LAMORNA, DARTMOUTH PARK ROAD

Design and Access Statement Addendum

August 2025

1.0 SUMMARY

1.01 Summary of Changes

1.0 SUMMARY

SUMMARY OF CHANGES

Basement

In response to updated flood-risk data from Camden Council, we revisited the design to ensure it remained resilient and efficient. We considered a duplex across the basement and ground floor to keep habitable rooms above ground level. Through this process, we identified that removing the basement entirely would lead to a more efficient layout and maximise usable living space. This decision supports the overall quality and practicality of the scheme.

This change not only aligns with standards but also addresses concerns raised by neighbours during the application process. Removing the basement will shorten the construction timeline, reducing disruption for those nearby. This thoughtful design evolution ensures the project remains sustainable and considerate of all factors.

Layout

To maintain the proposed mix of 3-bed, 2-bed and 1-bed flats, we've updated the internal layout. The 3-bed flat, originally located in the basement, has been moved to the top floor. The ground floor flat has been revised from a 1-bed to a 2-bed. This approach keeps a balanced and inclusive mix of homes, supporting a range of household types. The scheme continues to deliver much-needed family housing in line with Policies H1, H6 and H7 of the London Plan.

Design

The overall design remains consistent. One key update is at ground level. With the basement removed, a tall metal balustrade is no longer needed. Instead, we've introduced a lower brick wall that matches the neighbour's, improving visual continuity along the street.

We've also refined the balcony metalwork. The updated balustrades now include an extra layer of detail, drawing from local Victorian features. This brings a stronger sense of depth and helps the facade sit more comfortably within its context.

Ancillary

Removing the basement flat helps reduce pressure on drainage, cuts construction waste, and lowers the number of air source heat pumps needed. This improves energy performance and supports the overall sustainability of the scheme. Updates to ancillary spaces are included in this addendum.

Transport

The scheme remains car free, in line with Policy T1 of the Local Plan. Following feedback from the Transport Officer, we've adjusted the cycle parking. All 10 spaces are now at the rear of the building, using a two-tier rack instead of the previously proposed vertical stands.

Accessibility

Accessibility remains the same apart from the removal of the staircase leading down to the basement unit. Each unit meets M4 Part 2 requirements, while Unit 1 on the ground floor meets M4 Part 3 requirements.

Overlooking

In response to neighbour concerns about overlooking from Chetwynd Villas, we have included a rear view and section diagram to show how this has been carefully addressed. Rear bathroom windows will also be obscured to further reduce any overlooking.

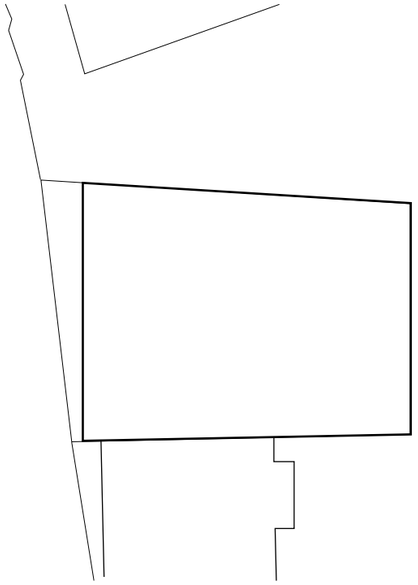
2.0 DESIGN PRINCIPLES

2.0 DESIGN PRINCIPLES

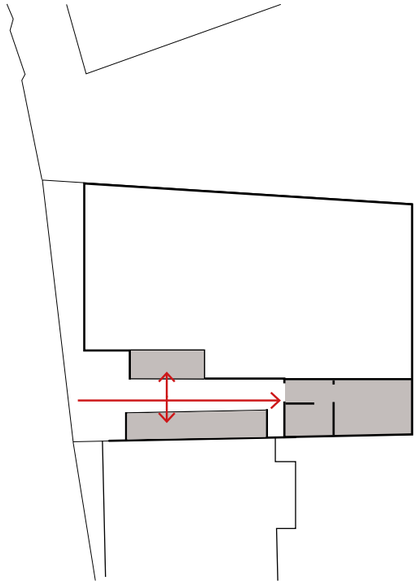
PLAN DIAGRAMS

The building will be set back from the street front and rear garden to minimise overlooking into neighbouring properties. The volume adjacent to First House will be set in to meet the neighbour's facade. This volume will form a concealed plants room and a electrical room and a secure cycle storage room further back. A refuse storage area and an acoustically enclosed room for ASHPs are located at the front of the passage. These ancillary spaces were designed to ensure privacy and minimal noise disruption to First House.

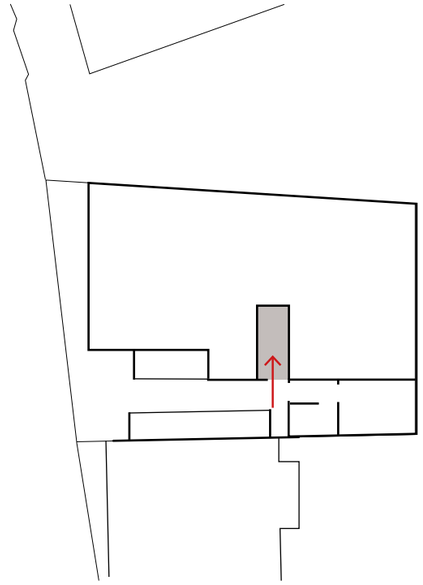
The communal entrance will be set in the centre of the main building, with a core carved down the middle of the building. It can be accessed through the passage adjacent to First House. This core will include a communal staircase and wheelchair accessible lift. Off the main corridor, a secondary smoke corridor will lead off to the flats. The ground floor unit will have level access and can be accessed at the front of the building.



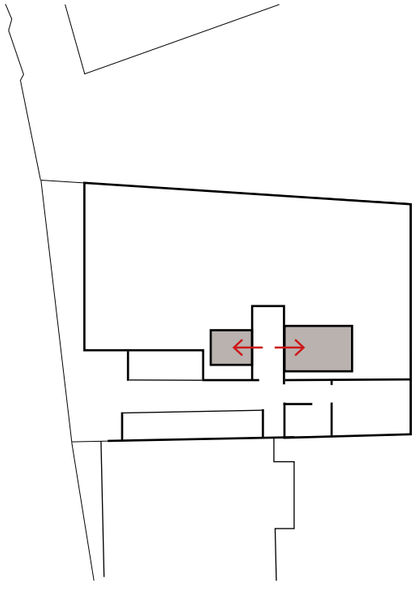
1. Plot boundary with front set-back



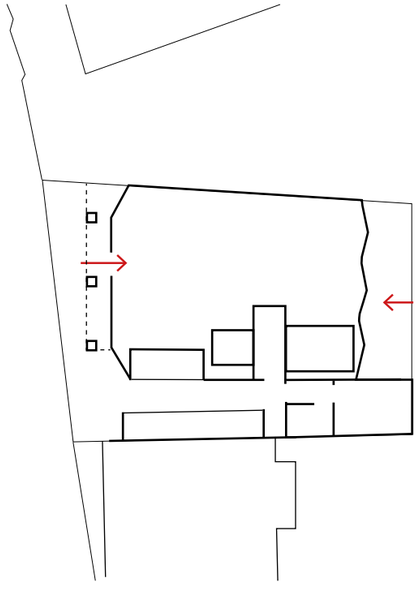
2. Insert passage to refuse storage, cycle storage and plants and electrical rooms



3. Insert communal entrance to all floors



4. Staircase and lift



5. Further front set-back at ground floor level, inserting entrance to ground floor unit and rear set-back to minimise overlooking

2.0 DESIGN PRINCIPLES

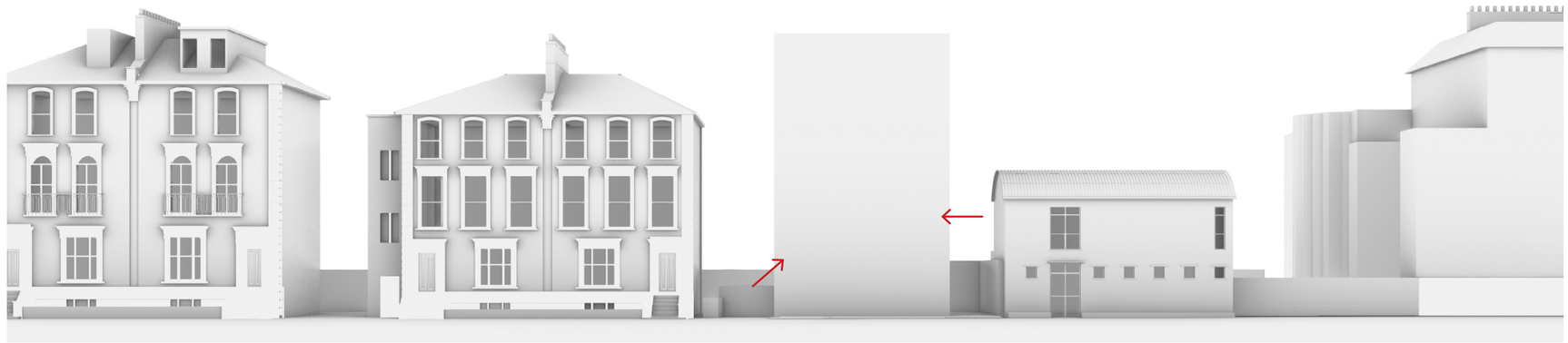
MASSING

The massing starts by extruding the plot boundary to maximise the development potential of the site. The volume is extruded to a height that matches the neighbours at 5 and 7 Dartmouth Park Road, following a height rhythm of 'tall - short - tall' as seen along the street.

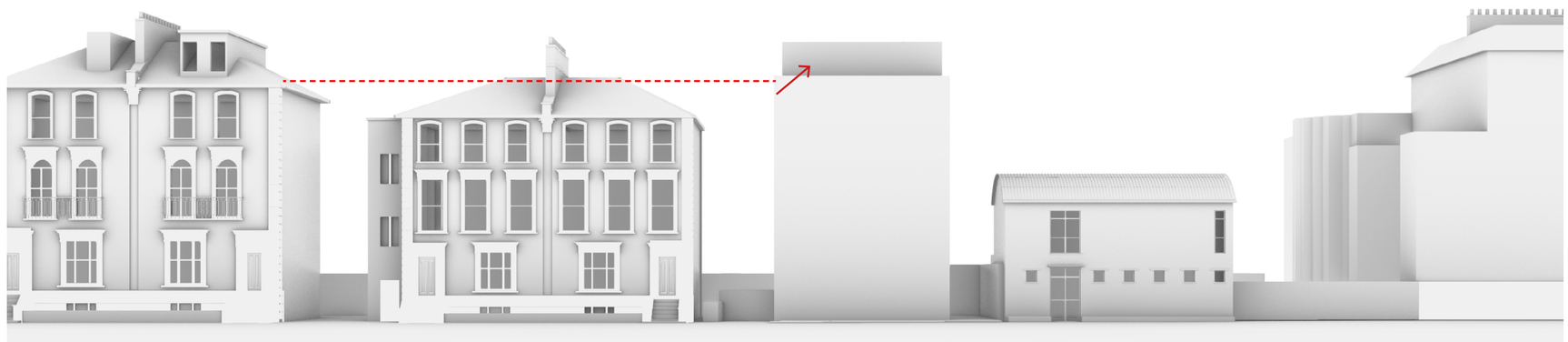
The side adjacent to First House is pushed in to allow for differentiation between the two buildings and to create a passage to the communal entrance, refuse storage, and cycle storage. In addition, the front is set back to align with the front elevation of First House while the rear is pushed in, away from the rear boundary, to increase separation distance between the proposal and the neighbours at Chetwynd Villas. This will help mitigate overlooking issues.

The top floor volume is set back at the front and the rear to allow for a more discrete provision of additional accommodation. Planting will be incorporated on the top floor to provide screening and to ensure impact on the neighbours' privacy is minimised. This set-back allows a sense of rhythm to be carried through from adjacent buildings at parapet height and bring cohesiveness to the street.

1. Extruding boundary to a height that matches 5 and 7 Dartmouth Park Road, following the height rhythm of the street



2. Push volume in to create a passage adjacent to First House. The front and rear elevations are pushed in to reduce overlooking and to align with the street elevations



3. Push back top floor at the front and rear to reduce visual impact

2.0 DESIGN PRINCIPLES

SITE HISTORY

As the population of London rapidly grew in the 19th century, residential development expanded. Dartmouth Park was largely built up in the same time period, creating a cohesive character and appearance in the area.

From the late 1850's, building started along the western end of Dartmouth Park Road, developed by Lawford on behalf of Lord Dartmouth. Their aim was to create good quality houses set within spacious gardens that included landscaped layouts and street trees to give a semi-rural appearance.

Between Grove Terrace and York Rise, the properties are mainly three-storey semi-detached villas with semi-basements and front gardens enclosed by low walls or railings. The buildings are made of stock brick with applied decorative details including stringcourses, eaves brackets, moulded window cases and stuccoed quoins picked up in white. Key features are interesting plaster decoration, porches, arched heads on windows, and ironwork balconies.

Lamorna is estimated to have been built in the 1920's or 1930's, infilling the open plot of land between 154 Grove End's rear garden and 1 Dartmouth Park Road. Its architectural style has little relation to the surrounding buildings.

Clockwise from top left: OS maps showing rapid development from 1863, 1893, 1915 and 1938

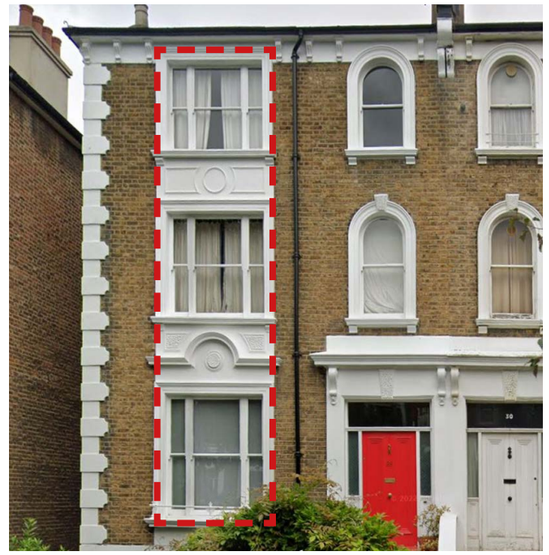
2.0 DESIGN PRINCIPLES

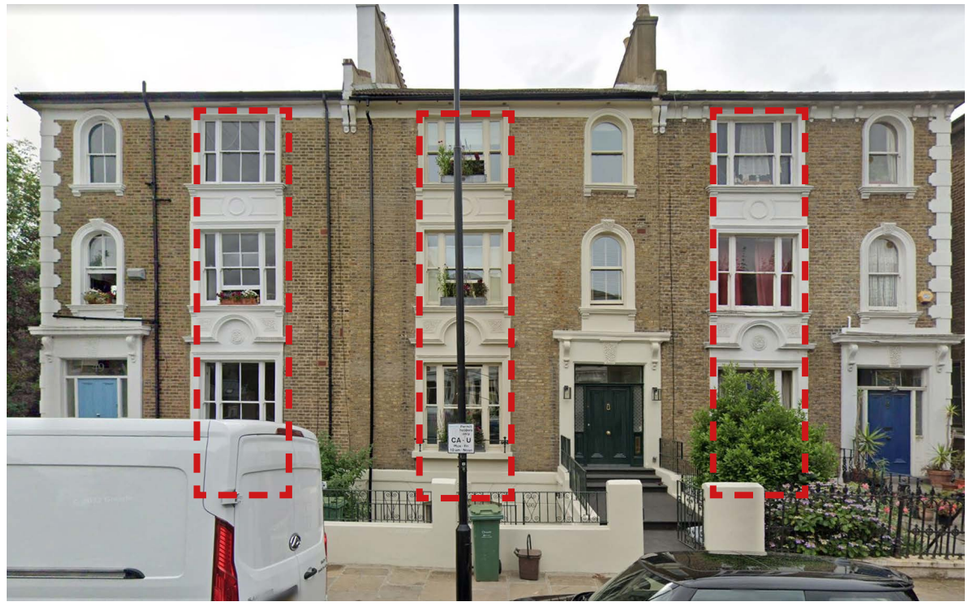
LOCAL VICTORIAN ARCHITECTURE: STUCCO BAY

Several common architectural features can be found throughout the Dartmouth Park conservation area, as well as within the sub-area of Dartmouth West. The following pages explore a few of these key features that have been used as inspiration for the proposed design.

