

Alexander
Martin
Architects

ADDENDUM

Design & Access Statement

91 & 91a Regent's Park Road, London NW1 8UT

PLANNING APPLICATION

June 2018

22-24 Kingsford St
London NW5 4JT

T. +44.0.20.3290.3540
E. info@amarchitects.co.uk
W. amarchitects.co.uk

Registered as a company in
England & Wales No. 8444295



Contents

- 1.0 Introduction**
- 2.0 Site Analysis - Streetscape & Site Context**
 - 2.1 Erskine Road
 - 2.2 View of the Rear Facade of No.91 Regent's Park Road
 - 2.3 Existing & Proposed Views
 - 2.4 Street Corner Patterns In The Area
- 3.0 Conclusion**

1.0 Introduction

The following *Addendum*, to be read in conjunction with the main Design & Access Statement document, provides additional detailed analysis of the streetscape and immediate site context around 91 Regent's Park Road that sits within the Primrose Hill Conservation Area.

More specifically, this focuses on a series of key areas:

- the mixed use historic character of the area
- the varied characteristics and typology of building scales on Erskine Road
- current 'gaps' and views towards the rear facades of Nos. 91-109 Regent's Park Road
- street corner patterns in the area.

This further analysis provides additional support to justify the design rationale and principle of development for our proposed scheme.

2.0 Streetscape & Site Context

2.1 Erskine Road

Erskine Road is a secondary road which connects Regent's Park Road to Ainger Road. It is characterised by a mixed-use of building typologies, with both residential and commercial uses.

Both the eastern and western sides of Erskine Road differ greatly in terms of their character, form, use, height of buildings, and the continuity of the street wall.

The *eastern* side is far more irregular in height with a predominant commercial and industrial character. At one end is the flank elevation No. 91, the Primrose Corner Post Office. Adjacent to this is No. 91a Regent's Park Road - a single storey commercial extension to No. 91 which currently houses a Laundromat. This sits next to a single storey rendered sub-station building which is currently in construction. Between this and the large three-storey industrial Leeder House building is an access alleyway towards the rear of Nos. 91-109 Regent's Park Road, which is a large site currently under development (see aerial views).

This *western* side of Erskine Road is very much residential in character with a terrace of mid 19th century buildings with rusticated ground floors. Some properties have been converted for commercial uses with the addition of shopfronts. There is only a small narrow gap between the corner 'Lemonia' restaurant (No.89 Regent's Park Road) and the residential terrace block. Importantly, there is no gap whatsoever at the corresponding corner with Ainger Road.

The mixed residential and commercial character of the area is an important part of its historical development. And this distinction is recognised within the Primrose Hill Conservation Area Statement in its description of Sub Area Three.

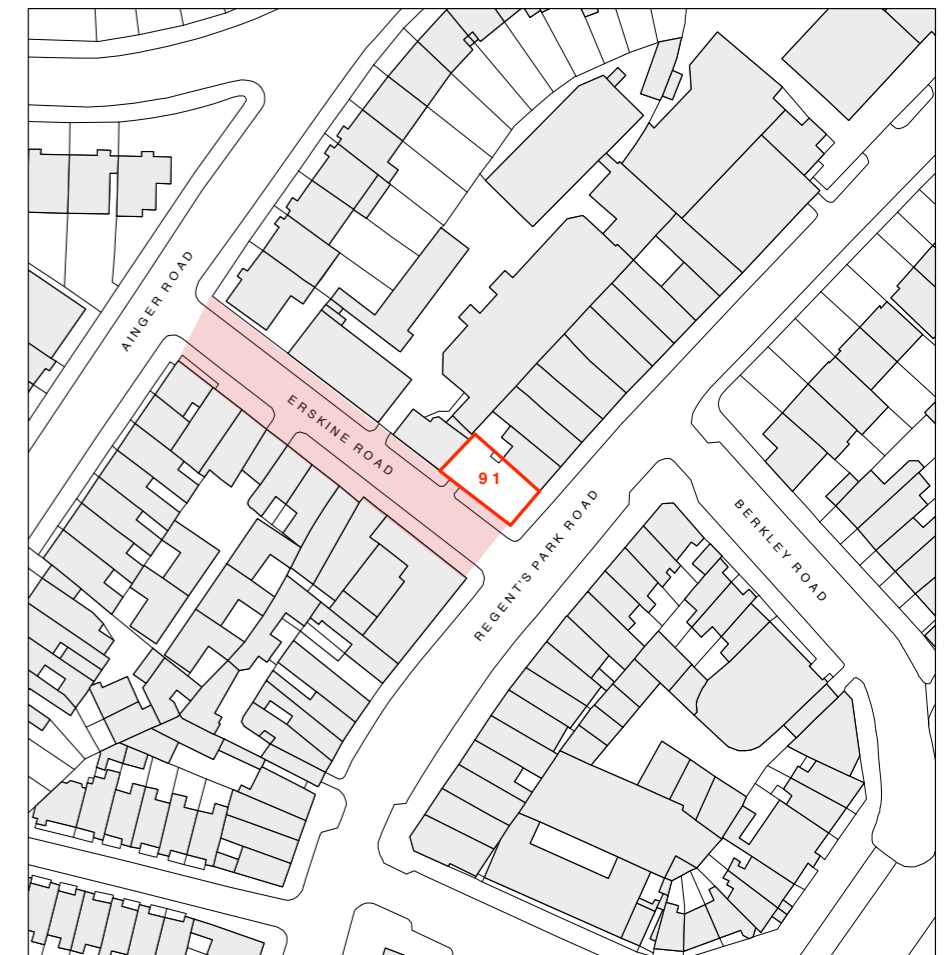
Retrospectively imposing a historic residential inner suburban residential pattern upon a mixed commercial area such as Erskine Road would detract and thereby harm this more complex urban morphology.



