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Preface

The following Design & Access Statement has been prepared by Trevor Brown Architect Ltd in accordance with Camden Council Local Development Framework and SPD and is to be read in conjunction with the accompanied planning drawings:

Site:

155_0000 - Location Plan
155_1000 - Site Plan

Existing Drawings:

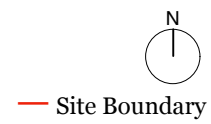
155_0001 - Existing Ground Floor & First Floor
155_0002 - Existing Second Floor & Roof Plan
155_0100 - Existing Sections
155_0200 - Existing Elevations

Proposed Drawings:

155_1001 - Proposed Ground & First Floor Plans
155_1002 - Proposed Second Floor & Loft Plans
155_1003 - Proposed Roof Plan
155_1100 - Proposed Sections
155_1200 - Proposed Elevations



Site Plan



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Rear elevation



Interior



Front elevation



View of Hartland Road

1.0 Introduction

Trevor Brown Architect has been instructed by the client to prepare a Full Planning Application for the proposed alterations to their 3-storey property at 32 Hartland Road, London, NW1 8DD.

The brief for the proposed works include:

1. To refurbish and remodel the property.
2. To convert the existing roof terrace to a habitable loft space with dormers
3. To separate the ground floor unit from the upper floors for an additional dwelling, which will be rented out. The upper floors will be the primary residence of the owner for at least 3 years.

In Accordance with requirements under paragraph 128 of National Planning Policy Framework (NPPF), this report establishes the significance of the relevant context and assesses the impact of the proposed development on its significance.

No.32 Hartland Road is an end of terrace property adjacent to the overground railway line and according to the Camden Policies Map 2020, it does not fall within any Conservation Area.

2.0 Historic development & context

2.1 Camden Town

At the heart of the borough lies Camden Town. Named after Charles Pratt, the first Earl Camden, who started its development in 1791, Camden Town began life as little more than a handful of buildings beside a main road. Camden Town's expansion as a major centre came with the opening of the Regent's Canal to traffic in 1820

Improvements to transport provided employment for the local population, which, by the end of the 19th century, had grown significantly. Many streets were changed when new housing developments and schemes were introduced in the 1960s. The conversion of Camden Lock's wharves and warehouses on the Regent's Canal to craft markets in the 1970s ensured Camden Town's future as one of London's top tourist attractions.

Chalk Farm was originally a farmhouse and later a tavern set in fields. Soon after 1840 housing and shops were developed in Regent's Park Road but the building still survives as a restaurant. (www.camden.gov.uk)

2.1 Hartland Road

The north side of Hartland Road comprises of Georgian and Victorian terraces, some of which are 2 story terraces with mansard roofs and homers (no.s 1-33) and some 3 story terraces (no.s 37-55) from Chalk Farm Road up to the railway viaduct.

The south side on the other hand, comprises of a variety of building types including 20th C Hawley Mews and contemporary infilled additions. No. 28 was formerly a two story house which was demolished and rebuilt to establish some continuity alongside no.s 30 & 32 to form a terrace in 2012, which already took into account the consented planning applications for roof extensions of the adjacent properties in its design.

3.0 Existing Building

The existing building is an end of a small terrace late 19th C Victorian dwelling. It is currently a 3 story property sitting on a 185 sqm plot adjacent to a railway viaduct.

3.1 Front elevation

The front elevation is a three-storey partly rendered brickwork facade from London stock bricks. There are no particular ornate elements except for the rendered ground floor level and rendered window surrounds and cills in light blue colour.

All windows are painted timber sash windows in a darker blue colour.

3.2 Rear elevation

The rear elevation consists of London stock bricks similar to the front elevation.

All windows are painted timber sash windows in a darker blue colour similar to the front elevation.

The outrigger consists of brickwork painted in white colour and a glazed pitched roof.

3.3 Side elevation

The side elevation is rendered full height and does not consist of any openings.

The side elevation of the outrigger consists of white painted brick similar to its rear elevation.

3.4 Roof

The roof of the street facing main part of the building is a flat roof terrace, hidden behind a parapet towards the street. The original roof has been demolished and replaced with a flat roof and skylight access.

The outrigger has a mono pitched glazed roof.

3.5 Interior

The interior is in a dilapidated state and requires a full refurbishment.

4.0 Policy

The design follows the direction and compliance set out in the policies listed below:

- National Planning Policy Framework (2019)
- Camden Local Plan (2017)
- Camden Planning Policy Supplement: Altering and extending your home (2019)
- Camden Planning Guidance CPG1 & CPG2 (2018)

4.1 National Planning Policy Framework

The National Planning Policy Framework sets out the government's planning policies for England and how these should be applied, providing a framework within which locally-prepared plans for housing and other development can be produced.