Inspired by Palladian principles of order and balance, Victorian facades often fall into a grid pattern, highlighted by vertical and horizontal elements.

Along Dartmouth Park Road, stacked windows have been unified with a vertical band of stucco decoration. This band creates a strong rhythm of the streetscape and helps define individual houses within the 2 to 3 house configurations typical of this area. It is also used in the larger villas to articulate symmetry in a three-bay facade. In all instances, the stucco itself is applied with decorative reliefs similar to those used around individual windows and porches.



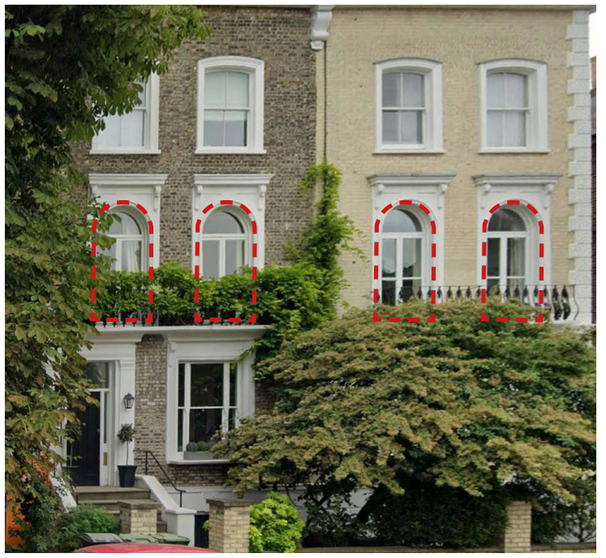


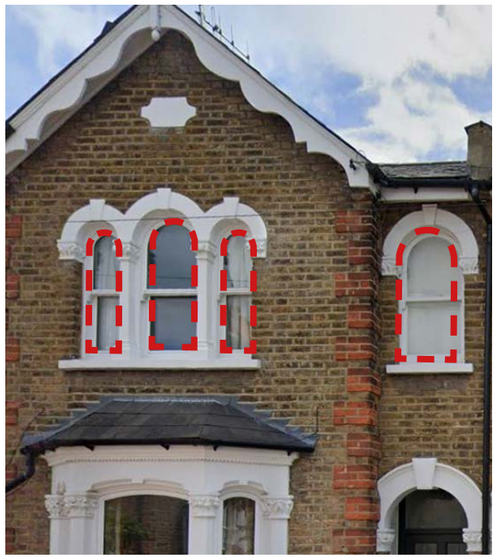
Stucco decoration creating vertical bands unifying the bay

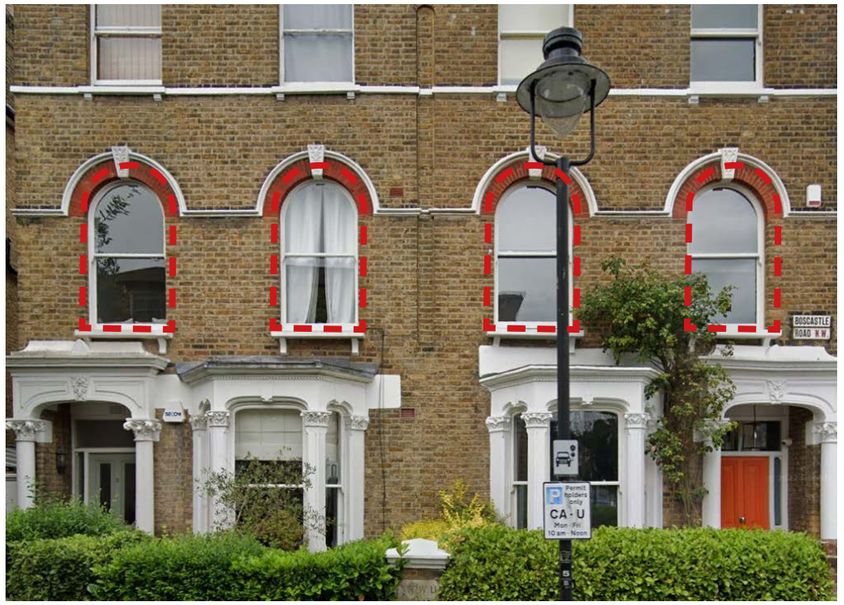
2.0 DESIGN PRINCIPLES

LOCAL VICTORIAN ARCHITECTURE: ARCHED WINDOW

Victorian architecture often utilised the arched window, often referred to as the Palladian Arch Window. This classical round arch is the most common form found in the Dartmouth West sub-area, often complemented by segmental arches and three-centered arches. Arches also repeat over porches and within stucco decoration. Arched windows are also sometimes mirrored, creating a triptic. Several houses in the area have framed their round arched windows with square stucco architraves, adding another level of ornamental interest.







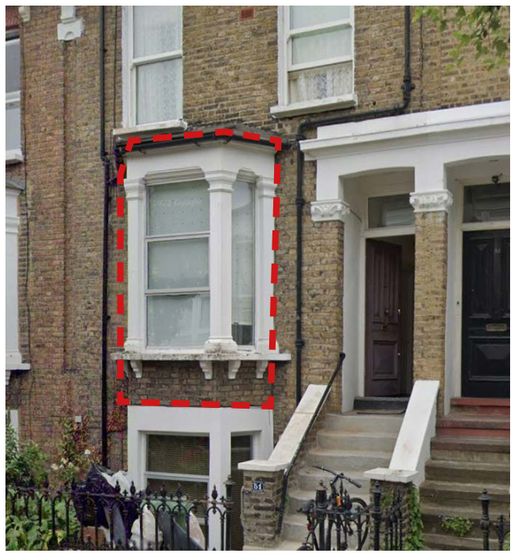
Arched windows

2.0 DESIGN PRINCIPLES

LOCAL VICTORIAN ARCHITECTURE: BAY WINDOW

Bay windows were popularised in the Victorian era when Building Regulations were relaxed and ground floor windows no longer had to be flush with the exterior wall.

Bay windows appear frequently throughout the Dartmouth West sub-area. Where lower ground floors exist, the bay window often starts from the lowest level and reaches up to the raised ground floor. There are also instances of the bay window starting at ground and raising to the first floor. Smaller houses without lower ground floors often have a single storey bay window.



Bay windows

2.0 DESIGN PRINCIPLES

LOCAL VICTORIAN ARCHITECTURE: PORCH

Victorian architecture often reflects the Victorians' desire for social mobility. The main entrance of Victorian homes provided an opportunity to display this mobility, and would often be highlighted with a panelled door and an ornamental porch with stucco articulation.

Such porches can be found throughout the Dartmouth West sub-area. While some porches are recessed into the exterior facade, others are extruded to mirror neighbouring bay windows. Simpler porches that do not provide cover are nevertheless detailed with classical motifs in stucco. Nearly all the porches are built in brick and painted white, further accentuating them from their stock brick facades.

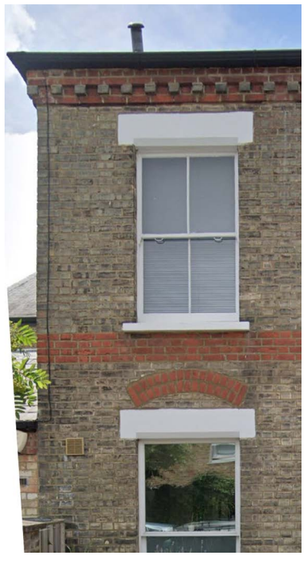
Articulated porch

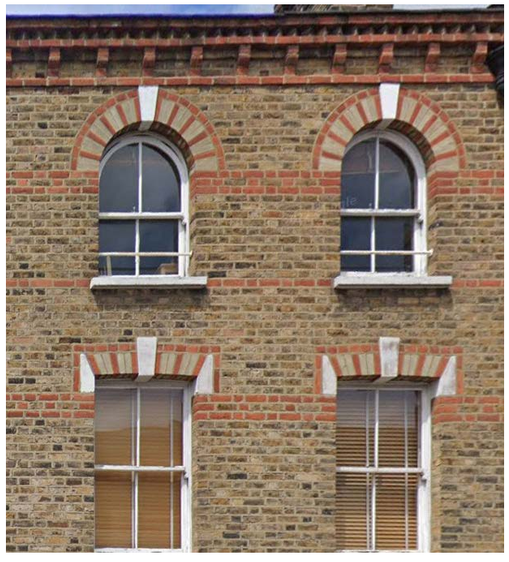
2.0 DESIGN PRINCIPLES

LOCAL VICTORIAN ARCHITECTURE: BRICKWORK

By the Victorian era, brick manufacturing had become mechanised, leading to stronger, more regular bricks in a wider range of colours. The machine-made bricks were saved for facades due to their expense. Victorian architecture is characterised by the brick patterning and reliefs of external walls.

Although most of the houses in the Dartmouth West sub-area are built of London stock brick, many ornamental details are highlighted using deep red or pale yellow bricks. Many brick details also provide depth to the otherwise flat facades, such as recessed vertical bands demarcating houses, elaborate eaves, or quoins.



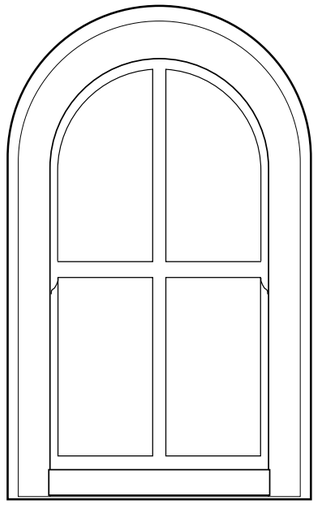


Decorative brickwork

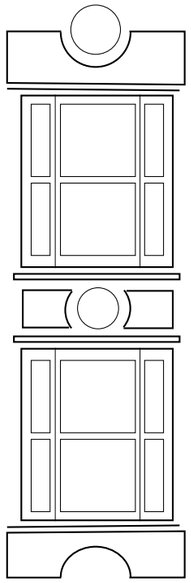
2.0 DESIGN PRINCIPLES

ARTICULATION: VICTORIAN FEATURES

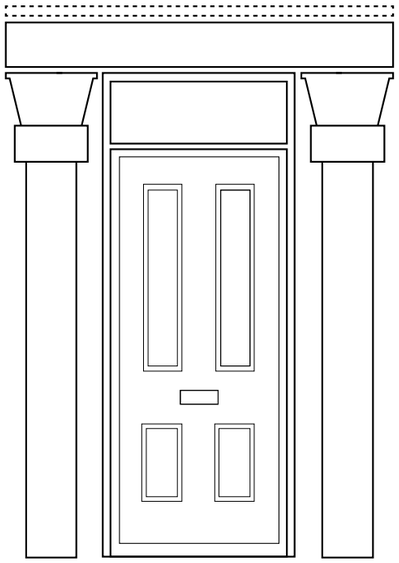
The diagrams below provide a summary of the Victorian features highlighted in the surrounding area. These include the Stucco Bay, Arched Window, Porch, Decorative brickwork. This rich heritage provides a taxonomy of architectural features and directly inform the architectural language of the facade.



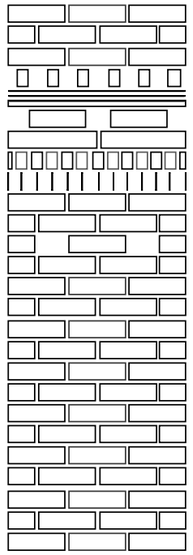
Arched Windows



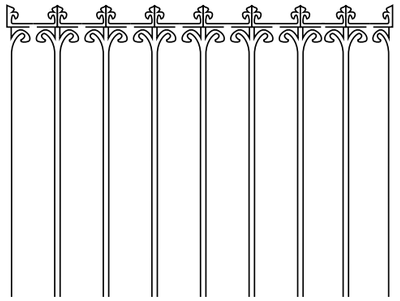
Stucco Bays



Porch



Decorative Brickwork



Railings

2.0 DESIGN PRINCIPLES

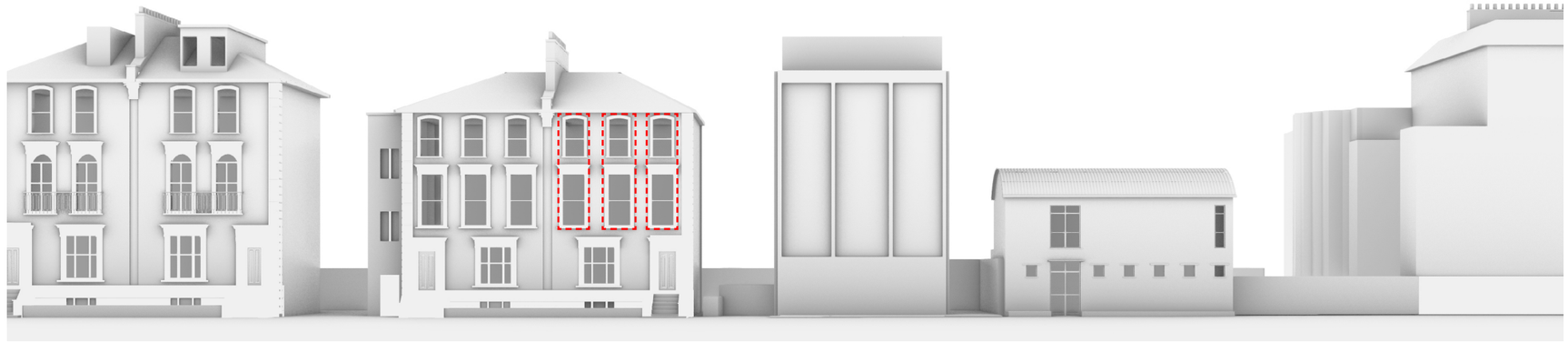
ARTICULATION: FRONT FACADE

The proposals take reference from the Victorian buildings along the street by manipulating traditional design and detailing into a contemporary form with the intention of elevating the quality of the site and bringing about an enhancement on the existing arrangement within the Dartmouth Park Conservation Area. The proposal echoes the height, massing and proportion of the neighbouring buildings and incorporates architectural features that would lend a more cohesive appearance to the current street scene.

