



DESIGN AND ACCESS STATEMENT FOR  
CONVERSION OF A TWO-FLAT BUILDING  
INTO A SINGLE DWELLING HOUSE



78 Malden Road  
NW5 4DA

23<sup>th</sup> May 2018

**PROJECT P-18033**



The proposal is for the conversion of an existing building (consisting of 2 flats spread over 4 storeys) into a single dwelling house, involving a single storey rear extension and a new outbuilding at the rear garden.



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# 1. BACKGROUND AND BRIEF HISTORY

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## 1.1 DESCRIPTION OF PROPERTY

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The property is located on the middle part of Malden Road, London NW5 4DA. The No. 78 belongs to a terrace where every building has the same layout and the same position for the main entrance. However, this number in particular is already divided into two flats (one of them on the lower ground floor, and the other one spread over the first and second floor). There is no side alleyway, and therefore, the rear garden is accessed through the flats.



The surrounding area is mainly residential with some retails and with a commercial street (Chalk Farm Rd) just 9 min walking from the property. Trees are located in the adjacent properties, but not in the rear garden of number 78, and other terraced houses are located on the opposite side of the street.

The site is rectangular shape and is located on a road with pedestrian and vehicular access.

The existing building is used as 2 flats over four storeys, including: a kitchen, one bedroom, a bathroom and living room on the lower ground floor flat; and a dining room, a living room, two kitchens, two bathrooms and six bedrooms, on the upper ground floor, first and second floor (belonging to the other flat). The butterfly roof is not converted, although the neighbouring property No. 84 has converted that space, as well as other properties in the same street.

The main access to the lower flat is through the lower front garden, while the upper flat is directly accessed through the original main door at the front upper ground level. Both flats have access to the rear patio, while only the upper flat has access to the existing rear terrace on the second-floor landing.

The concerning building lies within a designated conservation area called West Kentish Town Conservation Area but it is not listed building or locally listed structure.

## 1.2 DESCRIPTION OF THE CONSERVATION AREA

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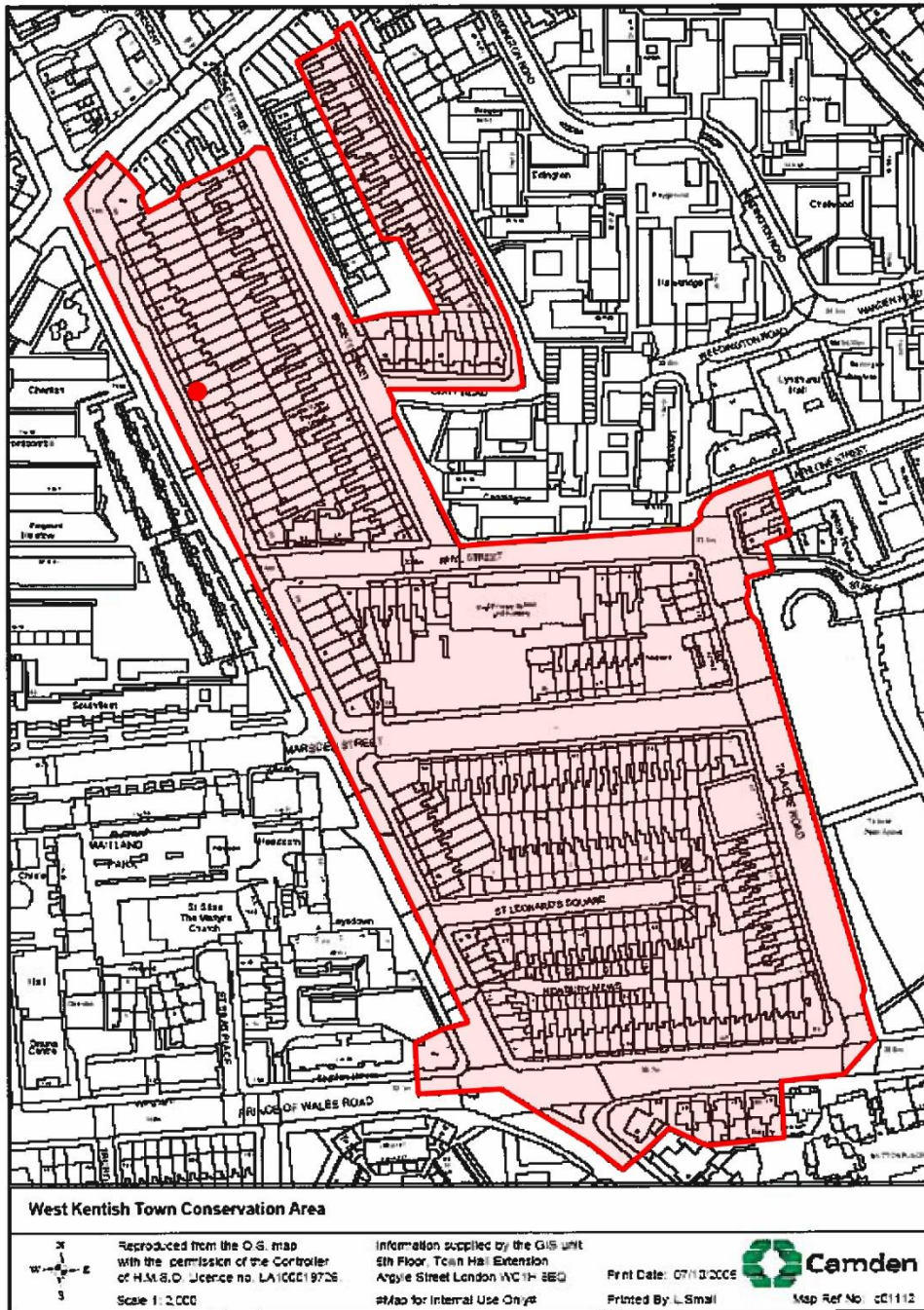
### LOCATION:

The West Kentish Town Conservation Area is located between Kentish Town to the east and Belsize Park to the West on a gentle east-facing slope. The valley of the River Fleet separates the Conservation Area from the centre of Kentish Town. Chalk Farm and Camden Town lie to the south. The Conservation Area stretches from Prince of Wales Road to Queen's Crescent, bounded to the west by a section of Malden Road. Talacre Road, with the Talacre Open Space, forms the easterly boundary.