Paragraph 127 states that developments should be sympathetic to local character, function well, and add to the overall quality of the area whilst being as a result of good architecture, layout and appropriate and effective landscaping, creating places that offer a high standard of amenity for existing and future users.

4.2 Camden Planning Policy Supplement: Altering and extending your home, March 2019.

*4.1 Rooflights, additional storeys, dormers, mansards, terraces, balconies and other roof alterations are likely to be **acceptable** where:*

- *There is an established form of roof addition or alteration to a terrace or group of similar buildings and where continuing the pattern of development would help to re-unite a group of buildings and townscape;*
- *Alterations are architecturally sympathetic to the age and character of the building and retain the overall integrity of the roof form;*
- *There are a variety of additions or alterations to roofs which create an established pattern and where further development of a similar form would not cause additional harm.*

4.3 Camden Planning Guidance CPG1

5.7 Additional storeys and roof alterations are likely to be **acceptable** where:

- There is an established form of roof addition or alteration to a terrace or group of similar buildings and where continuing the pattern of development would help to re-unite a group of buildings and townscape;
- Alterations are architecturally sympathetic to the age and character of the building and retain the overall integrity of the roof form;
- There are a variety of additions or alterations to roofs which create an established pattern and where further development of a similar form would not cause additional harm.

5.0 Planning History

5.1 Applicants site

Ref. 2005/3230/P

- Erection of roof extension including roof terrace at the rear of dwelling house (class C3).
- Planning Granted
- Reasons:

The proposed development is in general accordance with the policy requirements of the adopted London Borough of Camden Unitary Development Plan 2000, with particular regard to policies EN1, EN13, EN19 and EN24. For a more detailed understanding of the reasons for the granting of this planning permission, please refer to the officers report.

5.2 Neighbouring houses

30 Hartland Road

Ref. 2013/6622/P

- The erection of a roof extension, including the installation of two sash windows to the front and a fully glazed rear elevation with doors opening onto a balcony for the existing dwelling house (Class C3).
- Planning granted
- Reasons:

The proposed design would match the planning decision approved for the adjoining premises, notably, (No.32) in 2005 and would be identical to the application granted consent for the subject property under application (2005/3327/P) that was granted consent on the 30/09/2013.

The mansard roof proposed would be hung with Welsh slate and the London stock bricks that would match the aesthetics of the existing property. To the rear the parapet would be raised to match No. 32, a timber fence would be erected on the parapet wall, also matching No. 32.

The rear elevation of the roof extension would be set back approximately 2.0m from the parapet. The mansard roof extension and rear roof terrace would therefore be in accordance with DP24 of the LDF. The proposed mansard roof extension would measure approximately 5.0m (width) x 2.0m (height), the 2 x windows to the rear elevation would be approximately 1.3m (width) x 1.3m (height). The proposed terrace to the rear would be approximately 1.6m (depth) and 4.9m in (width).

The proposed windows to the front elevation would be wooden sash and the doors to the rear are a mixture of fix panel doors and French door that would measure approximately 4.9m. However, the French door would open by approximately 1.6m (width). The site is not within a designated conservation area, the railway viaduct runs along the rear of the terrace and if any of the occupants of the Hawley Road terrace with gardens can see the roof, it would only be a glimpse at an oblique angle. The street, whilst not especially narrow, is not of such a width or setting that allows prominent views of the front elevation.

Amenity It is considered that works proposed to the front and rear would not have an adverse visual impact on the building or surrounding area. The symmetry of Nos. 32 and 30 would be restored. There would be no views into neighbouring properties from the terrace, loss of sunlight/daylight or increased sense of enclosure. The scheme would not have a detrimental impact on local amenity, the proposal is therefore considered to comply with policies CS5 and DP26.

Officer's Delegated Report

Ref. 2009/3327/P

- The erection of a roof extension, including the installation of two sash windows to the front and a fully glazed rear elevation with doors opening onto a balcony for the existing dwelling house (Class C3).
- Planning granted

Ref. 2005/1826/P

- Erection of a single storey rear extension.
- Planning granted

28 Hartland Road

Ref. 2010/3743/P

- Erection of a three storey semi detached dwelling house following the demolition of existing two storey single dwelling house (C3).
- Planning granted
- Reasons:

The three storey building would match the height of buildings on both sides of Hartland Road and others along Hawley Road. The size and bulk of the development would not result in an unduly dominant structure that would look out of place in the street scene.

It would not therefore be in breach of UDP policies B1 (general design) and B3 (extensions) or supporting Planning Guidance. It would maximise the potential for development of the site for housing, and would enhance flexibility and adaptability of the property both encouraged by policies H1 (new housing), H8 (mix of sizes) and H7 (lifetime homes).