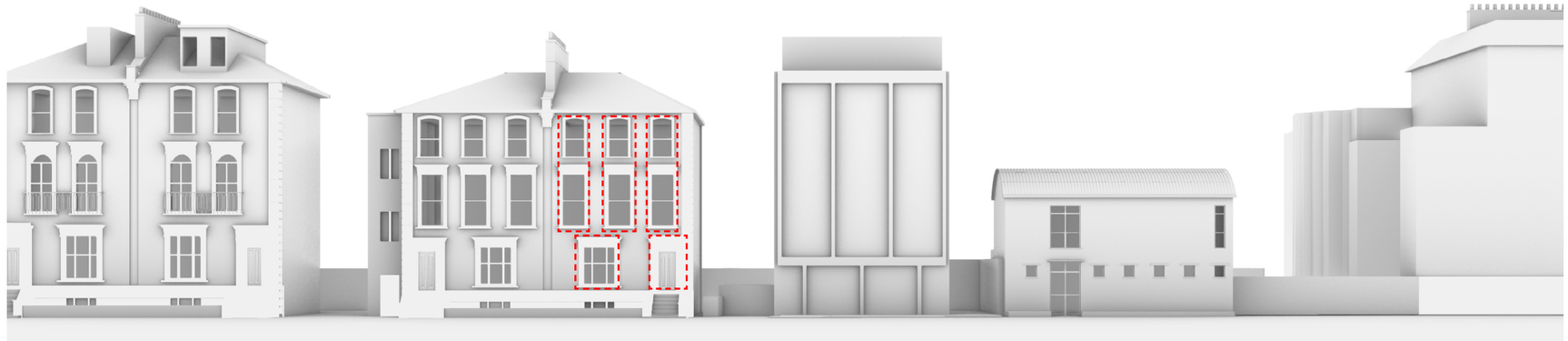
Stacked windows with a vertical band of stucco decoration are commonly found within the conservation area. The proposal borrows this feature to bring verticality to the facade. The stack is duplicated across the elevation to create three identical stacks, emphasising the buildings' symmetrical proportions.

The stacks are brought down to the ground floor where they are shifted to mirror the adjacent building. This also creates the appearance of a recessed entrance porch, a Victorian architectural feature that can be found throughout the Dartmouth West sub-area.

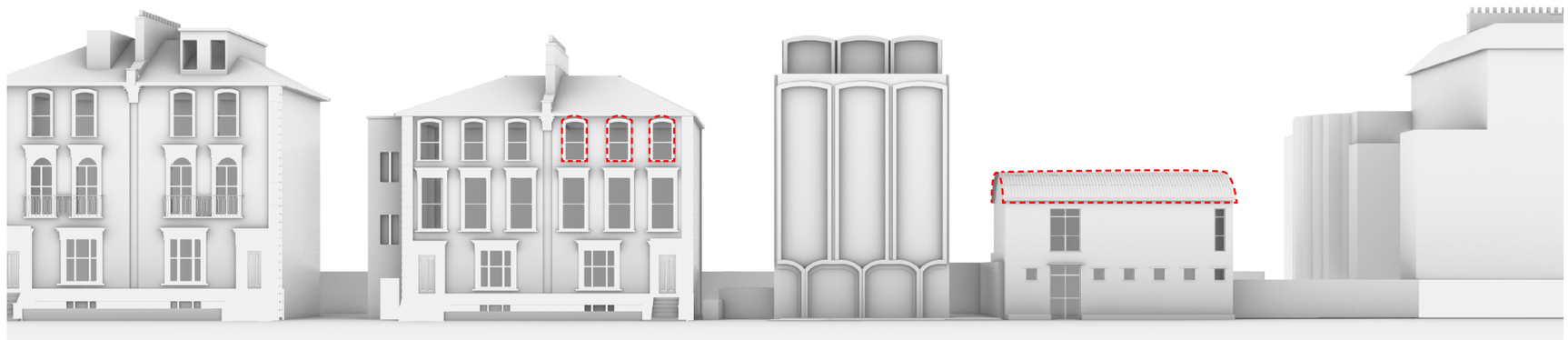
Arching the stacks makes reference to the arched windows typical of Victorian architecture, as well as reference to the curved roof of First House. This idea also softens the appearance of the facade and creates a visual connection with the adjacent buildings.



1. Creating three vertical window stacks



2. Shifting the grid of the stacks of windows on the ground floor



3. Arching the windows

2.0 DESIGN PRINCIPLES

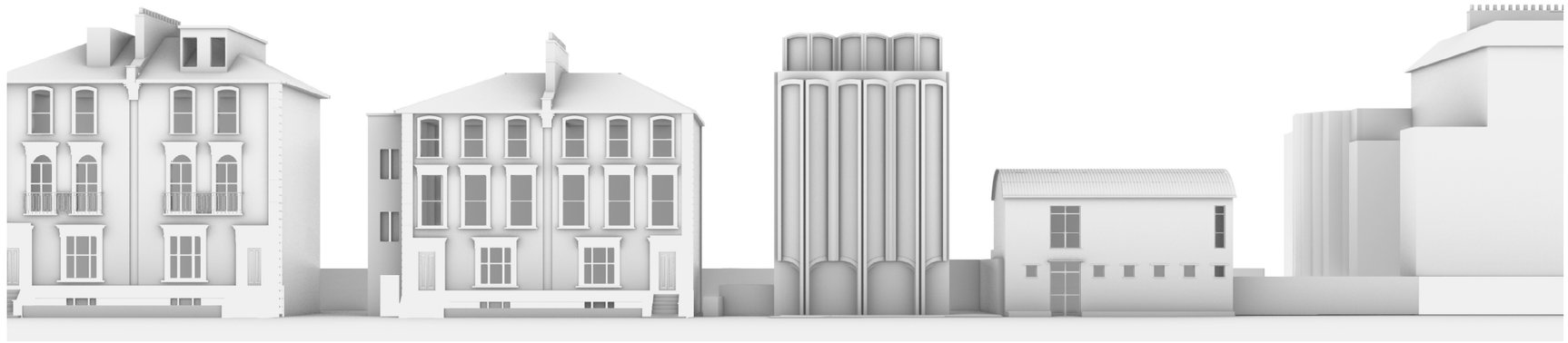
ARTICULATION: FRONT FACADE

These stacks are pushed and angled away from each other, creating a bay window effect. This introduces a sense of contemporaneity and three dimensionality to the facade.

The verticality of the stack is expressed through the fenestration. The openings provide generous amenity spaces, a requirement set by the London plan for new developments.

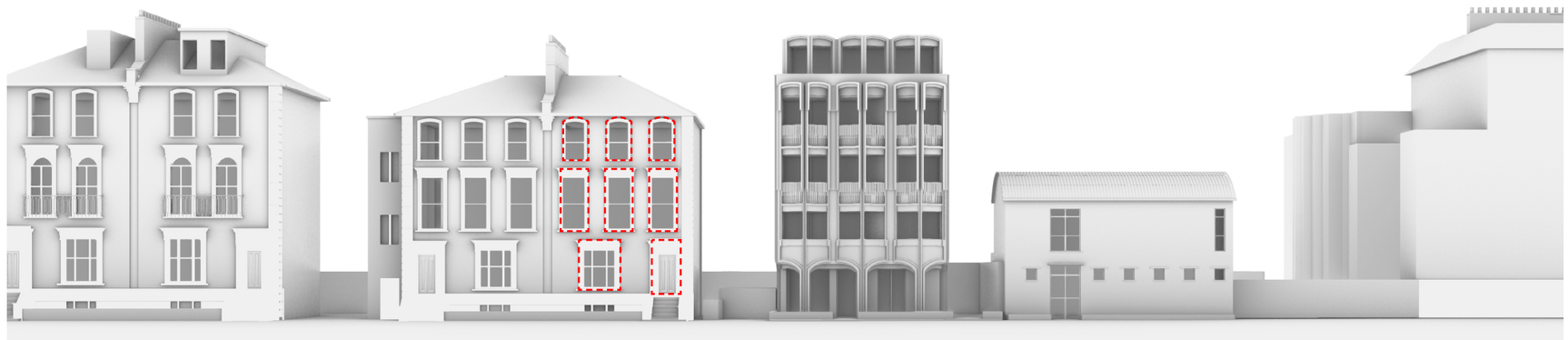
Finally, further articulation is introduced to highlight the stack which will be clad in white GRC to mimic the Victorian white stucco decoration around the windows. The decorative metal balustrades proposed will provide an additional layer of solidity to the facade, making the window proportions more contextual.

The design has been informed by ongoing discussions with Camden council and Design Review Panels. As illustrated, references are drawn from the neighbouring buildings and fed into the design to create a more coherent and pleasing transition from one building to the next and to visually softening the contrast that currently exists between, the Victorian buildings, the site and First House.



4. Angling the window stacks to create bays

5. Creating window openings



6. Adding articulation and balustrades to enhance the facade and create a visual connection to the adjacent Victorian buildings

2.0 DESIGN PRINCIPLES

CONTEXT: BUILDING HEIGHT

A rhythm of two different building heights can be observed along the Victorian properties on Dartmouth Park Road. The taller units are approximately 15.7m tall while the shorter units are approximately 12.7m tall. The proposed building is 15m tall, which takes into account the heights of neighbouring properties and follows the rhythm of 'tall - short - tall'.

A: Taller Unit

B: Shorter Unit

2.0 DESIGN PRINCIPLES

FRONT ELEVATION VIEW

2.0 DESIGN PRINCIPLES

STREET VIEW

For illustrative purposes only

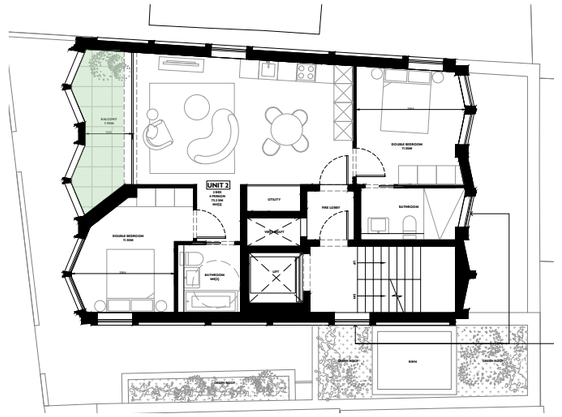
2.0 DESIGN PRINCIPLES

PRIVATE AMENITY SPACE

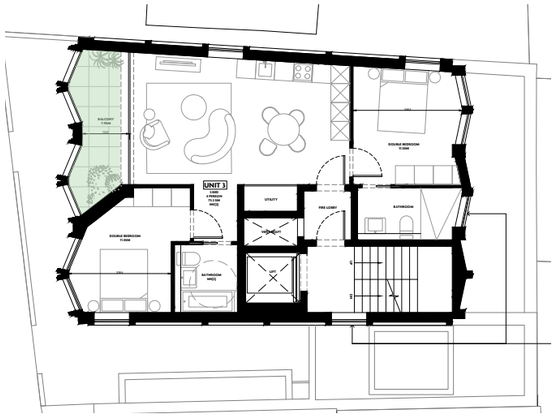
The London plan suggests a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.

Each unit meets or exceeds the London Plan's minimum private outdoor space requirements. All outdoor spaces included in these area calculations exceed a minimum depth and width of 1.5m, as per London Plan standards.

