70.17m ²	2 bed (3 people)	22.96 m ²	9.18 m ²
Flat B	94.48 m ²	3 bed (5 people)	26.70 m ²	17.37 m ²
Flat C	57.63 m ²	1 bed (2 people)	23.65 m ²	0 m ²
Flat D	71.85 m ²	2 bed (3 people)	33.28 m ²	0 m ²

This proposed 4 units have been designed considering the standards included in the London Plan, where accessibility and adaptability of new developments are implemented. The Plan proposes that all new developments should achieve 90% of units in accordance with the Approved Document M4 (2) of the Building Regulations, volume 1, Accessible and adaptable dwellings, as well as 10% meeting M4 (3), Wheelchair user dwellings, as amended in 2016.

Having into account that our development consists of only 4 maisonettes (as per planning officer's advice) which scale and size are very moderate, it was decided not to include a lift. Although the two units on the first and second floors are not step free accessed, it was considered that the proposal of a lift would take too much space of the building for only one floor, especially given that all the units are divided into two floors.

All the proposed staircases, both the communal and the private ones have been designed in accordance to the approved document K, Protection from falling, collision and impact, in its section 1, Stairs, ladders and ramps, so other measures such as a stair-lift.

The internal layouts of each unit follow the same logic. At access level the main space is the living-dining-kitchen area. All the maisonettes have a toilet as per requirement on M4 (2), but only the flat B has allowance for the conversion into a shower room, as it is the only unit with 3 bedrooms [points 2.27 b and c of M4 (2)].

The sleeping areas are on the floor above or below, accessed by a 850 mm wide staircase, as required. All the sleeping floors include a bathroom that contains a WC, a basin and a bath, as per requirements.

All the furniture shown in the plans is as indicated in Annexe D of the Approved Document M, volume 1: dwellings.

5.0 Scale

The proposed new building has been designed following the existing building footprint in principle. The main volume cannot be considered of a bigger bulk than the existing, as the eaves are similar to the existing in the proposed scheme. However, the proposed building is lower than the current one (by 0.60 meters).

We believe that the proposed scheme and room sizes are satisfactory in accordance with the relevant London Plan Standard and the overall design complies with adopted planning policy and guidance and provides a high quality design and safeguards the scale and character of the area.

