



DESIGN AND ACCESS STATEMENT FOR  
CONVERSION OF EXISTING SINGLE DWELLING HOUSE  
INTO TWO SELF-CONTAINED UNITS



100 Constantine Road  
NW3 2LS

09<sup>th</sup> November 2018

**PROJECT P-18028**



The proposal is for the conversion of a single dwelling house into 1 x 3 bed flat and 1 x 2 bed flat, erection of dormer roof extension and use of second floor outrigger roof as roof terrace with associated parapet.



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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 upper part of Constantine Road, London NW5 4DA. No. 100 belongs to a terrace where buildings are mirrored in façade and in their internal layout. Some of them have been divided into flats, but this number 100 remains as a single dwelling house.

The surrounding area is mainly residential with some shops and with a commercial street (Fleet Road – South End Green) just 5 min walk from the property. Trees are situated in adjacent properties, but not in the rear garden of number 100, and other terraced houses are located on the opposite side of the street. The site is rectangular in shape and is situated in a road with access for pedestrians and vehicles.



The existing building is used as single dwelling house over three storeys, including: a kitchen, and a living room on the ground floor level; three bedrooms, a toilet and a small storage on the first floor level, and two bedrooms, a bathroom, a kitchen and a sitting room on the second floor. The roof is not converted into habitable space, although many neighbouring properties have converted that space and have been divided into flats.

The main access to the house is through the ground floor (front garden), and the access to the rear patio is through that same level.

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

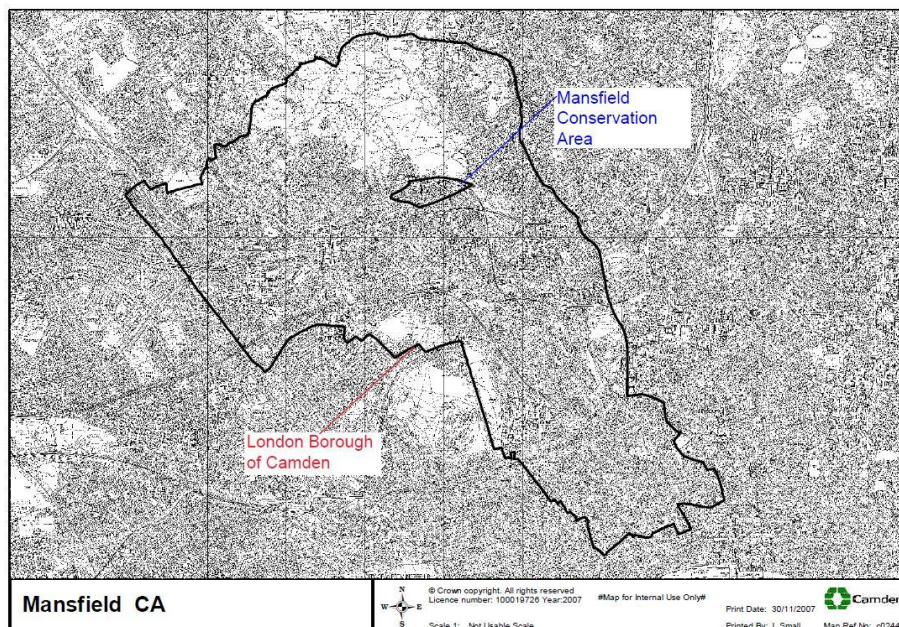
## 1.2 DESCRIPTION OF THE CONSERVATION AREA

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### LOCATION:

Mansfield Conservation Area falls within Gospel Oak which is located between Hampstead, Maitland Park and Kentish Town on the edge of Hampstead Heath. The Mansfield Conservation Area boundaries are Parliament Hill and the London Overground North London Line to the north, Gospel Oak Station to the east, and Fleet Road and Mansfield Road to the south.

The conservation area lies mostly within the Gospel Oak ward and partly within the Highgate ward, within the London Borough of Camden. A location map of the conservation area within the borough is attached.



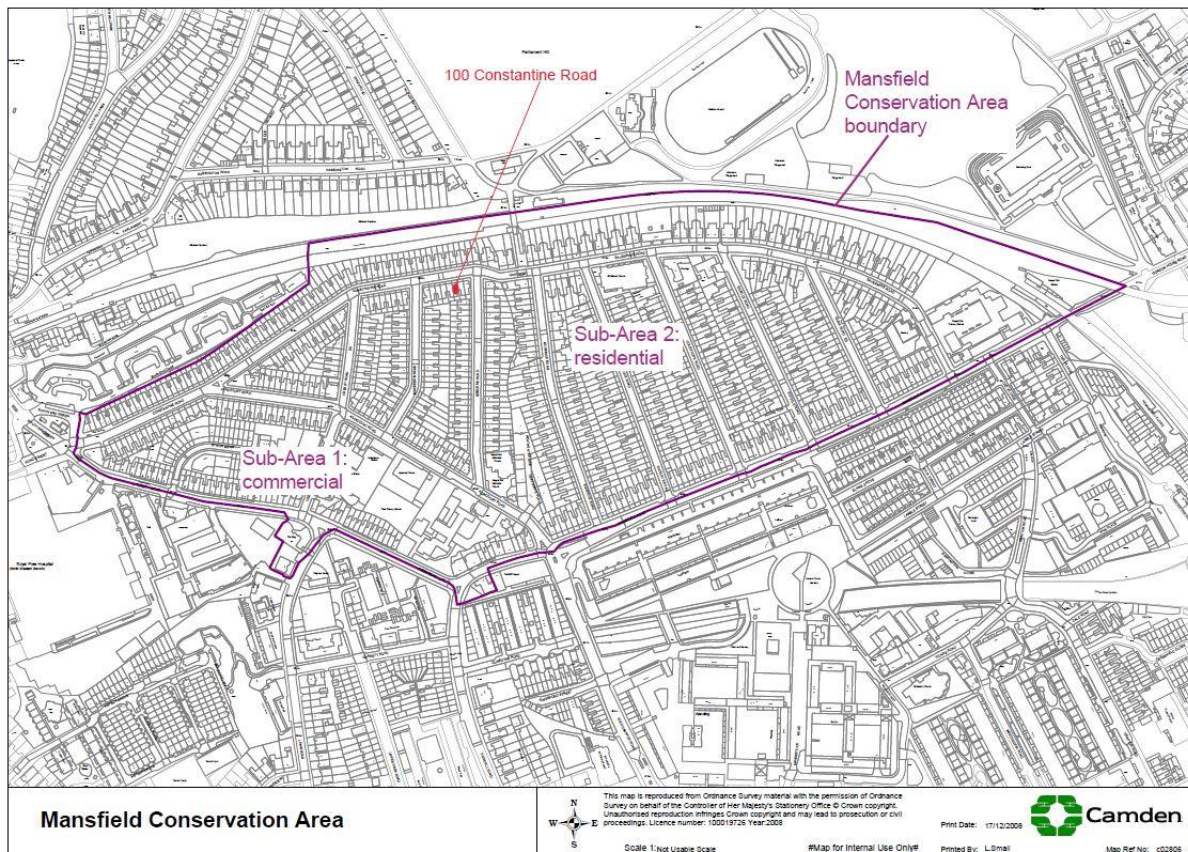
### DESIGNATION:

Mansfield Conservation Area was designated by the London Borough of Camden on 11<sup>th</sup> September 1990. The appraisal and Management Strategy was adopted on 4<sup>th</sup> Dec. 2008.

### DESCRIPTION:

The conservation area is an elongated diamond shape with through-roads running from east to west along the northern and southern boundaries, and shorter roads running from north to south on a loose grid pattern.

The Mansfield Conservation Area can be divided into 2 sub areas of distinctly different character. Sub area 1: Fleet Road runs from west to east, it is a busy, one way road, urban in character which contains commercial premises and retail units mixed with residential properties: Sub area 2 is predominantly residential in character and is laid out on a loose grid pattern with long roads running from east to west and shorter roads running from north to south.

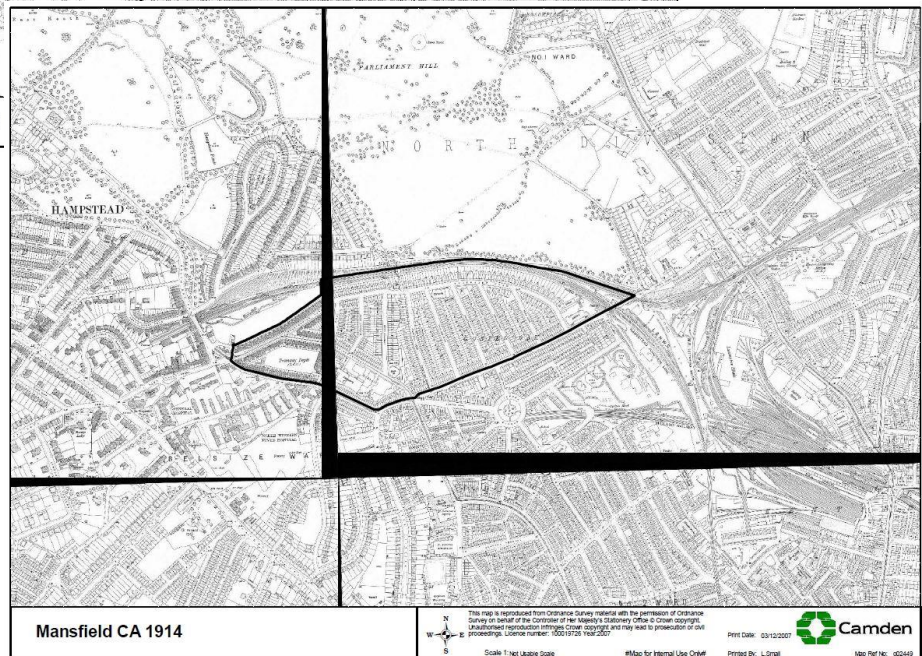
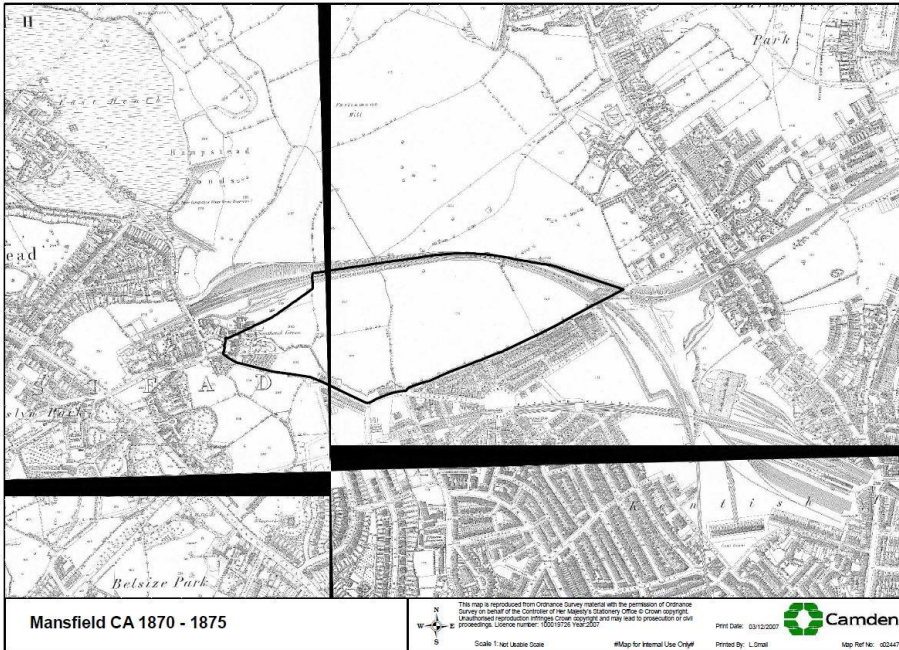