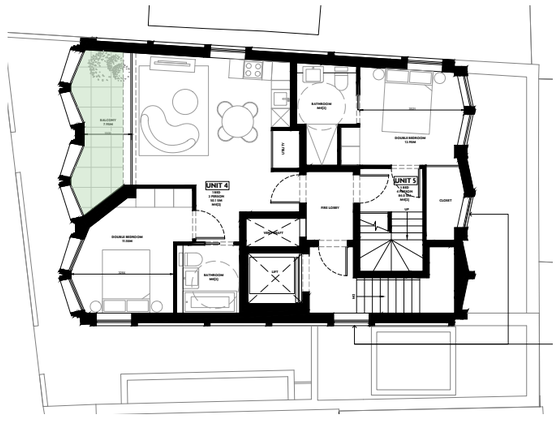
Ground Floor
Unit 1: 13.7sqm



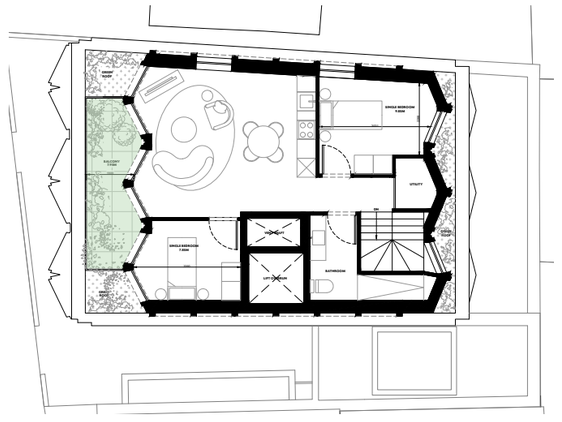
First Floor
Unit 2: 7.9sqm



Second Floor
Unit 3: 7.9sqm



Third Floor
Unit 4: 7.9sqm



Fourth Floor
Unit 5: 7.9sqm

Private Outdoor Amenity Space

3.0 DEVELOPMENT PROPOSAL

3.0 DEVELOPMENT PROPOSAL

OVERVIEW

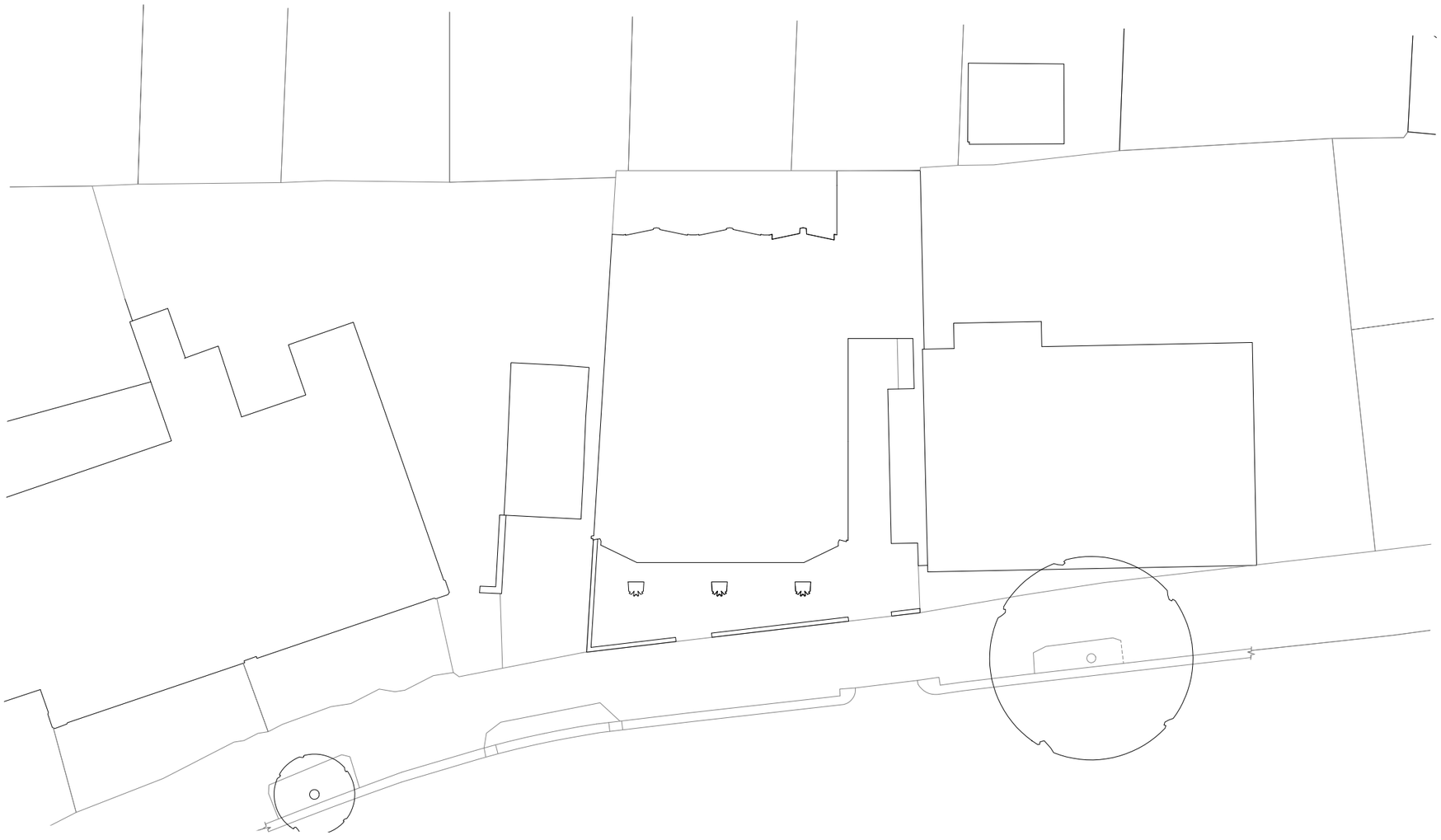
Demolition of existing single dwelling and construction of a new five-storey residential building consisting of five self-contained residential flats (Class C3).

This is a car free development. Cycle storage is proposed in secure and easily accessible storage. Refuse storage is provided in a sensitively concealed location accessed from the front of the property.

The scale and massing of the proposal is comparable to neighbouring buildings, keeping overshadowing of the neighbouring rear gardens into consideration. The proposal does not have a detrimental impact on trees, neighbouring amenities or adjacent heritage assets.