Aerial view towards the eastern side of Erskine Road



Aerial view towards the western side of Erskine Road



Location Plan. Not to scale.

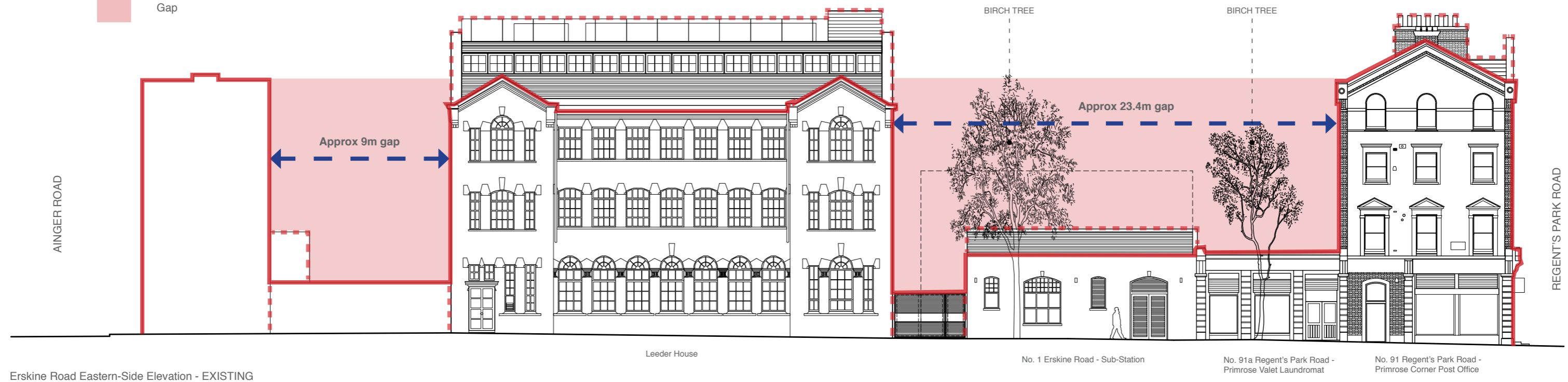
Erskine Road

2.1 Erskine Road - Analysis of Existing Street Elevations



KEY:

- - - - - Silhouette
- Street Wall
- Gap



2.1 Erskine Road

There is a much larger than usual gap in the townscape of approximately 23.4m between the three storey industrial Leeder House building and No. 91a.

This is unique to the area and important to consider in the context of any proposed development. The proposed extension above No. 91a would retain a substantial and meaningful gap of 16m that still allows views to the greater parts of the rear elevations of Nos.93-109. This would still be one of the largest and most generous in the area.

Retaining a substantial gap allows the street development pattern to clearly be interpreted, while maintaining an openness that is an important characteristic of the conservation area.

This is supported by Donald Insall Associates in their '*Historic Environments Report*' (p.36):

"... Throughout the conservation area, there is a pattern of gaps between the flank elevations of buildings on principal streets and properties along the side streets. ...the gap to the rear of No.91 is unplanned and is larger than most in the area - allowing long views of the rears of No.93-109 Regent's Park Road..."

"... the rear elevation of No.91 is much plainer than its street-facing façades and is therefore of lower significance."

When seen in this context, any narrowing of the gap and reduction of this very much *secondary* elevation would cause only minor harm, and would be mitigated by good design that is sympathetic and subordinate to the host building.





