

Design Access Statement

259 Goldhurst Terrace, London, NW6 3EP



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1.0 Introduction

1.1 Brief

1.1.1 The intention of this document sets out a joint development for the proposal of a vehicle crossover for off-street parking for two vehicles for two self-contained units.

1.1.2 The proposal seeks to modify the existing layout of the front garden for improvements in access and practicality to suit both growing families in their respective dwelling units.

1.1.3 It is observed that there have been many similar vehicle crossover developments to neighbouring residential properties along the wider area. The proposal would be in keeping with the locality and constructed to a high standard to compliment the building and its context. Careful consideration of the context ensures there would be no adverse impact on any neighbouring amenity or street scene.

1.1.4 The Design and Access Statement introduces the proposal and sets out in detail the existing context and architectural approach in accordance with local planning policy and guidance.

1.1.5 The proposal has been developed in regard to the National Planning Policy Framework (2021), the London Plan (2021), the adopted Camden Residential Design Guide SPD (2010), Development Management Plan Document (2013), and Supplementary Planning Guidance/Documents.

1.1.6 The proposal is based on a digitally measured survey ensuring all existing and proposed drawings have been accurately recorded, which includes the measurement of boundary treatments, walls and windows.

1.2 Site Description

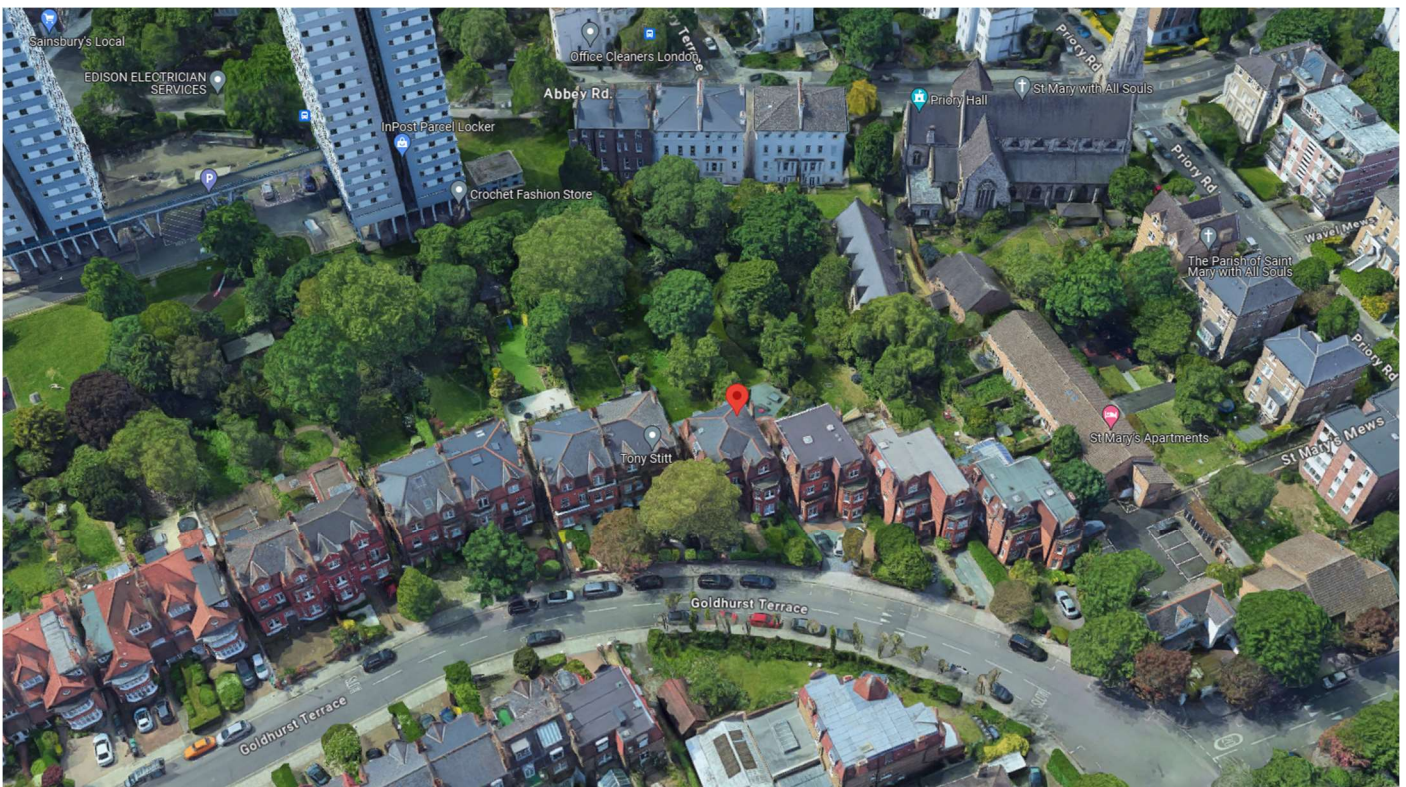
1.2.1 The application property is detached and comprises two generously sized family flats arranged on the ground floor and upper floors respectively. The building is a three-storey including a basement area, benefitting from large front and rear garden. The property benefits from a single-storey rear extension.