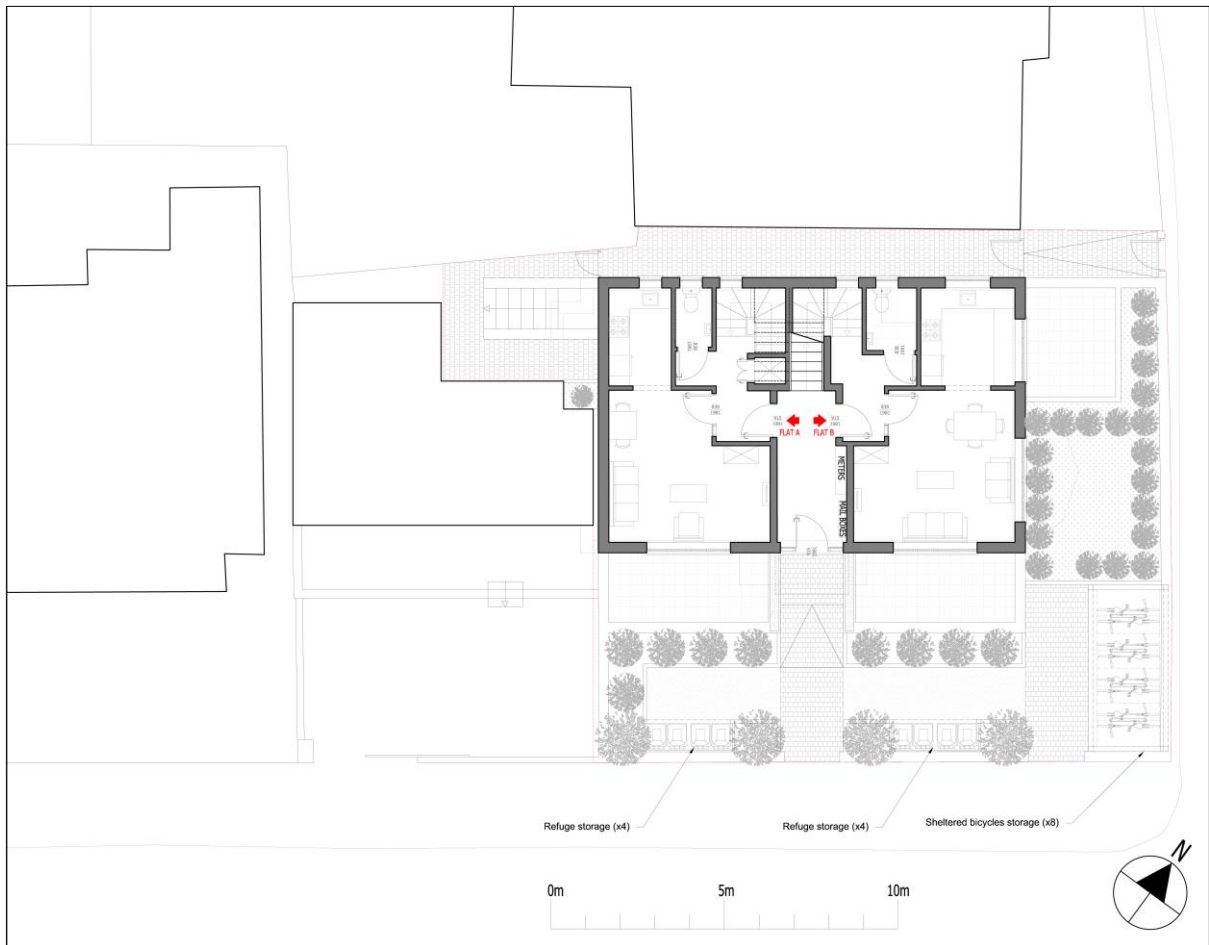
6.0 Landscaping

The proposed new building at ground floor level has been lowered by 0.37 m in order to reduce its total height. Having into account the slope of St. Cuthberts and Kingscroft Roads, the external ground level is adapting to the different levels for the relevant accesses. Accesses to the plot have been kept at the same positions.

In order to introduce sunlight, ventilation including amenity space, front patios have been proposed at basement floor level.

As part of the proposal, a landscaping scheme outlining soft and hard surfaces is submitted.

In terms of parking spaces, the new building at no. 8 will be a car-free development following Camden Core Strategy and Camden Development Policies as advised in the mentioned pre-planning application advice meeting. In terms of bicycle parking, 8 spaces have been provided, two per self-contained unit.



7.0 Appearance

We proposed a respectful scheme which responds to the current needs. We believe that the overall proposal is not overly dominant and it blends with the current street scene.

In terms of the materials proposed, they relate to those found in the original building, whereby there is a variety of textures, colours and materials such as rendered houses in different colours, red brick walls, and several types of roof designs. Part of the variety in the surrounding area is the open space associated with large apartment blocks, which clearly differs from other buildings within the street and offers a new typology in the area.

For the reasons above, we are proposing for the new building white render and red roof tiles, borrowed from the existing house.

8.0 Access

The site is accessed directly from the street and footpath regarding vehicle approach and pedestrian, as existing. The levels of the external ground would be adapted to the external pavement level at those points.

In the proposed new building there is a main staircase which gives access to all the apartments at ground and first floors. The units are split in two levels which are communicated with an internal staircase.

Please see supporting documents attached in the application.

Conclusion

- It is applicant's contention that the principle of the proposed scheme is acceptable and provides an appropriate form of development and is acceptable in scale and form.
- The proposed development is not harmful to the character and appearance of the area or the amenity of adjoining occupiers or future occupiers.
- The proposed development therefore complies with adopted London Borough of Camden Planning Policy and London Plan policy. In the absence of material considerations indicating otherwise the Council is respectfully asked to support the planning application and grant planning permission for the development proposed.