

Ferncroft Avenue

26A Ferncroft Avenue, London NW3 7PH

PHASING SURVEY

11 December 2023



Reference: 494fa
Job: Ferncroft Avenue
Title: Historical Appendix
Revision:
Date: 11 December 2023
Author: JB/AG/RW

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01. Introduction

Executive Summary

This document has been prepared by bere:architects to clarify the 3-D historical phasing survey already contained in our planning application.

This document provides an additional historical phasing survey in 2-D to assist officers with their analysis and to show more clearly how we started the project by carefully analysing the incremental changes that have been made to the historic building.

Our intentions are as follows:

1. To help us improve the appearance and setting of the Listed Building with full and due consideration to the historic design intent and the building's original purpose, and to make sense of the unique design features including the external staircase to the first floor, the carriage and stable entrances and the hayloft doorway.
2. To ensure that our proposals do not result in the loss of any historic fabric belonging to the Listed Building.
3. So that we can restore the quality and integrity of the front facade which has been degraded in the past by poor quality, unsympathetic alterations.
4. So that we can replace the poor quality rear additions made to the original design by replacements that are complementary to the Listed Building.
5. So that the principal spaces of the Listed Building can be reconstructed and made more legible in the interior layouts than they are at present due to earlier alterations, and further to these improvements, to avoid detrimental affect on the internal and external historic fabric is avoided as far as possible.

Official Listing

No.26A: red brick. Tiled hipped and gables roofs with overhanging eaves and eaves cornice extending across the gabled left hand bay to form a pediment. Asymmetrical design. 2 storeys. Irregular fenestration of 2 windows. Former vehicle entrance in gabled bay converted to a window and entrance with central casement above having relieving arch in pediment with arrow slit window above. Right hand bay with segmental-arched window appearing behind a C20 window and staircase leading to 1st floor entrance with porch formed by entablature carried on a column; 3-light 1st floor window. INTERIORS: not inspected.



Fig. 1. Street view of no.26 to the left and no. 26A to the right

02. Planning History

The following pages illustrate the planning history and associated proposed changes to both 26 and 26A Ferncroft Avenue before they were listed.

In the mid to late 1980s, four significant planning applications were submitted, all of which were eventually granted planning permission. However, it seems that only works outlined in application 8804261 have been implemented.

1986
Ref: 8601878

On October 2nd, 1986, an application was filed for a change of use, alterations, and works of conversion to both 26 and 26A Ferncroft Avenue to create six self-contained flats. The works included "the erection of a single storey rear extension at ground floor level with terrace over, erection of a rear extension at first floor level, construction of a vehicular hardstanding for four cars". The proposal was revised 3 times, on the 4th Dec 1986, 23rd Dec 1986 and 29th Jan 1987.

APPROVED - 19 March 1987

1987
Ref: 8701070

On December 1st 1987, two applications were filed, the first one for the erection of a roof extension and infill at first floor level, both at the rear of the coach house, 26A Ferncroft Avenue. This, together with the second application 8701071 (see right), was to provide additional living space by means of creating six self-contained flats.

Initially refused as (1) density was considered uncharacteristically high for the area and (2) total floorspace of the building would be excessive. Approved following appeal as officer appointed by Secretary of State for the Environment did not consider (1) density unacceptably high and (2) bulk of building to be significantly increased.

APPROVED FOLLOWING APPEAL - 13 May 1987

1987
Ref: 8701071

The second application filed on December 1st 1987 was for an excavation at the rear to create additional living space at basement level. Additionally a bay windows was proposed on the first floor. These proposals related to 26 Ferncroft Avenue and were to create six flats together with the proposals made for 26A Ferncroft Ave in application 8701070 (see left).

Initially refused as (1) density was considered uncharacteristically high for the area and (2) total floorspace of the building would be excessive. Approved following appeal as officer appointed by Secretary of State for the Environment did not consider (1) density unacceptably high and (2) bulk of building to be significantly increased.

APPROVED FOLLOWING APPEAL - 13 May 1987

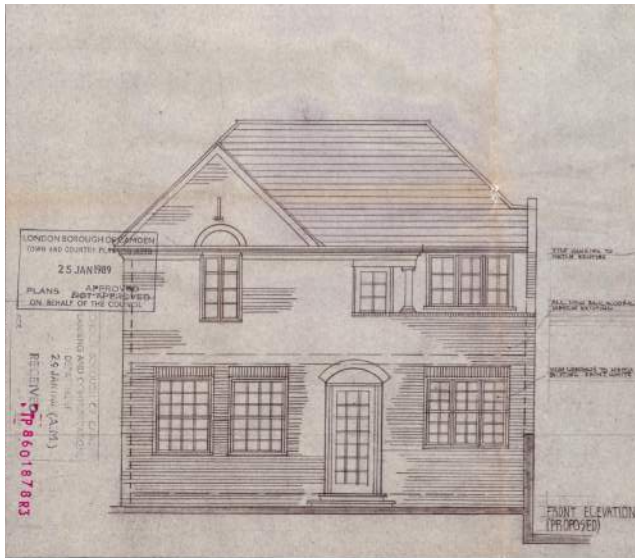


Fig. 2. 1986 - proposed front elevation of 26A Ferncroft Avenue



Fig. 3. 1987 - proposed front changes to 26 Ferncroft Avenue

1988
Ref: 8804261

2002
Ref: PWX0202323

2008
Ref: 2008/4712/P

On 25th July 1988 an application was made for minor alterations to the coach house (26A Ferncroft Ave). These alterations consisted of the restoration of an earlier french window on the front facade, the enlargement of two windows at the rear to form french windows and the roof glazing of the existing one storey extension at the rear.

It was also proposed to retain the openings on the ground floor in the front facade, replace the entrance door with two windows and replace the large coach door with french windows & entrance door. At the rear it was proposed to convert an existing door into a french window.

On 28th March 2002 an application was made for the remodelling of the roof space of 26A Ferncroft Ave to create more living space. This included the extension of the first floor over the single-storey existing ground floor extension and of the attic level, the proposal of an additional dormer window and gable and the removal of a chimney, all at the rear.

Refused for its size, design, siting and Conservation Area Statement. The removal of architectural features would also unacceptably alter the appearance of the Grade II listed building to the detriment of the Redington & Frognal Conservation Area.

In 2008 an application was made for the extension of the roof at the rear. This was to create a flat roof behind the existing ridge with a new dormer window at the rear. Additionally an extension on the first floor level above the existing single-storey ground floor extension at the rear was proposed.

APPROVED - 18 January 1989

REFUSED - 19 November 2002

WITHDRAWN - 24 October 2008

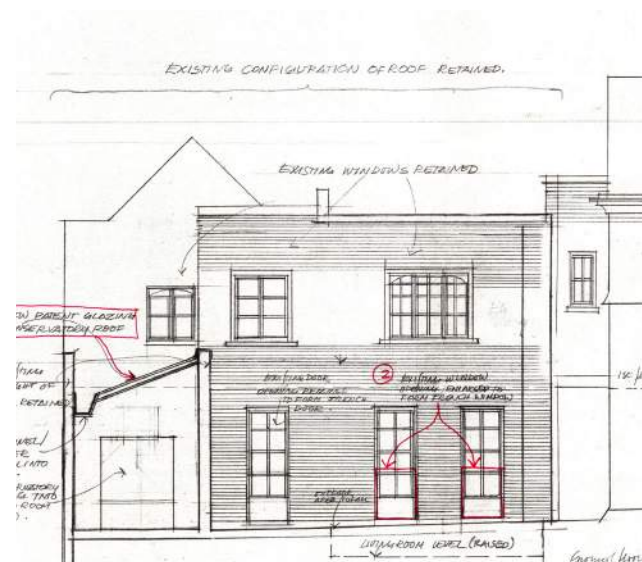
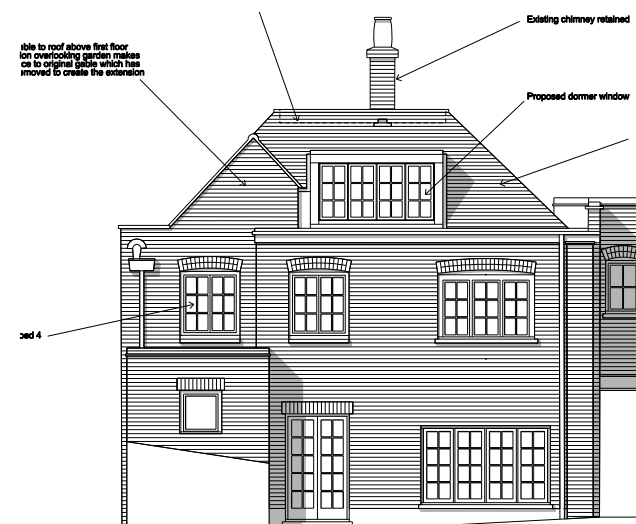
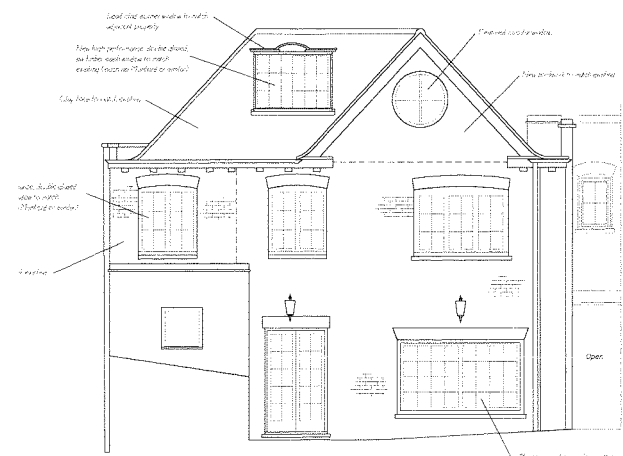