## HISTORY AND CHARACTER:

West Kentish The earliest sign of development in the area is the 'Hedge', the Anglo-Saxon ditch on Hampstead Heath which still marks the boundary between the former parishes of St John at Hampstead and St Pancras. The two residential areas, which comprise the Mansfield Conservation Area lie on either side of this boundary, where it descends from the height of Parliament Hill.

Each area was originally developed in the second half of the 19th Century and, with few exceptions, the area remains as it was in about 1910 when building was completed.

See evolution shown in maps:



Fleet, Agincourt, Cressy, Constantine, Mackeson and Lisburne roads, a church, shops, ambulance station, primary school and a commercial/industrial estate were built within the Parish of St John at Hampstead, which later became part of the Borough of Hampstead.

The tree-planted streets contain solid three-storey Victorian family houses of remarkable uniformity which have kept their original external features and provide a coherent example of late 19th century urban residential development.

CHARACTER OF SUB-AREA 2. Late Victorian Core (Where No.100 is located):

Although in close proximity to Hampstead Heath, this sub-area has few visual or physical connections with it, due to the established pattern of development, with relatively tall buildings and limited gaps between buildings, and the presence of the railway line to the north resulting in limited access to the heath. In fact, the main source of greening is from the small front garden areas and street and private trees, which are numerous in some streets and almost non-existent in others. The urban character of the area is reinforced by busy traffic passing along Constantine Road, Agincourt Road and Mansfield Road, and by distant views of the Royal Free Hospital on Pond Street.



The majority of residential properties within this sub area conform to one basic plan form and period of development. The main building type is the three-storey house, without basements, which generally forms part of a terrace. The buildings are flat fronted with a projecting bay window over two storeys, recessed paired entrance doors, visible pitched roofs and prominent chimney stacks and party walls, and original two or three storey part width rear extensions. The quality and variety of materials and level of detailing applied to each terrace gives an indication of its original status within the hierarchy of the estate.

## 1.2 RELEVANT PLANNING & APPEAL HISTORY

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### 1.2.1 PREVIOUS PLANNING APPLICATIONS

The relevant property does not have previous Planning Applications submitted to Camden Council. This is the first time the owner is going to apply for any external or internal alteration.

### 1.2.2 PRE-PLANNING APPLICATION RELATED TO THIS PROPOSAL:

A pre-planning application was submitted prior to this application in order to seek Camden's Council advice regarding the proposed changes at No. 100 Constantine Road. A site visit was undertaken by the Case Officer Stuart Clapham on 29<sup>th</sup> August 2018 and a report was received on 31<sup>st</sup> August 2018.

These are the main characteristics assessed in the officer's report:

Principle of Conversion: Assessment.

*The continued use of the property for housing would be in line with Local Plan policy H1. The conversion of 1 x 5 bedroom dwelling (lower priority) to 1 x 2 bedroom and 1 x 3 bedroom market-rate dwellings (both high priority) would be supportive of the council's dwelling size priorities. **The principle of the conversion of the house into 2 x dwellings would therefore be considered acceptable.***

Quality of accommodation: Assessment.

- *Flat 1 has a logical layout and meets the nationally described space standard for a 2 bed 3 person dwelling. It has a functional dual aspect, adequate natural light and outlook and retains the outdoor amenity space (garden) of the original house. The bedroom sizes meet the required standard for 1 x single and 1 x double bedroom. While the overall design meets council expectations for high quality homes, it is noted that limited built-in storage is provided. This should be addressed prior to submitting any full application.*
- *Flat 2 has a logical layout and meets the nationally described space standard for a 3-bed, 6-person dwelling. It has a functional dual aspect, adequate natural light and external amenity space. The bedrooms meet the space standard for 2 x 2 person bedspaces and 1 x 1 person bedspace. Overall, it is considered to meet requirements for high quality accommodation. Overall, the proposed development would result in a good standard of accommodation for future residential occupiers, subject to reviewing the storage provisions in Flat 1.*

Design and heritage: Assessment.

- *Roof dormer*

*The proposed dormer window would measure 3m (D) x 4m (W) x 2.2m (H). It would be set off 470mm from the boundary with no. 98 and no 102, and 250mm from the eaves. It would not be set off from the roof ridge. Roof materials are described in the drawings as "to match existing", which is understood to mean matching roof tiles to the dormer front elevation and cheeks, and a flat roofing materials to the roof of the former. The dormer structure would contain two sash windows and a French door (to the*