**PLANNING HISTORY:**

Designation date: The West Kentish Town Conservation Area was designated by the London Borough of Camden on 20<sup>th</sup> September 2005 following public consultation. The Conservation Area Statement was adopted on the same date.





## HISTORY:

West Kentish Town lies in the valley of the River Fleet and derives its name from this waterway as *Ken* means a ditch or the bed of a waterway. The river was the reason for the siting of early settlement here, providing a water source and means of communication. At the time of the Norman Conquest this area of North London was mostly forest, and the Domesday Survey of 1086 records four manors in the present Kentish Town area. Of these, Tottenhall Manor came into the possession of Isabella, Countess of Arlington at the time of the Restoration in 1660. Isabella left it to her son, Charles Fitzroy, one of Charles II's many progenies. It was still in Fitzroy ownership in the late eighteenth century when a later Charles Fitzroy became Lord Southampton, and much of the present townscape of the West Kentish Town Conservation Area is the result of development by subsequent members of the same family.

During the eighteenth century, Kentish Town became fashionable as a rural retreat where many wealthy London citizens built houses for the summer months, particularly those with consumption and other disorders, to take the benefit of the wholesome fresh air and pure water. Another reason for the area becoming fashionable was the Kentish Town races, first established in 1733.

Comparison of the 1834 Davis Map, 1849 St Pancras Parish Map and 1870 OS Map of Kentish Town and Camden, show the dramatic changes in the Kentish Town area from a landscape of fields to houses in a remarkably short space of time. Essentially the transformation took place between 1820 to 1870. Following an initial burst of new housing in the 1820s-30s, in around 1840 important landowners such as Lord Southampton produced plans for the development of elegant streets of detached or semi-detached 'villa-residences' in Kentish Town. However, the rich favoured choicer spots such as St John's Wood and ultimately these grandiose schemes were never built and were replaced by less prestigious developments where landowners engaged speculative builders to build on a 'building lease system'. For these buildings, ownership of the buildings and land reverted to the landowner at the expiry of the lease. The result was piecemeal development, mainly in terraces of three or four storey houses. The spacious layout of Prince of Wales Road (1834-54), Malden Road (1840) and Marsden Street (mid-1840s) remained the same but instead of the construction of detached villas, the land was filled with continuous terraces with extra streets slotted between the lots, with cul-de-sacs and narrow alleys in what should have been the villas' large garden areas.

The social consequence of such rapid development ultimately led to the creation of a degree of overcrowding and poverty. The population of the borough of St Pancras (Kentish Town) grew from 46,000 in 1811 to 199,000 in 1861 and to 236,000 by 1881.



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A root cause of this increase was Victorian industrialisation together with the coming in the mid-19<sup>th</sup> century of the various railway lines, including the London of Birmingham line (1833-7), the Camden Town to Gospel Oak line (1850s) and the Kentish Town to Hampstead line (1860). The presence of these various railway lines became a dominant force in this part of London and the areas to the north of the Great London terminals of Kings Cross, St Pancras and Euston, developed as residential suburbs where many of the railway workers lived. Pevsner notes that ‘the new suburbs were not a match for the smarter areas of West London... for the most part the nineteenth century suburbs consist of simple grids of streets lined with the usual London brick terraces with stucco dressings’.

War time bombing and slum clearance in the 20<sup>th</sup> century removed some of the terrace housing, which is now largely surrounded by groups of modern flats. The Talacre Open Space forms the easterly boundary to the northern part of the Conservation Area and represents the only green space with play areas and some trees.

#### CHARACTER AND APPEARANCE OF THE AREA:



The West Kentish Town Conservation Area is characterised by long terraces of well detailed mid-19<sup>th</sup> century houses, such as those on Malden Road, Bassett Street, Allcroft Road, Coity Road, Rhyl Street, Marsden Street and Talacre Road, some now converted into flats with some commercial properties mainly in Malden Road. St Leonard’s Square, off Malden Road, is the only formal square and retains a character all of its own due to its more peaceful, private setting. There is only one religious building, the Evangelical Church in Bassett Street, built as the Albert Hall. Rhyl Street Primary School\* is a large late 19<sup>th</sup> century four storey building which dominates the road. Providing a major break in the long terraces of residential property. The school, and the Fiddler’s Elbow Public House on the corner of the Prince of Wales Road and Malden Road, are the only listed buildings.

#### BUILDING TYPES:

Most of the buildings were constructed as houses between 1840 and 1870, using yellow London stock brick in the late Georgian style. The buildings are generally three or four storeys high, and sometimes include basements. Most have stucco surrounds to the windows and front doors, with stuccoed parapet cornices with simple but robust mouldings. The “butterfly” or “M” roofs, which consists of two shallow pitches (in slate) meeting in a central gutter which runs from the back to the front of the building are largely hidden.



#### MALDEN ROAD DESCRIPTION:

Malden Road is a route with a mixture of commercial and residential properties. Only the east side of Malden Road retains its historic buildings (no. 2-108), the west side being composed of a number of modern buildings, mainly large blocks of late 20<sup>th</sup> flats, which lie outside the Conservation Area.

The area is shown on the 1849 map but the only buildings are nos. 24-40. Marked on the map as Newberry Place. By 1862 nos. 2-22, and nos. 60-108 (the Robert Peel Public House) had been constructed. The last remaining section, nos. 42-58, were built between 1862 and 1870. The variation in date provides a corresponding variety in architectural detailing although the basic form – three storeys, in long terraces – remains consistent, punctuated by two public houses – the former Newberry Arms (No. 40) and the Robert Peel, have been converted into shops.

Nos. 60-108 Malden Road were built by 1862. They constitute a long terrace of similar houses, each three storeys plus basement high and two windows wide. Stucco architraves and parapets can be found and usually, each party wall is defined by a slight rise in the parapet line. Small front gardens, some retaining their original cast iron railings with very decorative spear heads, provide a slight respite from the road. There are good examples of original front doors in this group, such as no. 68.



## 1.2 RELEVANT PLANNING & APPEAL HISTORY

### 1.2.1 PREVIOUS PLANNING APPLICATIONS

The relevant property has previous Planning Application submitted to the Camden Council.

