

District.

•

Design & Access Statement

085 . 48 Lady Margaret Road . London . NW5 2NR

September 2021

Introduction

This statement has been prepared to accompany our application for our proposals at 48 Lady Margaret Road. This application seeks approval to marginally increase the existing rear dormer and add a new dormer to the front of the property. The new space is to provide sufficient headroom for two bedrooms and a bathroom within the existing roof space.

48 Lady Margaret Road is a four-storey semi-detached townhouse with a large, in both height and depth, existing single-storey rear extension. The property is located at the top of the hill of Lady Margaret Road on the corner of Ospringle Road. The property is located within the London Borough of Camden and sits within the Kentish Town Conservation Area.

The property is believed to have been constructed in the late 1800's and is Victorian in character with a material palette of yellow London stock brickwork to all elevations and timber framed white painted sliding sash windows. The main roof and recent outrigger extension are finished with slate roofs

Planning History

The current, relatively modern rear dormer lacks identity with the existing openings, neither matching the historic openings or the more modern additions of the ground floor extension. Through the extension of the existing rear dormer we have an opportunity to tie together this relatively modern addition with the window openings of the modern ground floor extension.

The new front dormer is very much in keeping with local planning context along Lady Margaret Road for adding modern dormer additions albeit a number of examples look to be lacking clear design quality. Our proposal seeks to further embellish the front elevation following on from a successful redevelopment of the front first floor extension over the porch with the addition of a new dormer to the existing main roof.

Examples of consented front dormer additions can be found below.

Ref 2019/2768/P erection of roof extension and front and rear dormers, and installation of front roof light.

No. 42 and 40 Lady Margaret Road on the same side of the street both have modern front dormer additions differing in character with one a wide linear dormer the other being a smaller domed dormer.

No. 53 through to no. 67 Lady Margaret Road directly opposite our property each have a front dormer all of which differ in scale and design terms.

Whilst adding a front dormer would typically be seen to "break the important, regular composition of the roof lines" as stated within the Kentish Town Conservation Area Appraisal (March 2011), the existing context listed above provides reference for previous schemes being permitted and not negatively impacting the roof lines or overall appearance and character of Lady Margaret Road.



Fig. 1 . Aerial 3D view of the neighbouring properties along Lady Margaret Road with front dormers (indicated in orange).

Proposals

This application seeks approval to marginally increase the existing rear dormer and add a new dormer to the front of the property. As outlined below the surrounding properties on Lady Margaret Road and adjacent streets are full of front dormers of various size, shape and suitability. With our proposals we intend to add a sympathetic addition of appropriate scale and appearance ensuring an enhancement to the building and wider conservation area.

Rear Dormer

The rear dormer extension is considered to have been designed for the majority within the criteria set out within Permitted Development. The dormer height is set well below the existing ridge line with the new rear elevation of the dormer space set back by significantly from the line of the existing rear elevation. The extension to the dormer is 800mm in depth, with no increase in the current roof height, the volume added is just over 4m³.

The extended dormer is completed with a fixed window and an opening light. The dividing mullion between the fixed light and opening window light is centered on the existing opening at second floor level and matches the design of the window at ground floor level within the recent rear addition. These windows are not considered to have an impact on neighboring properties on Ospringe Road as the properties are orientated at 90 degrees to each other.

Beyond this a large portion of the pitched section of roof is maintained, thus ensuring that the proposed addition to the rear dormer, whilst deeper, is still subordinate to the overall pitched roof element of the main host building.

The additional depth to the rear dormer, vastly improves the possible internal arrangements. Creating a more efficient floor plan either side of the stair landing, where currently the restricted head height prevents this from being useful space.

A roof light is proposed within the flat roof of the dormer to further enhance the natural light within the space. The roof light would project no further than 150mm from the roof.

