

Property: 55 Princess Road
London, NW1 8JS

Householder: Larysa Kwintkiewicz and Rajesh Chandy
Architect: Ms Heidi Rosenwald Mens et Manus Ltd. RIBA ARB
Date: 25 November 2020
Revision A 20 March 2021
Revision B 21 APRIL 2021 *See Page 12 and Page 20 for revisions in red.*

DESIGN and ACCESS STATEMENT

This is a revised version of the original DAS document and reflects the modifications to the proposed design. Revised drawings are being submitted simultaneously.

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1.1 The Practice.

Mens et Manus, Ltd is a RIBA Chartered Practice co-founded by Heidi Rosenwald (RIBA ARB), an UK registered Architect with over 20 years' experience working within the field of architecture both in the UK and abroad.

Founded in 2003, Mens et Manus specialises in existing condition renovations, conversions and extensions throughout the Greater London area. We strive for excellence in design while working within the given constraints of existing buildings and sites. Designing with light, space and materials, we aim to enhance the spatial qualities of residential properties in a sympathetic manner to ensure their ongoing use and longevity. We are committed to new and innovative ways of using an existing space while respecting the existing architecture character and context of the built environment.

www.mensetmanus.co.uk



North Park.



Lauderdale Mansions.



Randolph Avenue.



Lee Gardens.

Project Images.



Albert Street.



The Yoo.

1.2 The Site and Property.

The property of this application, 55 Princess Road, is a painted render, middle terrace, three-storey property arranged over lower ground, upper ground, first and second floors, an existing roof terrace and enclosed stair well structure on the third floor with front light well and private external space to the rear. The property sits within the Primrose Hill Conservation Area and is not designated with listed building status by English Heritage. It is currently owner occupied and used as a single-family residential dwelling (use class C3) with no change of use proposed.

This document outlines the applicants wish to convert the roof terrace into an enclosed space with a mansard roof and extend the existing closet wing at the back. It is our belief that the proposals contained within this document are policy compliant. This document provides a detailed explanation of the proposed scheme, evaluated against the history of the building, its site surroundings, and local and national planning policy.

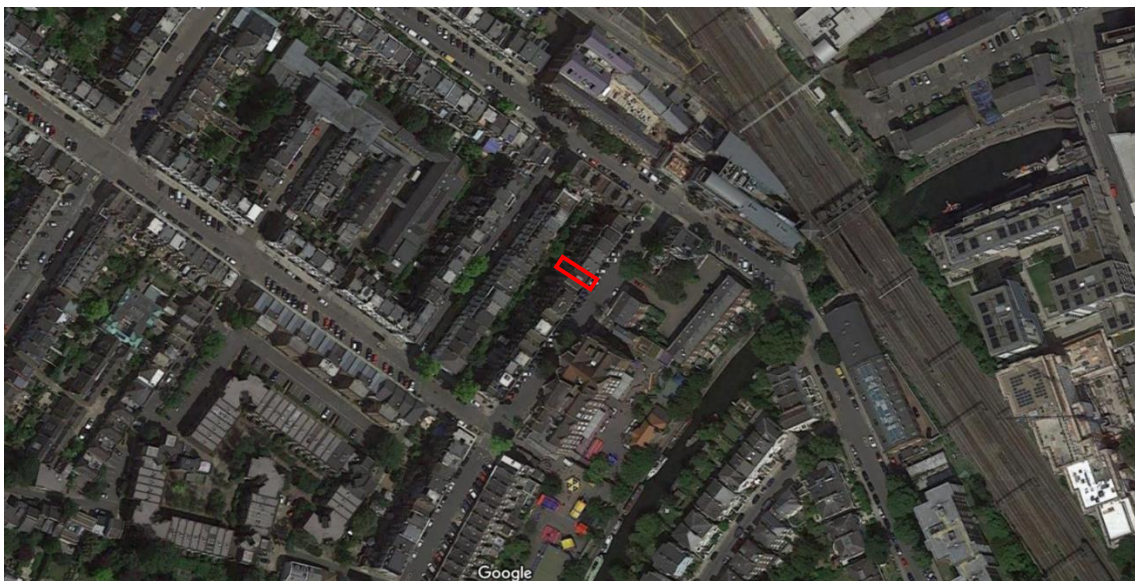


Image 1. Aerial view of 55 Princess Road. [Property outlined in red.]

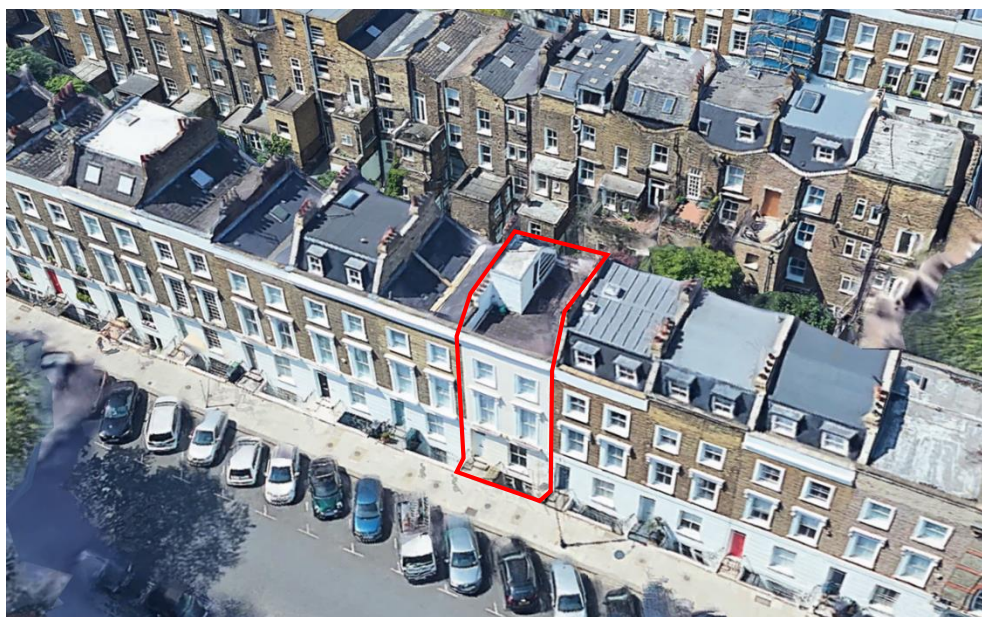


Image 2. 55 Princess Road. [Property outlined in red.]

1.3 Neighbourhood Development History.

Relevant to the application property and to the establishment of Princess Street, it is the history as of the 1840s that is of interest. The land upon which Princess Road was built belonged to the estate of Lord Southampton. Having previously sold areas that became Mornington Crescent and Camden Town, Lord Southampton offered up this area for development in 1840. The initial scheme for development was on a grander, more formal scale and called for large detached and semi-detached villas with individual gardens, all arranged on wide roads.