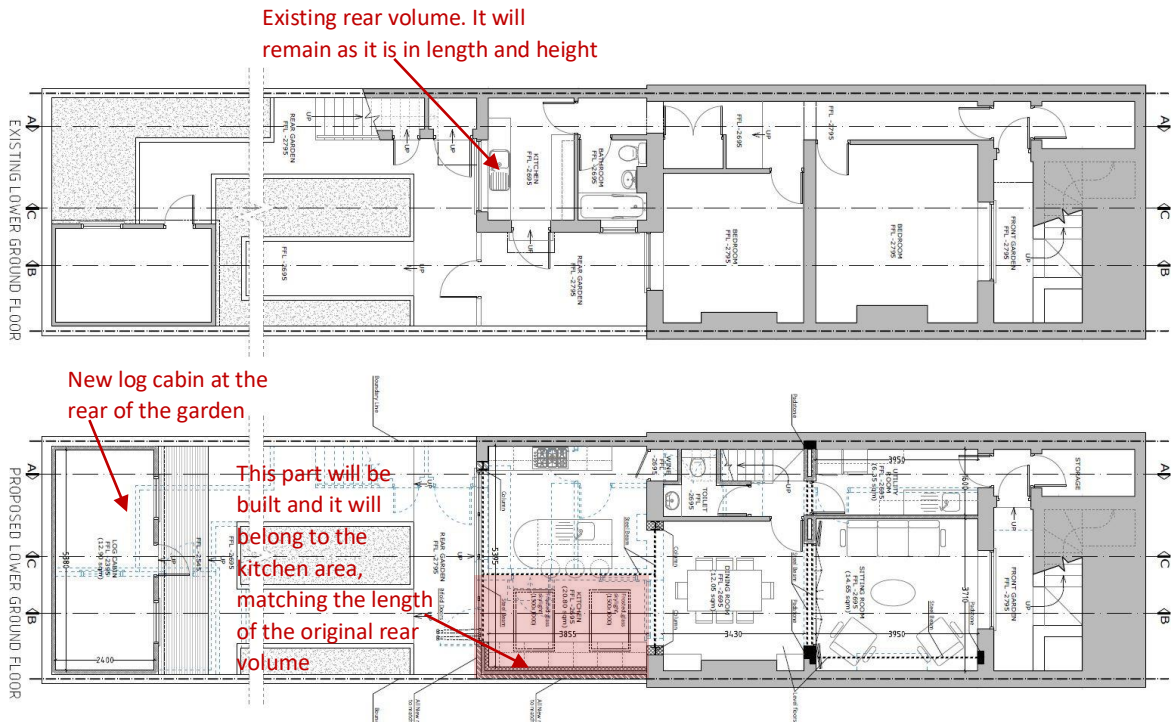
Application Number	Site Address	Development Description	Status	Date Registered	Decision
2017/4992/P	78 Malden Road London NW5 4DA	Conversion of residential building from 2x self-contained flats (1 x 1 bed and 1 x 6 bed) to 4x self-contained flats (1 x 3 bed, 1 x 2 bed and 2 x 1 bed) including a rear infill extension at the lower ground floor level with terrace above, mansard roof extension, alterations to windows, single storey rear outbuilding and alterations to the front garden including part-excavation of land for the provision of cycle and bin storage (Class C3 use).	REGISTERED	26-01-2018	
2017/2772/P	78 Malden Road London NW5 4DA	Conversion of residential building from 2x flats to 5x self contained flats (1x 2-bed and 4x 1-bed) including a rear extension on the lower ground floor, new mansard at roof level and alterations on the front area for the provision of cycle storage and bin store (Class use C3)	WITHDRAWN	19-06-2017	Withdrawn Decision
8802736	78 Malden Road NW5	Erection of two additional floors to the existing two storey rear extension as shown on drawing nos 78.M1 & M2	FINAL DECISION	15-12-1988	Grant Full or Outline Perm. with Condit.
G10/4/38 /25276/R	78 Malden Road, NW5	The erection of a 2-storey back addition, including the provision of an external stairway at the rear in connection with the self-containment of the basement flat and the ground, 1st and 2nd floor maisonette.	FINAL DECISION	26-09-1977	Conditional

## 1.3 RELEVANT LOCAL PLAN POLICIES

- Camden's Local Plan: January 2016 Development Management Policies.
- London Plan March 2016 (housing Targets and space standards)

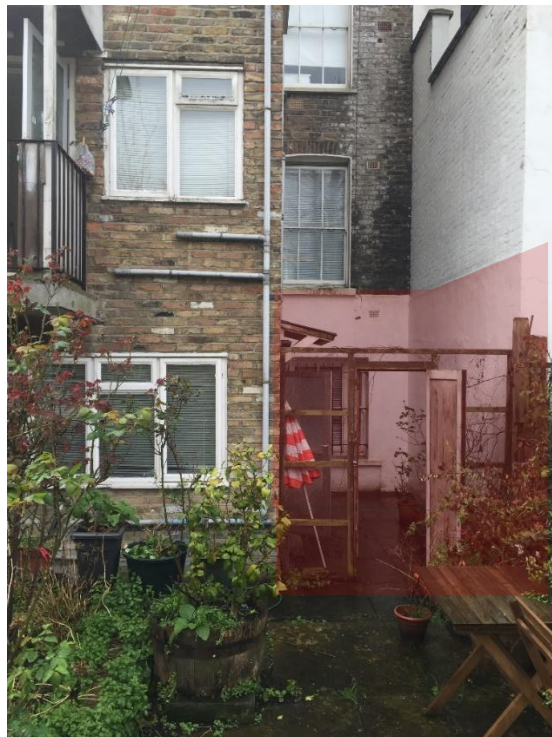
## 1.4 PROPOSAL

The proposal is for the conversion of an existing building (consisting of a 4 storey 2 flat construction) into a single dwelling house, involving a single storey rear extension on the lower ground floor and a new outbuilding at the rear garden.



**EXISTING AND PROPOSED LOWER GROUND FLOOR**

On the Lower Ground Floor, the lower patio will be partially modified due to the new single storey rear extension on that same level. This new space will have the same length of the existing rear construction, and therefore, there will not be a new bulk or major impact. It will be approximately 1.5m under street level, and consequently, it is not visible from the street.