proposed roof terrace). The scale of the dormer is considered to be bulky, and resulting in the removal of almost all of the rear roof slope of the host building and extending up to the eaves (presumably to ensure a 2.2m ceiling height for the resulting room). Nevertheless, it is noted that the dormer would be sited on a roofscape which is characterised by large rear roof extensions (both to the east and west of the site along the terrace), all of which extend upwards to the roof eaves. The mid-terrace location of the roof dormer would mean that this roof dormer is not visible from public views and would not be overly prominent on the roofscape from as seen from private views. The proposed use of matching tiles and fenestration detail would be considered sympathetic to the host building and character and appearance of the street. **As such, the massing and detail design of roof dormer would not be considered harmful to the character and appearance of the conservation area.** The fenestration material is not noted on the drawings provided. The use of timber window and door frames would be considered acceptable considering the siting and Conservation Area context. Please note that council policy would require the refusal of applications proposing the use of uPVC framed fenestration on aesthetic and sustainability grounds. The proposed roof terrace would be sited on a flat roof on a streetscape characterised by roof terraces covering the whole of the rear closet wings of neighbouring properties to the east and west. The principle is therefore considered acceptable in design terms. The proposed steps down to the roof terrace would be consistent with neighbouring roof terraces. The absence of a parapet wall would, however, unacceptably exacerbate the prominence of the metal balustrade. A parapet wall would need to be incorporated in order for the roof terrace to be supported by the council.

#### Neighbour amenity: Assessment

The proposed roof dormer and roof terrace would result in new outlooks over the rear gardens and to windows at the first and second floor rear level at a distance of 12m (from the host building) and 6m (from the end of the outrigger). It is however noted that these windows are both already overlooked by other windows in the host building at a similar distance. Outlook from the roof terrace and roof dormer to these windows would furthermore be angled vertically and horizontally so as not to have a direct view. As such, it is not considered that either the roof terrace or dormer roof would result in significant additional overlooking or excessive harm to the privacy of neighbouring residential occupiers. Considering the residential nature of the roof terrace, it is not considered that it would result in harmful levels of noise or artificial light pollution. No aspect of the development would result in harmful levels of overshadowing to neighbouring properties.

#### Transport: Assessment.

The current London Plan (2016) would require the provision of 2 x secure, covered parking spaces per dwelling. The proposed drawings show space for 3 x cycles, and as such would not be policy compliant. Furthermore, additional details would be required demonstrating how these spaces meet the criteria of being secure and covered. It is further noted that the cycle parking spaces would appear to impede access to the refuse storage area and the manoeuvring of bins. This aspect of the scheme should be reviewed prior to the submission of a full application. The council would only consider the transport impacts of the development to be acceptable where the two resulting dwellings are secured as car-free through a legal agreement. The only exception to this would be where it is demonstrated to the satisfaction of the council that the existing occupiers will be returning to the property following redevelopment, in line with explanatory note 10.20 of the Local Plan (2017). This would typically require the submission of an affidavit stating the intention of the current inhabitants to return following redevelopment.

**OFFICER'S CONCLUSION:**

*The conversion of the dwelling into two flats (1 x 2-bed and 1 x 3-bed) is considered acceptable in principle and would provide an acceptable quality of accommodation subject to amendments to internal storage provision. The principle of the loft extension and roof terrace are both acceptable, subject to detailing of acceptable fenestration materials and amendments to the terrace balustrade to incorporate a parapet wall. The applicant should review the cycle parking provision such that it is demonstrated how it will be secure and covered, and that it does not impede access to refuse storage.*

*Any approval of the scheme would be subject to a legal agreement with the council for the development to be secured as car free.*

**1.2.3 SIMILAR PLANNING APPLICATIONS IN CONSTANTINE ROAD**

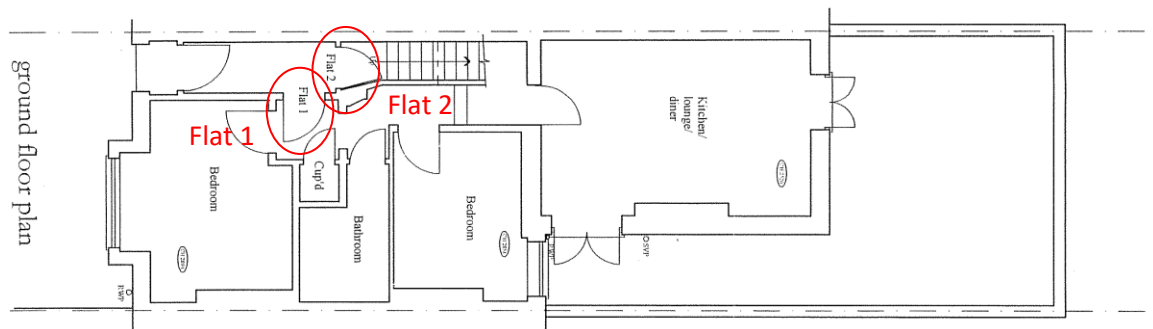
There are other properties with planning applications related to flat conversions and roof extensions with dormer in the area:

**Property No. 82 Constantine Road.** 2017/2650/P. Full planning permission granted 21/08/2017.

“Erection of rear dormer window with access door, creation of roof terrace with balustrade at 3rd floor level and installation of two front rooflights. “

**Property No. 82 Constantine Road.** 2016/5543/P. Lawful Development Certificate (Existing). Granted. 26/10/2016.

“Use as 2 self-contained residential units (1 x 2, 1 x 5 bed) at ground, 1st and 2nd floor levels (Class C3)”



**Property No. 84 Constantine Road.** 2016/6216/P. (Retrospective). Householder planning permission granted 16/08/2018

“Retention of rear roof dormer and 3 x front rooflights as built

**Property No.86 Constantine Road.** 2015/6381/P. Householder permission refused 23/03/2018. Allowed on appeal 20/07/2018.