1.2.3 The surrounding area consists of predominantly residential-detached dwellings, with 73 of them benefitting from off-street parking and vehicle crossovers.

1.2.4 Neighbouring the property to the eastern boundary is no.257 Goldhurst Terrace, a residential building, comprising several family flats.

1.2.5 Neighbouring the property to the western boundary is no. 261 which comprises a single-family dwelling unit, benefitting from off-street parking.

1.2.6 The rear garden of the application site backs onto the rear-end garden of properties along Abbey Road.



Satellite image of the application site with surrounding context

2.0 Site Photographs

2.1 Property Study



Front elevation view with neighbouring properties



View towards neighbouring property no. 261 Goldhurst Terrace



View towards neighbouring property no. 257 Goldhurst Terrace



View from the entrance door to flats of the application site



On-street parking arrangement view towards neighbouring property no. 261 Goldhurst Terrace



On-street parking arrangement view towards neighbouring property no. 257 Goldhurst Terrace

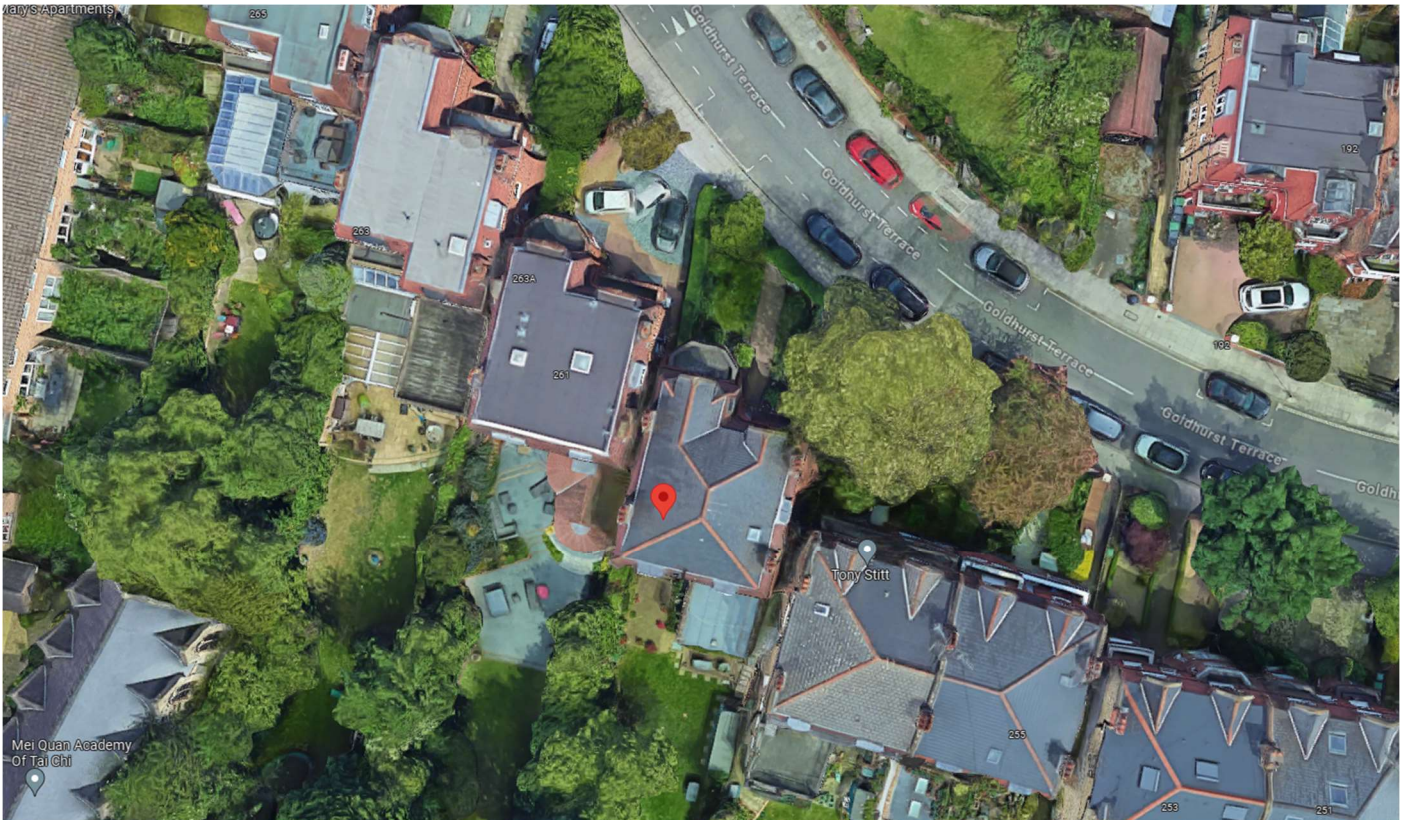
3.0 Context Analysis

3.1 Site Designation

3.1.1 The site is within The South Hampstead Conservation Area. The property is not statutory listed or considered a 'local heritage asset'.

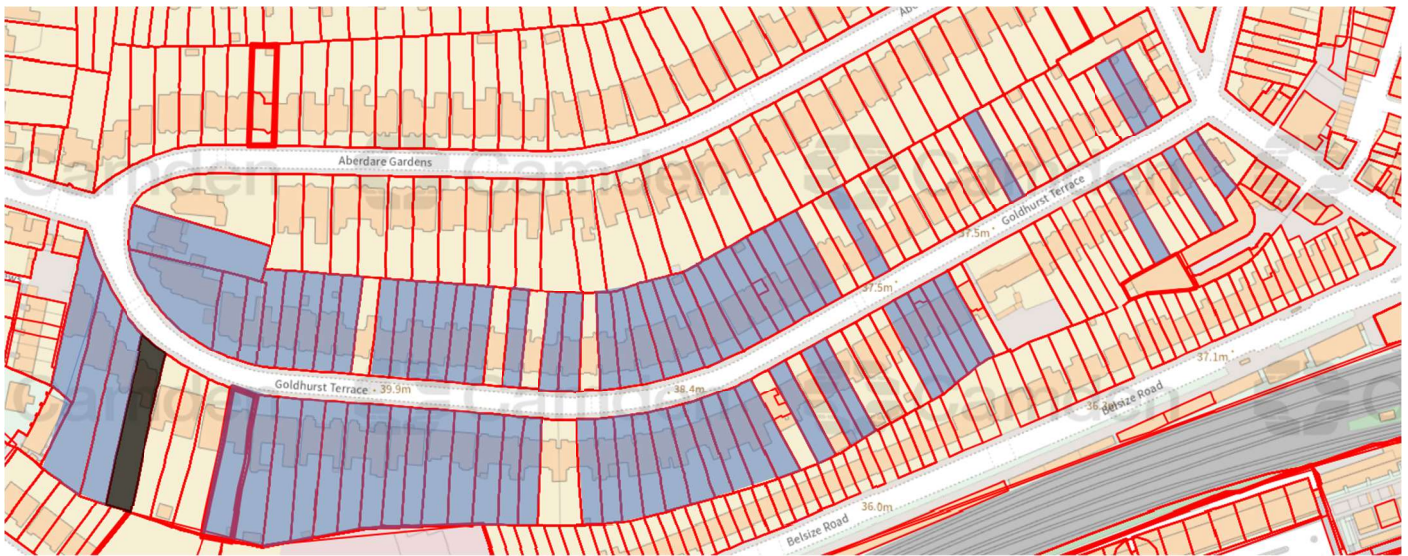
3.2 Orientation

3.2.1 The property is on a North-South axis. The front (North) elevation faces onto The Highway.



3.3 Neighbouring Precedents

3.3.1 There are over 130 buildings of varying size, and style along Goldhurst Terrace, and over 200 properties. It is observed and noted that the majority of the properties along Goldhurst Terrace, benefits from off-street parking and vehicle crossovers.



3.3.2 The above image provides a visual indication (blue) of the number of off-street parking and vehicle cross-overs along Goldhurst Terrace with the application site (black) for reference.