Fig. 4. 1988 - proposed front changes to 26A Ferncroft Avenue



Front Facade Photos



Fig. 5. Front ca. late 1980s - LBC planning file



Fig. 6. Front 2001 - site photograph

Rear Facade Photos



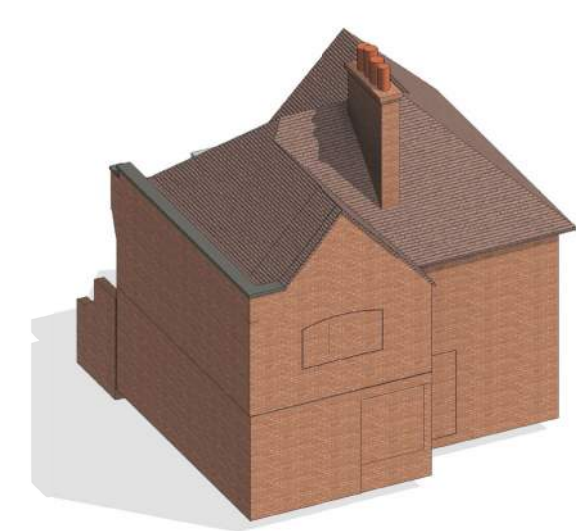
Fig. 7. Rear ca. late 1980s - LBC planning file



Fig. 8. Rear 2001 - site photograph

03. Phasing Survey

Analysis of Evolution of Rear Elevation



01 Coach / Motor House - ca 1898
(Design by CHB Quennell and built by GW Hart)



02 First addition - date unknown
The first flat roofed rear extension provided a first floor connection to the main house (no. 26 Ferncroft Avenue).



03 Second addition - pre- 1980s
The parapet separating the two rear flat roofed areas indicates that there was a subsequent two storey extension to the rear.

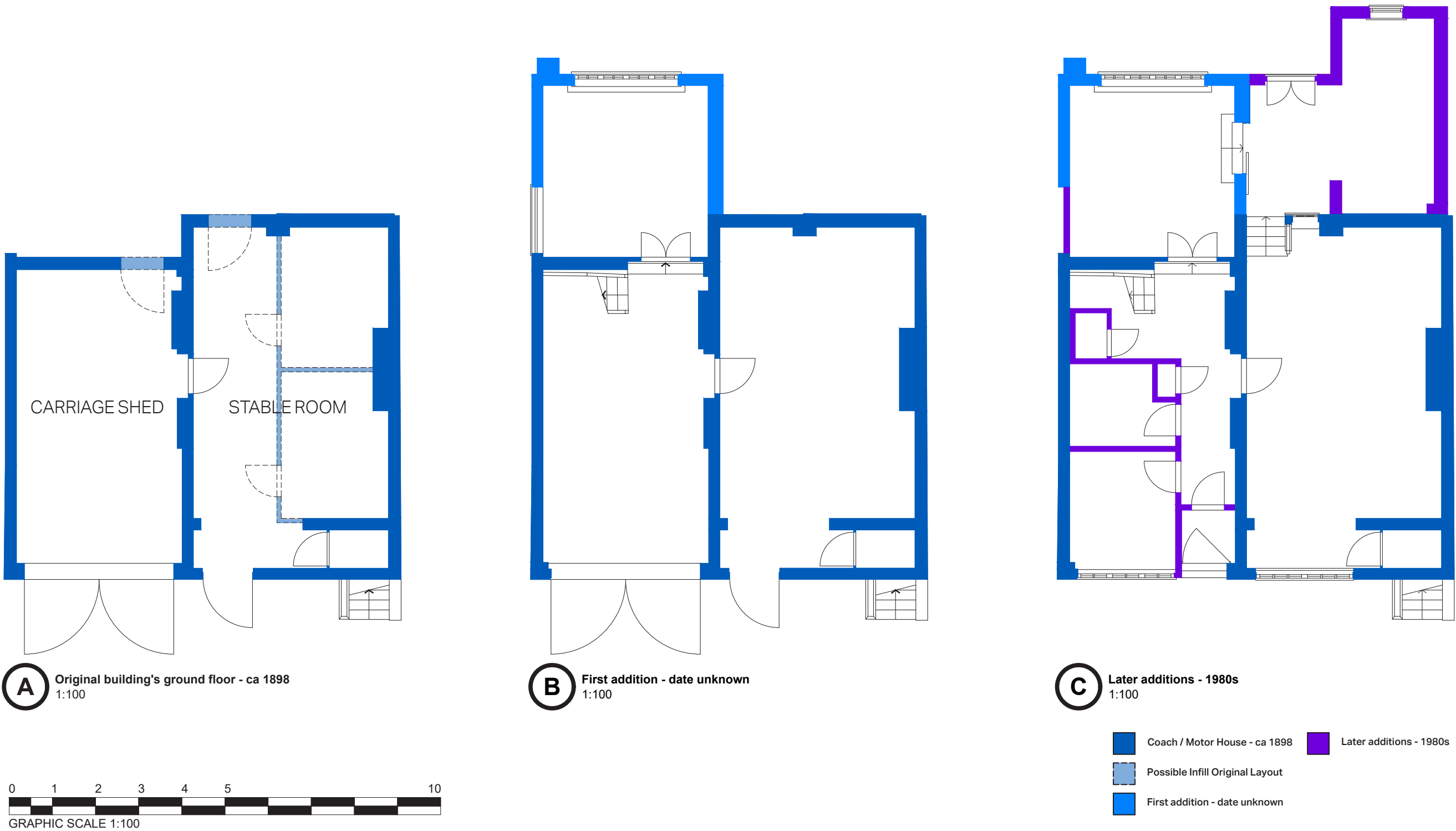


03 Third addition - pre- 1980s
The single storey extension was built pre 1986 as it appears in the existing drawings submitted as part of the 1986 planning application.

Later alterations to the rear elevation include the addition of the rooflights over the single storey extension, widening the rear door opening, inserting French doors, and replacing the two ground floor windows with one large window.

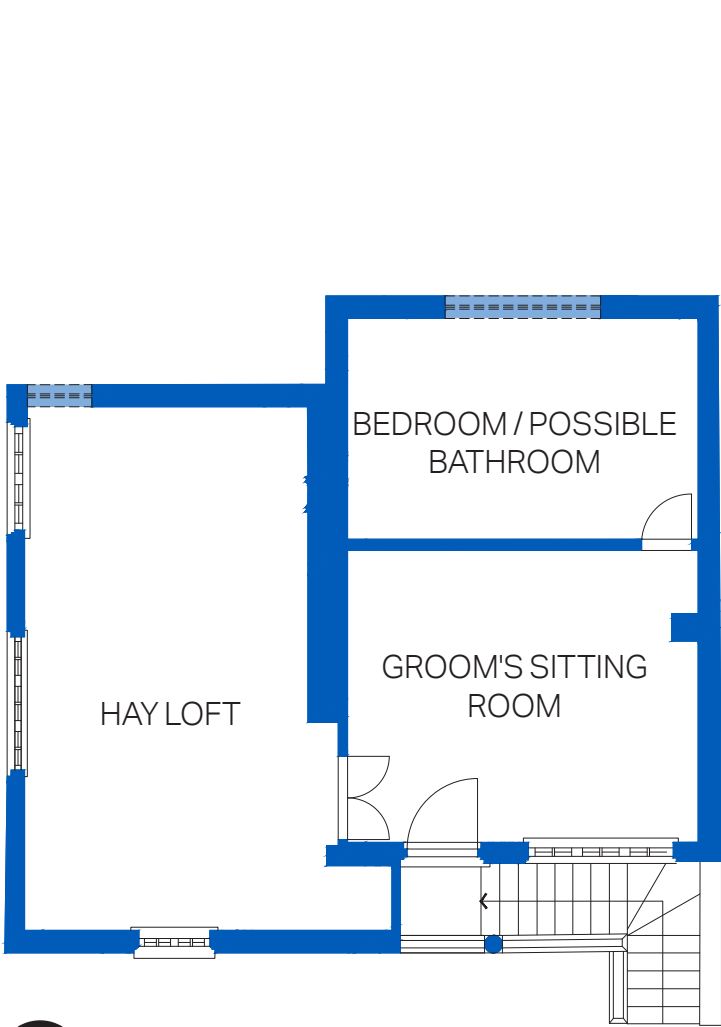
Phasing Survey (continued)