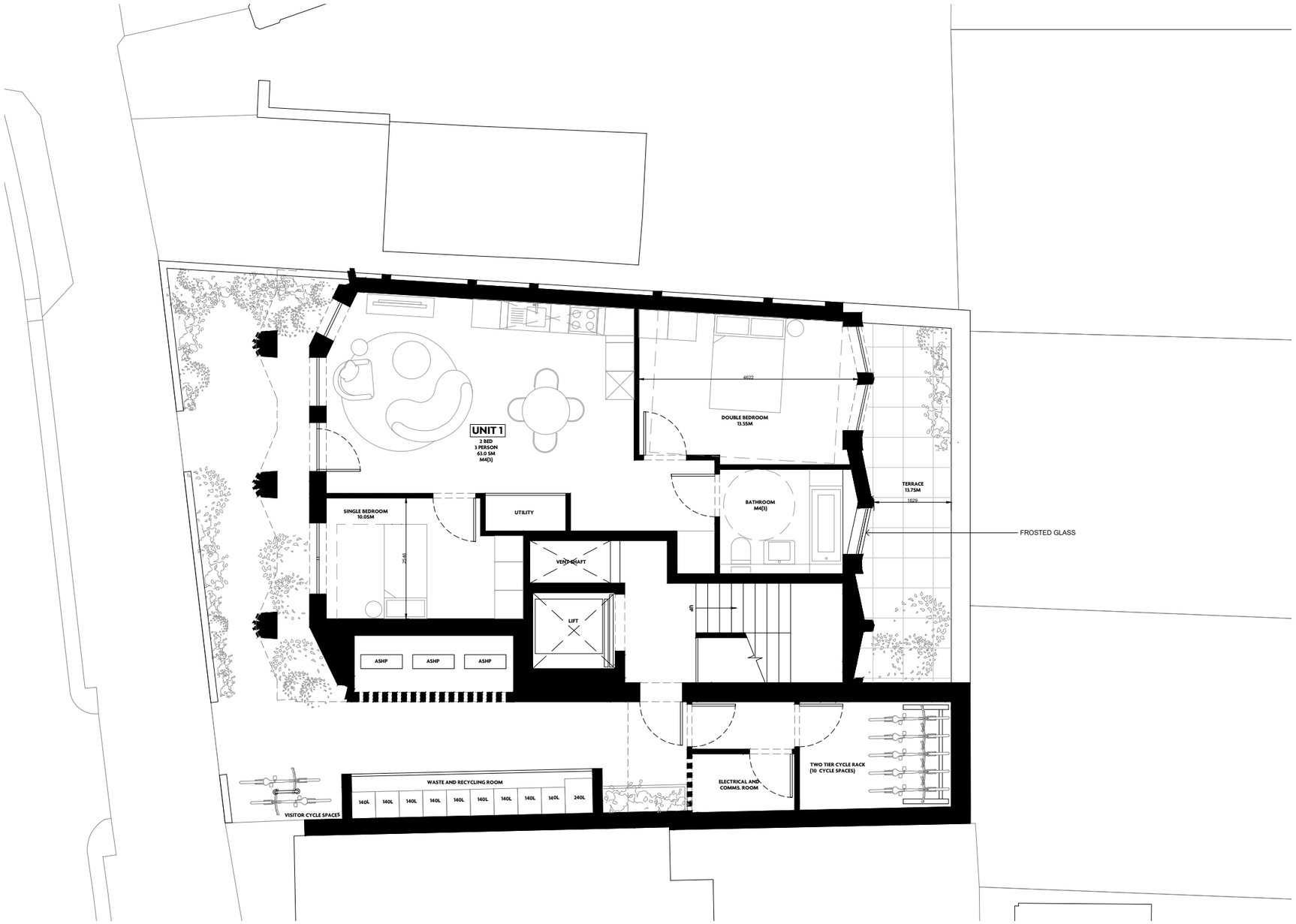
3.0 DEVELOPMENT PROPOSAL

PROPOSED SITE PLAN



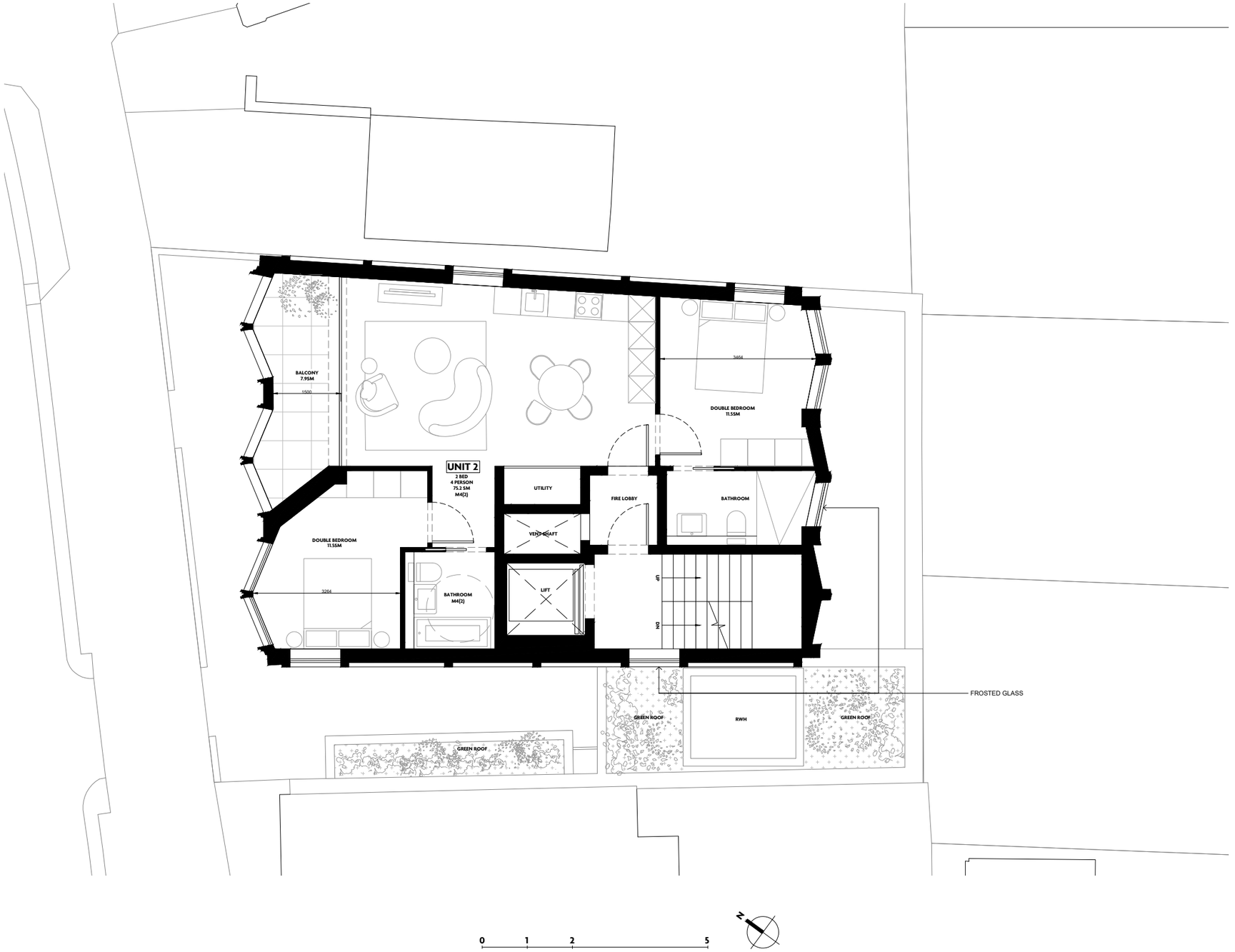
3.0 DEVELOPMENT PROPOSAL

PROPOSED FLOOR PLANS: GROUND FLOOR



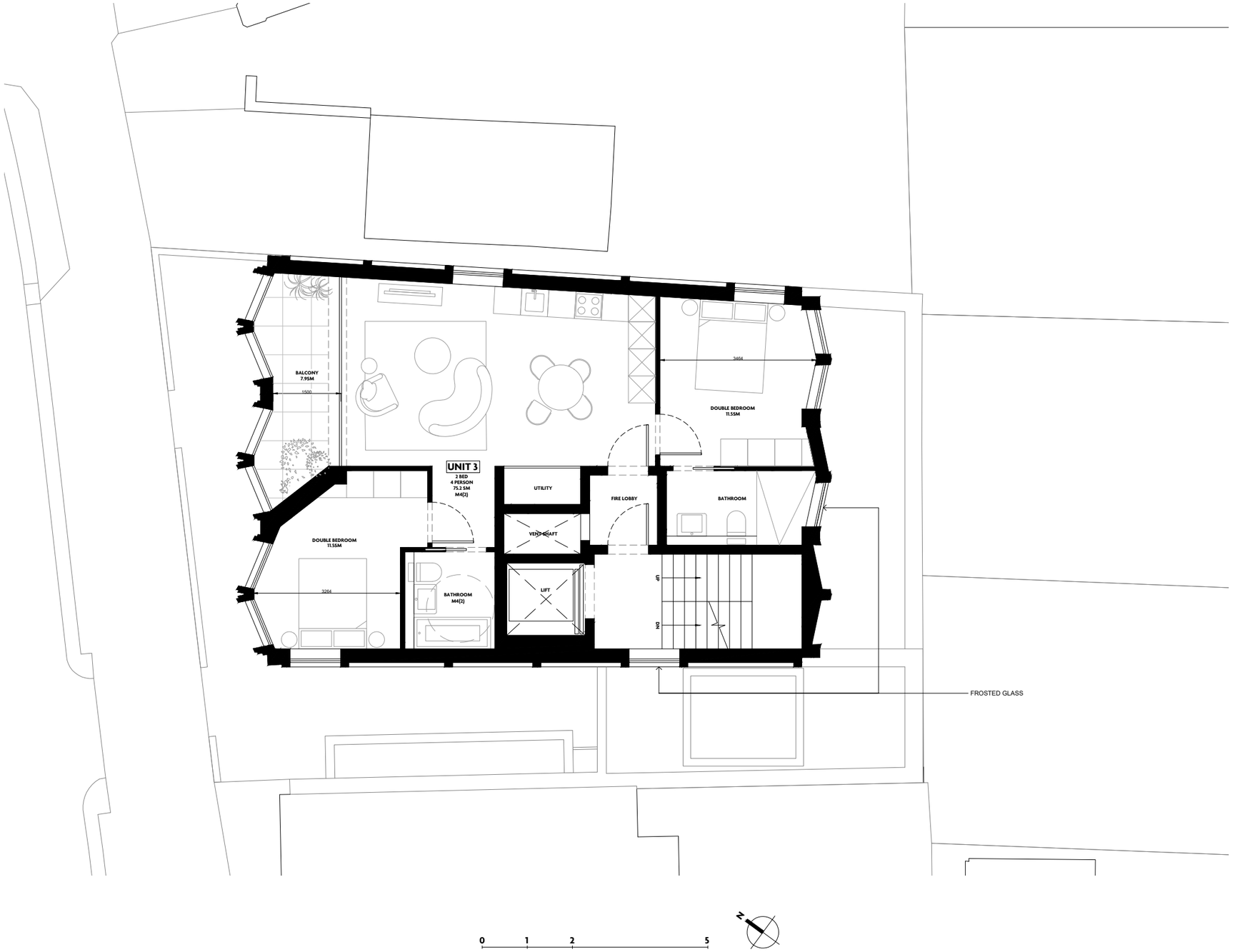
3.0 DEVELOPMENT PROPOSAL

PROPOSED FLOOR PLANS: FIRST FLOOR



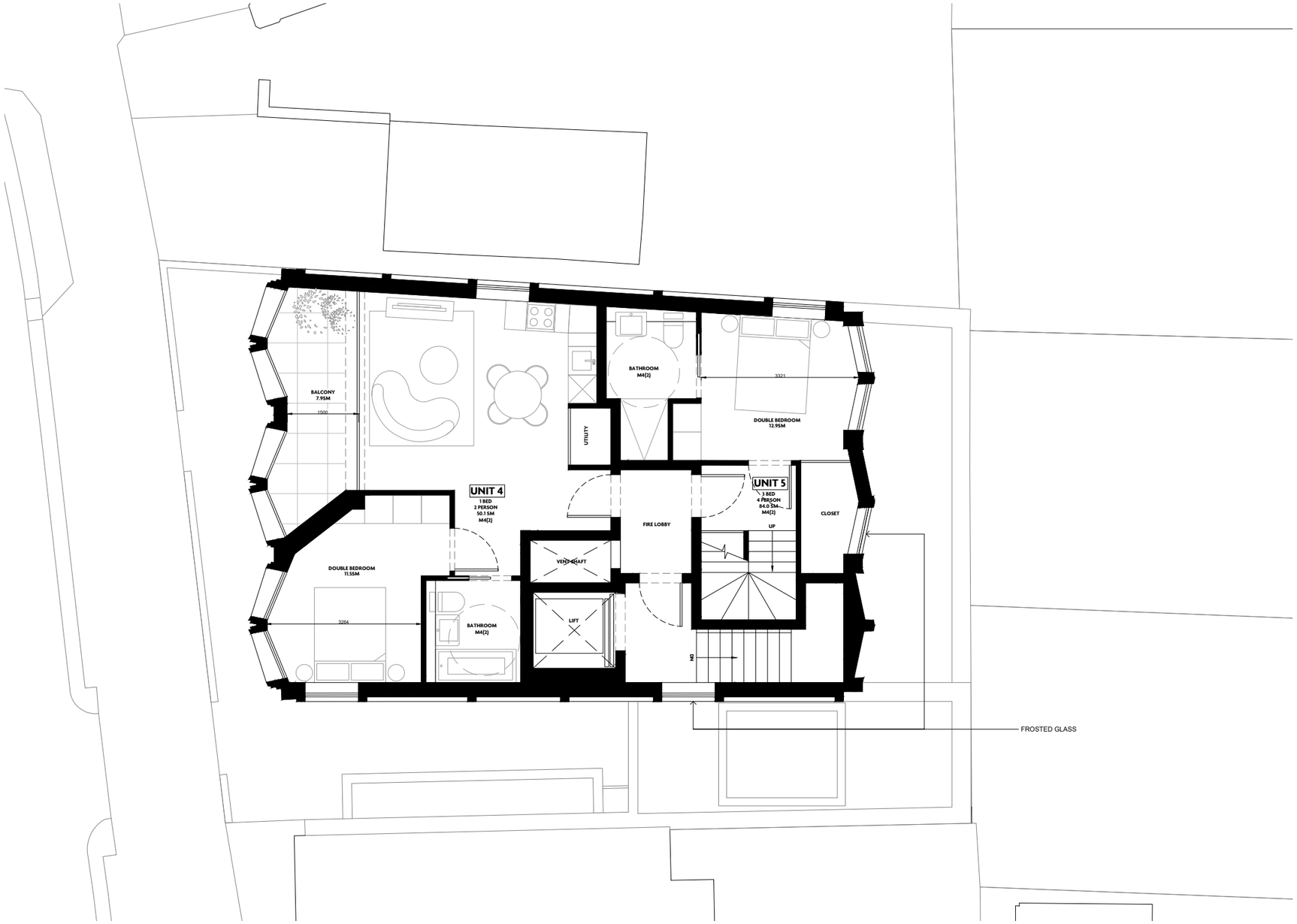
3.0 DEVELOPMENT PROPOSAL

PROPOSED FLOOR PLANS: SECOND FLOOR



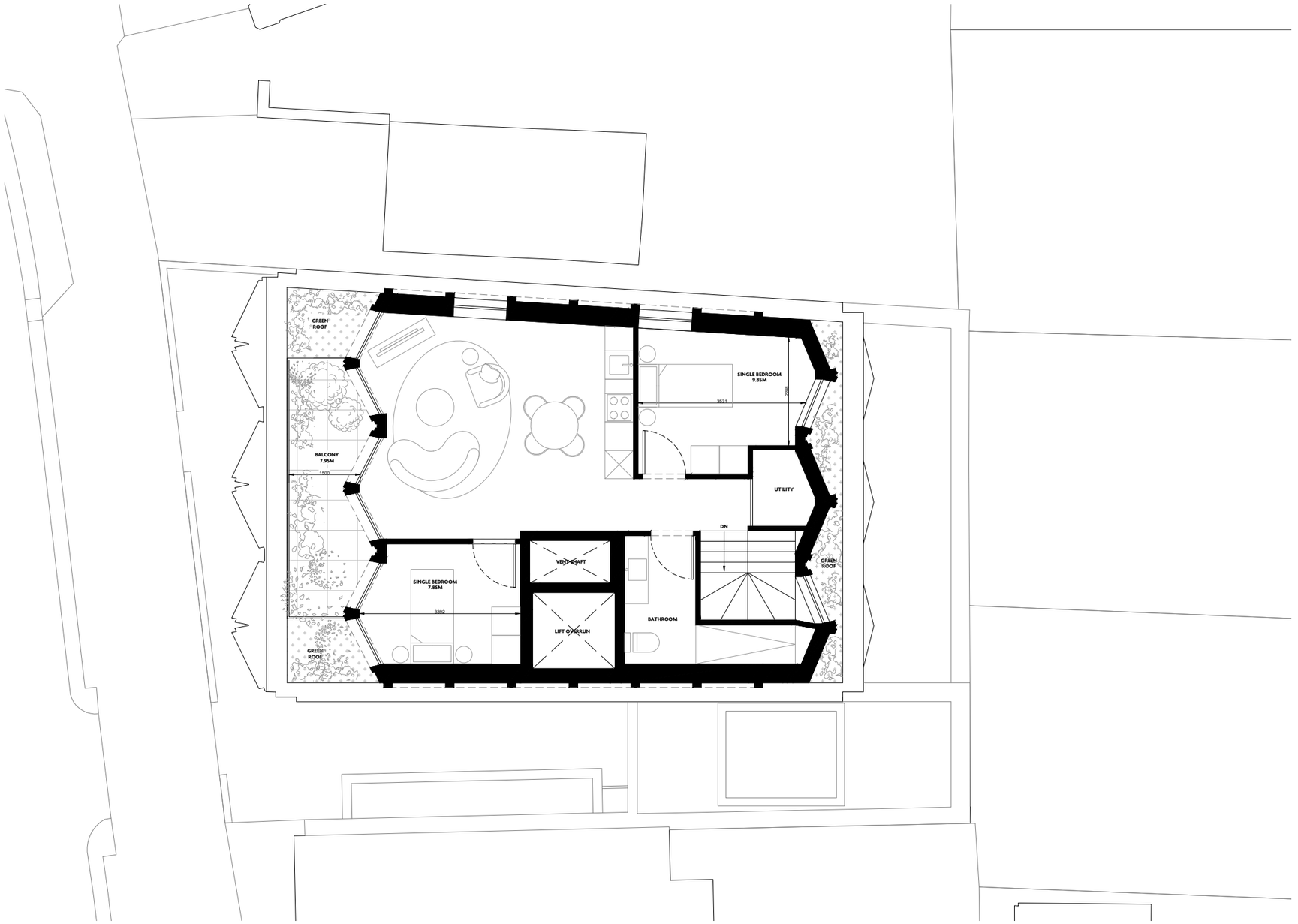
3.0 DEVELOPMENT PROPOSAL

PROPOSED FLOOR PLANS: THIRD FLOOR



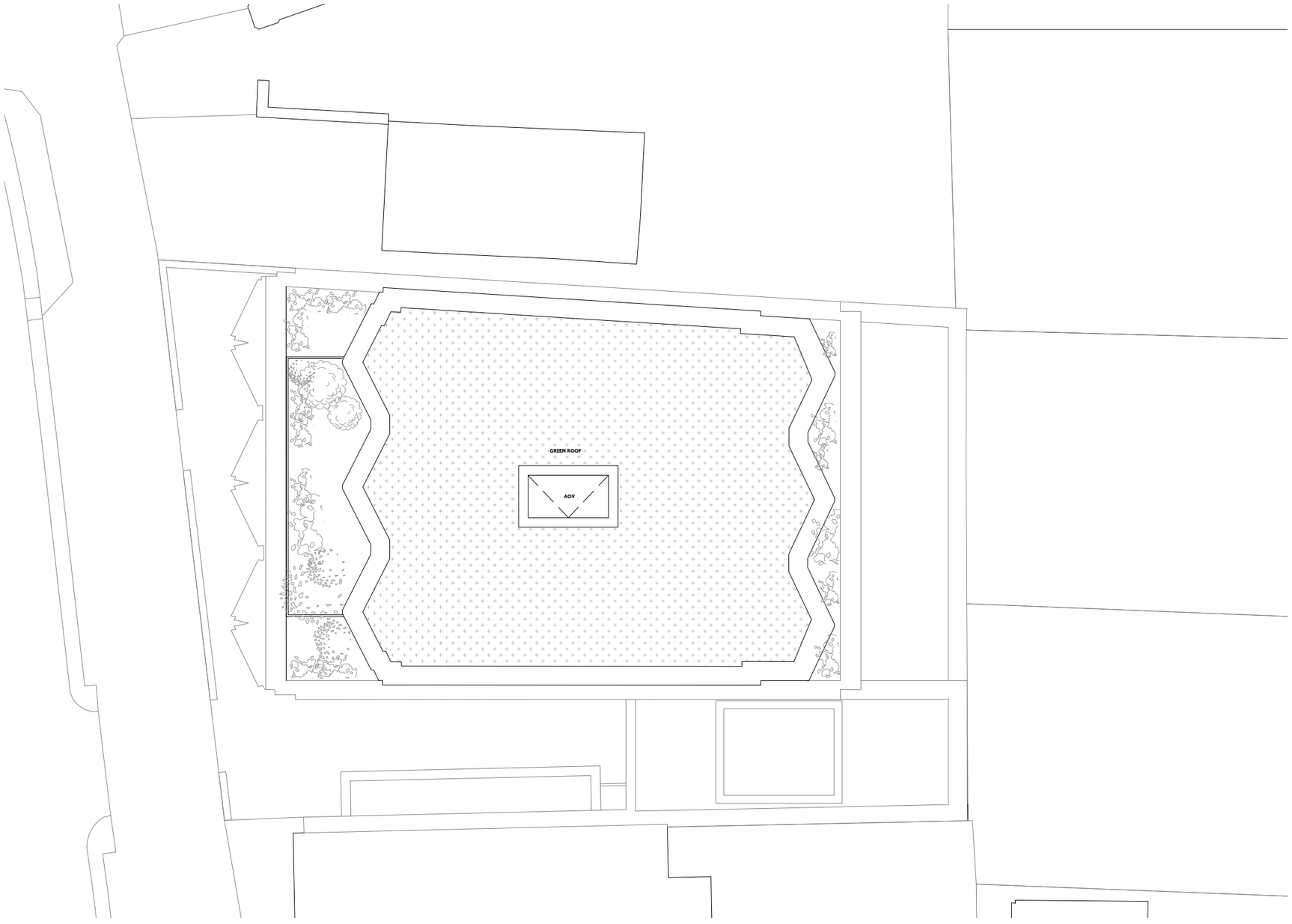
3.0 DEVELOPMENT PROPOSAL

PROPOSED FLOOR PLANS: FOURTH FLOOR



3.0 DEVELOPMENT PROPOSAL

PROPOSED FLOOR PLANS: ROOF

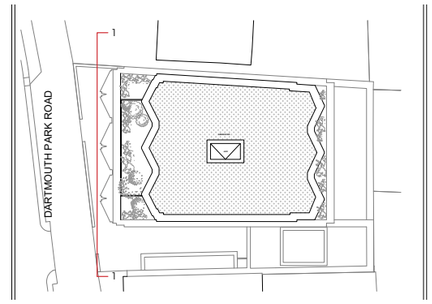


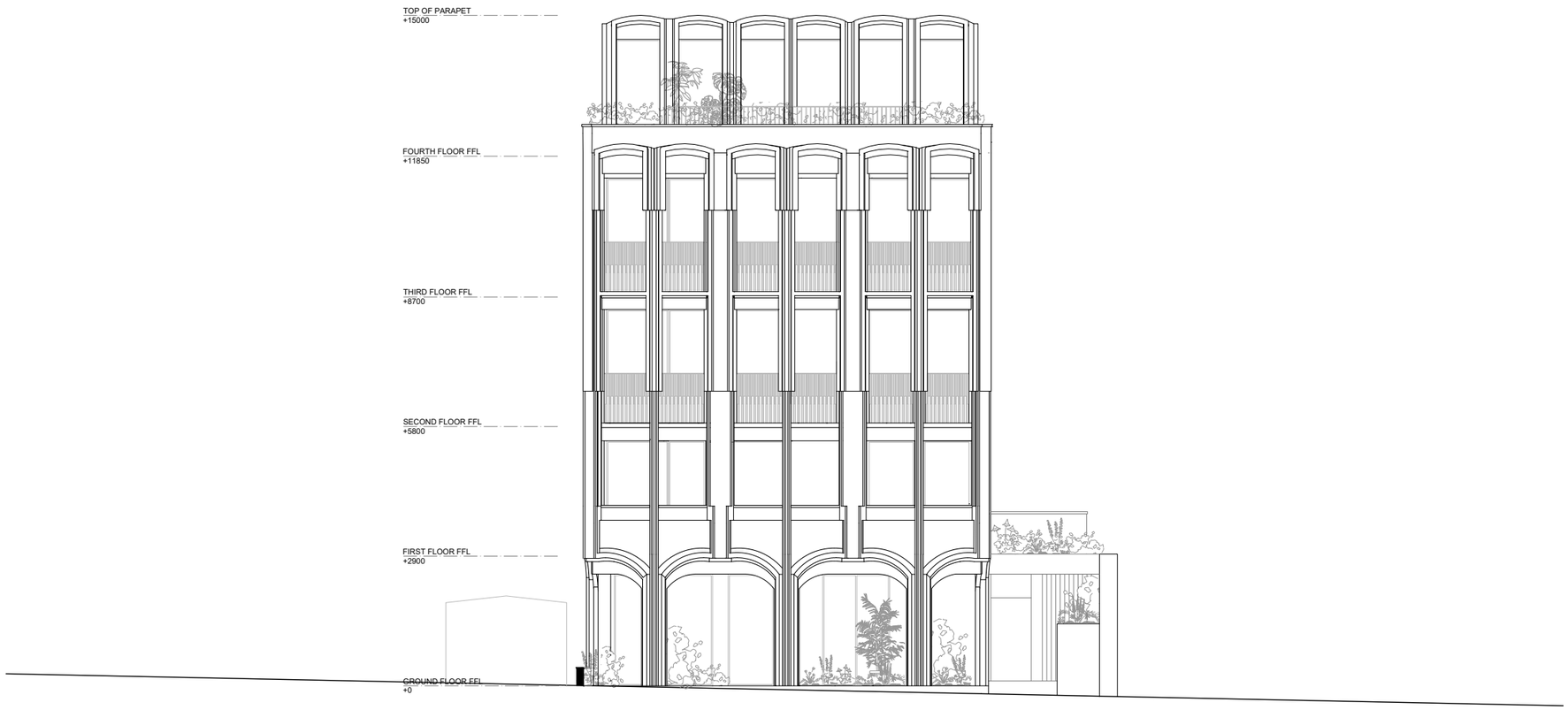
0 1 2 5

N

3.0 DEVELOPMENT PROPOSAL

PROPOSED ELEVATIONS



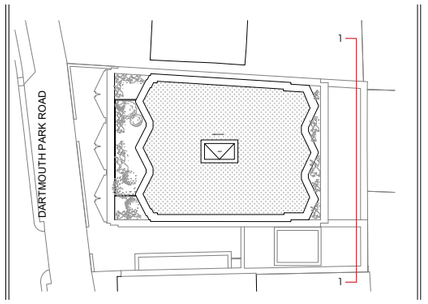


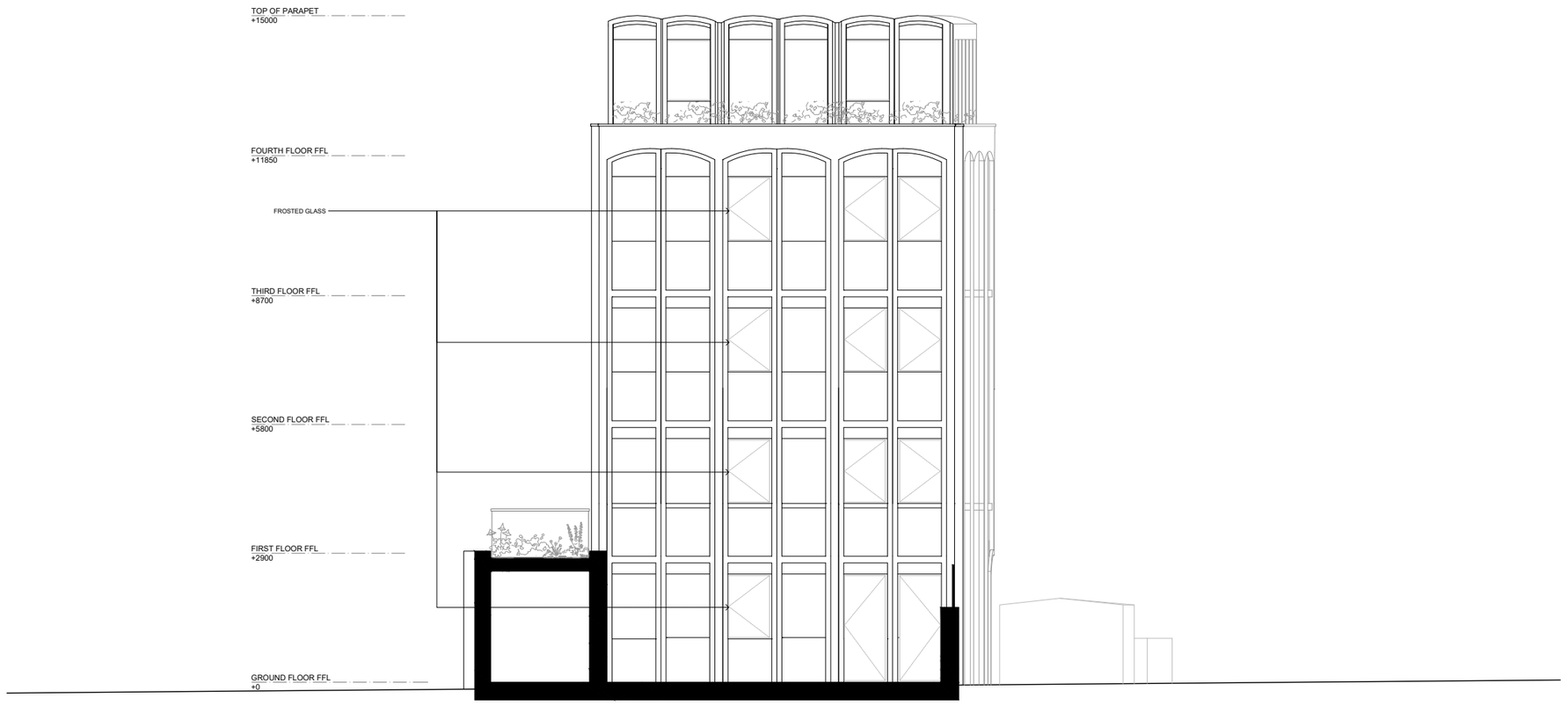
PROPOSED FRONT ELEVATION

0 1 2 5

3.0 DEVELOPMENT PROPOSAL

PROPOSED ELEVATIONS



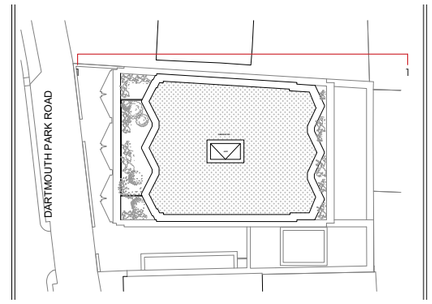


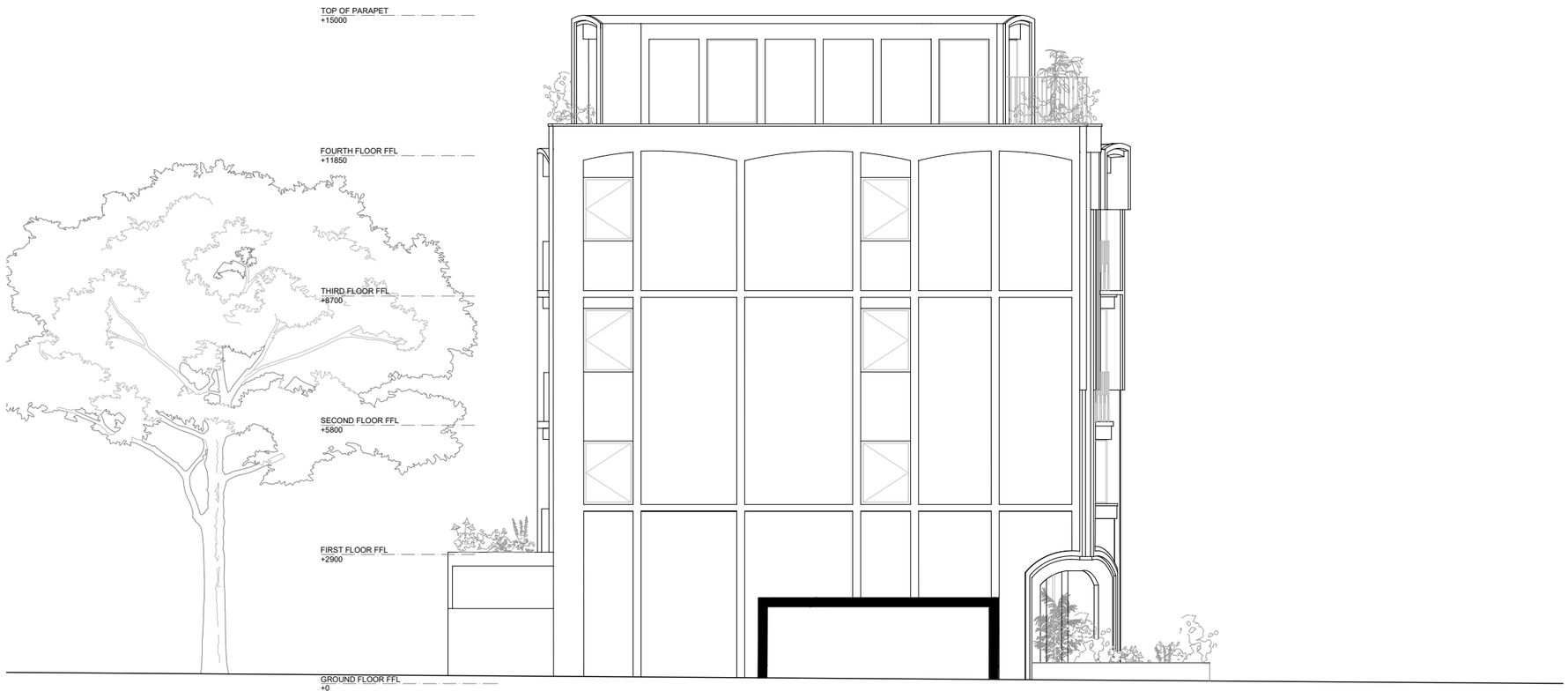
PROPOSED REAR ELEVATION

0 1 2 5

3.0 DEVELOPMENT PROPOSAL

PROPOSED ELEVATIONS



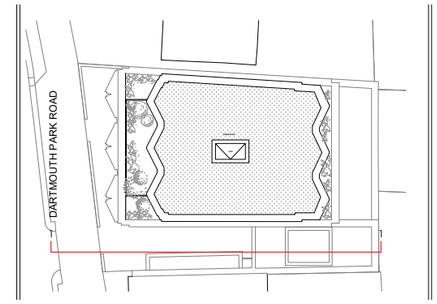


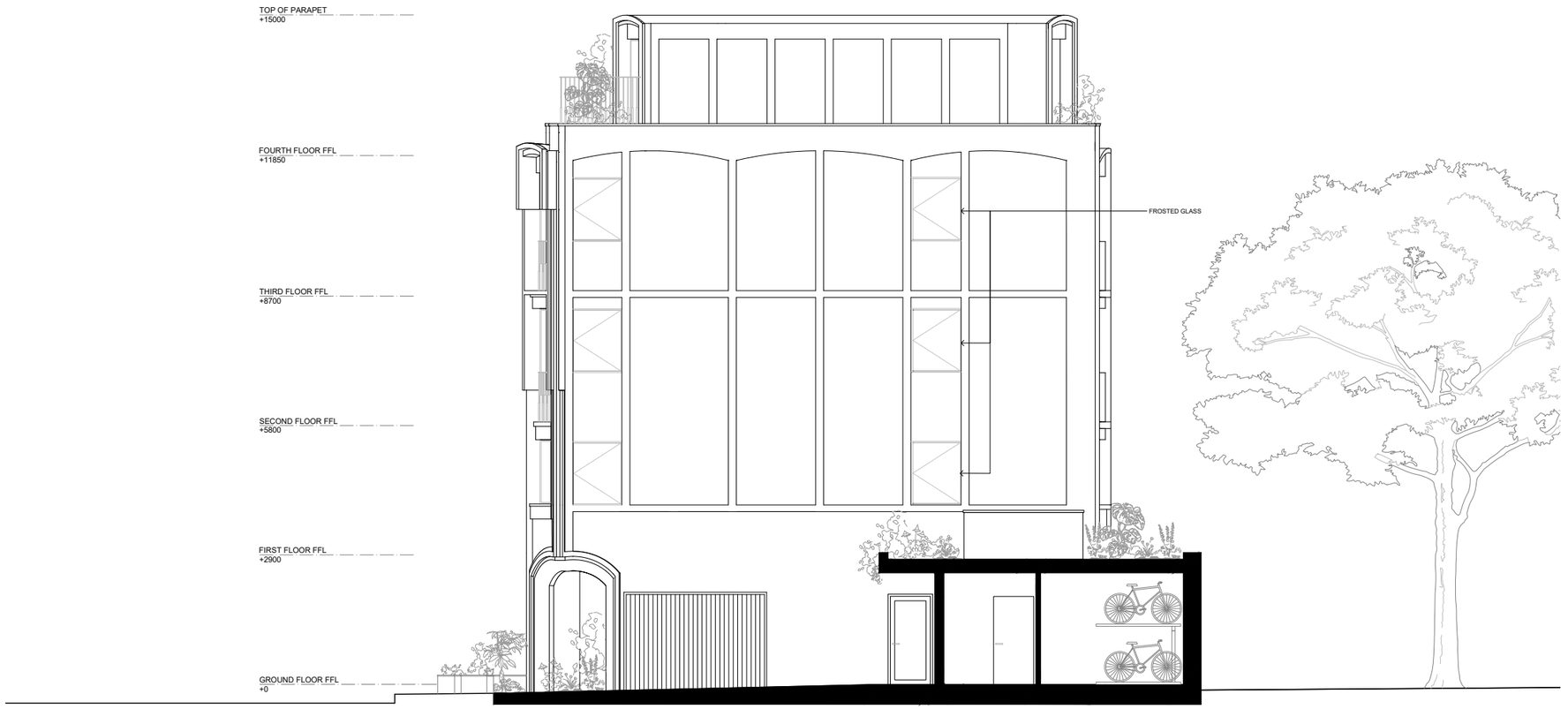
PROPOSED SIDE 1 ELEVATION

0 1 2 5

3.0 DEVELOPMENT PROPOSAL

PROPOSED ELEVATIONS



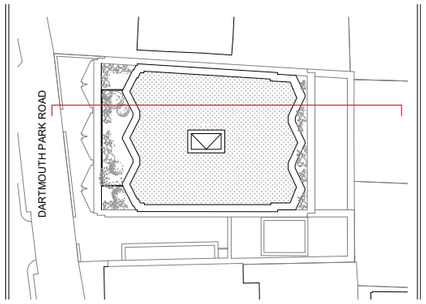


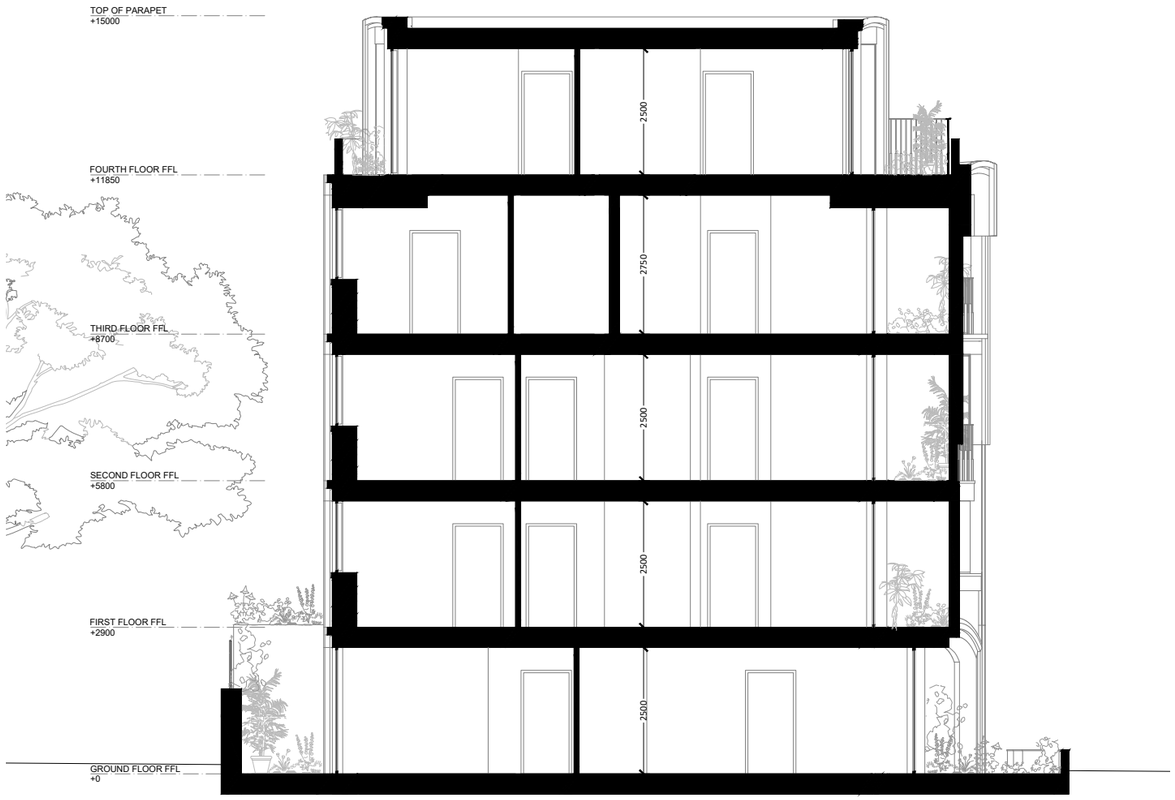
PROPOSED SIDE 2 ELEVATION

0 1 2 5

3.0 DEVELOPMENT PROPOSAL

PROPOSED SECTION





PROPOSED SECTION

0 1 2 5

3.0 DEVELOPMENT PROPOSAL

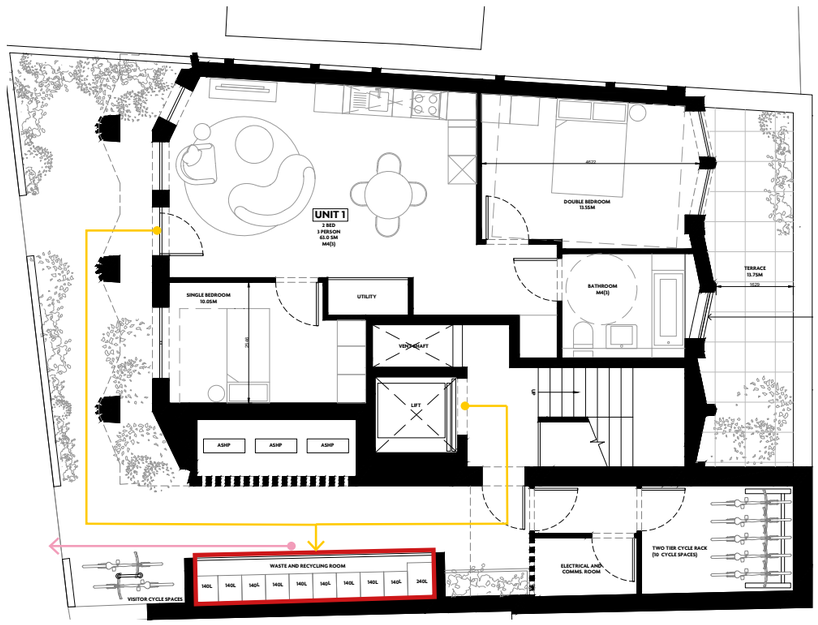
REFUSE

The proposed waste system and storage area comply with the Camden Planning Guidance on Design. Due to the removal of the basement unit, two less 140L bins for recycling and waste are required. The refuse storage breakdown and access routes have been updated to reflect this change.

