

Design & Access Statement

Flat 2, 30 Redington Road, London. NW3 1LD

29th August 2024

1. Purpose:

The purpose of this Design and Access statement is to support the planning permission application to dismantle and rebuild like for like a boundary garden party wall.

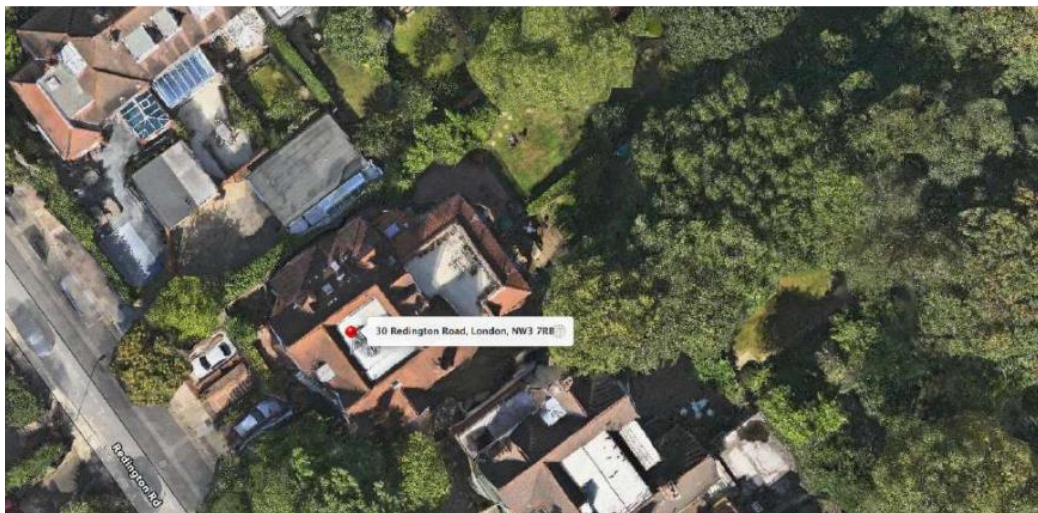
The Design and Access Statements is provided to meet the request of Camden Planning Dept. in evaluating the application.

2. Contents:

The information provided is all the information which should be included in a design and access statement as prescribed by Camden Planning website for Design and Access statements.

3. Introduction

This Design and Access Statement and Heritage Statement forms part of a planning application that seeks to dismantle and rebuild the garden wall like for like.

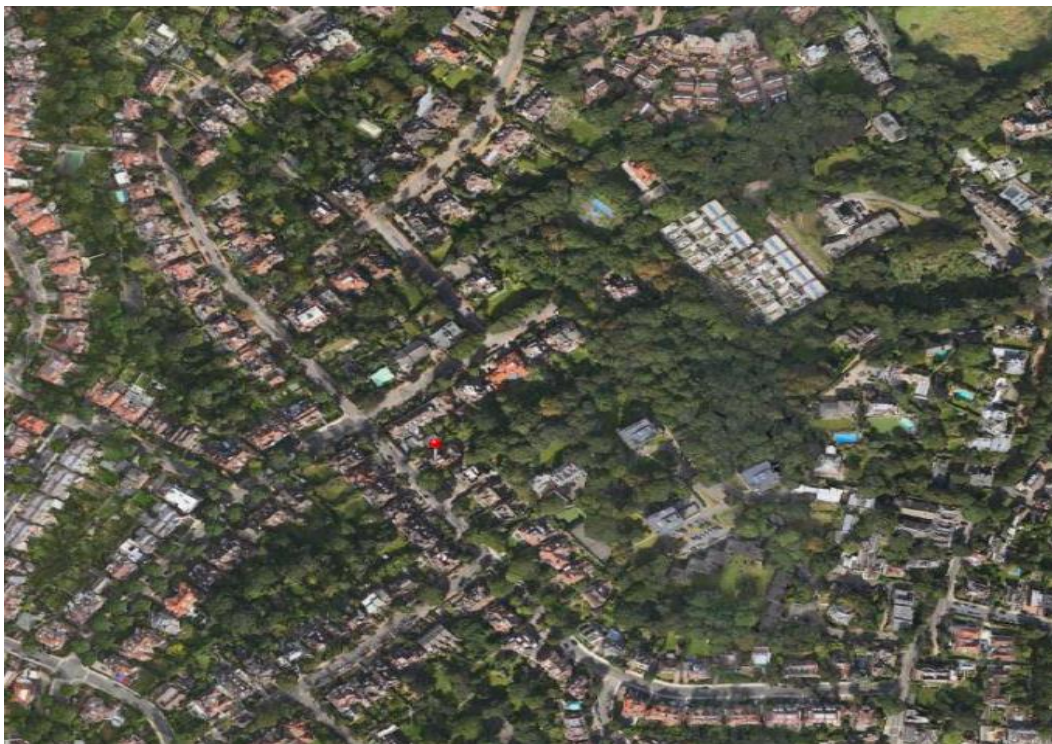


Aerial photograph showing street context

2.0 History

- 2.1 The development of the Redington/Frognaal Conservation Area as a whole, as well as Sub Area Four, in which Redington Road lies, are well described in the Conservation Area Appraisal. On page 14 & 15, describing the Conservation Area as a whole, it reads:

“Redington Road, Templewood Avenue, Redington Gardens, Templewood Gardens and West Heath Road, form an area containing some of the larger and more generously spaced houses in the Conservation Area set in a mature landscape. Whilst this gives the sub area a general theme, the period over which the area was developed has resulted in a mix of architectural styles. Despite this, parts of Redington Road and the majority of Templewood Avenue are of consistent character and appearance. There are a number of examples of mid and late-20th century houses and flats occupying parts of the former grounds of adjoining properties. These are, with a few notable exceptions, of a more modest scale than their neighbours and generally do not overly detract from the character of the Conservation Area. Redington Road was laid out in 1875 and developed slowly starting from the Frognaal (southern) end. It is the longest road in the Conservation Area and features a wide range of primarily early 20th century domestic architecture along its length. Whilst there is no consistent architectural style, red brickwork, clay tiles, dormer and sash windows are common elements to Arts and Crafts, Queen Anne, Edwardian and neo-Georgian houses alike. The relationship between buildings and the street varies along the length of Redington Road. For example, Nos. 7-15 are within ten metres of the back of the pavement, whilst Nos. 16-28 are set back behind dense vegetation. Redington Road rises and falls a number of times along its length with its lowest point being at the junction with Heath Drive and its highest point close to its north-eastern end. There are limited views between houses on the lower part of the road towards west London and longer distance views across roof and treetops can be gained from its northern end.”



Aerial photograph showing Redington Road

4. Context

- 4.1 The following are of particular interest on Redington Road: -Nos. 2&4 (listed) designed by Phillip Webb in 1876 - rural Arts & Crafts -Nos. 16 (listed) One Oak, designed by Arthur H. Mackmurdo -Nos. 35-37, designed

by Horace Field -No. 39, designed by W.W. Bull -No. 66, The Wabe, designed by Dr William Garnett -Nos. 54&56 (listed) designed by Quennell 3.2 The Conservation Area Appraisal mentions the application site when describing “Buildings and features that detract from the character of the area and would benefit from enhancement. -Roadside garages and parking forecourts at Nos. 15, 24, 26 and 30 Redington Road.”



Side elevation of the West of 30 Redington Road. Showing neighbouring properties. Also it shows the wall which is proposed to be dismantled and rebuilt like for like – marked in a red line.

5.0 Planning history

The house remained single occupancy until 1956 when it was converted into three self-contained flats, the formation of a garage in the basement and a new means of access to the highway.

- 5.1 09/01/1967 The provision of a single garage and pavement crossover at 30 Redington Road, Camden. ref. CTP/E5/5/2/3067 - Permission
- 5.2 09/01/1967 The provision of a double garage and pavement crossover at 30 Redington Road, Camden. ref. CTP/E5/5/2/3068 - Conditional
- 5.3 16/11/1982 Change of use involving works of conversion and extension including the erection of a 2-storey rear extension and a 1st floor side extension to form 5 self-contained flats ref. 35264/R3 - Conditional
- 5.4 08/09/1983 ref. 36867 -revision of 35264(R3) - Conditional
- 5.5 13/02/1984 Approval of details of landscaping and car parking pursuant to condition of consent No.36867 for the change of use involving works of conversion and extension to form five self-contained flats ref. 8400164 – Granted
- 5.6 05/09/1986 The erection of a part one and part two storey side extension to an existing ground floor flat with roof terrace over for the flat above. ref. 8601665 - Granted
- 5.7 10/06/1988 Erection of a conservatory extension at the rear in 1988 ref. 8804060 - Withdrawn
- 5.8 25/08/1988 Flat 1/30 -1988 - The erection of a single storey side extension to existing ground floor flat. ref. 8804360 - Granted
- 5.9 20/10/2000 Flat 1 - Erection of a single storey side extension at ground floor level. ref. PWX0002470 - Granted
- 5.10 26/10/2005 Flat 1 - Renewal of planning permission ref. PWX0002470 ref. 2005/4439/P - Granted
- 5.11 27/01/2015 Flat 1 - Planning permission ref. 2014/5962/P - Granted

5.12 27/08/2019 Flat 1 - Planning permission Ref. 2019/3915/P - Granted

5.13 17/05/2021 Alterations to bin store - Planning permission Ref. 2021/1328/P - Granted

5.14 02/07/2024 FRONT GARDEN (RAISED BED): 2 x multi-stemmed Laurel and various Sycamores (G1)
- Fell to ground level. No Objection to Works to Tree(s)

5.15 With the exception of applications regarding works to trees, there is no further planning history attached to No.30.