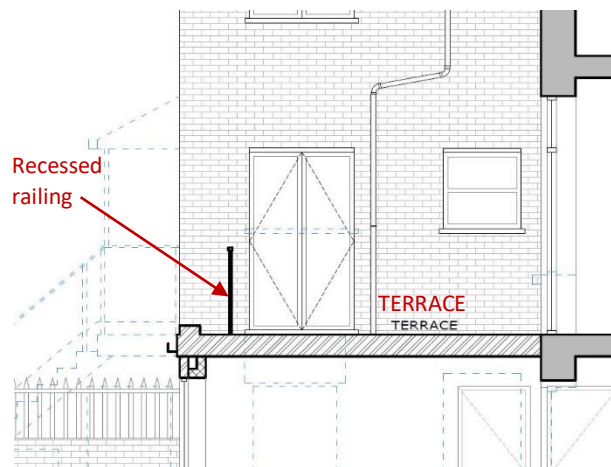
On the Upper Ground Floor, a rear terrace has been proposed for that level. This new terrace will match in length the lower room (created from the enclosure of the lower rear patio). Due to the level of that terrace (it will not be on a first floor, but on an upper ground floor) the height is not significant.

Besides, the height of the neighbour's extension (double storey) would avoid the invasion of privacy from that new terrace at No. 78 to number 80.

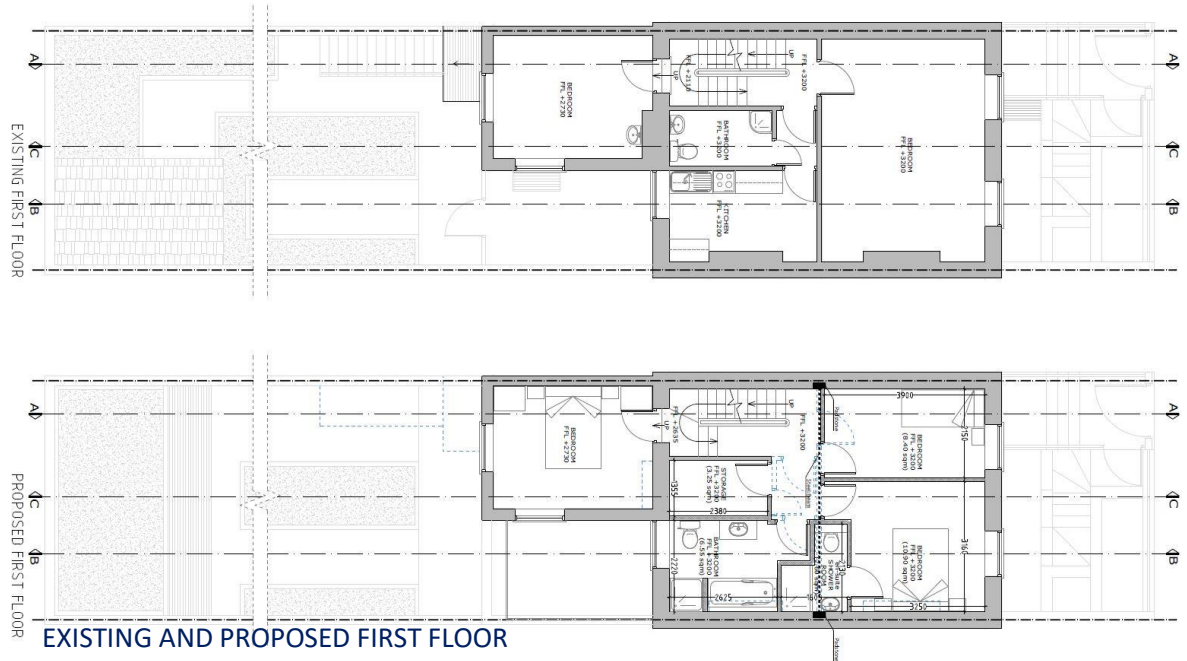
The terrace will only be used as a private space, with access from the upper ground floor level (office and reception rooms), and it will have a recessed railing in order to make it safe and avoid overlooking the neighbour's property.



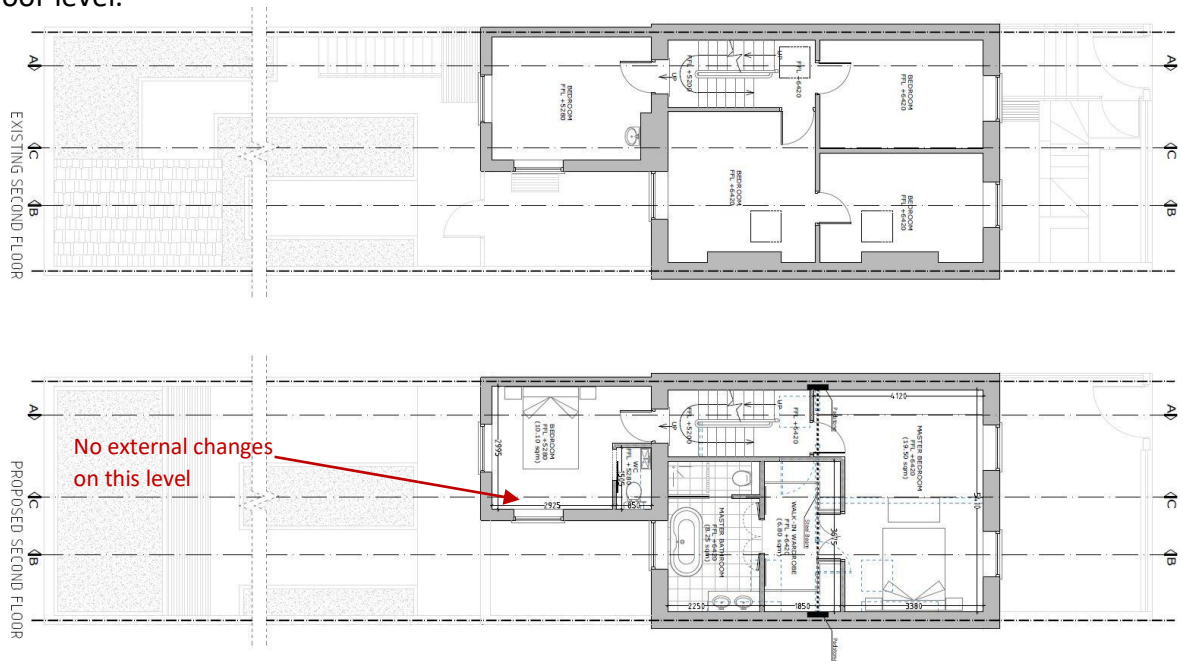
EXISTING AND PROPOSED UPPER GROUND FLOOR