The proposed plans feature fitted kitchens that will incorporate segregated recycling and refuse bins. They will house one 60L compartment for mixed recycling, one 60L compartment for general waste, and one 7L compartment for food waste.

In addition, sensitively concealed wheelie bin storage is located along the entry walkway providing easy access for residents to bring refuse down from the flats and out to the street on collection days. The refuse storage breakdown per Unit is as per the adjacent table.

The total alloted storage capacity per Unit within the kitchens and ground floor storage area exceeds the Code for Sustainable Homes guidance, which requires a minimum of 200L for one bedroom and a further 140L for each additional bedroom, at least 50% of which is recycled. Residents are responsible for bringing waste to the kerb on the Council's allocated collection days.



Ground Floor

0 1 2 5

REFUSE ROOM

ROUTE FROM UNITS TO REFUSE ROOM

ROUTE FROM REFUSE ROOM TO STREET

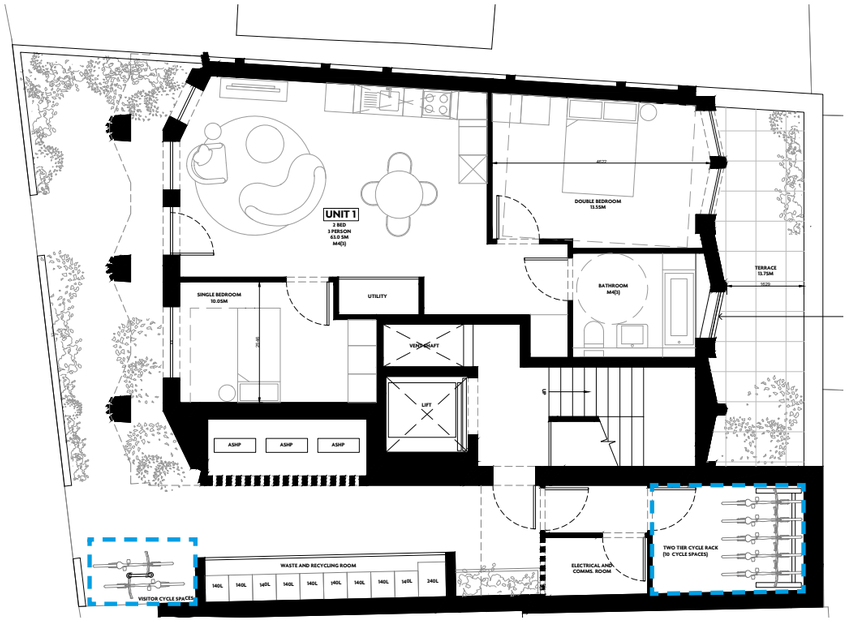
Units		Wheelie Bins		Kitchen Bins			
Name	Number of Bedrooms	Recycling	Waste	Recycling	Waste	Food Waste	**TOTAL**
Unit 1	2	1 x 140L bin	1 x 140L bin	1 x 60L bin	1 x 60L bin	1 x 7L bin	**407L**
Unit 2	2	1 x 140L bin	1 x 140L bin	1 x 60L bin	1 x 60L bin	1 x 7L bin	**407L**
Unit 3	2	1 x 140L bin	1 x 140L bin	1 x 60L bin	1 x 60L bin	1 x 7L bin	**407L**
Unit 4	1	1 x 140L bin	1 x 140L bin	1 x 60L bin	1 x 60L bin	1 x 7L bin	**407L**
Unit 5	3	1 x 240L bin	1 x 140L bin	1 x 60L bin	1 x 60L bin	1 x 7L bin	**407L**

3.0 DEVELOPMENT PROPOSAL

CYCLE STORAGE

The proposal is required to provide access to sustainable modes of transport in the form of cycle parking. The London Plan stipulates a minimum of 1.5 cycle spaces per 1B 2P dwelling, 2 cycle spaces per all other dwellings and 2 short-stay spaces per 5 to 40 dwellings. As such, a total of 10 long-stay cycle spaces and 2 short-stay spaces are required for this development, so 12 spaces will be provided.

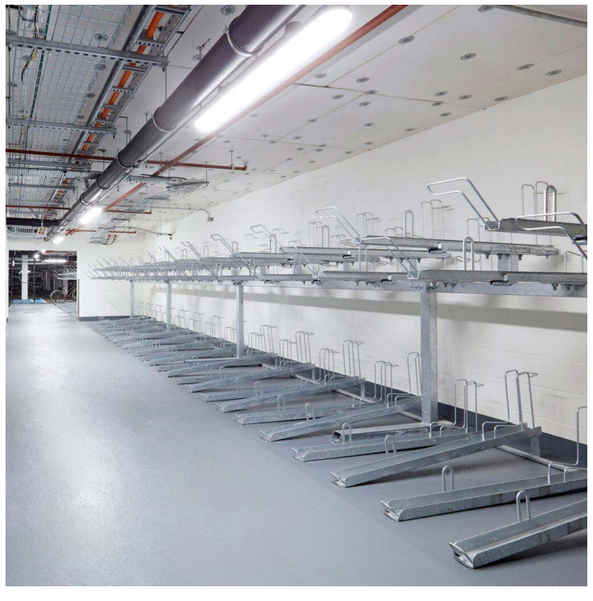