Historical Building Phases in Ground Floor Plan

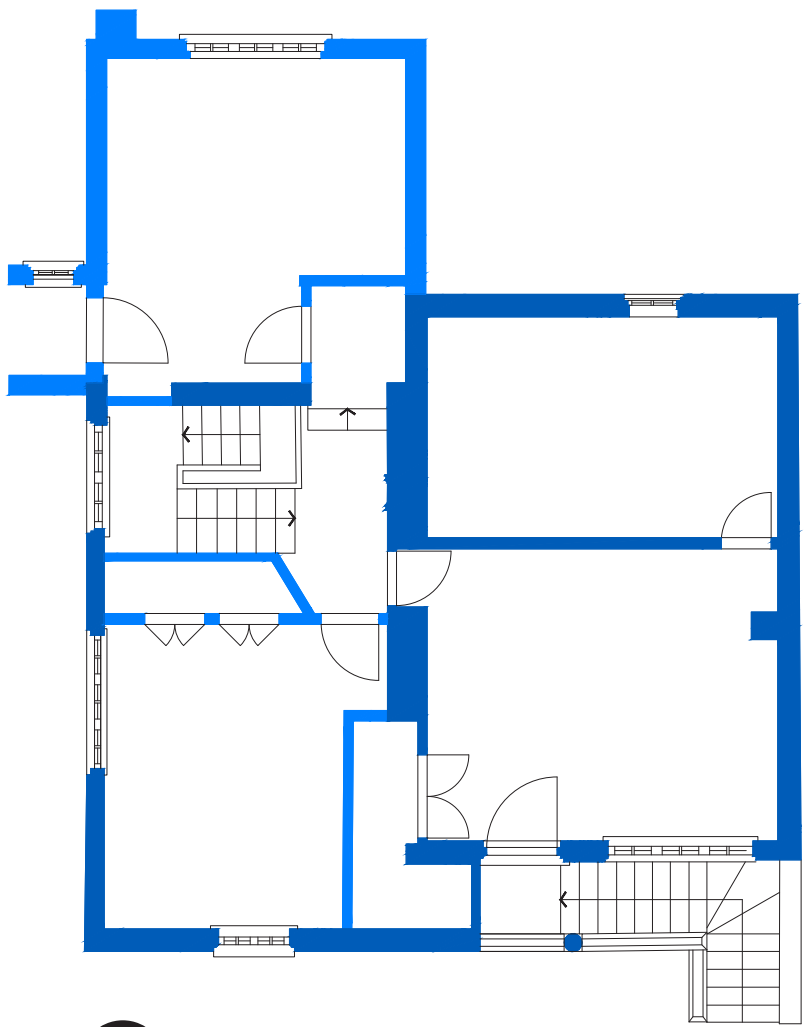


Phasing Survey (continued)

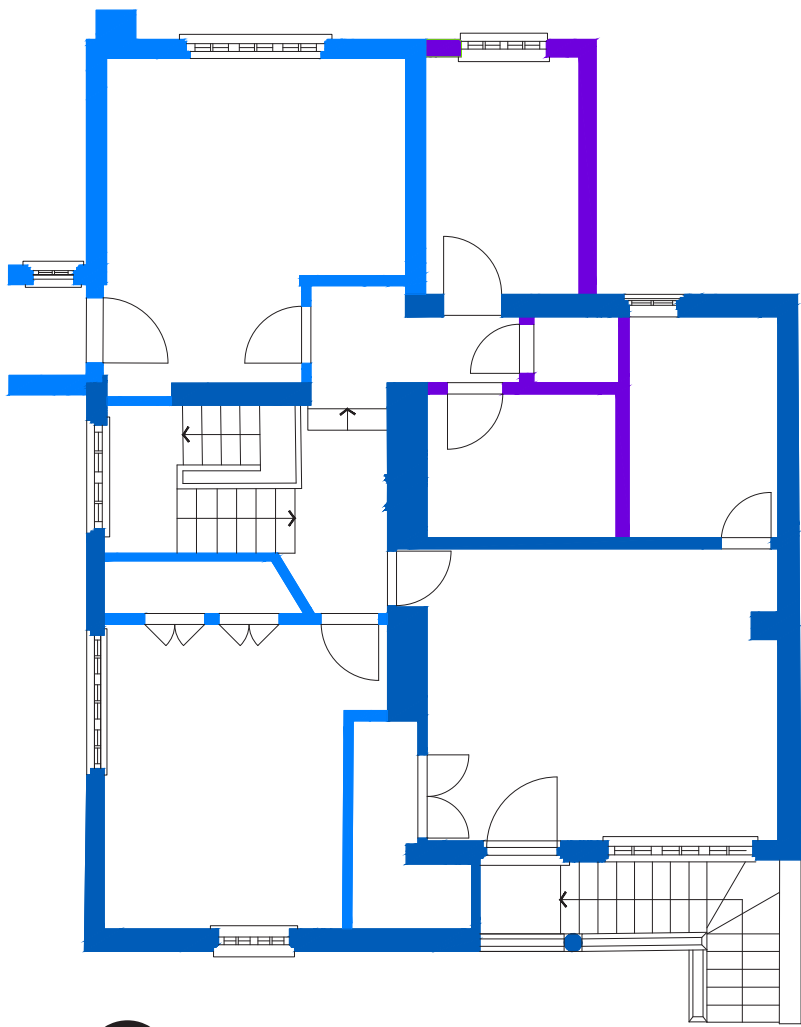
Historical Building Phases in First Floor Plan



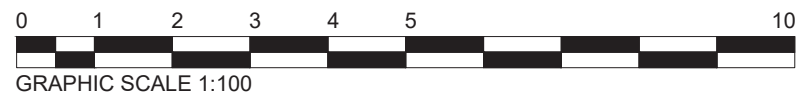
A Original building's first floor - ca 1898
1:100



B First addition - date unknown
1:100



C Later additions - 1980s
1:100

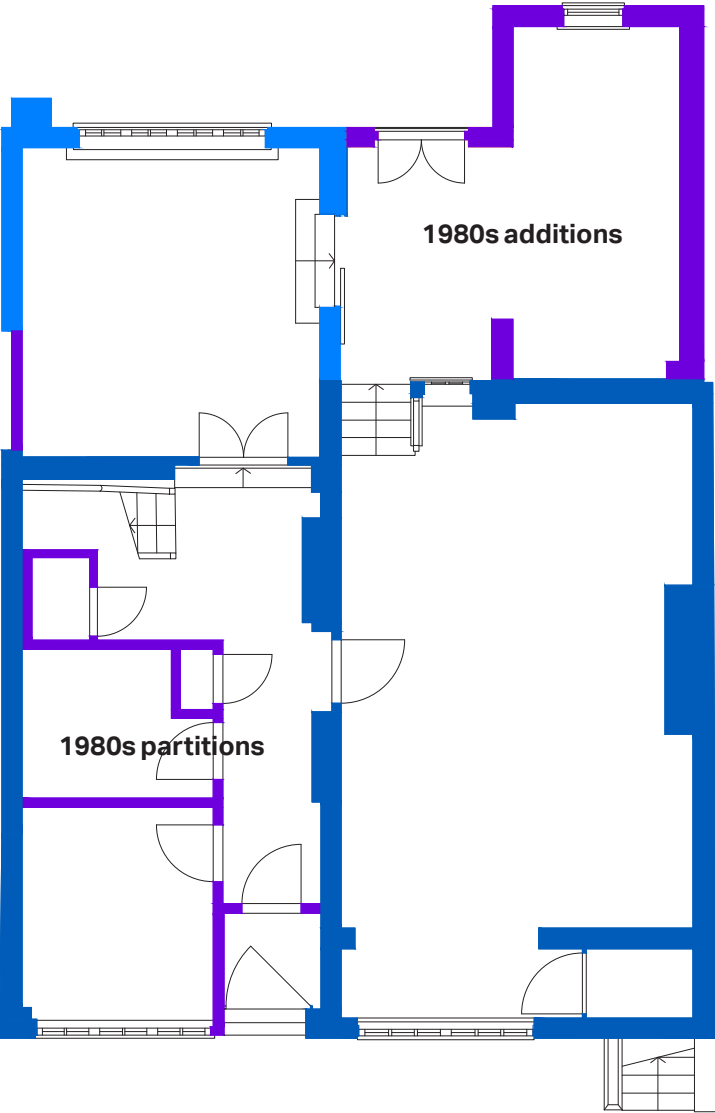


- Coach / Motor House - ca 1898
- Possible Infill Original Layout
- First addition - date unknown
- Later additions - 1980s