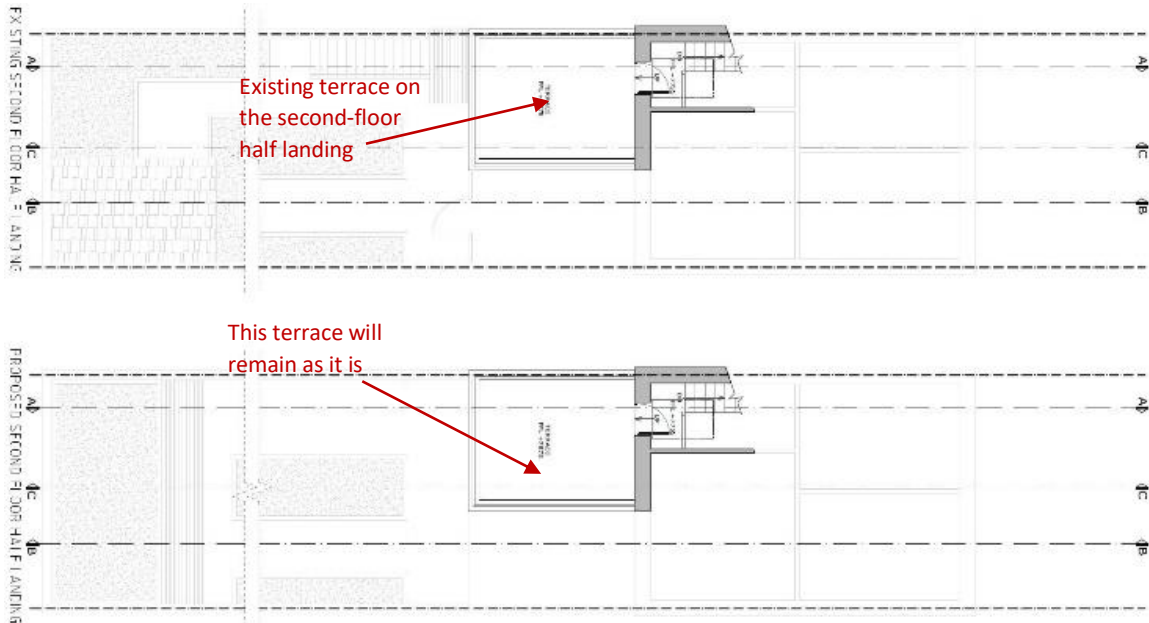
Regarding the First floor level, no external modifications have been proposed. Only internal alterations will be made.



As well as on the first floor level, no external alterations have been made on the second floor level.

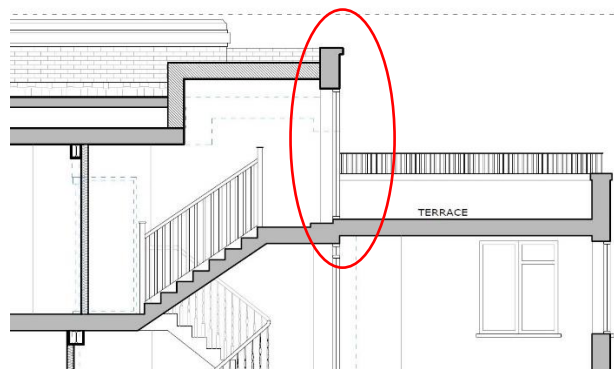


**EXISTING AND PROPOSED SECOND FLOOR**



**EXISTING AND PROPOSED MANSARD FLOOR**

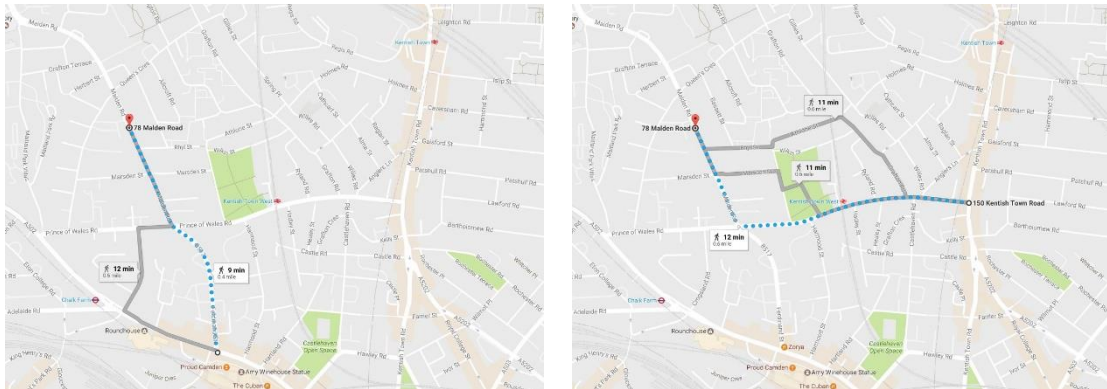
A bigger access for the existing terrace will be created, to make the door a bit higher (as a normal size door). See drawings and picture below. This will be hardly seen from the ground floor and definitely it will not be seen from the street.



## 2. DESIGN STATEMENT

### 2.1 PLANNING CONSIDERATION

- The building is located at 78 Malden Road just 9 min walking from Chalk Farm Road and 12 min from Kentish Town Road. That part of Malden Road (where number 78 is located) runs roughly North in direction and it crosses in diagonal the Prince of Wales Road. The site is rectangular in shape with access for pedestrians and vehicles.



- Malden Road is located close to local shops and amenities on Kentish Town Road and Chalk Farm Road, while all transport links to the City and the West End are within easy reach. The nearest tube station is Chalk Farm Station.
- In this section of Malden Road, all properties are of similar architectural characteristic, and are terraced houses but not mirrored.
- The property is not a listed building, but it is situated within a conservation area called West Kentish Town Conservation Area.  
See point 1.1 *Description of the property*
- The immediately surrounding area is predominantly residential in character with some retail units and two important commercial streets within the proximity.
- The proposal is capable of and generally meets the most current standards set out in Camden Local Plan, London Plan and London Housing Design Guide.

### 2.2 ASSESSMENT

The proposal has the potential to meet all current housing design standards in line with London Plan policies and causes no harm to the occupants of the house and the surrounding neighbourhood.

## 2.3 INVOLVEMENT

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The proposal is a small project and does not warrant involvement of general public and/or local organisations. The Council's standard planning consultation process should be sufficient for that purpose.