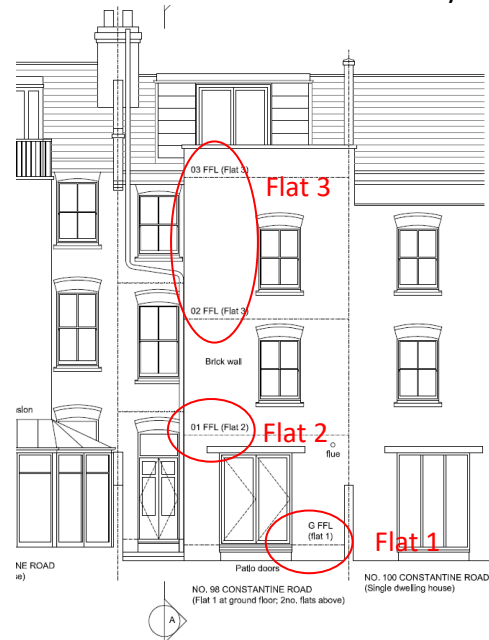
“Erection of rear dormer window, creation of terrace at 3rd floor level with installation of a metal balustrade and access door and 3 front rooflights.”

**Property No.92 Constantine Road.** 2011/6264/P Householder permission granted 13/02/2012.

“Erection of dormer roof extension at rear and installation of two conservation style rooflights to front roof of dwelling house (Class C3).”

**Property No. 98 Constantine Road.**  
E9/6/22. Full Planning Application. Granted.  
26/10/1988.

“Change of use and works for conversion to form two self-contained flats and a self-contained maisonette including the installation of dormer windows at the front and rear, and the raising in height of the second-floor rear addition in conjunction with the formation of a roof terrace.”



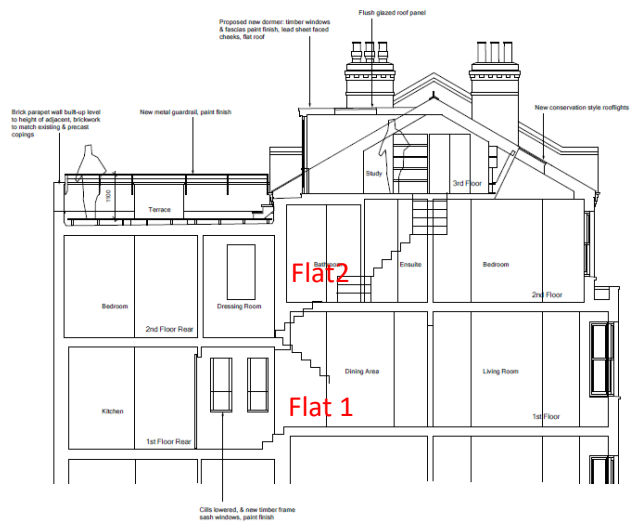
**Property No. 102 Constantine Road.** 2011/4306/P. Full Planning Application. Granted. 7/11/2011.

“Conversion of 2 x one bedroom self-contained flats into a 1 x two bedroom flat at first and second floor level including loft conversion to provide living space; alterations to include replacement of existing rear dormer with new rear dormer with French doors and rooflight, replacement of existing balustrade and raising of rear parapet, enlargement of two side facing windows, new walk on rooflight to roof terrace and new rooflights to front roof slope to residential flat (Class C3).”

Note that this application is for the upper flat, which means that it was already converted into 3 flats. Currently is converted into 2 flats. Same scheme proposed for No.100

Also, note that they proposed a rear roof terrace and it was granted.

Also, there can be found many examples of top terraces at the rear of the properties in Constantine Road, as it can be seen in the image below:



Proposed Section A-A  
scale 1:50@A3



**Property No. 102 Constantine Road.** 2011/4306/P. Full planning permission granted 07/11/2011.

“Conversion of 2 x one bedroom self-contained flats into a 1 x two bedroom flat at first and second floor level including loft conversion to provide living space; alterations to include replacement of existing rear dormer with new rear dormer with French doors and rooflight, replacement of existing balustrade and raising of rear parapet, enlargement of two side facing windows, new walk on rooflight to roof terrace and new rooflights to front roof slope to residential flat (Class C3)”.

## 1.3 RELEVANT LOCAL PLAN POLICIES

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- National Planning Policy Framework (2018)
- London Plan (2016)
- Camden Local Plan (2017)
  - H1 – Maximising housing supply
  - H6 – Housing choice and mix
  - H7 - Large and small homes
  - D1 – Design
  - D2 – Heritage
  - A1 – Managing the impact of development
  - T1 – Prioritising walking, cycling and public transport
  - T2 – Parking and car-free development
- Supplementary Guidance (2015)
  - Camden Planning Guidance (CPG)
    - CPG - Design (July 2015 updated March 2018)
      - Section 5.11, Dormer windows
      - Section 5.23-27, Roof terraces
    - CPG Amenity (March 2018)
    - CPG 7 – Transport (March 2011)
      - Section 5 – Car free development
      - Section 9 – Cycle parking
- Mansfield Conservation Area Appraisal and Management Plan (2008)

## 1.4 PROPOSAL

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The proposal is for the conversion of a single dwelling house into 1 x 3 bed flat and 1 x 2 bed flat, erection of dormer roof extension and use of second floor outrigger roof as roof terrace with associated parapet.

Flat 1 is a 2 bedroom unit spread over 2 storeys (ground floor and part first floor). Flat 2 is a 3 bedroom flat spread over 3 storeys (part first floor, second floor and loft level).