The application is considered to be in compliance with policy SD6 (amenity), on condition that side windows are obscure glazed and fixed shut.

Officer's Delegated Report



Proposed front & rear elevations from 2010/3743/P D&A Statement, STA

32 Hartland Road

6.0 Proposed works

The proposed works will include:

4. Refurbishment and remodelling of all floors
5. Demolishing and replacing the roof terrace to convert it into a habitable mansard loft space with dormers
6. The proposed front dormers are aligned with and sympathetic to the existing front windows on the floor below
7. The proposed rear dormer is a balcony terrace to retain its current views towards the iconic railway
8. The rear outrigger is to be replaced with a rear extension
9. Both the mansard loft and rear extension do not create additional sense of enclosure to its neighbouring properties nor does it result in the loss of privacy to adjoining dwellings

The interior is remodelled to separate the property into two units to accommodate an additional dwelling. The intention is to keep the maisonette as a primary residence and rent the ground floor flat.

The proposed development has been designed alongside relevant policies shown in section 4.0 of the *Camden Planning Policy Supplement: Altering and extending your home, March 2019*.

6.1 Use

No.32 Hartland Road's existing and proposed uses are of a single and double residential dwellings respectively (Use Class C3)

6.2 Amount

1. The application's site area is 185 sqm
2. The existing area of curtilage not covered by building, including the proposed extension, is approximately 130 sqm
3. The proposed roof and ground floor rear extensions will not be more than 50% of the total curtilage area

6.3 Front elevation

A new mansard roof will be erected behind the existing parapet, which will remain unaltered. This will minimise the change to the front elevation. The shape of the new roof will be sympathetic to the surrounding area its detailing will match the existing building. The front dormer windows will be aligned to the existing windows below.

6.4 Rear elevation

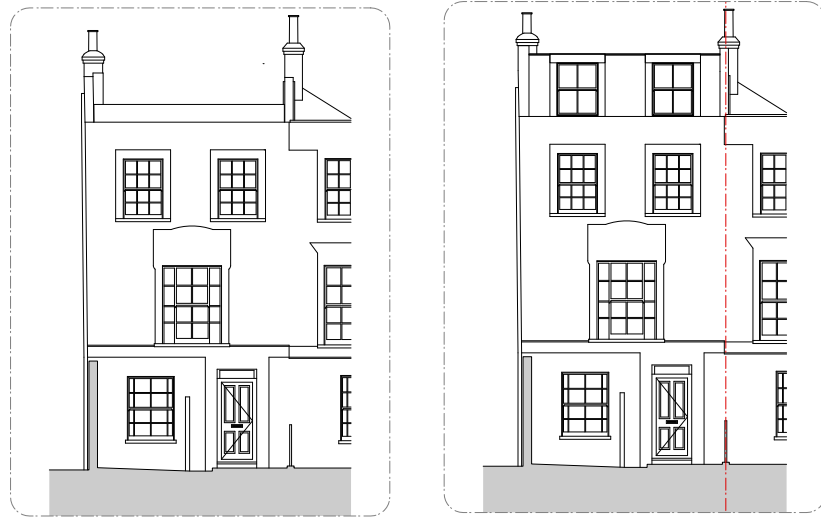
The proposed rear extension will replace the existing out building and extend the ground floor 3.5m into the garden. It will be made from masonry to continue the material language of the existing building. The doors will be large bi-folding doors with slim profiles that open the living space to the courtyard garden.

The proposed first floor opens the kitchen/dining space to a small balcony for additional amenity space. The balcony door is a sliding door with one fixed panel and the balcony has railings to protect from falling.

The proposed rear dormer for the mansard loft conversion opens up to a small balcony to retain views towards the railway and create additional amenity space. Balconies are significantly set back from the adjoining owner and do not have any impact on privacy.

6.5 Side elevation

The proposed windows on the ground and first floor are for daylight and ventilation in the proposed bathrooms.