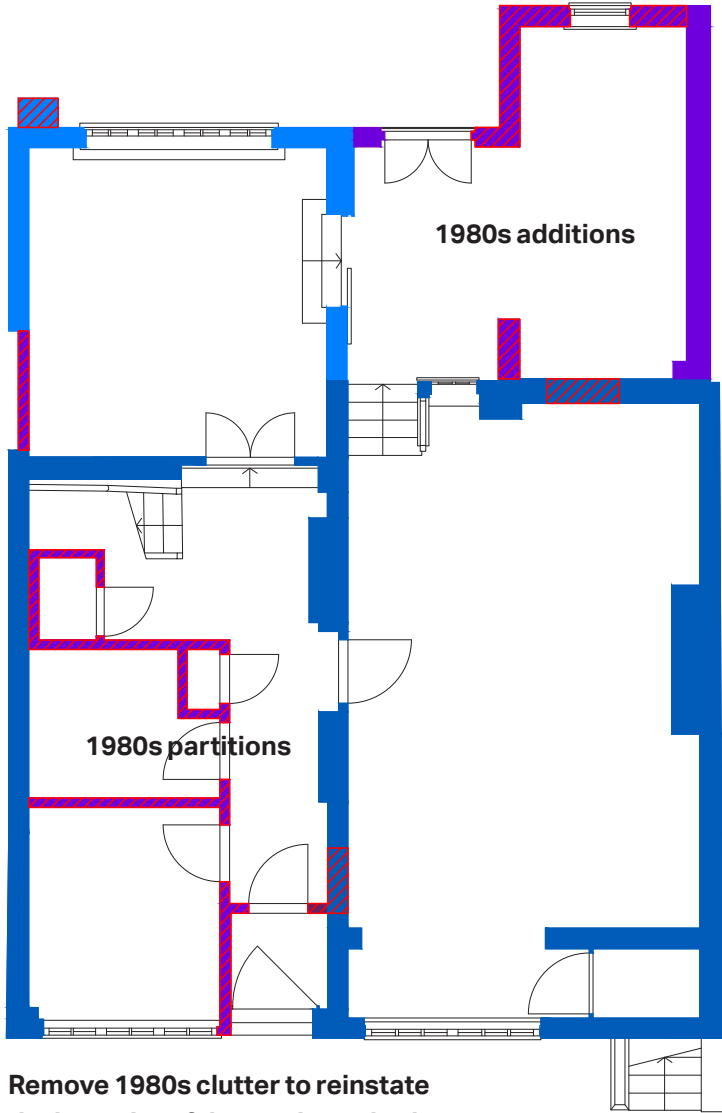
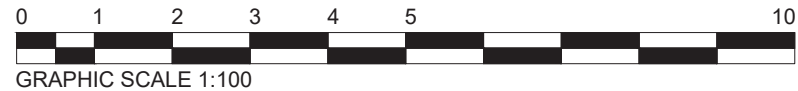
04. Building Proposal

Rebuilding of Ground Floor Based on Original Floor Plan

(*) For proposals refer to explanatory diagram on next page

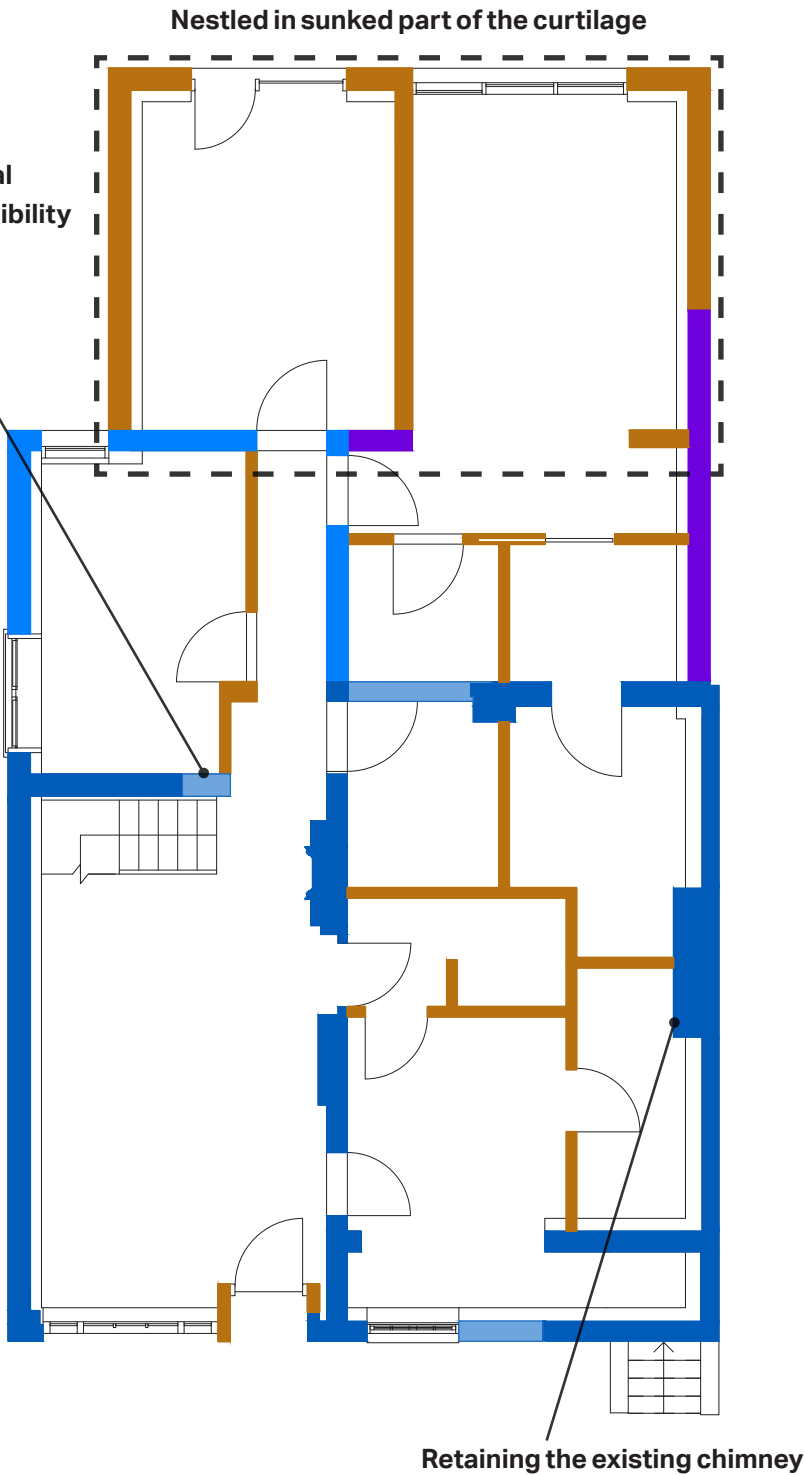


A Existing building's ground floor
1:100




B Existing building w/ proposed demolitions
1:100

Light blue areas of walling show reinstatement of fabric of original building to improve plan form legibility