3.4 Planning History

3.4.1 There are several planning applications associated with the application site as follows.

2023/4867/P - Incorporating the works granted under planning permission 2022/5628/P dated 22/06/2023 (the amalgamation of the top two flats to create one flat across the upper floors and one flat on the ground floor; associated alterations including a new rear terraced area and the replacement of all windows with new windows to match the existing) along with the creation of a further terrace at first floor level with railings.

2023/2682/P - Variation of Condition 2 (Approved Plans) of planning permission ref: 2022/5628/P (dated 22/06/2023) (Proposal: Amalgamation of the top two flats to create 1no. flat across the upper floors and 1no. flat on the ground floor; associated internal and external alterations including the creation of a new rear terraced area and the replacement of all windows with new windows to match the existing.) namely for creation of a first floor terrace.

2022/5628/P - Amalgamation of the top two flats to create 1no. flat across the upper floors and 1no. flat on the ground floor; associated internal and external alterations including the creation of a new rear terraced area and the replacement of all windows with new windows to match the existing. **Granted**

2010/5472/T - REAR GARDEN: 1 x Pear - Fell to ground level. **No Objection to Works to Tree(s) in CA**

2009/2355/T - REAR GARDEN: 1 x London Plane - Crown reduce by 25% and shape. Clean out crown. **No Objection to Works to Tree(s) in CA**

PWX0302015 - The replacement of two windows at second floor with French doors and the installation of railings around the flat roof of a two storey bay window in connection with the creation of a roof terrace. **Refused**

PWX0002569 - The formation of a roof terrace at second floor level above the existing two storey front bay, including changing the windows in the front dormer into French doors and the enclosure of the flat roof of the bay with a balustrade. As shown on drawing numbers: 100, 101, 102, and detail of proposed railing. **Refuse Planning Permission**

TCX0006754 - Reduce one Plane Tree and one Sycamore Tree in rear garden. **No objection to works-TCA-Council spec**

8694034 - Advice on pear tree. **Agree to pruning of Trees**

4.0 Proposal

4.1 Description

4.1.1 The respective applicants seek joint planning permission for the provision of two off-street parking bays, accessed via a newly created vehicle crossover and modifications to part of the front boundary treatment.

4.2 Design and Appearance

4.2.1 The proposed boundary treatment is comparable in height, bulk, depth and scale to others in the locality and is consistent with the pattern of development within the street.

4.2.2 The proposed finishes such as the metal gate, brickwork and hardstanding would match the existing and compliment the building.

4.2.3 The proposed boundary treatments would be consistent with the original design of the host dwelling and therefore within the character and appearance of the area.

4.3 Sustainability

4.3.1 The proposed hardstanding will be permeable and the surface water will be discharged into a newly created soakaway.

4.3.2 A new planting scheme with additional trees and shrubs is proposed.

4.3.3 Two new EV charging 5kW ports will be proposed behind a brick plinth.

4.3.4 It is noted that since 2023, Wandsworth if carried out a major expansion in EV charging infrastructure. It is believed that the proposal which includes such a provision would positively contribute and will serve as a good precedent for other future developments in the wider area. The proposal would also align with the London Plan relating to the provision of electric charging points.

4.3.5 It is believed that one on-street parking bay would be lost, but the proposal would gain an additional parking bay – both of which would have provisions for EV charging and would serve both respectful dwelling units.

4.3.6 The proposed dropped kerb is 3.6m wide which is less than the length of a parking bay (4.80m) – essentially, the proposal will provide two full-length off-street parking bays in exchange for the loss of an on-street parking space that is less than the size of a parking bay.

4.4 The Impact on the Street Scene

4.4.1 The immediate location has witnessed extensive (historical) developments in the wider area relating to off-street parking and crossovers.

4.4.2 It is believed that there would be minimal impact on neighbouring properties and the wider area, as the proposals follow a similar pattern of development.

4.4.4 No changes/removal of street furniture will be proposed.

4.4.5 As the property is divided into two self-contained units, the front garden offers communal space, but is underused. The proposal will inject utilisation, sustainability and practicality.

4.4.6 It is observed that where other neighbouring residential properties benefit from off-street parking and vehicle crossovers, some of the boundary treatments were completely removed.

4.4.7 The existing boundary treatment comprises brick plinths, a low-level wall and hedges. The proposed boundary treatment for the application site aims to preserve most of the boundary treatment and incorporate design changes that would complement the existing, ranging from finishes, build and scale.