6.0 Proposal

6.1 The wall has partially collapsed. See photographs submitted. The purpose of the proposal is to remediate this partial collapse. The proposal is simply to dismantle the damaged section of the wall and rebuild it using the existing bricks and matching those which are broken.

6.2 The proposal is to dismantle the collapsed PART of the west wall in the front West boundary of 30 Redington Road (the part of the wall which has collapsed is about 4-5 m long but to make safe about 8-10m will need to be dismantled and rebuilt like for like to make the structure safe.)

The ENTIRE wall itself runs for approximately 20 -30 meters along the west (left) edge boundary of 30 Redington Road. The wall starts around 1.5 meters high at the front and runs uphill along the Western boundary. On the East side the part of the wall which has collapsed is approximately 1.75meters high; but on the West side the wall starts at about 1.75meters high and increases in height as it runs uphill along the boundary to approximately 4/5 meters high. (the East side of the wall is downhill from the West side of the wall and therefore the East side of the wall is higher in parts).

The PART of the wall which has collapsed is only within the first 15/18 meters of the wall as you approach it from Redington ROAD.

Only a relatively small section of the wall, about 1 meter from the top and 4/5 meters along the wall has fallen down. The PART of the wall which has collapsed and is to be dismantled and rebuilt divides the front area of 30 Redington Road comprising an existing 12 concrete stairs alongside a car port and a 2 meter concrete patio on the East side with an access driveway on the West side; the driveway on the West side is concrete and gives access to 4 garages at the back of and belonging to houses 22 , 21, 20 and 19 Redington GARDENS.

6.3 The proposed process in more detail:

All loose bricks and leaning section of wall is carefully taken down.

The wall should be taken down to ground level over a length from the pavement end to the large masonry buttress adjacent to the side gate of the house.

To avoid collapse of the wall during the works we suggest the Ivy and loose/leaning bricks are removed gradually and in stages in a piece-by-piece approach. Hand tools to be used at all times.

Bricks to be set aside for reuse.

The dismantling and rebuild will restore the wall to the state it was in before the partial collapse.

The proposed rebuild will be from the existing bricks in the wall and where there are insufficient brick to match the existing will be sourced in keeping with the style of the existing wall . If any strengthening is required by the structural engineer to prevent danger of another collapse, that will

either be matching the existing buttressing like for like or below ground or non-visible by integration into the wall.

- 6.4 The existing and future purpose of the wall is to divide the driveway of the garages of 19,20,21 and 22 Redington Gardens from the front car park area of 30 Redington Road. There is no intention to change this purpose nor amenity.
- 6.5 The wall is a Party Boundary wall of 19,20,21 and 22 Redington Gardens and Flat 2 30 Redington Road. Party Wall Surveyors have been appointed for the parties and will conclude the appropriate agreements
- 6.6 The wall from the front and either side will be unchanged from the historic aspect of the previously built wall because the proposal is to simply a replacement of the existing wall.
- 6.7 The proposed remediation of the wall will have no impact on the amenity of any neighbouring properties. This proposal protects the quality of life of neighbours and does not harm their amenity in terms of overshadowing by virtue of the proposed position, height and size of the wall. This is because there is no change.
- 6.8 The proposal enhances the safety of the driveway to the garages of 19 ,20 21 and 22 Redington Gardens due to the fact that a partially collapsed wall is currently a hazard.



The white arrow shows the wall which is to be dismantled and rebuilt like for like.

7.0 Materials

7.1 The proposed materials are all traditional: bricks recovered from the collapsed wall and brick to match the existing wall. They are in keeping with the building and the Conservation Area.

8.0 Sustainability

8.1 The extension represents no detrimental impact in sustainability terms. The remediation should provide efficient environmentally positive recycling as the old bricks will be recycled for use in the remediation.

9.0 Access

9.1 The proposal has no effect on the existing entrance to the property and the neighbouring properties.

9.2 The property is served by bus stop CD, and the Nos. 13 & 82 bus routes that run along Finchley road (A41). Local tube and train lines include the Northern Line stations at Hampstead and Golders Green and the Overground station at Hampstead Heath. Furthermore, the Metropolitan and Jubilee lines at Finchley Road are within 20 minutes walking distance. The property lies within a Controlled Parking Zone and by car the A1 and A406 (the North Circular) are easily accessible. It is well served in terms of schools in the area. Local shops and supermarkets are found in Hampstead and Finchley Road.

10.0 Planning Policies

The proposal is in line with the adopted Camden Local Plan and all relevant policies; there is no change proposed.

11.0 Conclusion

The proposal seeks to remediate the damage to the boundary wall property in the least intrusive way and without negative impacts on the amenity of neighbouring properties. It both enhances and preserves the Conservation Area. On this basis it is considered that the proposal should be granted planning permission.