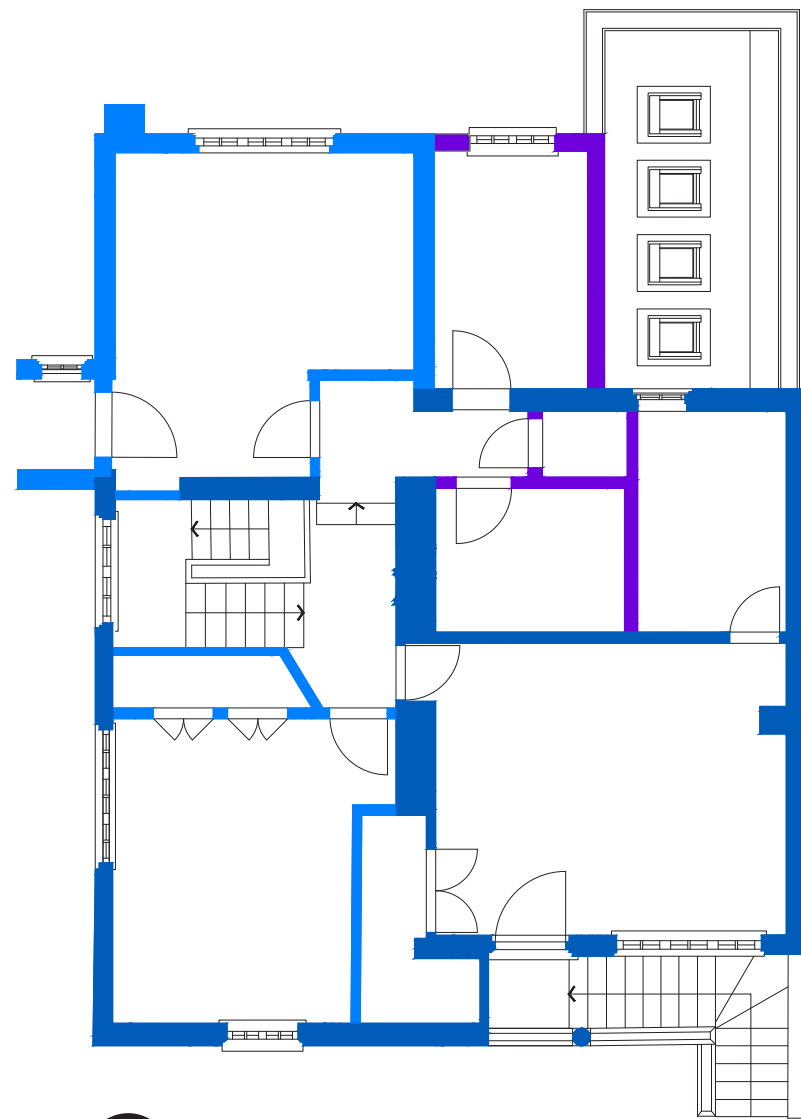


C Proposed building's ground floor
1:100

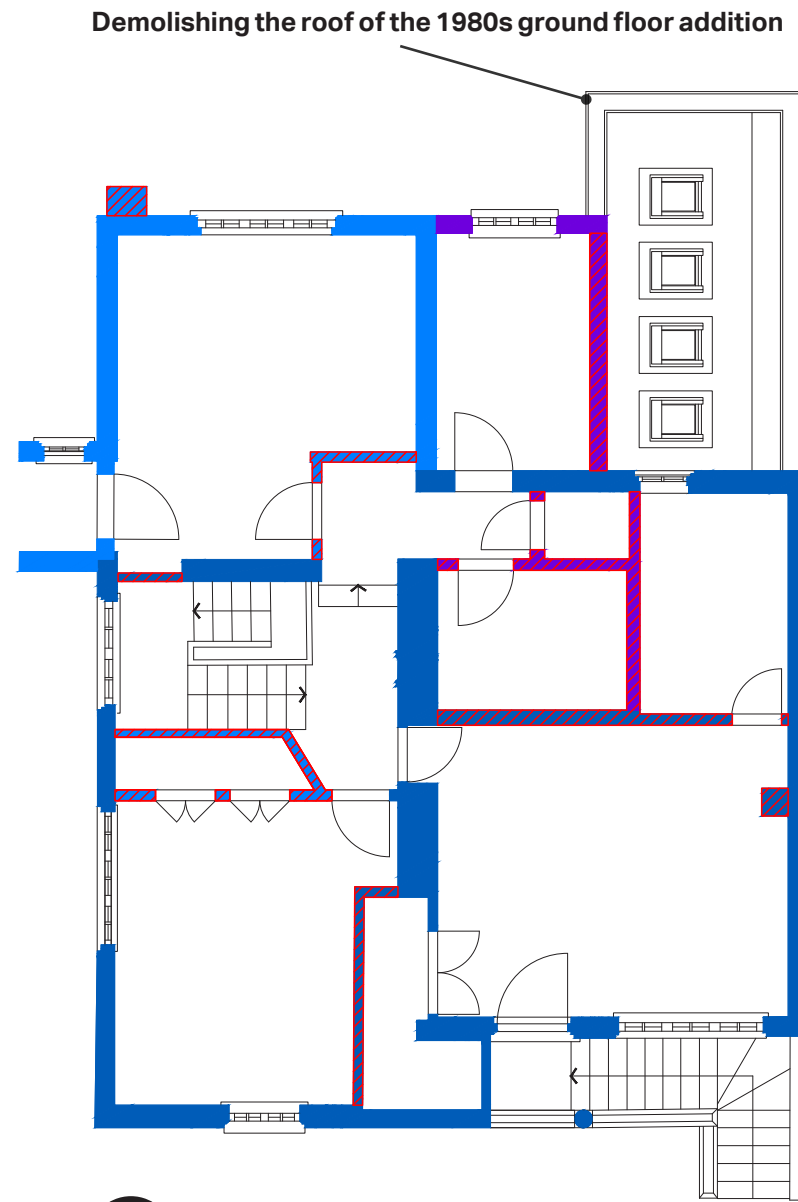
- | | |
|---|---|
|  Coach / Motor House - ca 1898 |  Proposed demolitions |
|  First addition - date unknown |  Current proposal |
|  Later additions - 1980s |  Rebuilding original structure |

Rebuilding of First Floor Based on Original Floor Plan

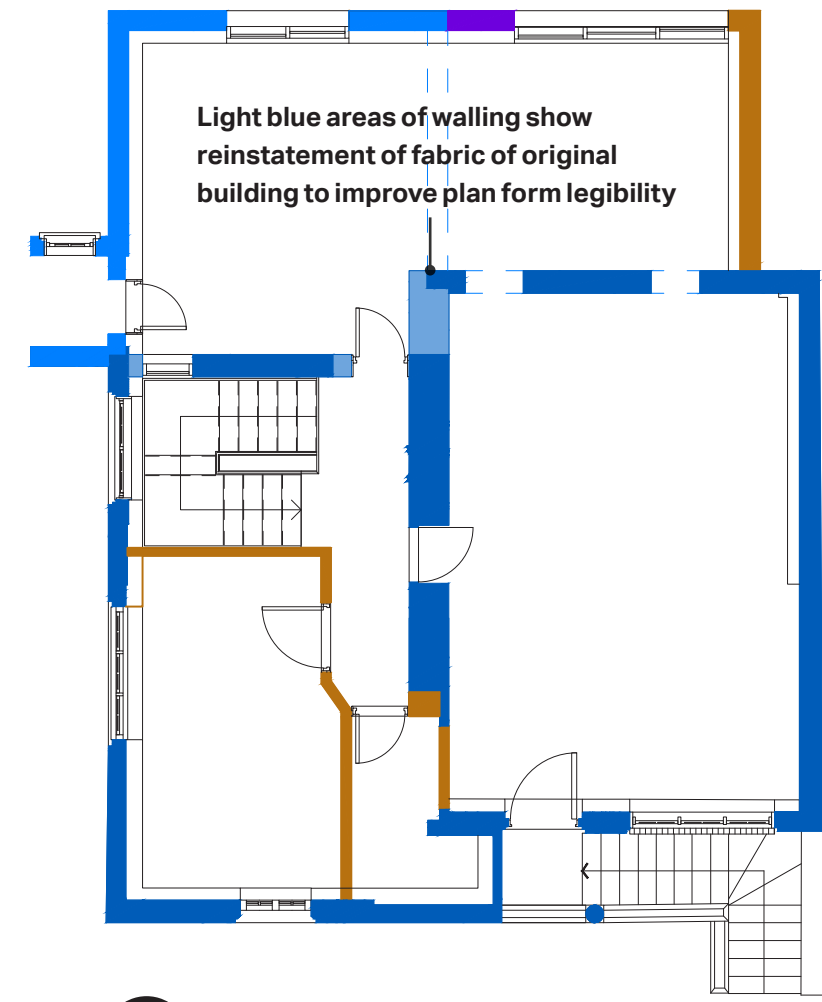
(*) For proposals refer to explanatory diagram on next page



