

38 St Albans Road London NW5 1RD

Document 2106 11 A: Planning Statement to accompany planning application for replacement window and alterations to driveway at the front of the property

October 2022

GORDON
CURTIS
ARCHITECTS



1. Context & introduction

The property is a 3 storey single family dwelling house. It is not listed but is within the Dartmouth Park Conservation area.

This application is a householder application for planning permission to replace the Ground Floor street facing window and to alter the front garden and hard landscape.

This document is to be read in conjunction with submission drawing 2106/01 and /02 and 2106/07A

The setting of the property is within a cluster of terraced town-houses built around 1973 on a block of land bordered by Swains Lane to the North and Brookfield Park to the East. The contemporary houses face onto Swains Lane and St Albans Road and have back to back rear gardens. The houses are distinctive departure in style from the character of the area – which is predominantly ‘arts and craft’ and Edwardian styling. The Conservation area appraisal of the block notes these as

‘At the eastern end of the road is a terrace of 1970s town houses, built with the similar terrace on Swains Lane. The garages at ground floor level and stepped façade are slightly softened by shrubs and hedges’

The houses are neither noted as a positive nor negative contribution to the conservation area, although clearly the focus of the conservation area is the preservation of the predominant early 20th century stock.

The massing of the houses has been broken up between plots, with a ‘staggered’ pattern to the front and rear building lines, which relates to the curve of the street, creates some visual interest, and creates some sense of enclosure between individual houses. In terms of material quality and styling, the houses are red brick with a part faux mansard type roof to the upper portion, this really conceals the upper portion of the 2nd floor and a flat roof. The styling is plain and undecorated and the windows are arranged in a sub-classical type pattern, and are vertical sliding sashes, but have been given a modern appearance with raw aluminium window frames and the window embrasures projecting outside of the walls, presumably to achieve some modeling to the facades and a deep cill to the interior.

The block is generally original in appearance, although there are subtle small extensions and several of the integrated ground floor garages have been converted into rooms and merged into the houses.

2. Summary of previous permissions and consents:

No 38 St Albans Road:

none to date – but former garage has been converted into a habitable room

other similar neighbouring properties:

No 36A St Albans Road:

2017/0374/P	granted 9 th March 2017	Conversion of garage to form a habitable room
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No 36 St Albans Road:

2014/1122/P	granted 14 th March 2014	Conversion of garage to form a habitable room
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2013/4600/P	granted 16 th Dec 2013	Erection of single storey side extension, replacement of front garage door with new windows and installation of new window on side elevation of single dwelling house
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No 40 St Albans Road:

9200154	granted 2 nd April 1992	Conversion of garage to form a habitable room
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The garage conversion to No 38 does not show on the public Camden website. It is possible that this alteration was permitted development and therefore not requiring a planning application. There are building control records which show the conversion as having been completed in April 2008 under application reference 07/5/0291

There is a single storey rear extension to the adjoining property at No 38A which does not appear on the public Camden website. It is possible that this extension was permitted development and therefore not requiring a planning application.

3. Summary of proposals and relevant arguments in support:

- 3.2 The existing Ground Floor street facing windows are a pair of rectangular metal framed sashes, within a brick infill which disguises the shape of the original pre cast concrete arched head to the garage opening.

The proposal is to restore the shape of the concrete arch, by removing the existing plastered infill and brickwork underneath the arch. The replacement windows is proposed as a single unit which will follow the curve of arch at the top, and the width of the original garage opening. This has been successfully achieved in the neighbouring houses at no 36 and 36A