Image 3. Map of the Southampton Estate illustrating the intended development scheme, 1840. (ref. <http://primrosehillhistory.org>)

While evidence of the original scheme can still be seen today, such as the wide streets of Fitzroy and Chalcot Roads, what came to be built in the area was significantly less grand and more varied in terms of use and type of resident. Primrose Hill was a mixed area even when first constructed and this has continued to characterise the neighbourhood even as it has become a highly desirable residential area of northern London.

The area was developed after delay and then at a rapid pace as evidenced in a comparison between maps from 1860 and 1870. The majority of the building work was done within a decade and was for the most part complete by 1870.

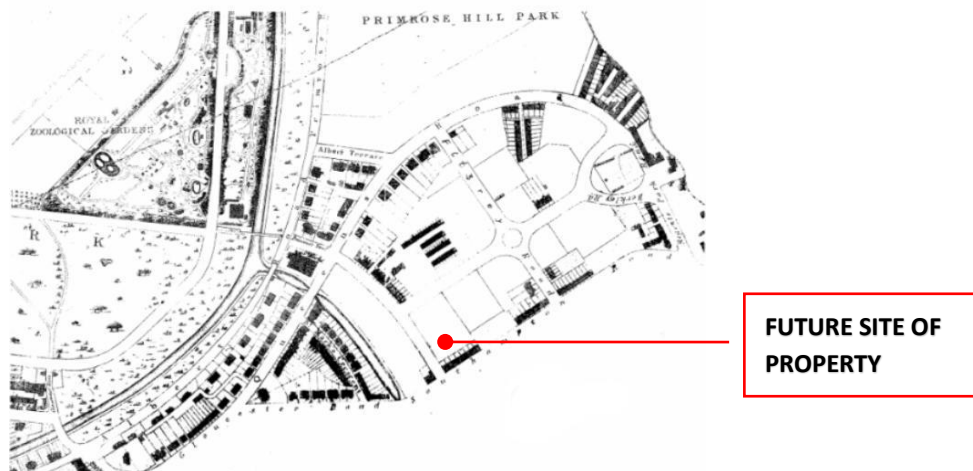


Image 4. Map from 1860 showing the limited development along Princess Road. (ref. <http://primrosehillhistory.org>)

The railroad and resultant pollution ended up determining the development within the area. Eventually only the plots furthest from the railway were developed with larger homes. Terraces became the norm resulting in a denser built environment defined by narrow houses with smaller back to back gardens.

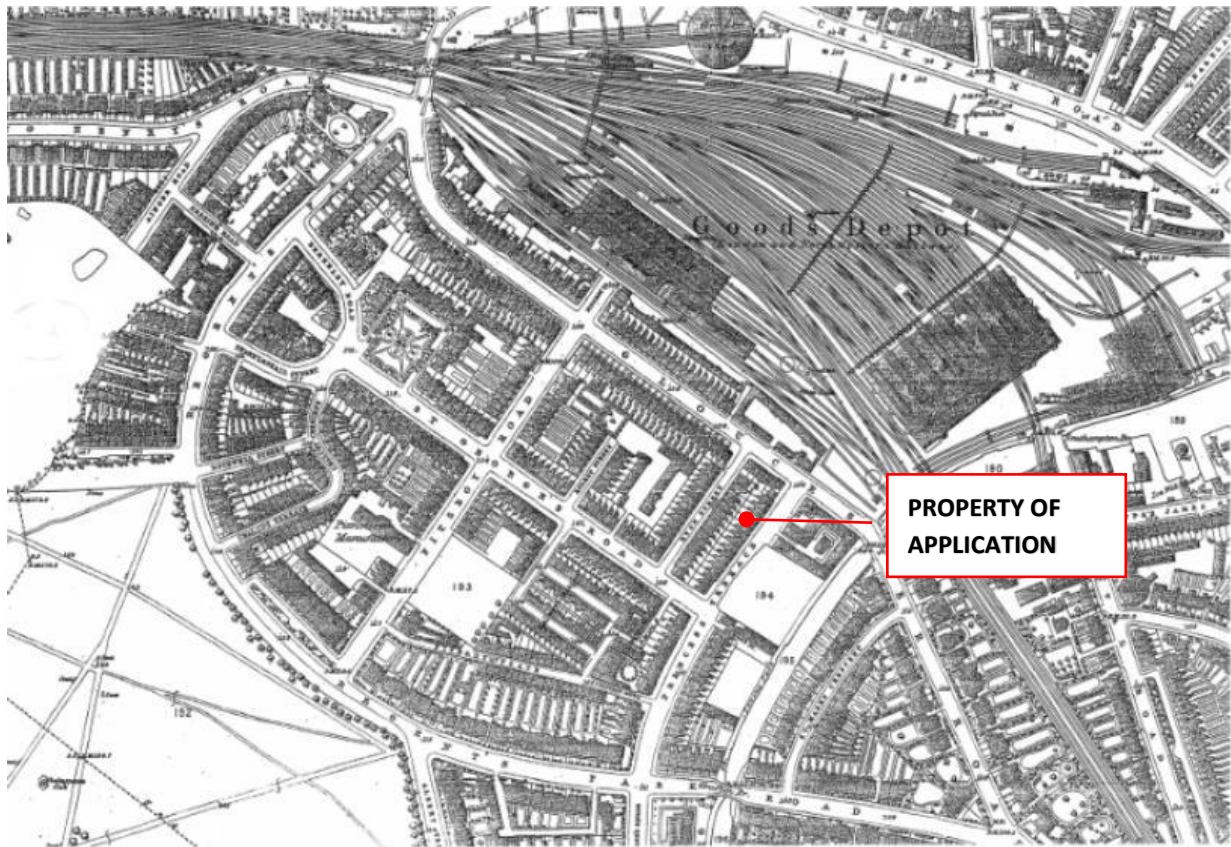


Image 5. Map of Primrose Hill area showing development, 1870.
(ref. <http://primrosehillhistory.org>)

The application property was built around 1870 on what was then called Princess Terrace. [The street shifted names in its early history; by 1890 it is consistently known as Princess Road.] The property forms part of a row of terraces along the north side of Princess Road. These are characterised by render quoining at the ground level with typical Victorian yellow brick on the first and second floors and render or plaster cast detailing at the roof parapet and at the window architrave. Number 55 differs in that a previous owner has rendered the façade covering the original brickwork.

Primrose Hill has stayed a predominantly residential area with amenities such as local shops and nearby green areas making it appealing for families. The area is well placed with ease of access to central London as well as links to areas beyond London. It is well served by public transport being close to Chalk Farm underground station (Northern Line) and a number of bus routes.

1.4 Conservation Area.

The property sits within the Primrose Hill Conservation Area and is not listed by English Heritage.