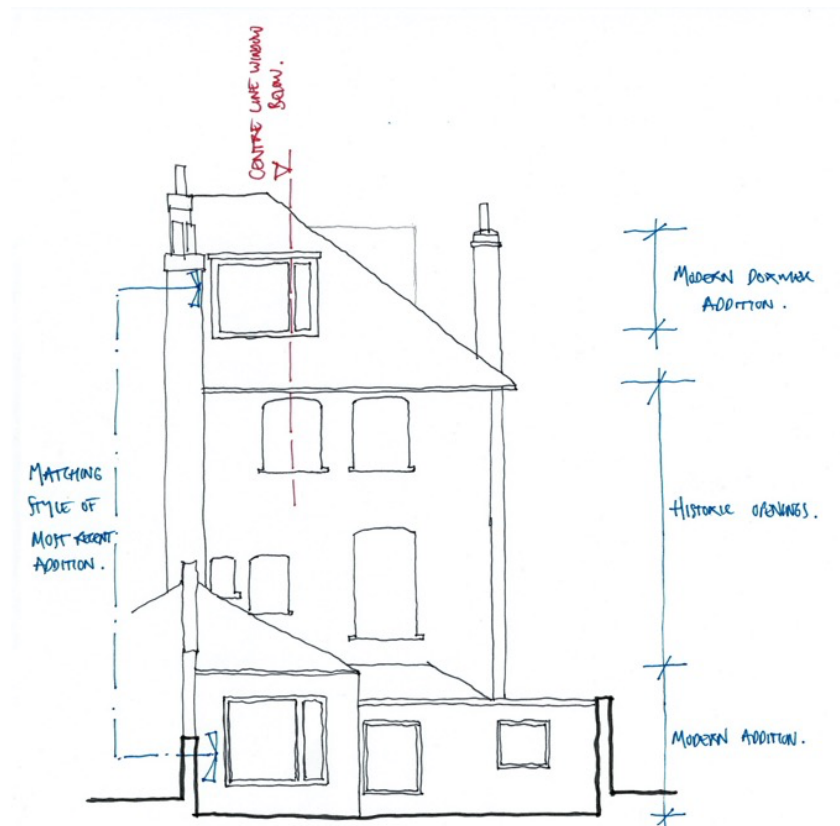


Fig 2 . The sketch above shows the considered design rationale for the extended dormer.

Front Dormer

The second element of the application is to add a new dormer to the front roof line. Following on from a successful redevelopment of the front first floor extension over the porch with the addition of a new dormer to the existing main roof to further embellish and enhance the street facing elevation.

The proposal to add a carefully considered dormer allows the space within the roof to function as two bedrooms and a bathroom, all benefiting from natural light and ventilation. The volume added is just over 3m³.

A painted timber sash window is proposed in keeping with the heritage windows across the front elevation.

As with the rear elevation (and to a greater extent) a large portion of the pitched section of roof is maintained, thus ensuring that the proposed new dormer, is still subordinate to the overall pitched roof element of the main host building.

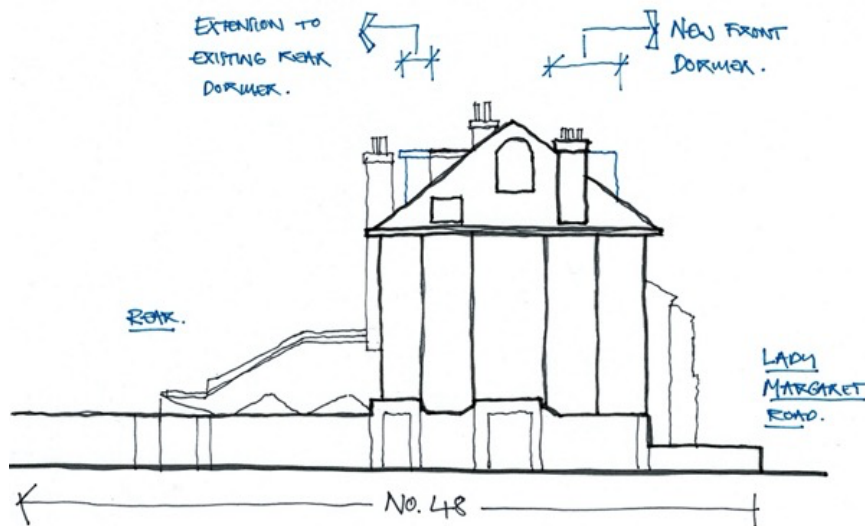


Fig 3 . The sketch above, side elevation along Ospringe Road indicates the additions we seek approval for.

Historic Context

Whilst the intention with the scheme has of course been to provide the property and homeowner with the additional space formed by the extended rear dormer and new front dormer, part of the design aesthetic has been to correct an historic mistake made with the earlier windows within the rear dormer. The new windows will be a high quality aluminium framed powder coated window to match the ground floor whilst still reading well with the historic windows below.

Materiality

The extended dormer faces (to the rear) finished in a tile to match or hung tile. This is to ensure that the materiality is consistent with that of the existing building. The front elevation dormers are to be finished with lead lined roofs and cheeks to ensure they are of a traditional appearance, consistent with the other existing examples in the surrounding area and also subservient to the main pitched roof.

Access

The main access to the property is via the existing entrance from Lady Margaret Road and is to be retained. Along Ospringe Road the property has a further point of access via a single door which is approximately halfway along the southern boundary which is to be retained.

Conclusion

This application seeks approval on the proposal to extend the depth of the rear dormer by 800mm over the existing roof. This marginal addition has a minor effect on the appearance of the existing dormer and importantly retains a good proportion of the extended pitched roof over the historic rear addition. The extension and addition of a new dormer to the front allows for a vastly improved internal arrangement in particular allowing the space to be fully utilised as habitable rooms. Furthermore, this flexibility allows for the provision of a separate bathroom within the existing side dormer for use by the current occupants.

The application scheme is considered to have responded to the guidance set out in Camden Planning Guidance Section on Design (2021). Generally, it is believed that the alterations produce a scheme that improves the overall appearance of the property and street scene without introducing excessive bulk to the street scene.