converted garages with arched windows at No 36 & 36A



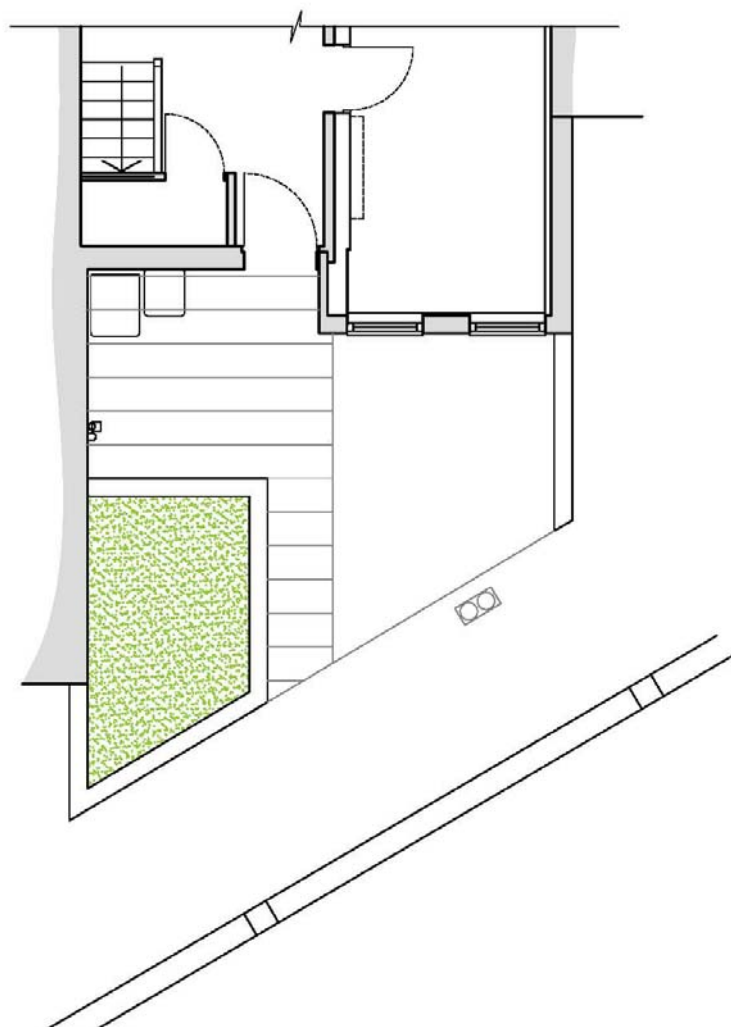
poorly infilled conversion (on the left) and original arched opening to garage to the right

The proposal is to finish the opening beneath the window cill in close boarded Oak planks, in a horizontal format. All of the timber will be Oak, selected from a sustainable accredited source, with the Programme for the Endorsement of Forestry Certification (PEFC) and the Forest Stewardship Council (FSC) certification.

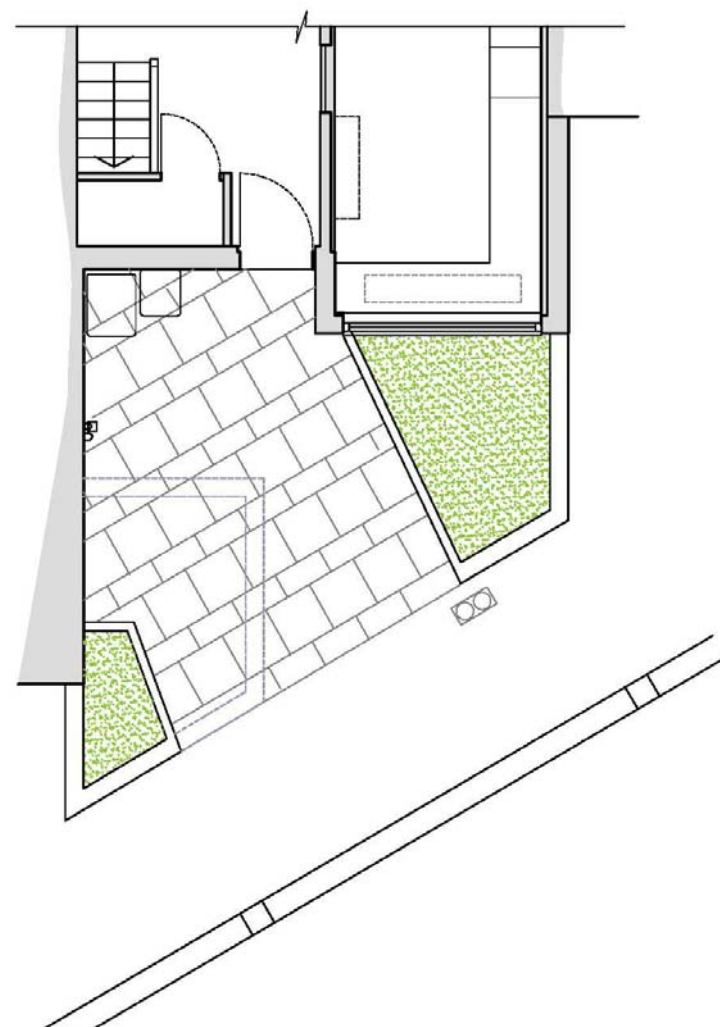
All Oak will be finished in a clear satin polyurethane varnish, and glazing will be clear.