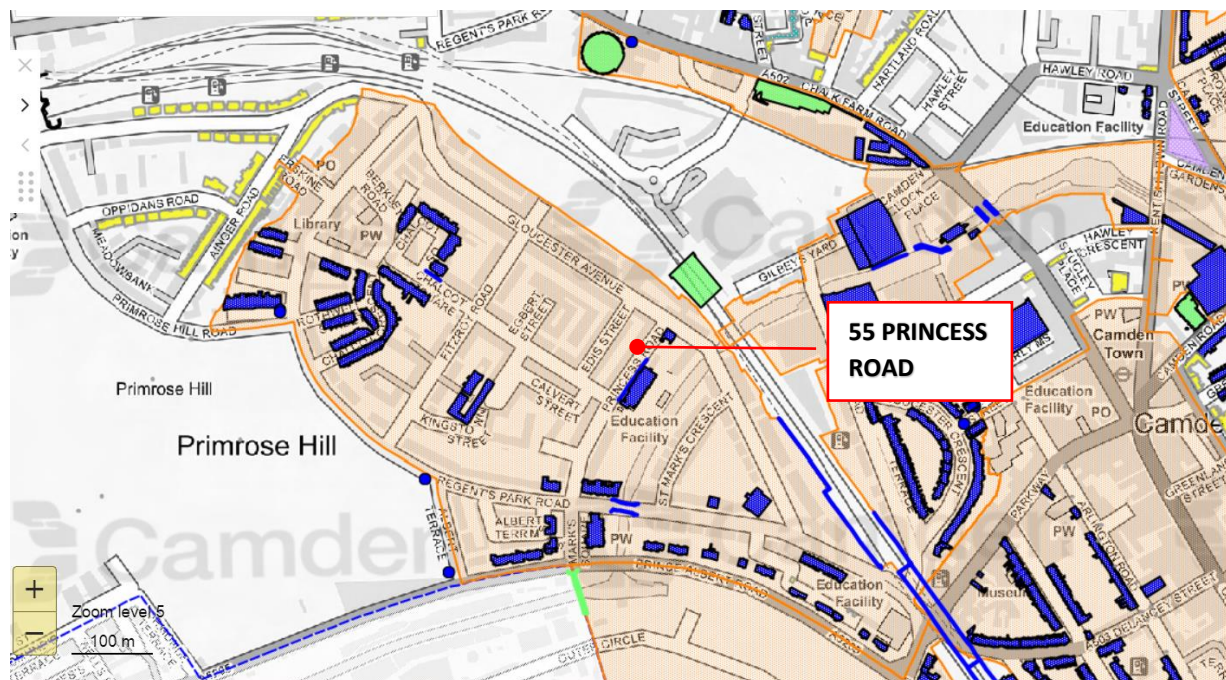


Image 6. Primrose Hill Conservation Area Map (excerpt).
(ref. <http://camden.gov.uk>)

The property sits within the northern sector of the Primrose Hill Conservation Area. As outlined in the history of the area's development above, building was primarily of a residential nature and occurred in the 1860s. The buildings that characterise this area of the Primrose Hill Conservation area are predominantly yellow brick with render base and white stucco terraces.

The consistent architectural vocabulary, repeated design features, scale and intact building fabric gives the Primrose Hill Conservation area its strong heritage assets.

The proposed design, which is outlined below in more detail, intends to maintain the overall architectural character of the property. Further, the alterations and additions proposed are respectful of the existing features, consistent with the architectural vocabulary, and enhance the quality of the existing property.

55 Princess Road is a contributing part of the consistent architectural style found within the area. The design has been considered in a manner which we believe preserves and enhances the character and appearance of the building as a contributing piece of architecture in the Conservation Area.

2.1 Planning History of 55 Princess Road.

A review of the online Statutory Register of Planning Applications held by the City Council shows the following entries in the online database related to architectural developments proposed at 55 Princess Road.

Works similar to that which we are proposing have been previously approved at 55 Princess Road but not implemented.

2012/3507/P

Erection of mansard roof extension with rear roof terrace all in connection with existing dwelling house (Class C3).

Granted 10-07-2012

This application was not implemented.

2012/1736/P

Erection of mansard roof extension with rear roof terrace, erection of additional storey to existing 2-storey rear wing and creation of roof terrace over at rear second floor level including replacement of window with door all in connection with existing dwelling house (Class C3).

Withdrawn 11-04-2012

2011/4493/P

Renewal of planning permission granted 09/03/2008 (ref: 2008/5591/P) for single-storey glazed infill extension to rear lower ground floor; new entrance steps to front light well and the replacement of a door with a window within the basement area to an existing dwelling house(C3).

Granted 08-09-2011

This application was not implemented.

2011/4488/P

Renewal of planning permission granted 08/09/2009 (ref: 2009/3411/P) for erection of additional storey to existing 2 storey rear extension of dwelling house (Class C3).

Granted 08-09-2011

This application was not implemented.

2009/3411/P

Erection of additional storey to existing 2 storey rear extension of dwelling house (Class C3).

Granted 05-08-2009

This application was not implemented.

2008/5591/P

Single-storey glazed infill extension to rear lower ground floor; new entrance steps to front light well and the replacement of a door with a window within the basement area to an existing dwelling house(C3).

Granted 17-01-2009

This application was not implemented.

For images, please refer to 4.1 Appendix A - Previously Approved Planning Proposal (nr. 55).

There has been no material change in the context of the property since the works were approved. The site is still within a Conservation Area and remains unlisted. The application proposes similar developments previously approved under the above listed applications approved in 2011 and 2012 most recently. The policies for planning decisions and development in Camden have changed such that the Local Plan came into effect in July 2017 and replaced the Core Strategy and Camden Development Policies as the basis. However, it is our opinion that the policies relating to design and amenity remain consistent such that the current proposal remains policy compliant.

2.2

Planning History of Princess Road.

Records of planning applications on all of Princess Road (NW1 8JS) dating back ten years are summarised below.

2020/0093/P

63 Princess Road London NW1 8JS

Erection of a single storey rear infill extension at lower ground floor level and installation of metal balustrade for a Juliet balcony at upper ground floor level.

Granted 07-02-2020

2018/3968/P

49 Princess Road London NW1 8JS

Erection of mansard roof extension with front dormers.

Granted 28-08-2018

2017/6265/P

63 Princess Road London NW1 8JS

Erection of a mansard roof extension at third floor level with reinstatement of the rear butterfly parapet; extension and alterations to lower ground floor within the front light well; single storey rear extension at lower ground level; alteration of two rear facing windows to the rear closet wing extension; replacement of external rear staircase and metal railings of the rear roof terrace with glass balustrading; replacement of balustrade on roof terrace above closet wing extension with glass balustrading; application of render to the existing rear closet wing extension; and replacement of 1st and 2nd floor rear windows.

Granted 22-11-2017

2017/3291/P

47 Princess Road London NW1 8JS

Erection of two-storey infill rear extension at lower and upper ground floors with a roof terrace and metal balustrade at upper ground level.

Granted 26-06-2017

2015/6400/P

51 Princess Road London NW1 8JS

Erection of additional floor to rear closet wing.

Granted 08-12-2015

2013/6644/P

61 Princess Road London NW1 8JS

Mansard roof extension including 2 sash dormer windows to the front elevation, roof terrace and associated railing & glazed access door to rear. Addition of railings and timber door to form roof terrace to rear at 2nd floor.

Granted 31-10-2013

2013/6529/P

59 Princess Road London NW1 8JS

Erection of a mansard roof extension with three dormers and two rooflights to dwelling house (Class C3).

