

10a OAKHILL AVENUE

HAMPSTEAD, LONDON, NW3 7RE

# DESIGN AND ACCESS STATEMENT

February 2014



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*architects*



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## 1.0 Introduction

This Design and Access Statement has been prepared to support the planning application for a residential development at 10a Oakhill Avenue. The proposal is for the demolition of the existing property and its replacement with 5 new self contained units across 3 floors, one lower ground floor, and one basement level.

The existing property is a detached house with residential annex giving a total of 9 bedrooms, separate living areas and integral garaging for 3 cars. This property was built in 1968 in grounds which originally belonged to 8 Oakhill Avenue and as such the design and scale of the property is of its time, differing from the adjacent properties.

As well as the garaging for the house and annex, there is also a separate garage for two cars which are on a long lease to the adjacent property at number 8 Oakhill Avenue. The driveway allows parking for an additional 3 cars.

The proposed scheme for 5 large residential units will have integral parking for 5 cars, bike and refuse/recycling and associated amenity space. The gardens will be retained as a communal garden for the four lower units, with the top flat having terraces proportional to its size.

The statement also responds to the reasons for refusal of a previous planning application and to the subsequent pre-application advice received.

The application also included separate report as follows;

- Arboricultural Report
- Energy and Sustainability Statement
- Basement Impact Assessment



*View of the site from the second crossover.*



*View of the site from the junction of Greenaway Gardens and Oakhill Avenue.*



*Aerial view of the site at the junction of Greenaway Gardens and Oakhill Avenue.*

## 2.0 Response to the reasons for refusal

We set out below the full reasons for refusal for the previous application and comment on each point accordingly. Points 1 and 4 which relate to more specific design issues are addressed in more detail in the following sections as part of the revised design for the site.

### 1 Design, height, bulk and massing

*The proposed development by virtue of its height, bulk, mass, scale, footprint, materials and detailed design would appear as an incongruous addition to the street, that would have an adverse impact on the character and appearance of the surrounding conservation area. The application is therefore contrary to policies CS2 (Growth areas), CS5 (Managing the impact of growth and development), CS14 (Promoting high quality places and conserving our heritage), DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage) of the London Borough of Camden Core Strategy and Development Policies 2010.*

This application has taken into consideration the specific points the Conservation and Design officer raised as part of the previous application, and subsequent discussions during pre-application, and has incorporated this into the revised design.

### 2 Car parking

*The proposed number of car parking spaces would exceed the maximum standards, thereby failing to promote sustainable modes of transport, contrary to policies CS11 (Promoting sustainable and efficient travel) and DP18 (Parking standards and limiting the availability of car parking) of the London Borough of Camden Core Strategy and Development Policies 2010.*

The proposed development takes into consideration the location and size of the development in relation to current planning policy. The development is located within an area of PTAL 2 rating which is recognized as being low for public transport provision. The size and type of development is above the ordinary and occupiers would expect parking provision to be provided. This was accepted by the Highways department at an internal meeting between the planning officer Highways officer on 11<sup>th</sup> July 2013. The planning officer Seonaid Carr did confirm this by telephone to Martin Evans architects and set out the following points as discussed with the highways department;

- Accepted that 1 to 1 parking as the PTAL is low at 2.
- Include a restriction to forecourts to no parking other than deliveries
- Secure as part of the 106 agreement that the units will be unable to apply for street parking permits.
- Secure within the 106 agreement that the two of the parking spaces will have charge points for electric cars, to allow future use of electric cars.

The existing provision includes garaging for 5 cars and drive space for an additional 3 vehicles. The proposed development modifies the number of car parking spaces by increasing from 5 to 7 the garages spaces and reducing the drive parked spaces from 3 to 0. This gives an overall decrease of 1 off street parking space, from 8 to 7 spaces. Two of these spaces are to provided spaces for number 8 Oakhill Avenue as part of a long term covenant over the site. These spaces are protected for the sole use for number 8 Oakhill Avenue under the terms of a long term lease.