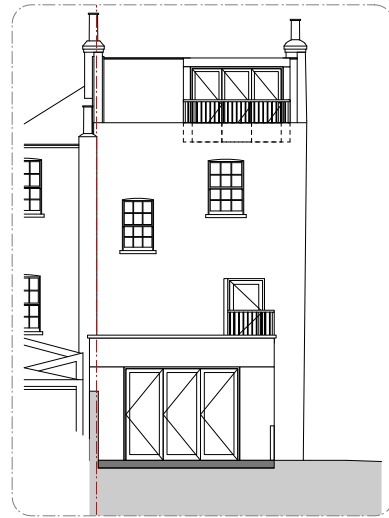


2 Front Elevation

2 Front Elevation



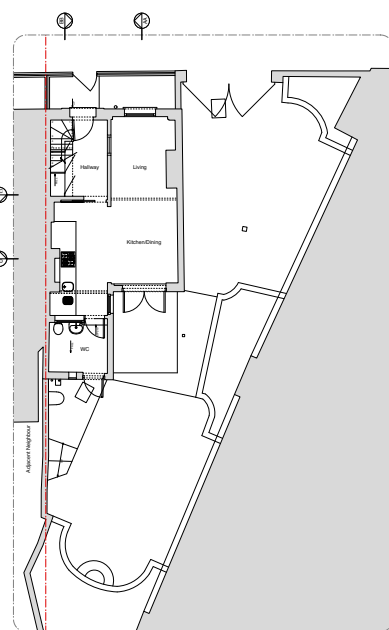
3 Rear Elevation



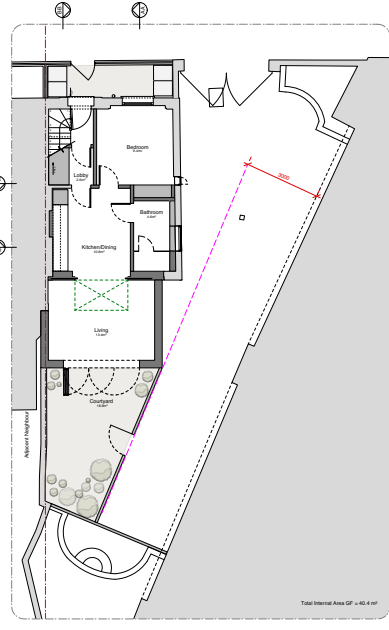
3 Rear Elevation

Existing front & rear elevations (NTS)

Proposed front & rear elevations (NTS)



1 Ground Floor Plan



1 Ground Floor Plan

Existing & proposed ground floor plans (NTS)

6.6 Ground floor plan

The existing front door and staircase will remain unchanged.

The proposed ground floor is a 40 sqm self contained 1 bed dwelling for rental.

The proposed extension is aligned with the footprint of the existing outrigger and is within a 3m clearance from the railway viaduct. The proposed roof light is setback deep into the floor plan to provide light to the kitchen/dining area.

6.7 First floor plan

The existing stair to the second floor will be adjusted slightly in order to separate upper residential unit and access the second and loft floors.

The first floor consists of an ensuite bedroom and a kitchen/dining space opening up to a small balcony.

6.8 Second floor plan

The second floor consists of two bedrooms and a bathroom.

A new stair is added to give access to the loft floor.

6.9 Loft floor plan

The loft is a single room living space with two dormers and a small amenity balcony.

6.10 Vehicular and transport links

The existing transport arrangements are not affected by the proposed works.

6.11 Private Access

Access arrangements to the dwelling remain unchanged.

6.12 Design Process, Layout, Appearance and Scale

External

The proposed mansard roof extension's volume and proportion are sympathetic to the neighbouring buildings. The profile of the parapet walls on either side, one of which would be shared with no. 30, would follow the angle of the mansard and retain the existing detailing. The shared chimney stack would remain unchanged.

The existing street elevation is ad-hoc with no.26 turning into Hawley Road and not being in continuity with no.s 28, 30 & 32. Therefore, adding a mansard roof extension will not negatively impact the character of the street, especially since it is an end of terrace adjacent to a large piece of infrastructure.

The proposed mansard would also echo the mansards and dormers of no.s 1-33 on the opposite side of Hartland Road.

Summary

The most part of the frontage of the property will retain its original appearance and will not adversely affect its neighbours. The mansard extension is set back from the original parapet to reduce its overall dominance.

7.0 Assessment of the proposal

The proposed development complies with current national and local policy.

The proposed internal changes and ground floor extension increase the floor floor space by approximately 28.5 sqm, and as such provides an improved and efficient internal layout. As a result, the proposed, alterations will increase the quality of life for the occupants and their overall sense of well-being.

8.0 Trevor Brown Architect Ltd

We specialise in the design of residential architecture including managing the construction process where we ensure our high quality designs are fully executed to produce high quality affordable homes. §

As a team of architects and interior designers we take a holistic approach to each commission. We understand that a successful project is the seamless composition of the external building design and the spaces within. Our work is informed by the existing building, client's tastes and desires, and the coordination of everyday objects and beautiful things.

The practice places a strong emphasis on a collaborative approach to create spaces and interiors that are tailored to each client, enjoyable to use and sophisticated additions to the original building.

Below is a selection of work from our portfolio.





tba
Trevor Brown Architects