Granted 24-10-2013

2013/5674/P

51 Princess Road Primrose Hill London NW1 8JS

Non material amendment to planning application granted 05/08/2013 (ref 2013/2509/P) for the erection of a mansard roof extension, namely for a flat roof to replace the approved pitch roof and repositioning of the front dormers.

Granted 09-09-2013

2013/2509/P

51 Princess Road Primrose Hill London UK NW1 8JS

Erection of mansard roof extension with internal roof terrace to the rear elevation all in connection with existing residential dwelling (Class C3).

Granted 02-05-2013

2013/2074/P

63 Princess Road London NW1 8JS

Erection of a mansard roof extension to existing flat roof of dwelling house (Class C3).

Granted 19-04-2013

2012/1824/P

63 PRINCESS ROAD LONDON NW1 8JS

Erection of single-storey rear extension at lower ground floor level, creation of balcony at rear upper ground floor level with stairs to gardens, alterations to rear wing including application of render, the insertion of a new window, erection of extension at lower ground floor level in front lightwell and replacement of windows on front and rear elevation all in connection with dwelling house (Class C3).

Granted 16-04-2012

2011/2801/P

57 Princess Road London NW1 8JS

Erection of mansard roof extension with dormer windows in front roofslope and rooflights in rear roofslope and rear first floor level extension to closet wing with roof terrace above at second floor level all in connection with existing dwellinghouse (Class C3).

Granted 15-06-2011

2011/2355/P

49 Princess Road London NW1 8JS

Erection of mansard roof extension to existing dwelling house (Class C3).

Granted 27-05-2011

2011/1580/P

59 Princess Road London NW1 8JS

Additions and alterations, including the replacement of existing single storey conservatory at rear with new two storey extension and new single storey glazed conservatory, creation of juliette balcony at rear first floor level with rooflight above, and installation of glazed ramp for disabled wheelchair access over front lightwell to dwelling house (Class C3).

Granted 02-04-2011

2011/0398/P

51 Princess Road London NW1 8JS

Erection of mansard roof extension with internal roof terrace and glazed infill rear extension to the lower ground floor of existing dwelling house (Class C3).

Granted 28-01-2011

2.3

Planning History of Immediate Vicinity under Local Plan (2017) policy.

Records of planning applications on the neighbouring streets dating back to 2017 (date of Local Plan implementation) that relate specifically to the proposed work (lower ground extension and roof extension) are summarised below.

For images of approved schemes post-2017 (Local Plan) relevant to this application, please refer to 4.2 Appendix B - Previously Approved Planning Proposals for Rear Extensions and 4.3 Appendix C - Previously Approved Planning Proposals for Roof Extensions.

2020/0093/P

63 Princess Road London NW1 8JS

Erection of a single storey rear infill extension at lower ground floor level and installation of metal balustrade for a Juliet balcony at upper ground floor level.

Granted 07-02-2020

2020/4985/P

39 Princess Road

Erection of a two storey rear extension.

Pending

2019/1896/P

17 Edis Road London NW1 8LE

The erection of mansard roof extension and single storey rear infill extension; replacement of 4 x rear sash windows with matching windows; lowering of ground floor level by 15cm; installation of new French doors and bricking up of existing door within front lightwell; removal of metal staircase and replacement with a platform lift; namely, the removal of louvre screens from rear infill extension roof.

Granted 27/06/2019

2019/1295/P

11 Princess Road London NW1 8JS

Erection of single storey rear extension following demolition of conservatory and toilet block. Alterations to rear boundary wall.

Granted 11-06-2019

2018/3968/P

49 Princess Road London NW1 8JS

Erection of mansard roof extension with front dormers.

Granted 16-10-2018

2017/2656/P

19 Edis Road London NW1 8LE

Demolition of existing roof extension and erection of new mansard roof extension with 2 front dormers and 3 rear rooflights; alterations to lower ground floor rear fenestration; lowering of lower ground floor level by 400mm.

Granted 18-10-2017

2.4

Relevant Planning Policy.

- Primrose Hill Conservation Area Statement (2000)
- Camden Council Local Plan (2017)
Including A1 - Managing the Impact; D1 - Design; D2 - Heritage
- Supplemental Guidance (Camden Policy Guidance)
Including Design; Altering and Extending your home; Amenity
- London Plan
- National Planning Policy Framework (2019)

2.5

Policy Assessment.

2.5.1

Primrose Hill Conservation Area Statement

55 Princess Road is a positive contributor to the Primrose Hill Conservation Area and as such development is proposed to preserve the character and appearance of the Area.

The mansard roof extension on the third floor level sits back from the parapet, uses sympathetic materials (slate tiles) and matches other neighbouring roof top developments.

The work proposed at the lower ground level at the rear modifies the existing closet wing and extends the façade across the back at the enclosed terrace level.

The rear elevations in the Area are defined by various extensions and alterations at the lower ground levels and closet wing extensions ranging from two to three-and a half stories in height. The proposed design is in line with other developments and the architectural character of the back elevations. The existing variety of existing components suggests that our proposal would not detract from the character or appearance of the existing garden areas.

2.5.2

Camden Council Local Plan (A1)

Policy A1 of Camden's Local Plan addresses the impact of the development. It requires that the amenity of neighbours is protected such that visual privacy, outlook, sunlight, daylight, artificial lighting levels, and over shadowing are considered and do not impacted in a detrimental manner.

The lower ground extension does not project beyond the existing closet extension. In fact, we have reduced the depth of the existing closet so that the proposed extension aligns with the neighbouring wall at nr. 57. The lower ground extension sits predominantly within the enclosure of the existing terrace walls. It therefore does not affect the daylight or sunlight of the neighbouring properties.

Further, the existing terrace enclosure acts to shield the site from others both in terms of privacy and artificial lighting. (See a further discussion under Design Section 3.3.3) The closet wing ground floor window is enlarged but replaces an existing window and therefore does not worsen the existing overlook or privacy.

The third floor roof extension similarly does not increase overlook or privacy more than already exists as this space is currently used as a roof terrace.

2.5.3

Camden Council Local Plan (D1/D2)

Policy D1 relates to design and outlines considerations of character, setting, context, form, and scale of the existing buildings. Further Policy D2, related to Heritage, requires that a development preserve and enhance the character and appearance of the neighbourhood. Supplemental Guidance states that a design must complement the existing building and outlines use of material, proportions, architectural period and style as key defining criteria.

Our proposed design uses materials that are contextual such as yellow London Stock masonry at the rear extension and slate tiles for the roof extension.

The scale of the extensions aligns with existing heights and widths so as to be proportion to the existing building and its neighbours.

The fenestration on the street elevation at the roof level is aligned and sized to the second floor windows and matches other recent Princess Road developments.

The proposed replacement doors in the light well of the lower ground level matches the area of glazing of the previously approved window (2011/4493/P; 2011/4488/P; 2012/3507/P). The proposed double glazed French doors match our existing door. In a preliminary survey of the immediate vicinity, the replacement doors appear to be in line with other fenestration replacements on Princess Road. See Section 4.5 Appendix E - Photographic survey of Light Well.