### FLAT 1

- Level: Gr. & First Floor (2 storey)
  - No. of bedrooms: 2b (3p)
  - Min. required G.I.A.: 70 sqm
  - Proposed GIA: 71 sqm
  - Amenity space: 25.75sqm (rear garden)
  - Single bedroom area: 9sqm > 7.5sqm
  - Single bedroom width: 2.4m > 2.15m
  - Double bedroom area: 13sqm > 11.5sqm
  - Double bedroom width: 3.15m > 2.75m
  - Living/kitchen area: 25.9 sqm > 25 sqm
  - Width of the main sitting area: 3.7m > 2.8m
  - Built-in storage: 2.9sqm > 2sqm.
  - Corridor width is > 900mm.
- When approach is head-on, opening width in all doors is > 750mm. When approach is not head-on, opening width in all doors is > 800mm.
- Entrance door min. clear op. is > 775mm

### FLAT 2

- Level: Gr., First, Second Floor & Loft (4 storey)
  - No. of bedrooms: 3b (6p)
  - Min. required G.I.A.: 108 sqm
  - Proposed GIA: 138 sqm
  - Other proposed areas:
    - Roof terrace: 17.3 sqm
  - Single bedroom area: 9.2sqm > 7.5sqm
  - Single bedroom width: 2.25m > 2.15m
  - Double bedroom area: 15.7 & 18.4 sqm > 11.5sqm
  - Double bedroom width: 3.3 & 3.6 m > 2.75m
  - Living/kitchen area: 42.2 sqm > 31 sqm
  - Width of the main sitting area: 4.9m > 3.2m
  - Built-in storage: 6.45sqm > 2.5sqm.
  - Corridor width is > 900mm.
- When approach is head-on, opening width in all doors is > 750mm. When approach is not head-on, opening width in all doors is > 800mm.
- Entrance door min. clear op. is > 775mm



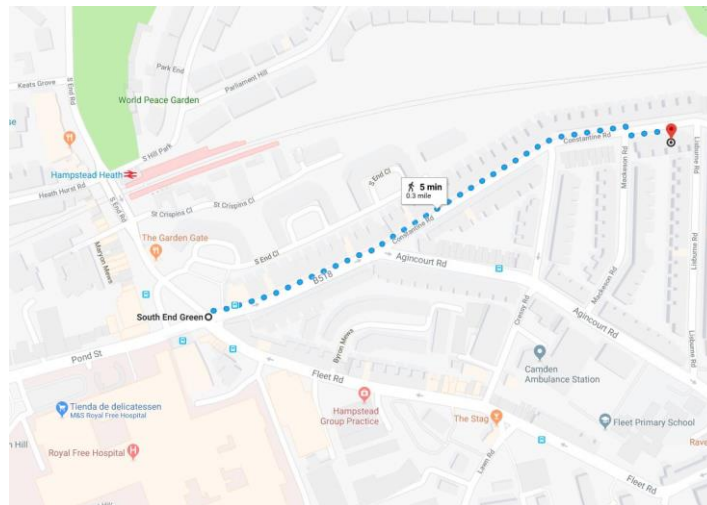
## 2. DESIGN STATEMENT

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### 2.1 PLANNING CONSIDERATION

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- The building is located at 100 Constantine Road just 5 min walk from Fleet Street. That part of Constantine Road (where number 100 is located) runs roughly East-West in direction. The site is rectangular in shape with access for pedestrians and vehicles.



- Constantine Road is located close to local shops and amenities on Fleet Street and South End Green Road, while all transport links to the City are within easy reach. The nearest train station is overground Hampstead Heath Station.
- In this section of Constantine Road, all properties are of similar architectural characteristic, and are terraced mirrored houses.
- The property is not a listed building, but it is situated within a conservation area called Mansfield 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

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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 divide the property into 2 flats. There will be changes on the internal layout and the use of the property will continue being residential. The new construction is not blocking any neighbouring window, and it does not block any entrance or access to the dwelling.

The new rear terrace on top of the last level (with access from the new loft conversion) matches the neighbouring terraces (already approved by the council). The handrail for the proposed terrace has been set back 500mm from each side to avoid overlooking other properties. This terrace will work as amenity space for the upper flat, whereas the rear patio on the ground floor will belong to the lower flat.

The front garden and entrance hall will be shared communal space for both flats.

## 3. DESIGN

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The building will contain a total of 2 flats with the following internal spaces:

### FLAT 1:

2 bedroom flat spread over 2 levels. (ground floor and part-first floor levels)

Comprises: 2 bedrooms, 1 toilet, 1 shower room, 1 living room / kitchen, 1 storage and direct and private access to rear garden.

### FLAT 2:

3 bedroom flat spread over 3 levels. (part-first floor, second floor and loft floor levels)