Cycle storage is provided at ground level in a secure and easily accessible room towards the rear of the building. A two-tier cycle rack is proposed as a space-saving and user-friendly solution for residents. A Sheffield stand will be installed at the front of the entry walkway to provide two short-stay visitor cycle parking spaces.



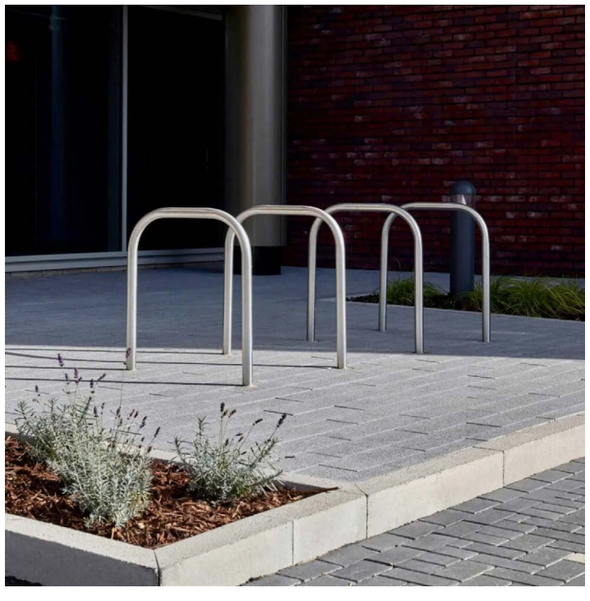
Lower Ground Floor

0 1 2 5

Cycle storage



Two-tier cycle racks in a secure room for long-stay cycle parking



Sheffield cycle stands for short-stay parking

3.0 DEVELOPMENT PROPOSAL

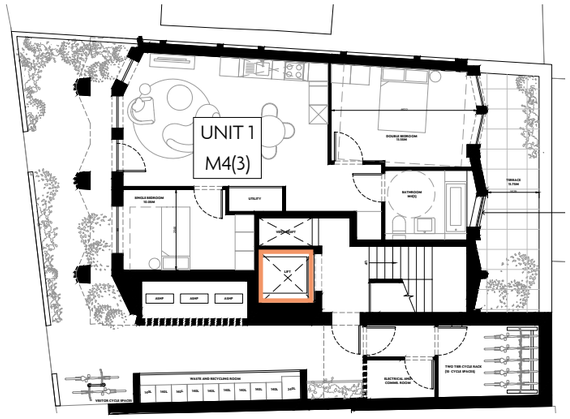
ACCESSIBILITY

Policy H6 of the Camden Local Plan includes a requirement for 90% of units to comply with optional requirement M4(2) and 10% of units to comply with M4(3). As such, out of 5 units we have designed 4 units to comply with M4(2) and 1 unit to comply with M4(3).

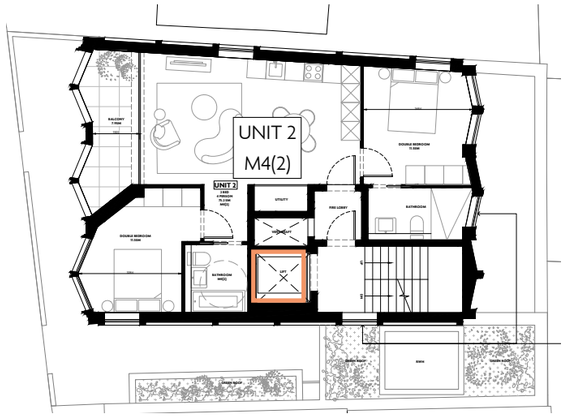
The M4(3) unit, Unit 1, is located on the ground floor and has level access to the street and refuse storage.

Units 2, 3 and 4 are single storey and have level access to the lift.

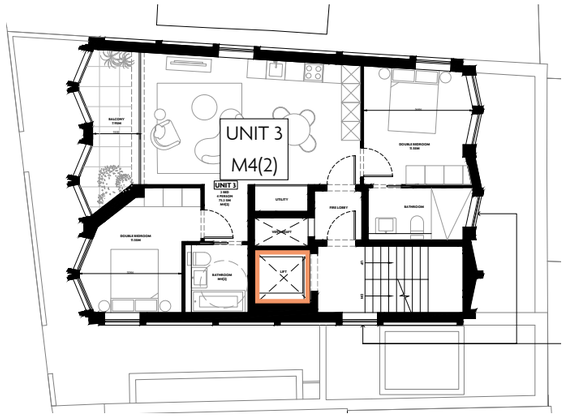
Unit 5 is a duplex unit and have access to the lift on the lower level. The upper level can be accessed by an internal stair.



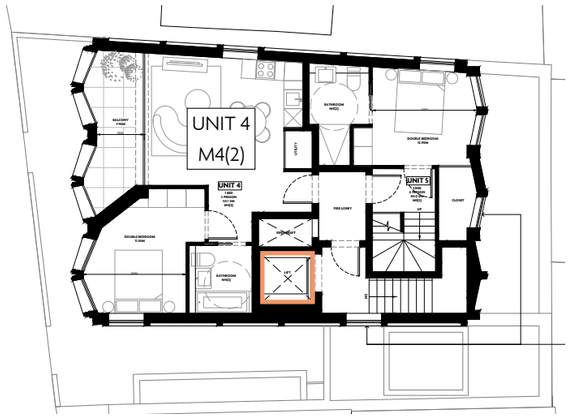
Ground Floor



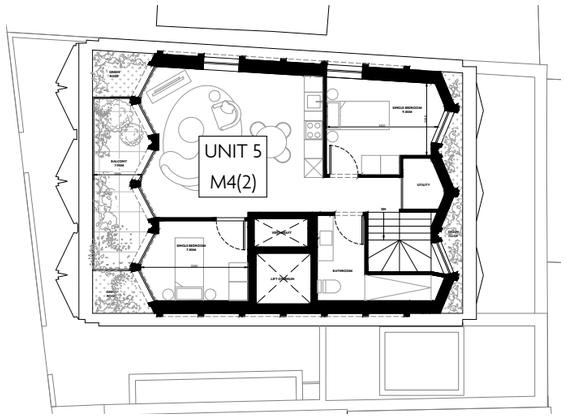
First Floor



Second Floor



Third Floor



Fourth Floor

Passenger lift

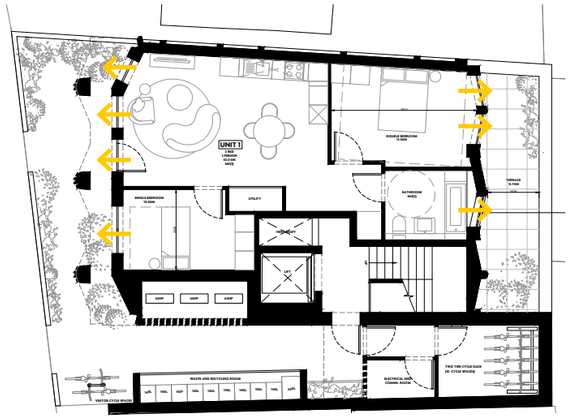
3.0 DEVELOPMENT PROPOSAL

ASPECTS

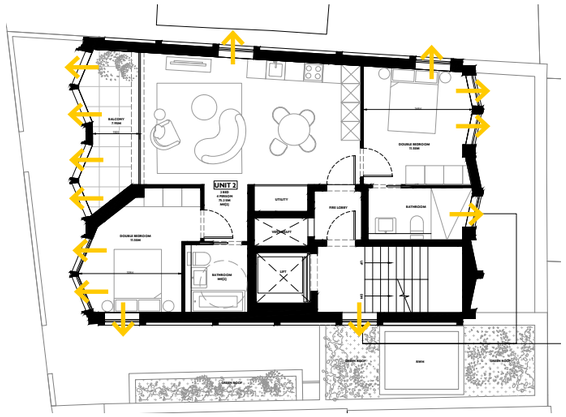
Maximising daylight reduces the need for artificial lighting throughout the daytime and has a positive impact on quality of life. Each unit is double, triple or quadruple aspect. The directions of aspect have mainly been directed to the front of the property, although side aspects are utilised on upper floors where overlooking to the lower neighbours will not have a detrimental impact on their privacy.