[Note: this work - and only this work - was undertaken due to the compromised state of the existing door. Ref. email exchange Feb 11 16:00]

The new double glazed French doors in the street facing light well will be replaced or modified to have wood frame.

The proposed glazing that runs across the lower ground rear elevation sits behind the raised terrace garden walls. Following design feedback, we have modified the design such that the glazed area is significantly reduced and side wall returns made wider. Further, fenestration at the ground level of the closet wing has been significantly reduced (by more than 50%). The window now matches the architectural character of the rear closet wings; namely, it is a 'puncture' in the predominantly masonry wall, similar to a tradition window. In this way, it is similar to other windows found at the stair landings and garden facing rooms in the immediate area and remains sympathetic and contextual.

3.1 The Property.

The property sits within the middle of 1860's yellow London Stock brick and rendered three-storey terraces. The building is three storeys including a lower ground level, ground level, where one enters, a first and second floor with a roof terrace and enclosed stair well at the third level. It has articulated render finish at the ground and lower ground levels like its neighbours. The first and second floors are painted render, which was added atop the yellow brick by previous owners and is the only property with this finish along the street. The articulated decoration around the windows and along the roof (the corncicing) remains intact as do decorative iron work planter guards on the first floor window cills.



Image 7. Street view (South Elevation) of 55 Princess Road.

55 Princess Road is one of approximately sixteen properties of the same design that together form a unified run of terraces. Each terrace is defined by a step up to a single door at the ground level with fixed transom window above to the left and a wide sash window to the right. Double full height sash windows in a two-over-two configurations are found on the first floor and similar but smaller windows are on the second floor. The roof level at number 55 has not been converted into enclosed space, though this proposed work forms part of this application.

At the back, patched mostly yellow London Stock brickwork defines the elevations of the majority of the properties with rear closet extensions of single, double and triple storey height. 55 Princess Road has an enclosed and tiled back terrace, with a two-storey closet extension and access to the back terrace from the lower ground level.



Image 8. Rear view (North Elevation) of 55 Princess Road.

3.2

Design Brief.

To convert the existing roof terrace level into habitable living space.

To extend the lower ground and modify the existing rear closet extension to increase the connection to the existing outdoor area.

To maintain the architectural character and features of the existing building.

To sensitively make alterations to the roof and garden elevation to ensure architectural and structural integrity while matching previously undertaken developments at the neighbouring properties.

3.3

Design Proposal.

[Revisions to the original proposed design have been highlighted.]

This application relates to work proposed to the property at 55 Princess Road.

The scope of proposed works related to the Design Brief includes:

- Erect a street facing mansard roof extension at third floor level with double glazed roof windows and garden facing roof terrace and associated railings as well as glazed doors to access the back terrace.
- Match the roof height and configuration to existing conversions at neighbouring properties.
- *Reconstruct and set back the existing closet wing extension to align with the exterior wall of the closet wing extension at property nr. 57.*
- Construct a single storey rear extension at the lower ground level.
- Glaze the garden elevation to improve the connection of the interior space to the outdoor area.
- *Maintain adequate masonry side wall returns at lower ground level.*
- *Add an enlarged ground floor level window at the rear closet wing extension.*
- *Add roof window at single story extension.*
- Replace the existing door in the light well.
- *Tile the front stoop.*
- Relocate the existing internal stair that connects the ground and lower ground levels.
- New kitchen with plumbing and electrics to tie into existing systems at the lower ground floor.

3.3.1

The Roof Extension.

The existing third level at number 55 consists of a tiled roof terrace with a high parapet to the street and irregular shaped parapet to the rear. The side party walls are masonry and predominantly consist of chimney stacks, which are shared by the joined properties. The existing stairwell is enclosed by a flat roof and tiled sloped roof to the rear with part rendered and glazed walls.



Image 9. Aerial view of 55 Princess Road.

The proposed work to convert the existing roof terrace into habitable space takes its precedent from other conversions undertaken along Princess Road. Permission for a similar proposal was previously approved (2012) but not implemented. Similar to the previously approved extension, we have designed a slate tiled mansard roof with two windows facing the street.

It will maintain a consistent, matched roof configuration similar to that found across all five of the immediate neighbouring properties, namely at 57-61 Princess Road. Similar roof conversions to that which we are proposing have also been completed at properties 35-39, 45, 51 Princess Road.



Image 10. Mansard roof developments on Princess Road.

To the back, we have maintained the previously approved design intent of full height glazing set back and set behind the existing parapet. The conversion provides an opportunity to greatly improve on the current thermal qualities by providing roof insulation that meets current building control standards.

3.3.2

The Roof Level Windows.

Two new roof windows are proposed on the street facing mansard roof. These are located to align in width and size to the windows at the second floor level directly below. At the rear elevation, which looks out over the varied back elevations of Edis Street (see **Image 11.**) The third floor terrace doors sit back from the rear elevation, partially concealed by the existing parapet, so while they do not align exactly with the windows below, they are recessed and therefore subservient to the existing openings. Within the flat roof, (2) new Velux-type operable roof windows will provide natural light and ventilation to wet room areas. They will not be visible from the street as they are sited significantly recessed from the front and back elevations. The intent is to add windows that align to the existing symmetry of the building and do not detract from the overall character of the property.

3.3.3

The Lower Ground Extension.

The existing lower ground level consists of two bedrooms, one en-suite and a central room with access to the rear terrace. The back elevation is defined by the existing closet extension, a two-storey white painted brick wing with guest toilet on the ground floor and the bedroom at the lower level.

The proposed work includes a single storey extension to span the full width of the terrace. To align with the existing closet wing of the neighbouring property at nr. 57, we have reduced the depth of our extension. The flat roof of the single storey extension is inaccessible so as to maintain the privacy for the neighbour's existing obscured window that overlooks number 55.

3.3.4

The Lower Ground Extension Windows.

The elevation of the lower ground floor consists of double glazed aluminium frame full height doors with access to the outdoor terrace. We have added a roof window to the scheme. This is to address the reduced ceiling height (from 2.6m to 2.39m) and provide borrowed natural light into the kitchen area.

At the ground floor level closet wing, a new window within the masonry wall provides natural light to the double height stair well beyond. The proposed window is larger than the existing, however, it is of a size that is well within the proportion of other doors and windows commonly found on the existing neighbouring elevations, illustrated below.



Image 11. View from 55 Princess Road onto rear elevations of Edis Street properties.

To address concerns about privacy, overlook and artificial light, we have revised the rear elevation and significantly reduced the amount of glazing. We eliminated the lowering of the floor level, reducing the height of the terrace doors and we have increased the solid walls at each side of the opening.

Comparison of glazed area.

Previous Proposal	
<i>Location</i>	<i>m2</i>
Lower ground doors (left)	4.7
Lower ground doors (right)	7.1
Ground floor window	7.0 *
TOTAL	18.8

Current Proposal	
<i>Location</i>	<i>m2</i>
Lower ground doors (left)	4.6
Lower ground doors (right)	4.6
Ground floor window	2.2 *
TOTAL	11.4

* On the ground floor we have reduced the glazed area by 4.8m2.
 On the lower ground level, we have also reduced the fenestration by not lowering the floor level and adding masonry side returns.
 Overall, the reduction in glazing is 7.4m2.