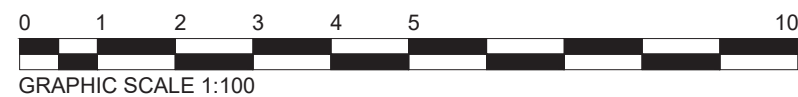
A Existing building's first floor
1:100



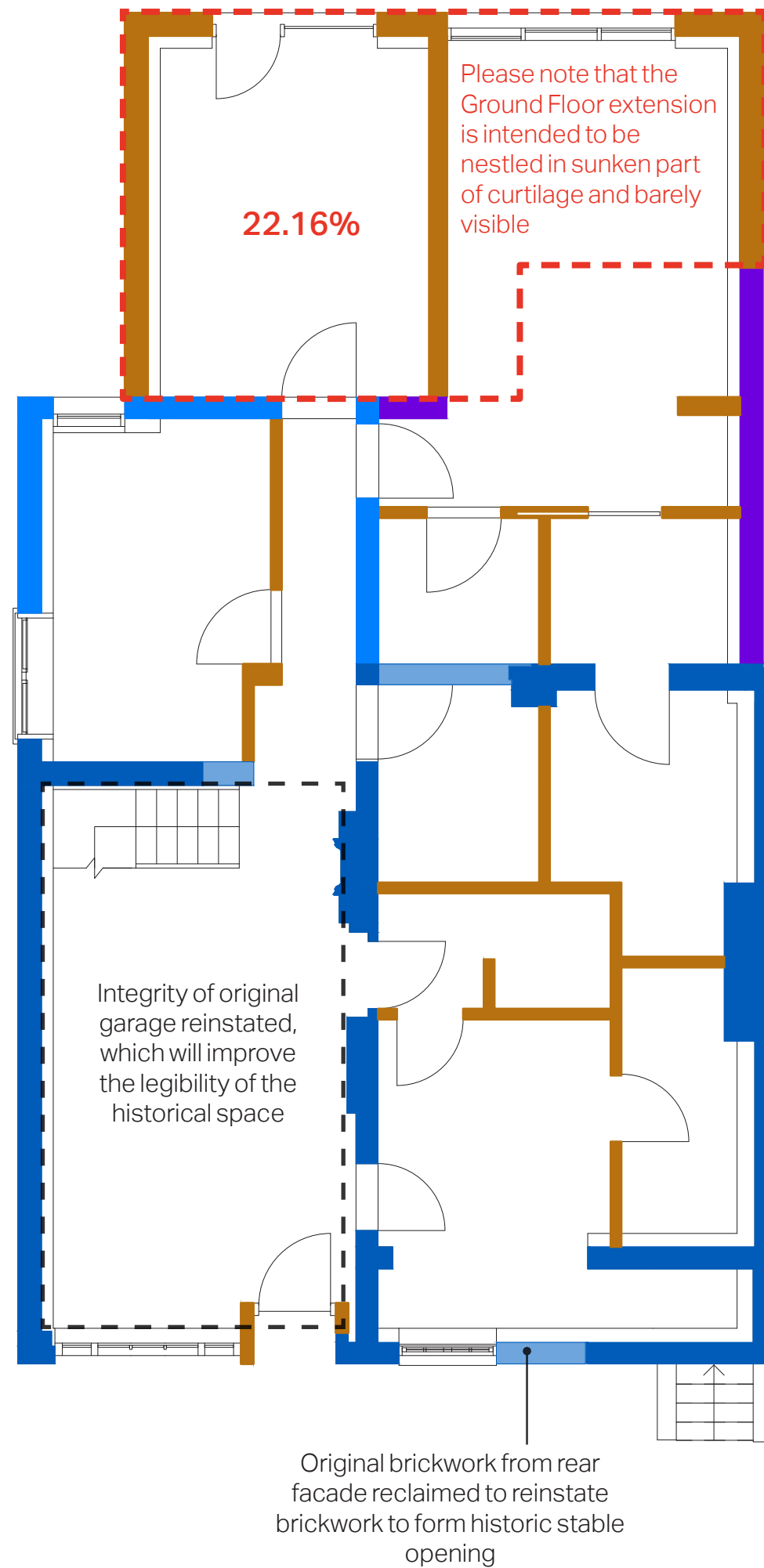
B Existing building w/ proposed demolitions
1:100