Side and rear aspects on the ground floor to the third floor are kept to a standard size and are only utilised where necessary. For rooms that are not considered a habitable room, obscured glazing is proposed.

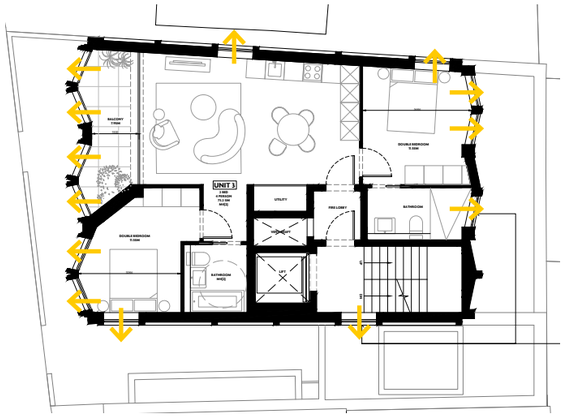
In addition, overlooking to the residential properties at Chetwynd Road from the ground floor can be mitigated by the implementation of a full height rear boundary wall and trellis. All windows on the rear facade are angled in to add separation distance between the proposed and the neighbours' windows and to prevent direct overlooking. The top floor is set back and screened by planting to further avoid any detrimental impact on the neighbours' privacy.



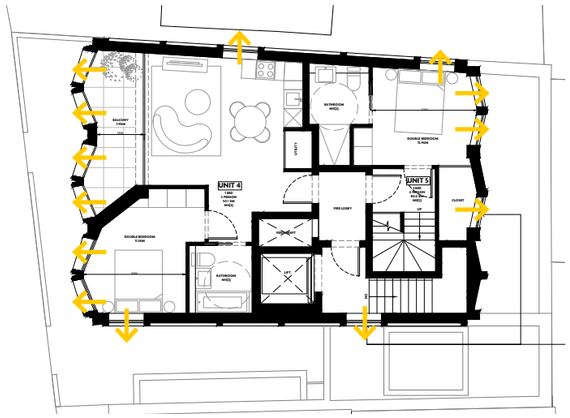
Ground Floor



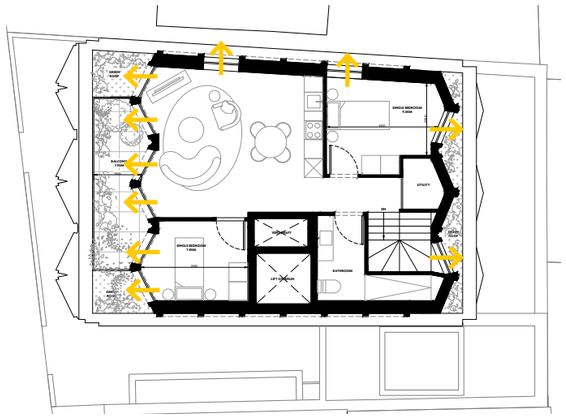
First Floor



Second Floor



Third Floor



Fourth Floor

Direction of aspect

3.0 DEVELOPMENT PROPOSAL

REAR VIEW

3.0 DEVELOPMENT PROPOSAL

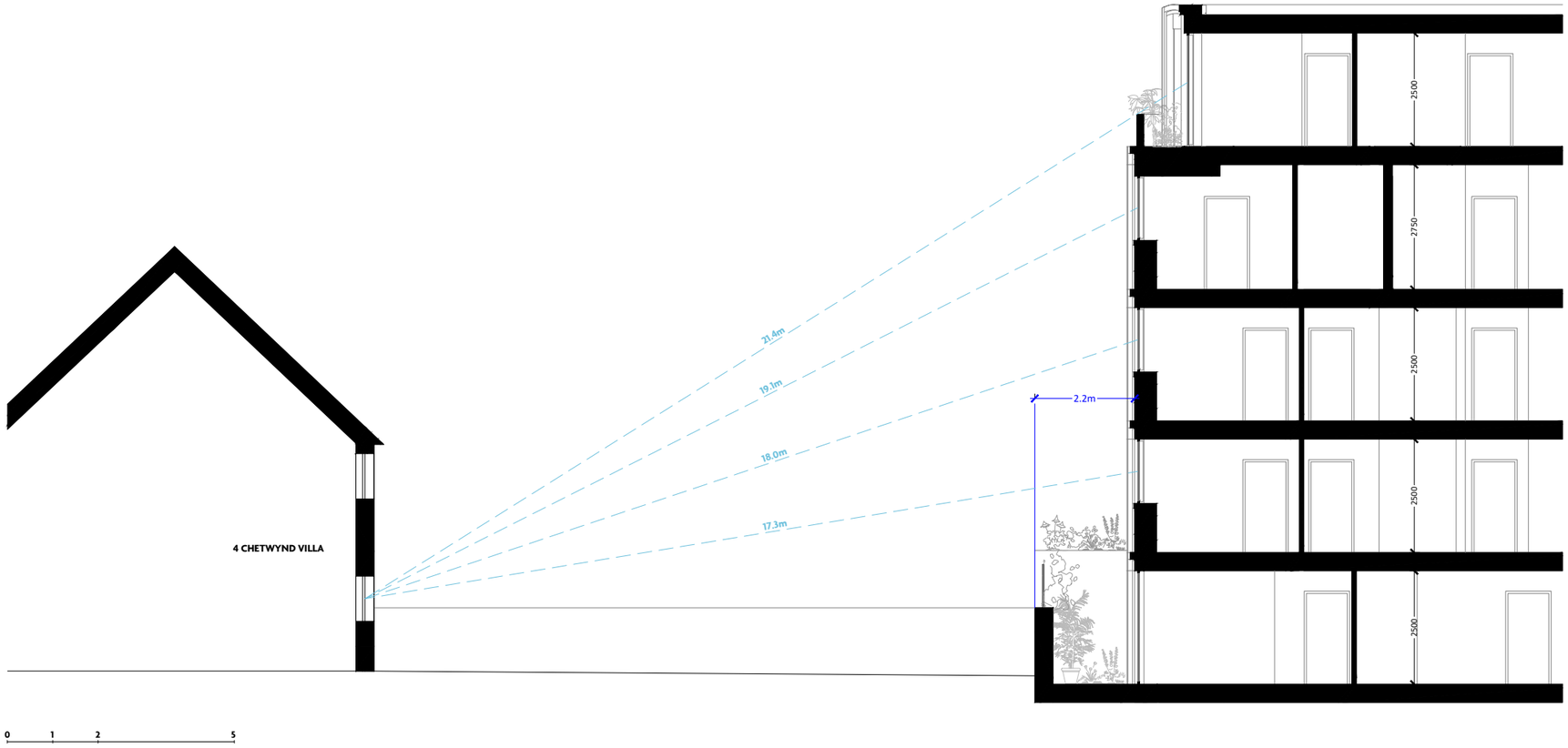
OVERLOOKING

Camden Planning Guidance states that, to ensure privacy, it is good practice to provide a minimum distance of 18m between the windows of habitable rooms in existing properties directly facing the proposed development, assuming a level topography.

Using this guideline as a base, the proposed scheme is set back from the rear boundary by 2.2m to increase separation distance. All the proposed windows comply with this distance, as shown in the section diagram, apart from the windows on the first floor. However, 2.6 of the Amenity SPD states that "There may also be instances however, where the historic character of the immediate area is composed of buildings positioned less than 18m apart and it will be appropriate to reflect this in the design of development schemes" which would apply to the site.

In addition, it is suggested in the SPD that angling of the building could be a mitigation measure as it is less likely people will be able to see directly into neighbouring habitable rooms. All windows on the rear facade are angled inwards to avoid direct view into the neighbours' window, as such, overlooking is minimised.

Moreover, as mentioned in the previous pages, obscured windows are proposed for all non-habitable rooms at the rear. Overlooking is further mitigated on the ground floor by the introduction of a trellis with planting on top of the rear boundary wall, and the top floor is set back and obscured by planting. The extent of planting proposed is sufficient to ensure that this will result in reasonable levels of privacy all year.



Section diagram showing the relationship of the proposed scheme with the neighbour at 4 Chetwynd Villa

4.0 ACCESS STATEMENT

4.01 Transport

4.02 Circulation

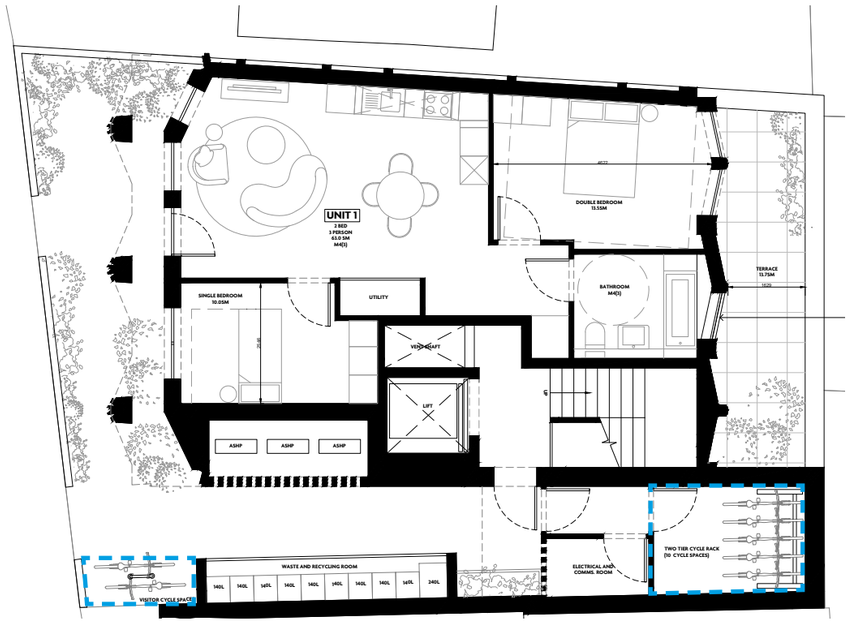
4.0 ACCESS STATEMENT

TRANSPORT

The purpose of this Access Statement is to explain the approach taken by the design team to address accessibility issues relevant to the proposal.

In keeping with the sustainability design principles adopted and considering the high level of connectivity via public transportation and cycle routes to the site, the proposal is suggested to be private vehicle free.

Secure cycle storages have been provided on the ground floor.



Ground Floor

0 1 2 5

Cycle storage

4.0 ACCESS STATEMENT

CIRCULATION

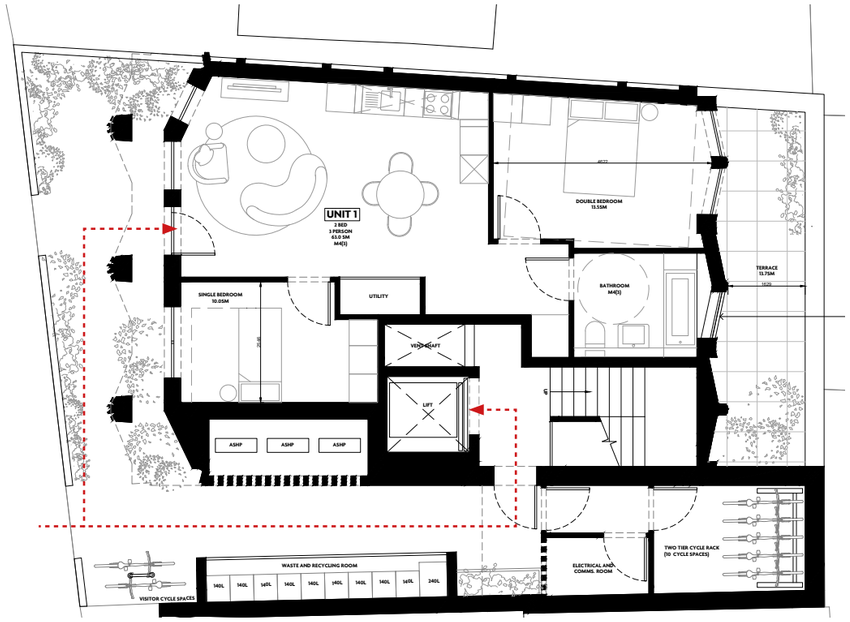
The entrance path to the communal entrance will be level to the pavement. Step-free access will be provided from the entrance door to the wheelchair accessible lift.

Each Unit meets M4 Part 2 requirements, while Unit 1 on the ground floor meets M4 Part 3 requirements.

The living areas of Units 1, 2, 3 and 4 have step-free access and clear open space to provide access for wheelchair users to visit the property. Furthermore, each Unit has been provided with a WC off the main entrance that meets the required disabled toilet dimension standards.

Unit 5 is split over two level. Wide, well-lit staircases provide safe and comfortable vertical circulation. Simple layouts and minimal corridor areas maximise the habitable room areas.

Quality amenity outdoor space is provided in the form of terraces for each unit.



Ground Floor

Step-free access

5.0 APPENDICES

5.01 Area Schedule

5.0 APPENDICES

AREA SCHEDULE

	GIA (sqm)		Storage (sqm)		Outdoor Amenity (sqm)	
	NMS	Proposed	NMS	Proposed	LPS	Proposed
Unit 1 (2B 3P 1S)	61	63	2	2.5	6	13.7
Unit 2 (2B 4P 1S)	70	75.2	2	2.4	7	7.9
Unit 3 (2B 4P 1S)	70	75.2	2	2.4	7	7.9
Unit 4 (1B 2P 1S)	50	50.1	1.5	1.5	5	7.9
Unit 5 (3B 4P 2S)	84	84	2.5	4.8	7	7.9

Total Units	**347.5**
Total GIA	**448**

NMS = National Minimum Standards

LPS = London Plan Standards