1. View of the rear elevations to Nos 93-109 Regent's Park Road



2. View through the gap to the rear of Nos.91-109.



3. View from the roof of the No.91a Laundromat

2.2 Views of the Rear Facade of No.91 Regent's Park Road

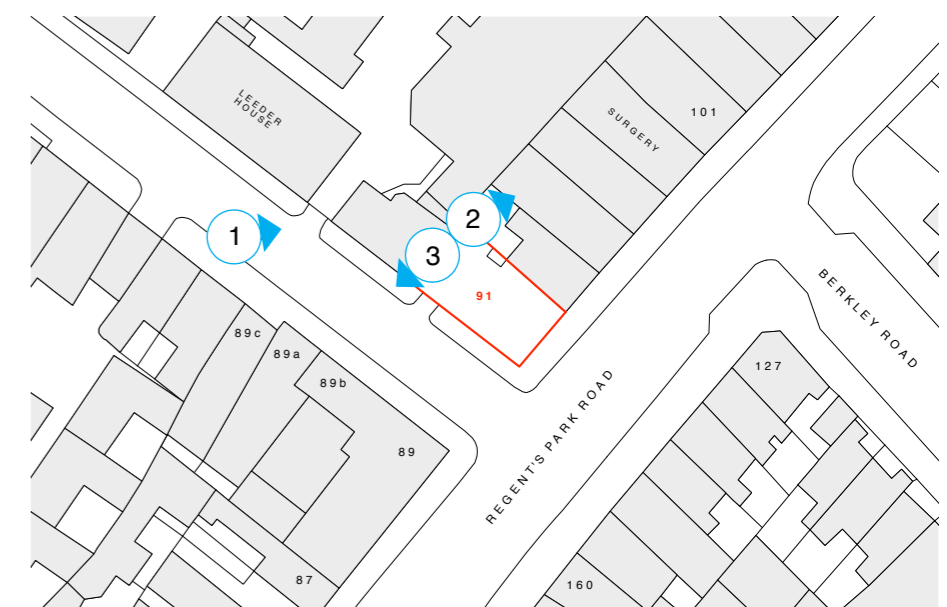
Currently the view through the gap to the rear of No.91 is occluded by two semi-mature medium sized Birch trees that sit immediately in front of No.91a and the sub-station development. The view is particularly screened by these trees in the late spring-to-summer months when its leaves are in full cover.

Fig. 2 shows how the rear elevation of No.91 is barely visible through the trees.

Fig. 3 shows the reverse view from the roof of the Laundromat. This highlights the close proximity of the Birch tree in front that obscures the view to the opposite elevation and gap above No.89b.

The rear elevation of No.91 itself is much plainer and of lower significance than its street-facing facade and largely comprises a blank three-storey brick wall.

Fig. 1, taken from the roof of the Laundromat shows the rear elevations of Nos. 93-109. This shows the much altered rear facades, with plastic rainwater goods in various shades of white, grey and black, boiler flues, extraction vents, projecting air-conditioning units, and trailing telecoms cables. There are also various dormer extensions with casement windows and a number of patch brick repairs which detract. As such, this particular rear elevation is seen in Donald Insall's eyes to only make "...a modest positive contribution to the Conservation Area..", and the view can be enhanced by an extension of good design and quality.



2.2 Views of the Rear Facade along Erskine Road.

The following views of the north side of Erskine Road taken at various intervals clearly show both the current development works that are taking place as well as the considerable 23m gap that exists between Leeder House and No. 91 Regent's Park Road.

What is evident here is the extensive views across the rear elevations of Nos. 93-107 that can be seen at various points along Erskine Road through a wide vantage point.

The proposed revised lower and less bulky extension above the laundromat will only impinge upon this view to a minor extent. The greater part of the view of the rear elevations from Erskine Road will remain open.



View 1



View 2



View 3



View 4



View 5



2.3 Existing & Proposed Views

The following 2 views - existing and proposed, illustrate the impact posed by the proposed extension.

What is immediately noticeable is the extent by which the existing 2 Birch trees (in full leaf cover) already obscure the view of the rear elevations to Nos. 91-109.

With this in mind, with the proposed extension, there is still a sense of openness and a generous sized gap that offers a reading and view of the rear facades to Nos. 91-109.



Existing View



Proposed View

2.3 Existing & Proposed Views

If we ignore the impact that the 2 trees have in already obscuring the view to the rear elevations of Nos. 91-107, the following images highlight the portion of rear elevational view lost as a result of the proposed extension.



Existing View



Proposed View



1. Two-storey infill side extension (possibly original) at the corner of Chamberlain Road & Regent's Park Road (North Side). The gap between the buildings is fully infilled.

2. Original two-storey extension at the corner of Chamberlain Road & Regent's Park Road (South side). The gap between buildings is fully infilled.

3. Recent two-storey side extension at the corner of Sharples Hall St. & Regent's Park Road (North Side). The gap between the main buildings is fully infilled.



4. Three-storey side extension at the corner of Oppidans Road & Ainger Road (North Side). Approximately half the gap between the buildings has been infilled.



5. Three-storey side extension at the corner of Chalcot Road & Fitzroy Road (North Side). Approximately 66% of the gap between the main buildings has been infilled.