3.3.5 Artificial Light.

A key issue with rear extensions in the area has been light spill and light intrusion. As the trend for increased natural light to home interiors and improved connection to outdoor areas continues, the impact of artificial lighting on neighbours needs to be considered.

Our revised design takes into account the impact of artificial lighting. With the reduction of the ground floor closet wing fenestration, we have significantly reduced the amount of light spill.

Taking the lighting diagram below into consideration as an evaluation tool, we have completed an indicative diagram of the existing and proposed light spill situation.

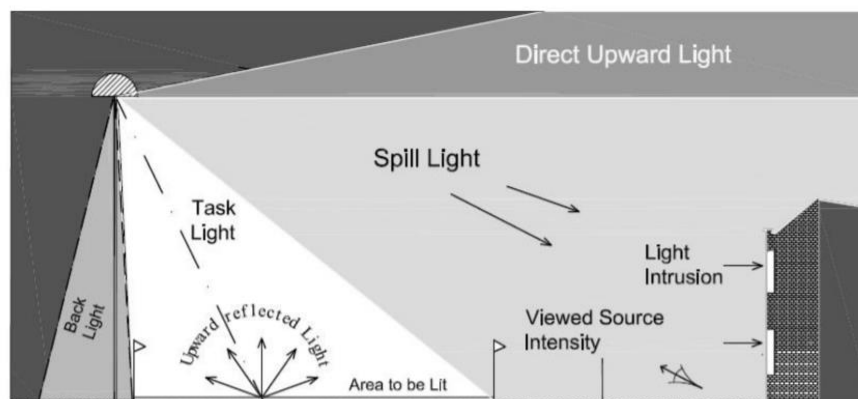


Image 12. Institution of Lighting Professionals
 (Referenced from 2020/4417/P 17 Edis Street Supporting Documents)

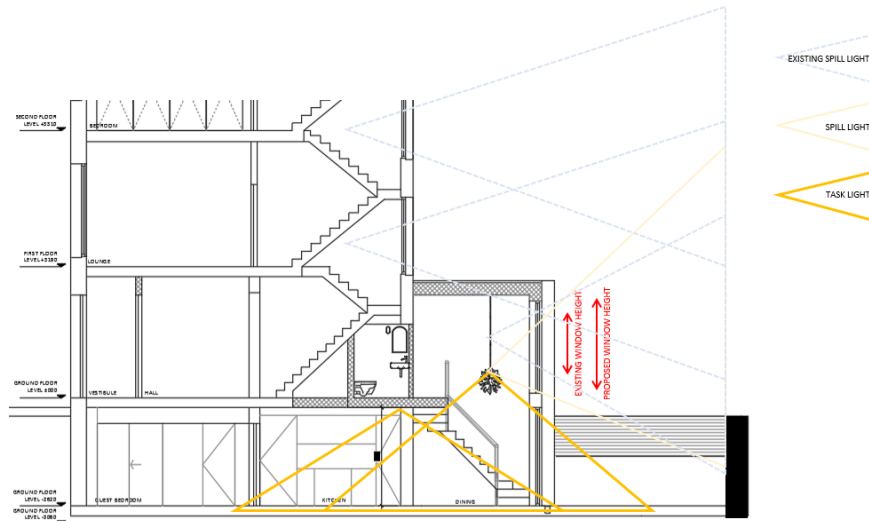


Image 13. Indicative diagram of the existing light emissions and potential new light spill.

The proposed extension will increase the amount of lighting present at the lower ground level and will increase the amount of light exiting through the windows.

However, where this has the greatest effect, namely at the lower ground level, the terrace walls act as a shield and light barrier. This reduces the spilling of light beyond the boundary of the property.

On the ground floor level, the existing windows at the stair well and closet wing already contribute to light spill. Note the overlap of existing and new light spill. The light emitting through the new window will be a contributing factor, but not significantly more than is already present.

3.3.6

Overlook.

The fenestration on the back elevation do not negatively impact overlook any more than is already present. There rear elevations are defined by numerous openings meaning the back gardens and spaces are overlooked by the nature of the way the terraces were built and configured.

We are creating a double height stairwell area in the closet wing. This eliminates the accessible floor area to the window. It creates an internal set back of the vision lines from the internal spaces looking outwards. While we are increasing the size of the fenestration, predominantly this is in the lower ground floor which is shielded by the terrace wall.

3.3.7

The Lower Level Door Replacement and Light well.

Other external works at the lower ground level include the replacement of the existing fully glazed front door and wing windows with double glazed French doors. New tiles will replace the existing and a slot drain will replace the existing drain, which was previously infilled and no longer functions. Existing exterior light location at the side of the door will be maintained with downward facing low level lights replacing the utility lights. This serves to direct light to the floor level and reduces the intrusion of light on passers-by.

This work has started and we have been advised to use a wood frame for the doors. Currently the door frames are of aluminium because of concerns with damp in the light well. We based our material choice on neighbourhood research, which suggested that recently completed window and door replacements,

namely four (4) on Princess Road and five (5) on Edis Street, plus a further five (5) on adjacent streets used either aluminium, metal or uPVC.

Refer to 4.5 Appendix C - Photographic survey of light wells.

However, the client will replace or modify the new double glazed French doors in the street-facing light well to have wood frame.

3.4 Materials.

The new street facing mansard roof and the rear elevation of the roof extension will match the existing slate tile and use lead flashing. Flat roofs will be glass reinforced plastic, GRP, waterproof membrane with minimum (4) layers of overlapped fiberglass mesh with a resin topcoat sealant in a dark colour.

New black rainwater goods and waste pipes match the existing and are located on the rear elevation.

New windows are double glazed and in aluminium frames at the lower ground level.

On the second floor, new wood frame sash windows with matched like-for-like profiles and double glazing for improved thermal and acoustic qualities will replace the (2) existing sash windows.

Roof windows are aluminium frame with a dark polyester coated finish to match the colour of the slate tiles and GRP material on the flat roofs.

The back extension will be of yellow London Stock brick. A similar material approach was taken with the closet extension completed at the neighbouring property (nr. 57).

Generally, the intent is to design and sensitively fit new construction and design elements such as the roofs and windows in a manner that minimises impact and is sensitive to the local architectural character and materials. The proposed development is appropriate and in keeping with the existing property but also with other developments found along this section of Princess Road and Edis Street back elevations.

3.5 Access.

The access to the site and overall property itself will remain unaffected by the renovation. The proposed alterations do not change the existing entrances or access to the site.

