

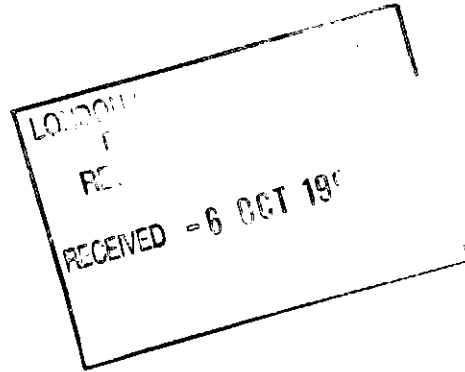
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Mr Brew
Environment Department
Planning, Transport and Health
London Borough of Camden
Argyle Street Entrance
Euston Road
London WC1H 8EQ



2nd October 1995

Dear Mr Brew,

Re: Land adjoining 79 Belsize Lane,
Proposed Residential Development

Further to our telephone conversation, please find enclosed amended plans of the proposed development to the above site.

The principle of the revision has been to reduce the number of units at the rear of the site from five flats to two houses. This has resulted in a reduction of the mass of the proposed development as well as a reduction in the number of car parking spaces.

Your comments involved the following points and we believe the revised proposal overcomes the queries you had raised.

1.00 Your Comment:

Density:

The density of the new proposal for five flats at the rear was 188 habitable rooms per acre and you felt this was high compared to the original proposal of 161 habitable rooms per acre.

Our Response:

The original rear development provided a total of 18 habitable rooms in five self-contained flats. The revised proposal shows 12 habitable rooms in 2N° two storey units. Therefore, according to your calculations, the revised density is 179 habitable rooms per acre. This is a significant reduction from the previous proposal and certainly cannot be considered excessive.

2.00 Visual Privacy:

You were concerned that the distance between the new development and the rear of the existing main building was as low as 13 metres, in the worst case and you pointed out that the preferred minimum distance should be 18 metres.

The revised proposal shows that the depth of rear extensions to the main buildings are to be removed. This will provide a distance of 17

metres between the new house and the rear of the main wall to the front building.

3.00 Gradient of basement access:

You indicated that the vehicular access to the basement parking is as steep as 19° (1:5.3). The minimum should be 14° (1:7) or ideally 10° (1:10).

The basement access to the underground parking is now achieved by a car lift. Therefore a ramp is not required.

4.00 Daylighting to new building:

You indicated that one of the Ground Floor rear bedrooms to the new building had a vertical sky component of 24.5°. The appropriate BRE document indicates that a vertical sky component of 29° is recommended.

There are now no rooms which are affected by the daylighting requirements.

5.00 Proximity of Basement Parking to Trees:

You pointed out that the proposed basement excavation for the car parking is as little as 2.5 metres from the tree and that the Local Authority would prefer to see a minimum distance of 5 metres.

You will note that the revised parking layout shows that there are a reduced number of spaces due to the reduction in number of residential units provided. The revised parking layout ensures that the car parking is a minimum of 5 metres from the trees.

6.00 Planning Policy:

You indicated that the unbuilt space at the back of the site is seen as a significant 'open' element which needs to be retained in order to maintain the character of the area.

The 'open' space which the Council are constantly concerned about is a car park behind a brick wall. The new development has a lower section in the middle which will offer some visual relief as well as the setting back part of the proposal. The Council should be aware that the site did historically contain a line of garages and has not always been an open car park (copy of OS extract enclosed).

If you have any further information or queries please do not hesitate to contact this office.

Yours sincerely

Kuldip Malhotra RIBA

cc. Client
enc Dwg Nos 9504/10A,20A,21A,22A,30A (5sets)