- 3.3 The existing front driveway retains its layout to suit the previous arrangement with the hard surface in front of the former garage. The hard surface is now redundant as the garage has been converted and there is no dedicated space for the large wheelie bins.

A new layout is proposed which shall swap the hard and soft areas so that the soft is in front of the kitchen window and the hard surface will be in the deeper area, where it will be able to accommodate a parked car, without any loss of soft landscape area, and has the advantage of the soft area being directly in front of the new window.

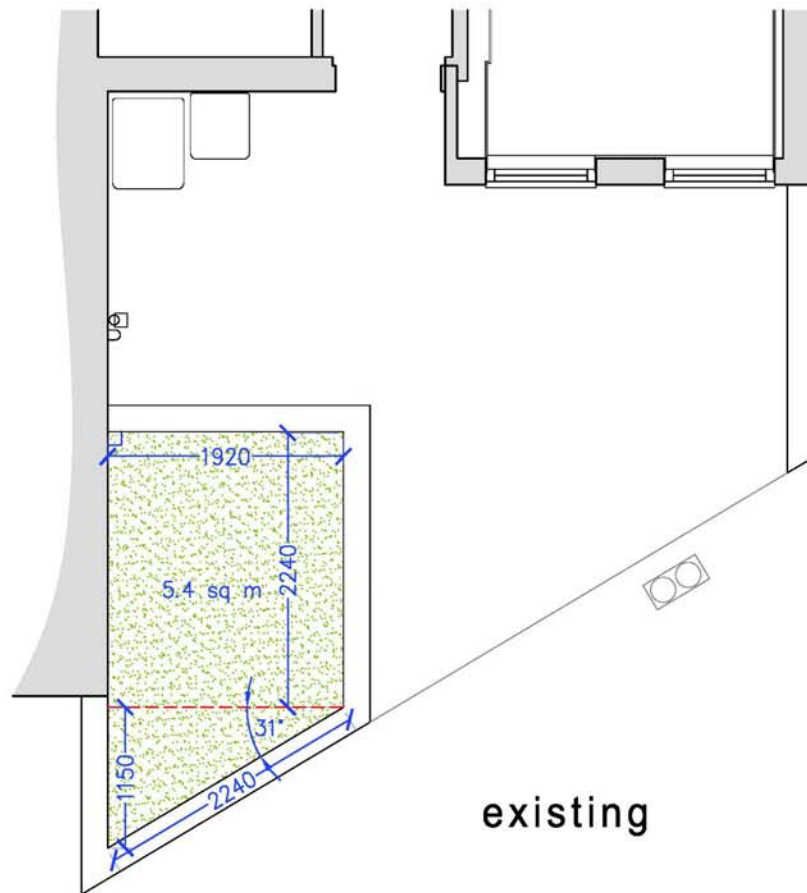


existing front garden plan

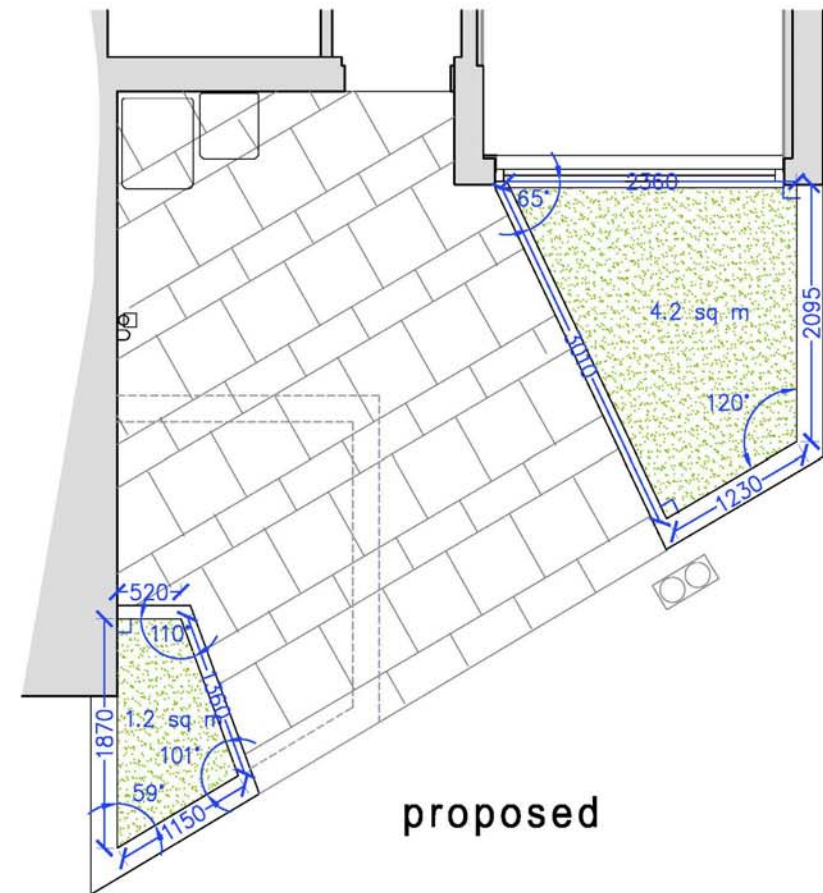