C Proposed building's first floor
1:100

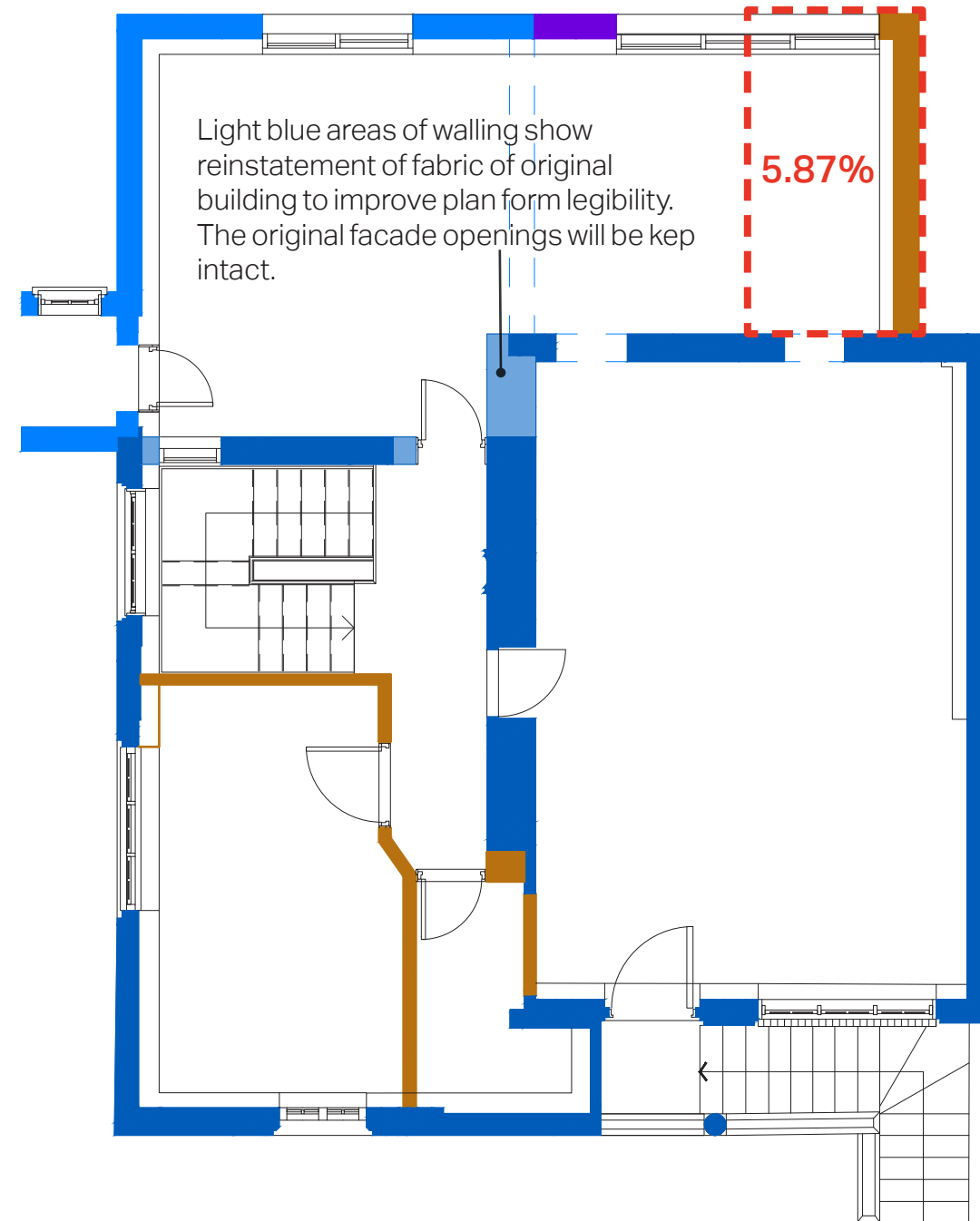


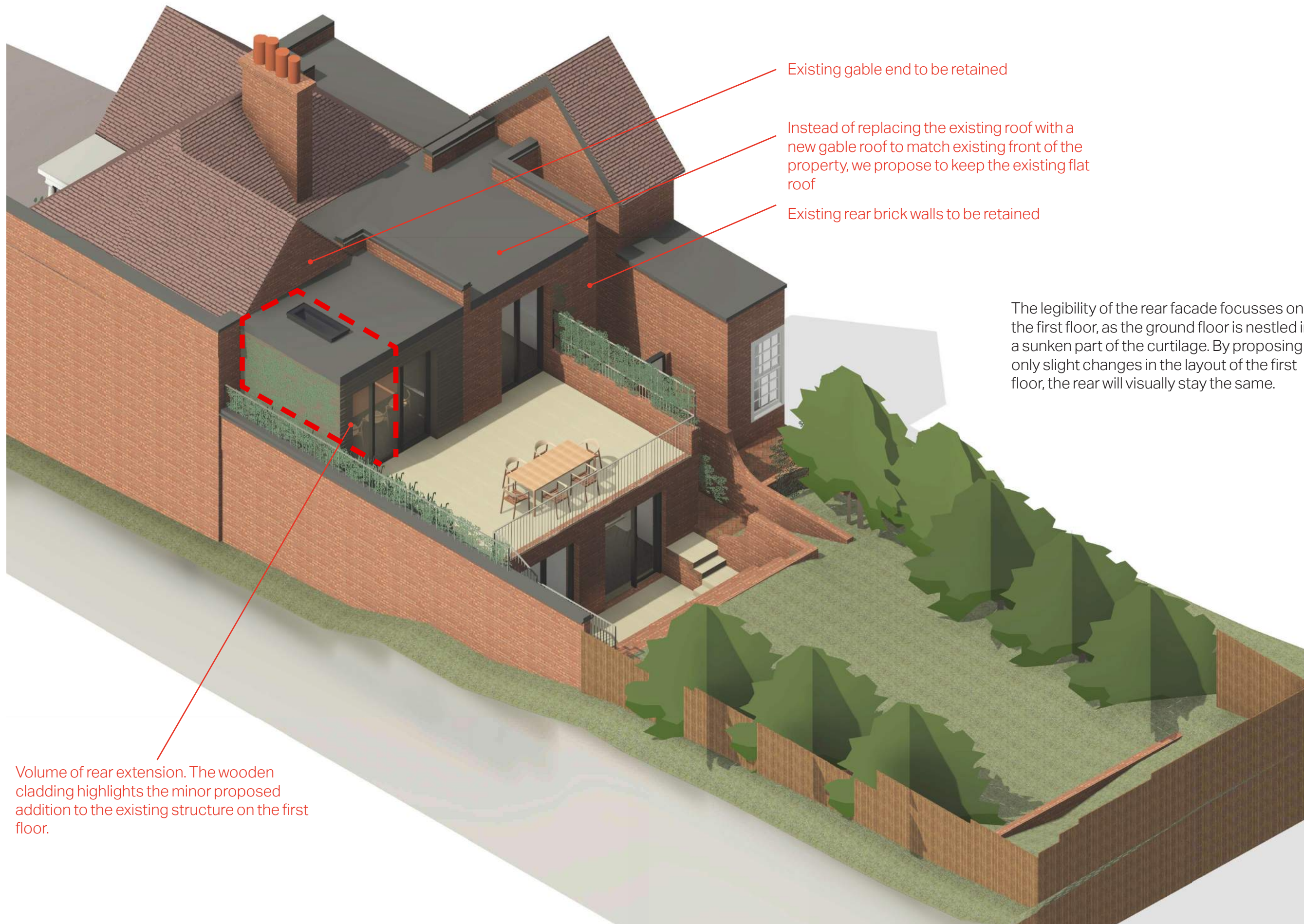
	Coach / Motor House - ca 1898		Proposed demolitions
	First addition - date unknown		Current proposal
	Later additions - 1980s		Rebuilding original structure



PLEASE NOTE THAT THE PROPOSED DESIGN IS INTENDED TO REPLACE FABRIC OF THE ORIGINAL BUILDING THAT WAS LOST IN EARLIER ALTERATIONS, IMPROVING LEGIBILITY, WITHOUT DETRIMENT TO THE HISTORIC FABRIC OF THE LISTED BUILDING

- Coach / Motor House - ca 1898
- First addition - date unknown
- Later additions - 1980s
- Proposed Extension
- Current proposal
- Rebuilding original structure





Existing gable end to be retained

Instead of replacing the existing roof with a new gable roof to match existing front of the property, we propose to keep the existing flat roof

Existing rear brick walls to be retained

The legibility of the rear facade focusses on the first floor, as the ground floor is nestled in a sunken part of the curtilage. By proposing only slight changes in the layout of the first floor, the rear will visually stay the same.

Volume of rear extension. The wooden cladding highlights the minor proposed addition to the existing structure on the first floor.

The photographs show interiors that are lacking in historic detail. All cornices, joinery and plasterwork is modern.