## 2.4. EVALUATION

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The proposal intends to build a rear extension on the lower ground floor. There will be changes on the internal layout and the use of the property will continue being residential. The proposal merges the existing two self-contained units and reverts it to its original scheme as a single dwelling house. The new construction is not blocking any neighbouring window, and it does not block any entrance or access to the dwelling.



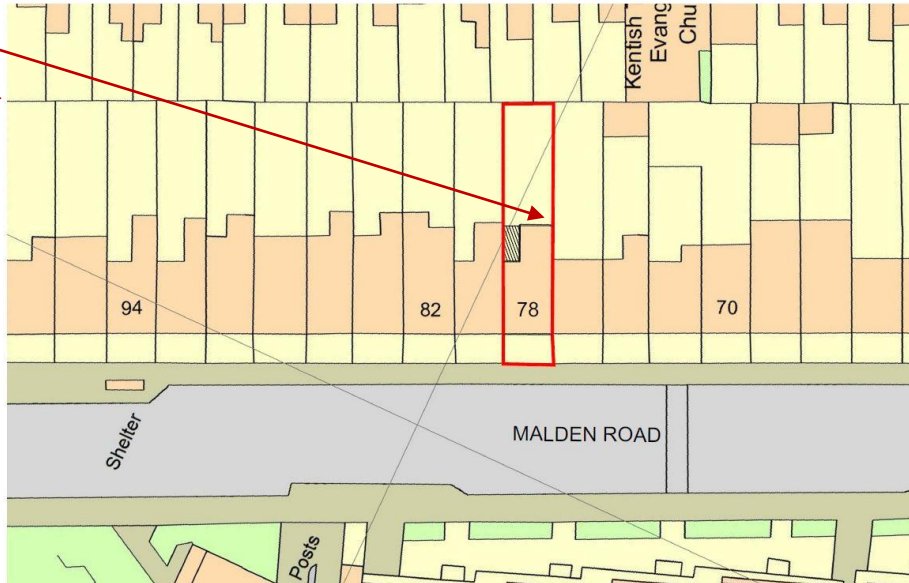
\* The photo on the left-hand side shows the entrance to the existing lower flat (that secondary entrance will remain for the single dwelling house proposal).

\* The photo on the right-hand side shows the entrance to the existing upper flat, that is spread over the other three storeys (upper ground, first and second floors). That entrance will also remain as the main access to the proposed single dwelling house.

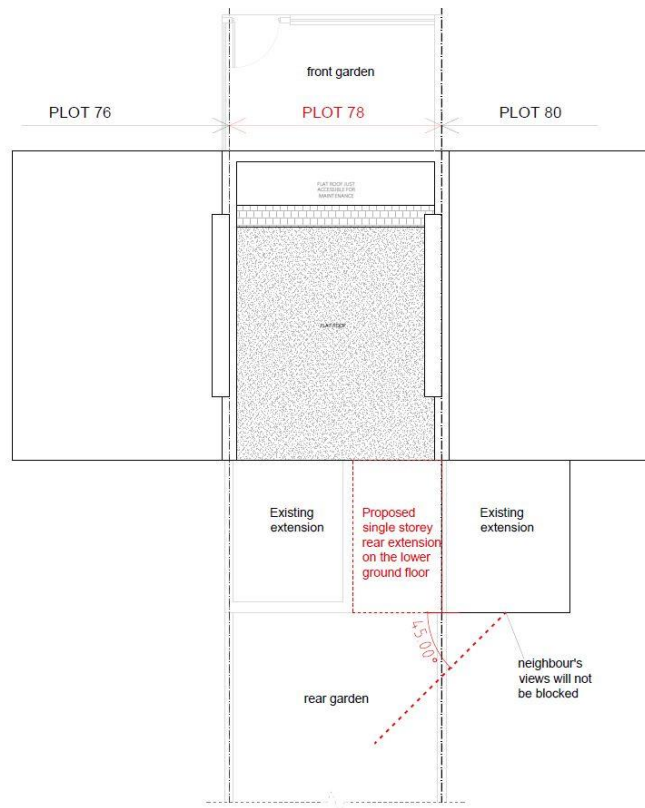
The rear terrace on the upper ground floor has been proposed having in mind the particular conditions of the plot. On that side of the plot, the neighbour's property (number 80) has a two-storey wall that prevents any view from No. 78. For that reason, the proposed rear extension of number 78 at its lower ground floor and its terrace on the upper ground floor is not blocking the views of any neighbouring window.