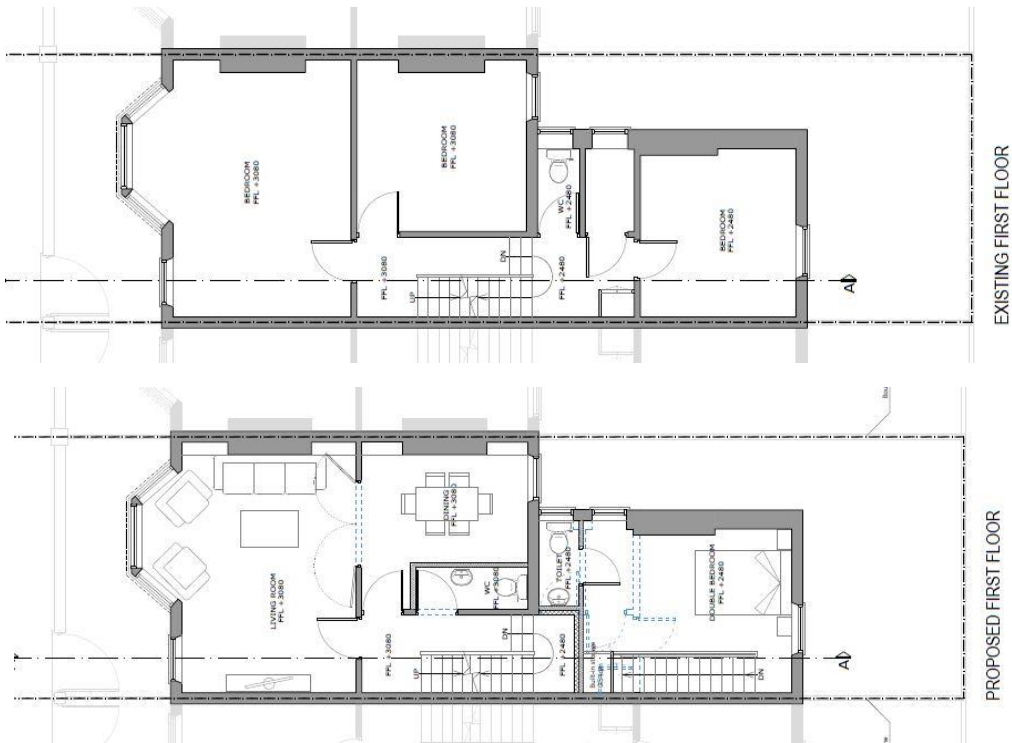
Comprises: 1 living room / dining, 2 toilet, 1 bathroom, 1 shower room, 3 bedrooms, 1 storage and direct and private access to rear roof terrace.

See plans below:





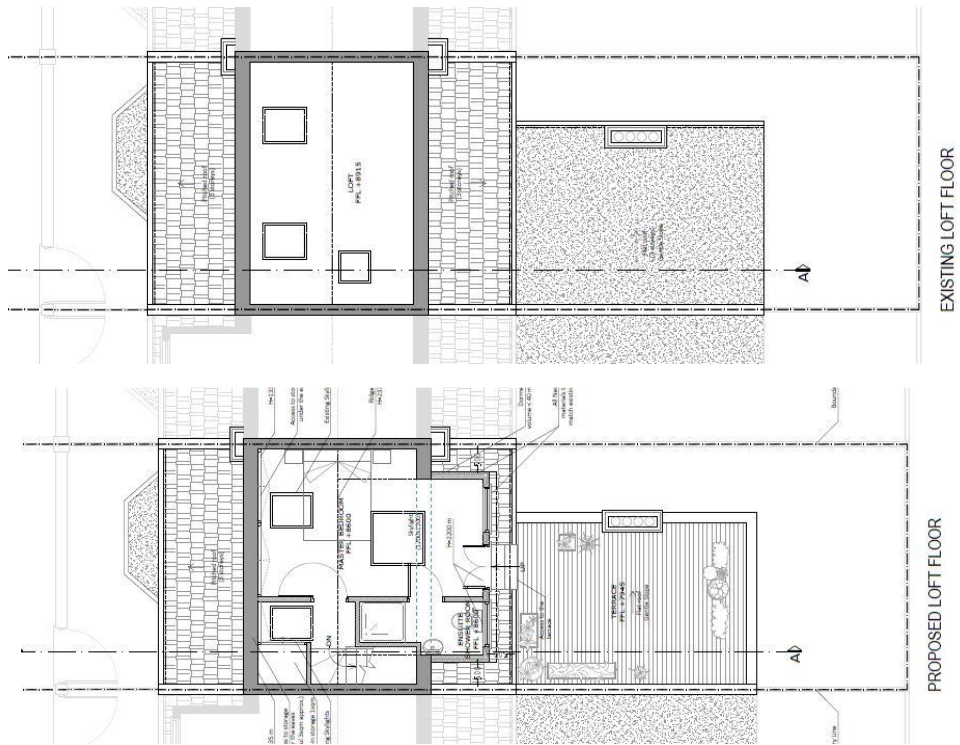
Existing and proposed GROUND FLOOR LEVEL (FLAT 1)



Existing and proposed FIRST FLOOR LEVEL (PART FLAT 1 AND PART FLAT 2)



Existing and proposed **SECOND FLOOR LEVEL (FLAT 2)**



Existing and proposed **LOFT FLOOR LEVEL (FLAT 3)**

All rooms will meet the minimum space standards.

No extensions have been proposed and only the loft will be converted (adding a rear dormer) to use it as habitable space for the upper flat.

It is important to remark that the loft extension (dormer) has been considered to be acceptable by the officer assigned during the pre-application advice requested to the council. This is due to the existence of other 4 rear dormers belonging to the 2 adjoining properties to the right-hand side and to the other 2 adjoining properties to the left-hand side from the property No.100. See drawing below:



EXISTING GENERAL REAR ELEVATION



PROPOSED GENERAL REAR ELEVATION

The design of the proposed fenestration for the rear dormer at No.100 follows (when physically possible) the council recommendation of having new windows matching the existing ones in the levels below. The new windows will be timber frame sash windows matching existing ones in the property.

Space for waste and bins for each flat has been had into consideration, locating the bins on the front garden (the same position that all the surrounding buildings have chosen) so that they can be easily collected from the street. Space for bicycles has been proposed also at the front garden, even when the property is located in an area which is well connected to public transport (overground train, underground train and bus lines). It would be secured and sheltered for 4 bicycles.



On the ground floor, the rear patio will stay as it is with access just from the proposed lower flat. The front garden will be used by both units, the same as the entrance hall. The new loft conversion and access to the proposed rear roof terrace will belong to the upper flat.