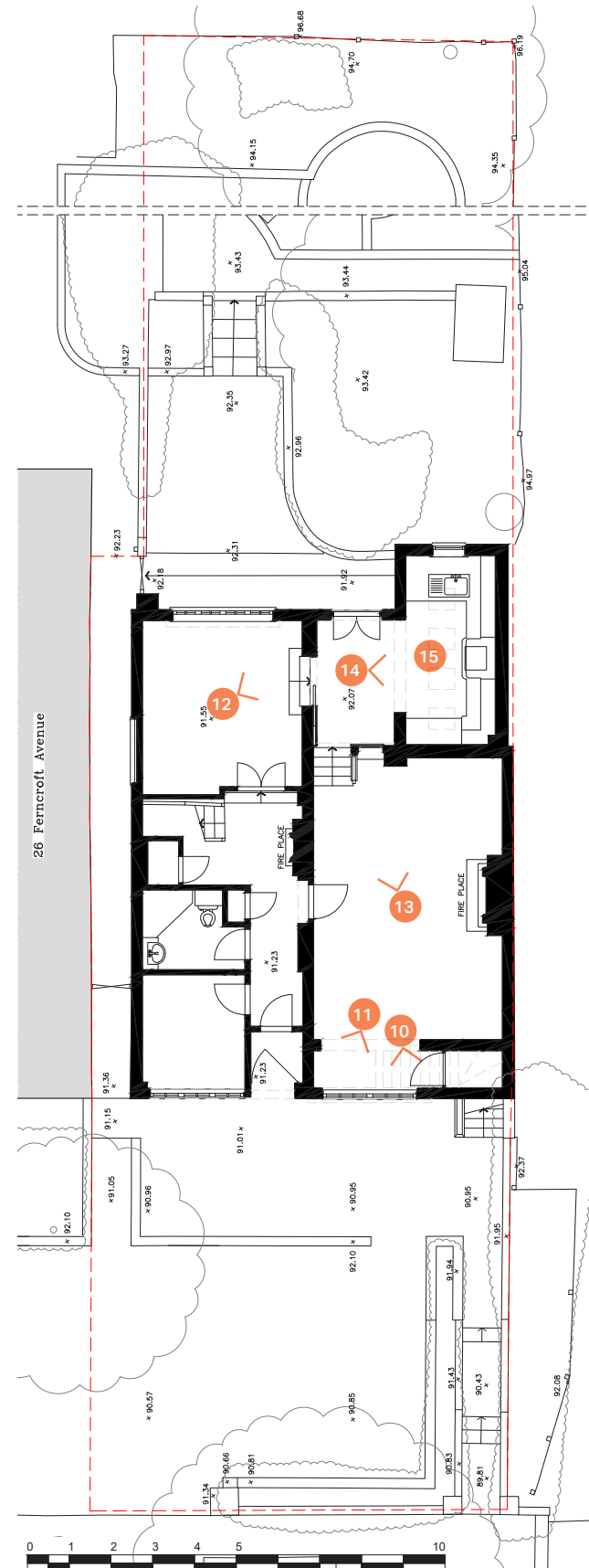


Fig. 9. Existing Ground Floor Plan



Fig. 10. Messy connections to widened window opening



Fig. 11. Openings don't reflect original spaces, e.g. historic stable door



Fig. 12. Mixture of floorings and lost moldings

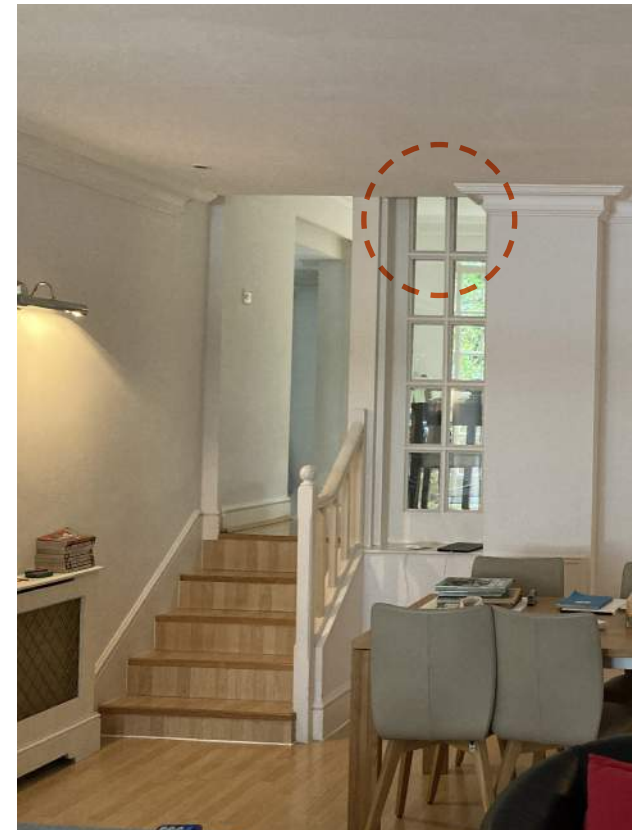


Fig. 13. Internal incongruities as a result of several additions over time



Fig. 14. Historic doors lost

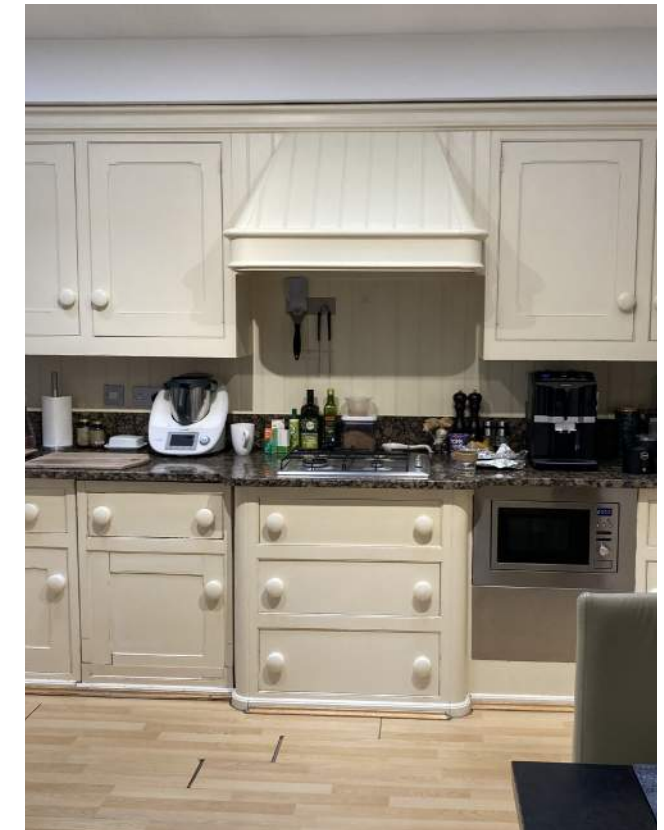


Fig. 15. 1980s kitchen addition

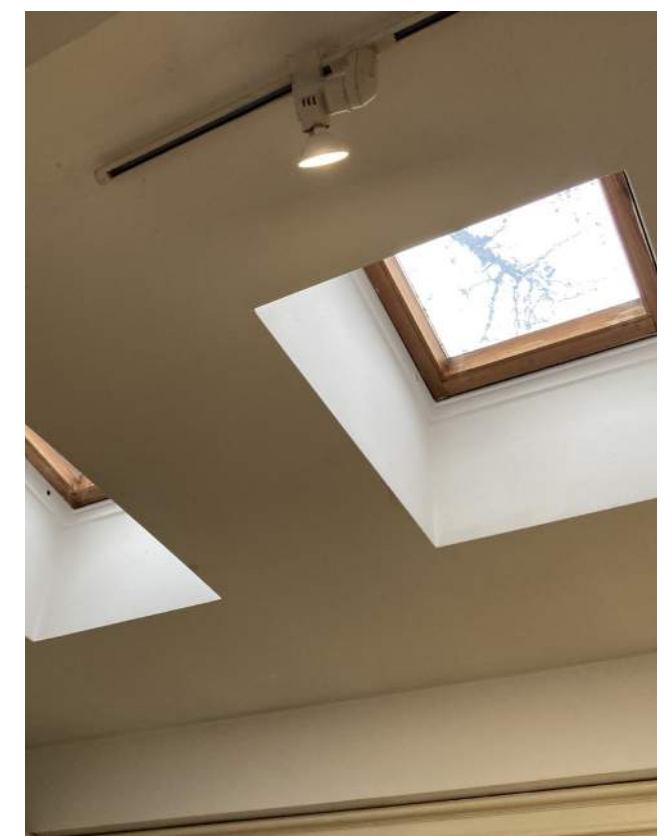


Fig. 16. Modern rooflights

The photographs show interiors that are lacking in historic detail. All cornices, joinery and plasterwork is modern.

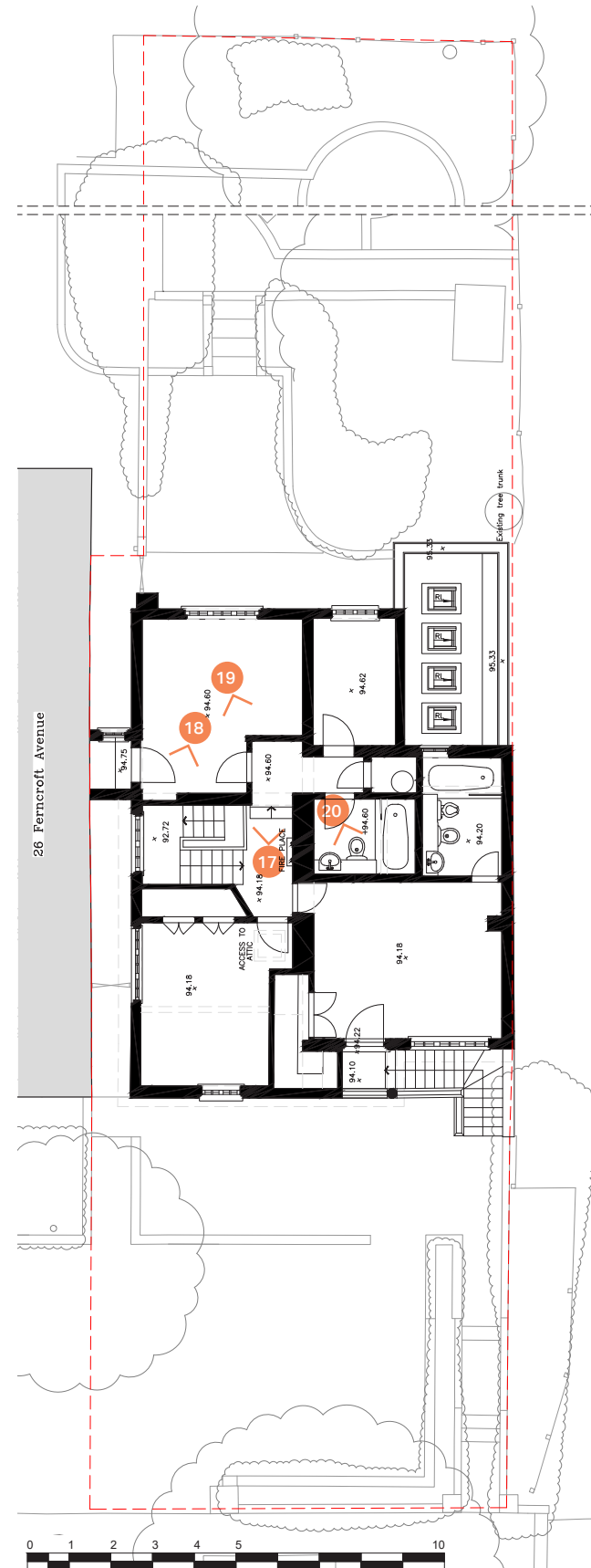


Fig. 17. Existing First Floor Plan



Fig. 18. Corridor level changes due to historic additions

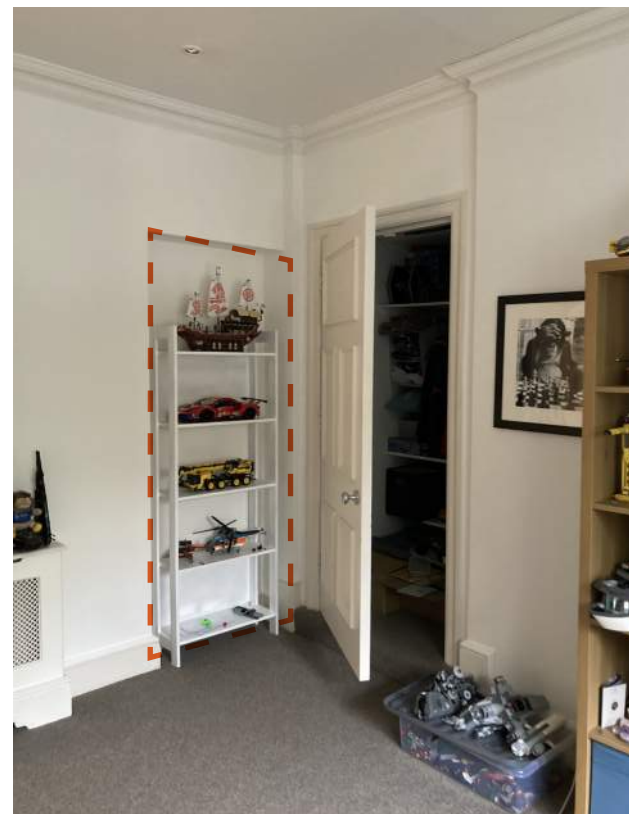


Fig. 19. Historic opening blocked



Fig. 20. Water damage



Fig. 21. Altered bathrooms

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