ROW OF PROPERTIES ADJACENT TO 78 MALDEN ROAD  
SHOWING PROPOSED EXTENSION ON LOWER GROUND FLOOR

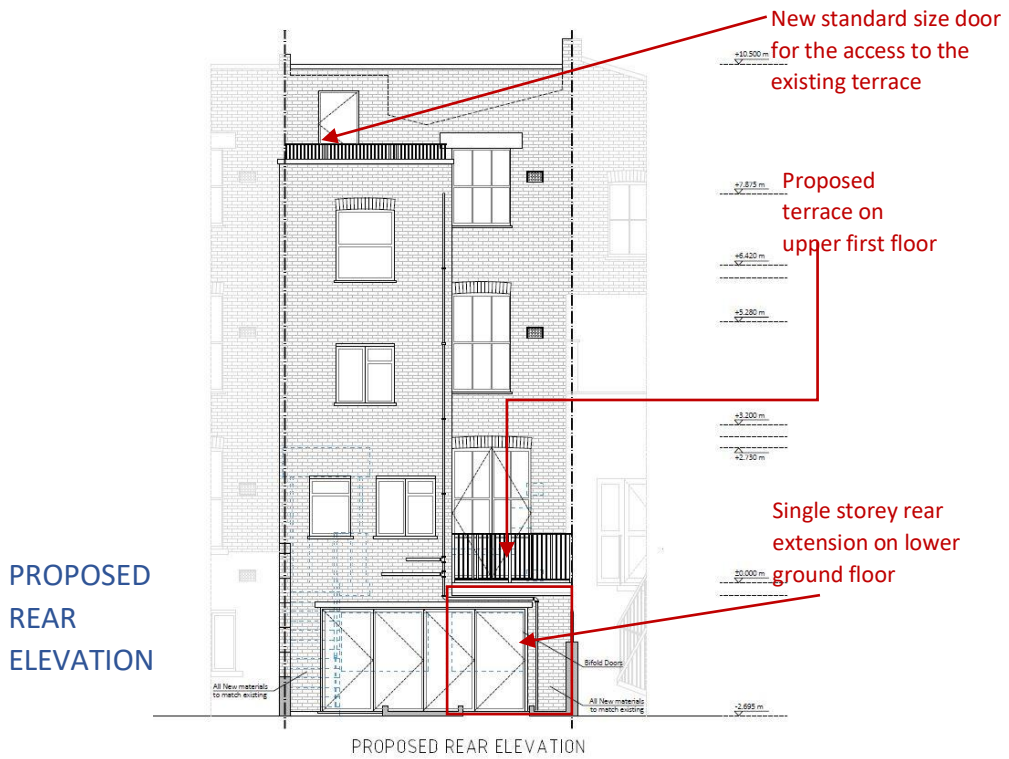
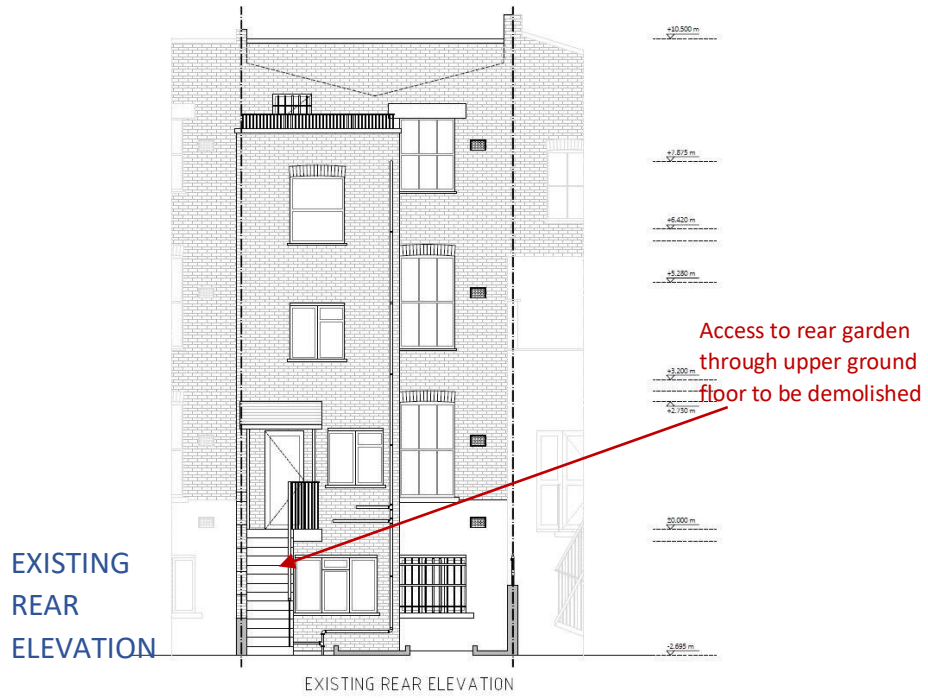
Access to rear garden through upper ground floor to be demolished



The new construction is not blocking any neighbouring window, and it does not block any entrance or access to the dwelling.







Note: The access to the rear patio from the upper ground floor will be removed.

### 3. DESIGN

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The building will contain just one dwelling with the following internal spaces:

#### LOWER GROUND FLOOR

Comprises: A sitting room, a dining space connected to the kitchen, 1 storage, 1 utility room, 1 toilet and access to rear patio including a new log cabin at the very end of the rear garden.

#### UPPER GROUND FLOOR

Comprises: entrance hall, 1 living room / reception, 1 office with access to the new terrace and 1 shower room

#### FIRST FLOOR

Comprises: 3 bedrooms, 1 bathroom, 1 shower room and 1 storage.

#### SECOND AND MANSARD FLOOR

Comprises: 1 master bedroom with walk-in wardrobe and en-suite bathroom, and another bedroom with a toilet.

All the rooms will meet the minimum space standards

Amount: The total gross internal floor area of the existing property is approximately 217 sqm. The total gross internal floor area of the proposal will be approximately 227 sqm

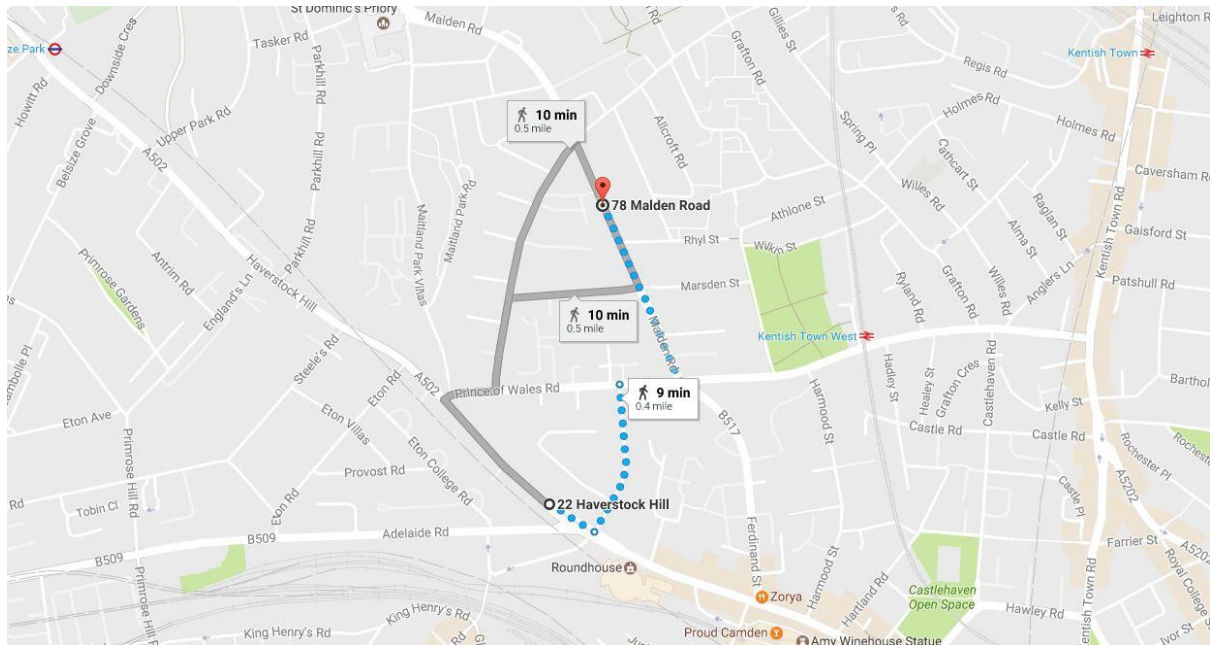
The extension on the lower ground floor will be flat roof and its height will be lower than the existing building. As the scheme shows it at the point 2.4 of this same document, it does not block the neighbour's view.