3.6

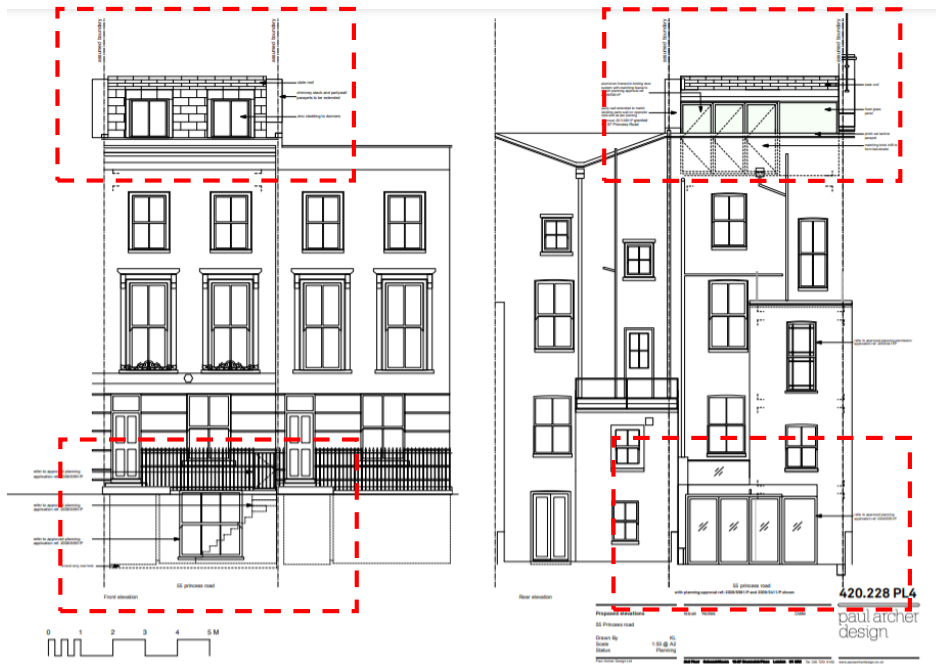
Summary of Design Intent.

The overriding design aim has been to maintain the existing character but at the same time accommodate repairs, alterations and additions in a sensitive and respectful manner. We are seeking approval for a development that is contextually similar and sympathetic. The proposed works reflect development that has been consented and undertaken elsewhere in the neighbourhood and by the existing neighbours in the same group of buildings. Policy and precedent has been taken into consideration while defining the proposed scope. As such, the proposed design seeks to remain consistent and in line with the alterations at the neighbouring properties.

The proposed work aligns with the local policies for development and adheres to the guidelines for maintaining the character of the assets within the Conservation Area. The proposed alterations are similar in scope and comparable to modifications that were previously applied for and for which consent was granted (see 2012/3507/P and 2011/4493/P & 2011/4488/P). While permission was given under overhauled policies, we do not think there has been a material change in the guidelines within the Local Plan that would preclude a reactivation of previous consents.

The current owners are dedicated to their new home and this neighbourhood. They view the renovation works as a means for ensuring the ongoing maintenance and enhancement of the building to ensure its longevity as a contributing building on Princess Road.

4.1
Appendix A - Previously Approved Planning Proposal (nr. 55)



ROOF EXTENSION
 MANSARD FRONT
 FULL HEIGHT FENESTRATION BACK

FULL HEIGHT FENESTRATION AT LIGHTWELL
 LOWER GROUND EXTENSION
 FULL HEIGHT FENESTRATION

Ref.: 2012/3507/P



FULL HEIGHT FENESTRATION AT LIGHTWELL
 LOWER GROUND EXTENSION
 FULL HEIGHT FENESTRATION

Ref.: 2011/4493/P and 2011/4488/P




4.2

Appendix B - Approved Planning Proposals for Rear Extensions

The precedents we studied for the lower ground extension were numerous and local to our property at Princess Road. Sites referenced were located on Princess Road, Edis Street and Chalcot Street, therefore all falling within the Primrose Hill Conservation Area and subject to the same policies.

The schedule below lists properties with planning approval post 2017 on either Princess Road or Edis Street (the suggested catchment area for our proposal) and evaluated under the Local Plan.



<p>39 Princess Road Rear Elevation Drawing</p> <p>App 2020/4985/P</p> <p>App. Registered 10-02-2021 Pending</p> <p>Site Address: 39 Princess Road London NW1 8JS</p>	 <p>PROPOSED REAR ELEVATION</p>
<p>63 Princess Road Approved Rear Elevation Drawing</p> <p>App 2020/1914/P</p> <p>App. Registered 04-06-2020 Decision Granted: 08-12-2020</p> <p>Site Address: 63 Princess Road London NW1 8JS</p>	 <p>On file:</p>
<p>11 Princess Road Approved Rear Elevation Drawing</p> <p>App 2019/1295/P</p> <p>App. Registered 26-03-2019 Decision Granted: 11-06-2019</p> <p>Site Address: 11 Princess Road London NW1 8JS</p>	 <p>New brick ground floor extension</p> <p>New 2 storey extension with enclosed balcony and low parapet to rear garden</p> <p>New brick wall</p>

<p>17 Edis Street</p> <p>App 2020/4417/P</p> <p>App. Registered 02-10-2020 Decision Granted: 17-11-2020</p> <p>Site Address: 17 Edis Road London NW1 8LE</p>	
<p>19 Edis Street</p> <p>App 2017/2656/P</p> <p>App. Registered 31-05-2017 Decision Granted: 18-10-2017</p> <p>Site Address: 19 Edis Road London NW1 8LE</p>	
<p>Edis Street</p> <p>http://www.aanda.uk.com/projects/edis-street/</p> <p>Site Address: Edis Road London NW1 8LE</p>	

4.3

Appendix C - Approved Planning Proposals for Roof Extensions

The schedule below lists properties with planning approval for roof extensions post 2017 on either Princess Road or Edis Street and evaluated under the Local Plan.

<p>63 Princess Road Rear Elevation Drawing</p> <p>App 2020/1914/P</p> <p>App. Registered 04-06-2020 Decision Granted: 08-12-2020</p> <p>Site Address: 63 Princess Road London NW1 8JS</p>	
<p>49 Princess Road Front & back elevations</p> <p>2018/3968/P</p> <p>App. Registered 28-08-2018 Decision Granted 16-10-2018</p> <p>Site Address: 49 Princess Road London NW1 8JS</p>	 <p>PROPOSED FRONT ELEVATION</p> <p>PROPOSED REAR ELEVATION</p> <p>REV A</p>