2.4 Street Corner Patterns In The Area

Within the Primrose Hill Conservation Area, there is an established layout pattern that includes gaps on street corners (as recognised within the Conservation Area Statement). These also allow views along the rear elevations of terrace blocks which vary in historic significance. However, this is far from being a universal pattern.

The gap is typically created or maintained where the rear of a dwelling meets the flank elevation of an adjacent dwelling. It often marks the transition from the primary street to the secondary street.

However, in a significant number of cases the pattern breaks down, (or was never originally present), within the commercially developed parts of the area and at the interface between commercial and residential development.

In some cases the street corner is formed by a continuous street wall of two and sometimes three storey development. In other cases the gap has been infilled by later development, while there are also instances where there was never a gap as part of the original development pattern.

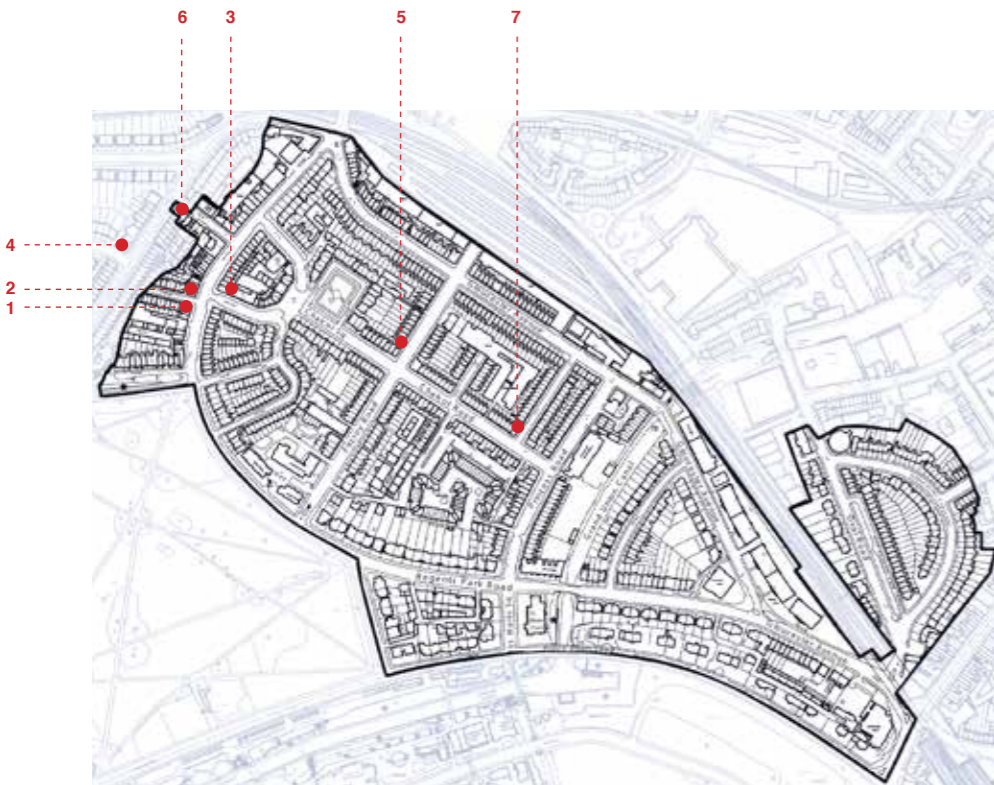
The following photos 1-7 show some notable precedents of this within the area.



6. Corner of Erskine Road & Ainger Road (South Side).
No gap was created when the development was first completed.



7. Three-storey side extension (possibly original) at the corner of Chalcot Road & Edis St. (North Side).



Locations Key

3.0 Conclusion

This *addendum* to our main Design & Access Report focuses on an analysis and photographic study of the streetscape and immediate site context surrounding No. 91 Regent's Park Road.

The key points raised in this report are that Erskine Road consists of a mix of both residential and commercial developments of varying scales, and as part of its historical development within the area it should be read and treated differently to other neighbouring residential inner suburban patterns.

Since the site lies at the interface between commercial and residential development, it wouldn't necessarily follow the same pattern of gaps where the rear of a dwelling meets the flank elevation of an adjacent dwelling, as is the case in other examples in the area.

The uncharacteristically wide gap of approximately 23.4m between the rear of No. 91a and the three storey industrial Leeder House building facing Erskine Road is unique in the area. As such, the proposed extension would only narrow the gap, and a substantial gap would remain that will still be the most generous in the area, allowing views to the greater part of the the rear elevations of Nos. 93-109.

Finally, the architectural and historic merit of the rear elevations of Nos. 93-109 and the relative contribution this makes to the character and appearance of the conservation area must be carefully gaged. Donald Insall Associates' independent heritage appraisal finds that this is of only modest value and of lower significance.