

# DESIGN & ACCESS STATEMENT

## 39 Greencroft Gardens, London , NW6 3LN

Proposed conversion of single dwelling house into two residential units (C3) with a single storey rear extension at lower ground floor level

November 2019



## 1.0 Introduction / Site description

The application site comprises a four storey mid-terrace red brick late Victorian property on the south side of Greencroft Gardens which is in use as a single dwelling house. In common with the wider building group, the property has a raised ground floor level with a three storey front bay and decorative brickwork. The property benefits from a private rear garden.

The property is located within the South Hampstead Conservation Area and is designated as making a positive contribution to the wider area. The Conservation Area statement area places Greencroft Gardens in the 'Central Wedge' character, *'the heart of the conservation area these properties are some of the most ornate and attractive in the area, with lively roofscapes, timber and ironwork porches, typically late 19th century multi-paned sashes and gaps between houses contributing to character'*.

## 2.0 The Proposal

A pre-planning application enquiry was submitted to Camden Council for the proposals and a written response was received in June 2019. ( Reference 2019/1490/PRE )

The applicant has followed the recommendations within the written report with the conclusion copied below for reference. This planning application is being submitted with amendments which directly address the points that were raised.

### 14. Conclusion

*The Council would be supportive of the subdivision of the existing property. The lower ground rear extension is considered to be acceptable; however, it is recommended that the part-width bay feature at ground floor level is retained. This is a distinctive feature that has remained across the terrace and its loss would therefore be detrimental to the host property and wider building group. The circular window would also appear incongruous and should be removed. In addition, 3 cycle parking spaces should be provided for the 2 flats in a secure, covered and accessible location and in accordance with the guidance of CPG Transport.*

The proposal would involve sub-dividing a single dwelling house into 2 self-contained flats, resulting in an uplift of one new unit. The priority land use of the Council's Local Plan is self-contained housing and therefore the subdivision is acceptable in principle subject to the quality of residential accommodation.

The flats would be laid out as follows:

- Flat 1 - 4-bed (179 sqm) – ground to second floor
- Flat 2 - 2-bed (83 sqm) – lower ground floor

The Council expects development to provide high quality housing that provides secure, well-lit accommodation with well-designed layouts and rooms in accordance with guidance provided by Policy H6 (housing choice and mix) and CPG (Housing). The London Plan 2016 sets out Nationally Described Space Standards which all new dwellings must meet. Table 1 of the space standards sets out the minimum gross internal floor areas (GIA) expected for various dwelling sizes. The size of the proposed units have been assessed against these standards and all comply.

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

### Quality of proposed accommodation

Both units would be dual aspect and would receive good levels of outlook, daylight and ventilation.

### Dwelling Mix

The Council's priority dwelling size is for 2 and 3-bed units which are noted as being very high priority, compared to 1-bed and 4-bed units which are lower priority. The proposal is for 1x2-bed and 1x4-bed. On balance the dwelling mix can be supported at application stage.

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Social-affordable rented	lower	high	high	medium
Intermediate affordable	high	medium	lower	lower
Market	lower	high	high	lower

## 3.0 Design and Conservation

### Erection of rear extension

It is proposed to construct a single storey extension of 4m depth at lower ground floor level. Despite being full width, it would be clearly subordinate to the four storey host property and as such is considered to be acceptable in terms of scale.

The details design shows double doors with a set of three sash windows to match the existing situation. The windows should be of timber frame construction.

There are several extensions of a similar scale and/or larger along this side of Greencroft Gardens and so the proposed development would not disrupt the pattern of rear development. The extension would involve the removal of an external spiral staircase which obscures the rear elevation at lower ground floor level.

### 4.0 Amenity

The proposed rear extension would be of an acceptable height and depth for there to be no adverse impact on the outlook or daylight / sunlight of neighbouring properties.

## **5.0 Transport considerations**

### **Car parking**

Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. Where it can be demonstrated that the existing occupier is returning once the development is completed – as it is understood to be the case here to one of the units - then it may be possible to retain existing parking permits subject to satisfactory evidence.

The Council would require the new flat to be car-free which would be secured as a Section 106 planning obligation if planning permission is granted.

### **Cycle parking**

Policy T1 of the Camden Local Plan requires development to provide cycle parking facilities in accordance with the minimum requirements of the London Plan and the design requirements outlined in Camden Planning Guidance CPG7 – Transport

The London Plan 2016 cycle parking standards (Table 6.3) requires one cycle parking space for units with 1 bedroom and two cycle parking spaces for residential units with more than 1 bedroom. Storage for bicycles has been within the boundaries of the site.

A secure and covered cycle storage facility has been included within the front light well as shown on the drawings submitted with this planning application. Three spaces have been proposed as part of the development.

## **6.0 Sustainability**

The Council seeks to ensure that development does not increase flood risk and reduces the risk of flooding where possible, through the incorporation of water efficiency measures (policy CC3). The development will be designed to be water efficient. This will be achieved through the installation of water efficient fittings and appliances (which can help reduce energy consumption as well as water consumption) and by capturing and re-using rain water and grey water on-site. Residential developments are expected to meet the requirement of 110 litres per person per day (including 5 litres for external water use). Refurbishments are expected to meet BREEAM water efficiency credits.

## **7.0 Landscaping and drainage**

Policies D1 and CC2 of the Local Plan encourage sustainable urban drainage systems, green roofs and walls and high quality hard and soft landscaping.

## **8.0 Refuse and recycling**

Adequate facilities for recycling and the storage and disposal of waste will be provided within the front light well for the two flats.

## **9.0 Planning obligations/ CIL**

The following Section 106 planning obligations would be required if planning permission were granted:

- Car free development.

### **CIL**

This application would be liable for both the Mayoral and Camden CIL as the proposal results in the creation of a new dwelling or 100sqm of additional floor space.

## **10.0 Conclusion**

The Council have confirmed within their pre-planning application report that they would be supportive of the subdivision of the existing property and that the lower ground rear extension would be considered to be acceptable satisfying the relevant planning criteria and policies.

The applicant kindly requests the Council to consider the proposals within this light and offer to grant resolution for approval at officer level.