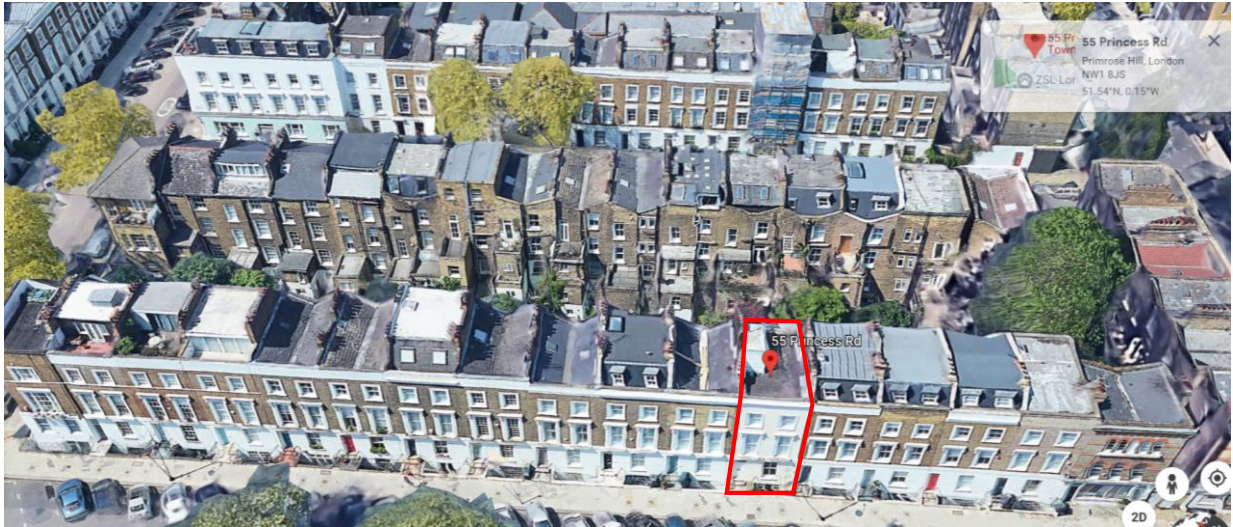
4.4

Appendix D - Schedule of Roof Level Extensions and Balconies

The majority of the existing roof extensions along Princess Road and Edis Street were granted permission prior to 2017. The schedule below catalogues the properties roof extensions.

	Roof Extension	Roof Type	Front Elevation	Back Elevation
PRINCESS ROAD (east)				
33	N	FLAT	-	-
35	Y	MANSARD	BALCONY; FRENCH DOORS; WINDOWS	MANSARD; (2) ROOF WINDOWS
37	Y	MANSARD	BALCONY; TRI-PART FOLDING DOORS	MANSARD; (1) DORMER
39	Y	MANSARD	BALCONY; FRENCH DOORS AND SIDE WING WINDOWS	MANSARD; (2) ROOF WINDOWS
41	N	BUTTERFLY	-	-
43	N	BUTTERFLY	-	-
45	Y	MANSARD	MANSARD; (2) ROOF WINDOWS	MANSARD; (2) DORMERS
47	N	BUTTERFLY	-	-
49	N	BUTTERFLY	-	-
51	Y	MANSARD	MANSARD; (2) DORMERS	BALCONY WITH WINDOWS/DOORS
53	N	BUTTERFLY	-	-
55	Y	MANSARD	MANSARD; (2) ROOF WINDOWS	BALCONY; FRENCH DOORS
57	Y	MANSARD	MANSARD; (2) DORMERS	MANSARD; (2) DORMERS
59	Y	MANSARD	MANSARD; (2) DORMERS	MANSARD; (2) DORMERS
61	Y	MANSARD	MANSARD; (2) DORMERS	MANSARD; (2) DORMERS
63	Y	MANSARD	MANSARD; (2) DORMERS	BALCONY; FRENCH DOORS
65	N	BUTTERFLY	-	-
PRINCESS ROAD (west)				
11	Y	FLAT	MANSARD; (3) DORMERS	MANSARD; (3) DORMERS
13	Y	MANSARD	MANSARD; (2) ROOF WINDOWS	VERTICAL ELEVATION; TRI-PARTITIE AND SINGLE WINDOW
15	Y	MANSARD	MANSARD; (2) DORMERS	BALCONY; FRENCH DOORS; DORMER
17	Y	MANSARD	MANSARD; (2) DORMERS	FLUSH ELEVATION
19	-	BUTTERFLY	-	-
21	Y	BUTTERFLY	MANSARD; (2) DORMERS	BALCONY
23	Y	MANSARD	MANSARD; (2) ROOF WINDOWS	MANSARD; DORMER
25	Y	BUTTERFLY	MANSARD; (1) ROOF WINDOW; BALCONY	FLUSH ELEVATION
27	Y	BUTTERFLY	MANSARD; (2) DORMERS	(4) FULL HEIGHT WINDOWS; DOUBLE WIDE DORMER
29	Y	MANSARD	MANSARD; (2) DORMERS	(4) FULL HEIGHT WINDOWS; DOUBLE WIDE DORMER
31	Y	BUTTERFLY	MANSARD; (2) DORMERS	MANSARD; FLUSH DORMER
EDIS STREET				
15	N	BUTTERFLY	-	-
16	N	FLAT	-	-
17	Y		BALCONY; FULL WIDTH GLAZING	MANSARD; DORMER; ROOF WINDOW
18	Y		MANSARD; (2) DORMERS	MANSARD; DORMER AND ROOF WINDOW
19	Y		MANSARD; (2) DORMERS	MANSARD; (2) ROOF WINDOWS
20	Y		SET BACK; MANSARD; (2) DORMERS	MANSARD; DORMER AND ROOF WINDOW
21	N		-	-
22	N		-	-
23	N		-	-
24	Y		FULL WIDTH GLAZING	FULL WIDTH FLUSH ELEVATION
25	Y		MANSARD; (2) DORMERS	MANSARD; ROOF WINDOWS
26	Y	PITCHED	FULL WIDTH GLAZING	MANSARD (NO WINDOWS)
27	N		-	-
28	Y	PITCHED	-	SET BACK; FULL WIDTH WINDOWS
29	N	PITCHED		-
30	N	HIP		-

The following images serve as reference for the above schedule.



Aerial View of north side of Princess Road (East) and Rear elevations of Edis Street properties. Application property (Nr. 55) outlined in red.



Aerial View of Princess Road (West).

4.5

Appendix E - Photographic survey of Light Wells

We included the replacement of the existing front light well glazed door and wing windows with double glazed French doors in the application. Our neighbourhood study suggested that aluminium, metal or uPVC framed windows were an acceptable proposal material based on observed replacements. We have included the results of our research in the below schedule. We understand the CAAC comments and Conservation Area guidelines call for wood frame doors, however, we proposed aluminium frame because of damp issues in the light well.

<p>9 Princess Road</p> <p>White Metal Frame Sliding Window</p>		<p>35 Princess Road</p> <p>White uPVC Frame Casement Window</p>	
<p>37 Princess Road</p> <p>White Metal Frame Fixed w/ Upper Awning Window</p>		<p>63 Princess Road</p> <p>Black Aluminium Frame Casement/ Fixed Window</p>	
<p>3 Edis Street</p> <p>Black Steel Frame Fixed w/ Upper Awning Window</p>		<p>12 Edis Street</p> <p>White uPVC Sash Window</p>	
<p>14 Edis Street</p> <p>Black Steel Frame Window</p>		<p>17 Edis Street</p> <p>Black Aluminium Frame Fixed Window</p>	
<p>7 Egbert Road</p> <p>White Metal Full Height Glazed Opening w/ Door</p>		<p>9 Egbert Road</p> <p>White Metal Glazed French Doors</p>	
<p>5 Chalcot Road</p> <p>Black Metal Frame Fixed Window</p>			