Rear garden



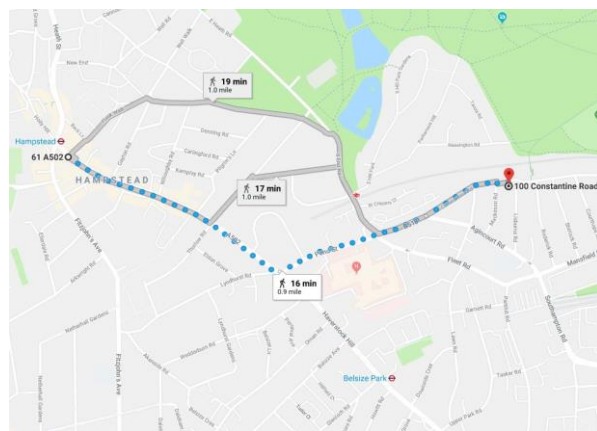
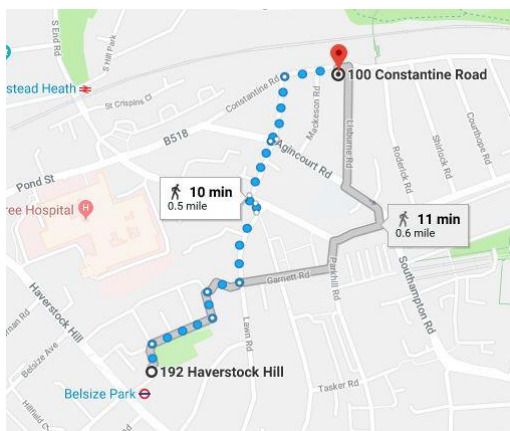
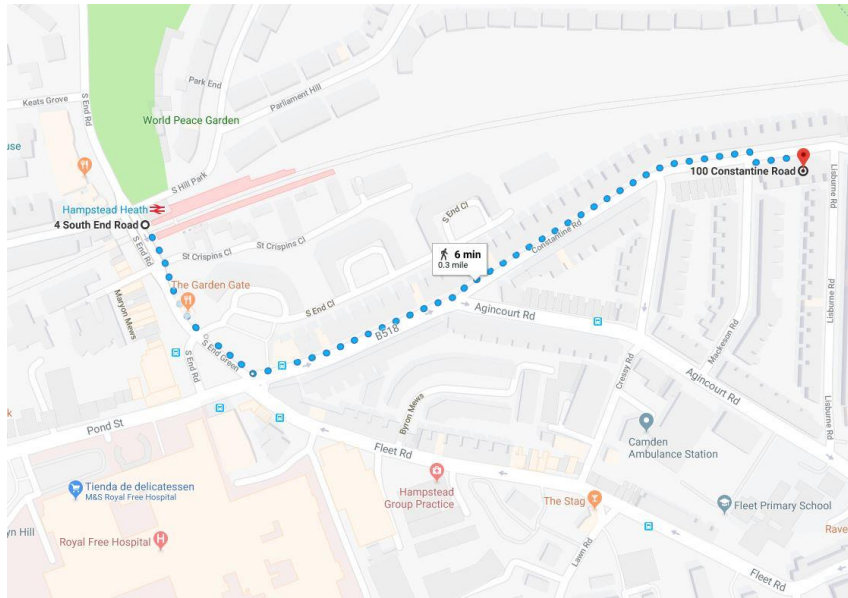
Front garden

## 4. ENERGY STATEMENT

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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.

## 5. 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 Constantine Road, a two-way street with public parking bays on both sides. The architectural changes will be within the existing building. Each flat will have an independent access from a main communal entrance.

**Public Transport:** The site is located within 6 min walk from Hampstead Heath overground station, 10 min walk from Belsize Park underground station and 16 min walk from Belsize Park underground station. Also the site is located within 5 min walk from Fleet Street where bus stops are located.

## 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 Constantine Road in front of the considered property number 100. This street also comprises two pavements in good condition and with no appreciable slope.

**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 communal indoors entrance there is not 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 staircases as it will belong to Flat 2. Flat 1 will have a new internal staircase which will also comply with the regulations.

**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. It has not been modified.

**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 every flat could have a bed space on the entrance level.

**CR10 Entrance level WC (compliant)**

The flats 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 the previously developed land on this site with the addition of much needed residential units. 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 dormer on the loft level.

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

The loft conversion will be mainly constructed with the same materials to match the existing roof without resulting in any material harm to the amenities. New windows will be timber frame matching original ones.

The loft extension (dormer) has been considered to be acceptable by the officer assigned during the pre-application advice requested to the council.

The roof terrace has also been accepted in that same report. Check officer's comments regarding these and other matters in the pre-application report.

The proposed development of 1 additional residential flat will provide allow additional occupants and will also benefit the community by adding more units to the housing stock within the area. The mix of units (1x2bed flat + 1x3bed flat) is considered as acceptable and complying with the council policies The increased residential occupancy will serve to benefit the commercial viability and vitality of the area. The mix of units is reasonable, including in the proposal 1x2 bedroom flat and 1x3 bedroom flat.

Cycle spaces have been provided in relation to the new residential units. Also, space for the bins will be provided in the front garden.

The proposed flat conversion involving the upgrade of the loft space to make it habitable 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 and follows other examples in the same street in terms of materials, shape and size for the external alterations as well as for the mix of units.

It is important to remark that the owners will continue being the occupants of the upper flat and they request to maintain their right of parking permit in the area.

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

**PICTURES**



Main entrance. Front garden.



Side alleyway.



Rear garden.





Front façade.



Rear facade



Existing internal staircase



Existing loft space. Non-habitable space.