Space for waste and bins for the new house will remain in the same position (front garden) as it was for the existing 2 flats. All the surrounding building have the bin storage at the front garden too.

In regards to the facade, it is important to remark that:

- The parapet of the front elevation, which is currently visible on brick, will be cleaned and painted in white to match the neighboring front facades.

## 4. ACCESS STATEMENT



The property is located within a residential area. Site will remain as existing; therefore, no public means of access will be affected. The site is served by the existing access from Malden Road, a two-way street with public parking bays on both sides. The new extension will belong to the existing building. It will be part of the new single dwelling. The house will maintain the main entrance on the upper ground floor level and the secondary access on the lower ground floor level.

**Public Transport:** The site is located within 9 min walking from Underground rail station Chalk Farm and 14 min walking from Underground rail station Belsize Park. Also, the site is located within 7, 13 and 20 min walking from Overground rail stations Kentish Town West, Kentish Town and Camden Road respectively.

## 5. ENERGY STATEMENT

The property, where necessary, shall be upgraded to comply with the Building Regulations requirements in respect of energy policies and the following documents shall be obtained and deposited with the Building Control prior to start with the pertinent works.

## 6. LIFETIME HOME STANDARDS

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The proposal is designed to satisfy all Lifetime Homes Standards, where applicable.

**CR1/CR2 – Parking / Approach to dwelling from one parking space)**

There are enough public parking spaces on both sides of Malden Road in front of the considered property number 78. This street also comprises two pavements in good conditions and with no appreciable slope. Apart from that, one self-contained unit is being removed, and therefore it benefits the parking availability in the area.

**CR3/CR4 – Approach to all entrances / Entrances (compliant)**

The access from the closest parking area to the building is just 2m approximately and there are some dropped kerbs along the pavement. From the pavement to the entrance there is a flight of existing stairs.

**CR5 – Communal stairs and lifts (compliant)**

The existing internal stair case is being modified for the proposal and the new one will comply with all the standards for private stairs.

**CR6 – Internal doorways and hallways (compliant)**

Several corridors and hallways are being modified for the proposal. The entrance hallway will remain as it is regarding the entrance width, and the rest of the corridors will be always wider than 900 mm in every point. All new internal doorways will have more than 750 mm clear opening.

**CR7 – Circulation Space (compliant)**

Living & Dining and kitchen room have 1500mm clear turning circles.  
Main bedroom - clear space 750mm to 3 sides of standard double-bed.

**CR8 – Entrance level living space (compliant)**

The main living space will still be on the entrance level.

**CR9 – Entrance level bed space (compliant)**

The dwellings will be spread over the four levels of the building and it could have a bed space on the entrance level.

**CR10 Entrance level WC (compliant)**

The house will still have a compliant WC or full bathroom on the entrance level after the proposed modifications.

**CR11 - WC and bathroom walls (compliant)**

All WC and bathroom walls will be designed to be capable of firm fixing (grad rails, etc) and support for adaptations.

**CR12 – Stair-lift and potential through lift N/A**

This criterion is not applicable to this dwelling.

**CR13 – Potential for fitting of hoists and bedroom-bathroom relationship (compliant)**

Structure will be designed to be capable of supporting ceiling tracks for overhead hoists.

**CR14 – Bathrooms (compliant)**

All bathrooms are designed to be fully compliant in terms of size and standard space.

**CR15 – Glazing and window handle heights (compliant)**

Windows in principal living space allow people to see out when seated.

**CR16 – Location of service controls (compliant)**

All service controls will be specified to comply with LTH

## 7. CONCLUSION

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In conclusion the proposed development makes best use of previously developed land on this site with the removal of one flat in the property. The building sits comfortably in the street scene and respects the adjacent properties in terms of design and protection of amenity by creating high quality living space for future occupiers.

The appearance of the front elevation will not change, and the rear elevation will be modified due to the proposed rear extension and the removal of the staircase from the upper ground floor to the lower ground floor level (rear garden).

These changes will be in relation to the design of same architectural characteristics.

The building extension will be mainly constructed with the same materials to match the existing façade without resulting in any material harm to the amenities.

The proposed scheme of just one single dwelling will provide a benefit to the neighbouring by decreasing the traffic in the area.

The proposed development of a rear extension will provide a benefit to the occupants by allowing additional and necessary space and improving the existing conditions of the facilities. The proposal has intended to avoid the disturbance of any neighbour by not changing the front elevation.

We believe this proposed will add the character and balance the surrounding rear area and should therefore be granted.

PICTURES



Main entrance



Existing entrance to lower ground floor level



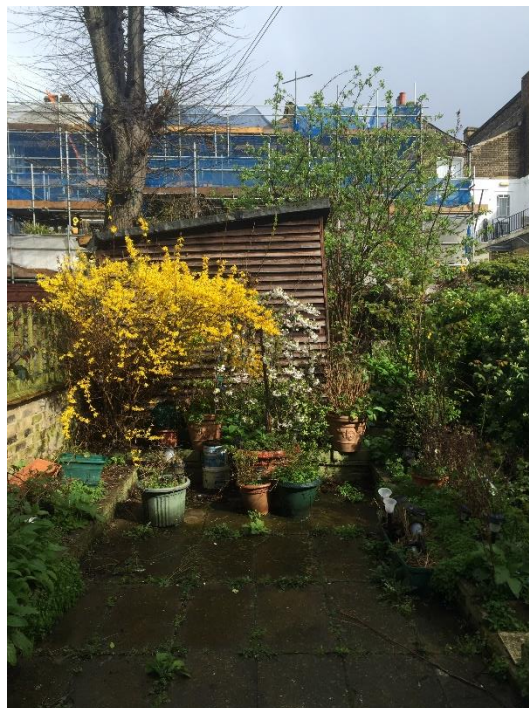
Rear facade



Existing Rear extension



Neighbour's existing extension (No. 99)



Rear courtyard