proposed front garden plan

The proposed area of soft landscape will be no less than the existing, which measures at just under 5.4 sq m. Both areas are proposed to be planted with grass. The proposed soft areas are a little more than 5.4 sq m, and this is shown on the following dimensioned diagram.



existing



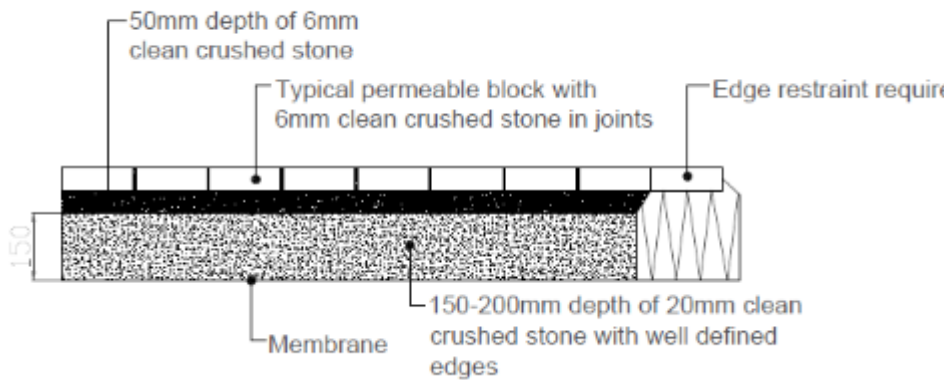
proposed

The hard paved area will be finished in a permeable brick paving system such as ‘Marshalls Priora’ in a red brindle colour.

The existing concrete and asphalt surface and base will be excavated to a depth of approx 30cm of crushed gravel over a geotextile membrane, and finished with the loose fitted pavers.



proposed paver finish



proposed driveway construction