The applicant can confirm that they are prepared to enter into a legal agreement on the points raised by the planning officer above.

### 3 Basement Impact assessment

*In the absence of sufficient supporting information regarding the land stability as a result of the basement development, the Basement Impact Assessment and supporting documents has failed to demonstrate that the development would not*

*cause to land stability of both the application site and neighboring building and is therefore considered to be contrary to policies CS14 (Promoting high quality places and conserving our heritage) and DP27 (Basements and Lightwells) of the London Borough of Camden Core Strategy and Development Policies 2010.*

A full and detailed Basement impact assessment was included within the previous planning appeal with the conclusion of the report set out below;

It is not clear why this report is insufficient of the planning application and we ask for a clear description of why else needs to be provided as part of this planning application. We attach a revised Basement Impact Assessment for consideration.

### 4 Privacy and over-looking

*The proposed development by virtue of the terraces to first, second and third floor levels would result in harm to the privacy enjoyed by neighboring residents within Nos.8 and 10 Oakhill Avenue resulting harm to their amenity, contrary to policies CS5 (Managing the impact of growth and development) and DP26 (Managing the impact of development on occupiers and neighbors) of the London Borough of Camden Core Strategy and Development Policies 2010.*

The revised design as presented in the later section of the report address these points in more detail. We have also taken into account the more specific points the Conservation and Design officer raised as part of the previous application.

### 5 Section 106 Legal agreement for car free development

*The proposed development, in the absence of a legal agreement for car-capped housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policies CS11 (Promoting sustainable and efficient travel), CS19 (Delivering and monitoring the Core Strategy) and DP18 (Parking standards and limiting the availability of car parking) of the London Borough of Camden Core Strategy and Development Policies 2010.*

The applicant can confirm that they are prepared to enter into a legal agreement for car capped housing under the recommendations as set out in point 2 above and as previously agreed between the planning and highways officers on 11<sup>th</sup> July 2013.

As previously stated in point 2 the site has a PTAL rating 2, and would therefore justify parking for the future residents of the proposal. This parking would however be off street and the applicant is open to discussions on a legal agreement to prevent an increase of on street parking as a result of the proposed development.

### 6 Section 106 Legal agreement for Construction Management Plan

*The proposed development, in the absence of a legal agreement to secure a construction management plan, would be likely to give rise to conflicts with other road users and be detrimental to the amenities of the area generally, contrary to policies CS5 (Managing the impact of growth and development), CS11 (Promoting Sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy), DP20 (Movement of goods and materials), DP26 (Managing the impact of development on occupiers and neighbours), DP28 (Noise and vibration) and DP32 (Air Quality and Camden's Clear Zone) of the London Borough of Camden Core Page 3 of 4 2013/3477/P Strategy and Development Policies 2010.*

A full and detailed Construction Management plan will be provided as part of the planning application. We ask that the Highways department set out the terms of such a Construction Management Plan. This will then be agreed with the highways department and could be part of a condition if agreed with all parties.

## 7 Section 106 Legal agreement for Pedestrian and Environmental Contributions

*The proposed development, in the absence of a legal agreement to secure financial contributions towards pedestrian and environmental improvements in the area, would fail to mitigate the impact of the development created by increased trips, contrary to policies CS11 (Promoting sustainable and efficient travel), CS19 (Delivering and monitoring the Core Strategy), DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Core Strategy and Development Policies 2010.*

In discussions previously, on 11<sup>th</sup> July 2013, the planning officer Seonaid Carr indicated that as part of the

- Secure as part of the 106 agreement a contribution to pedestrian and cyclist improvements in the local area of approx £2000 per unit.

The applicant can confirm that they are prepared to enter into a legal agreement for the necessary contributions for environmental as set out in Planning policy Guidance.

## 8 Section 106 Legal agreement for Highway works

*The proposed development, in the absence of a legal agreement to secure securing financial contributions towards highways works, would fail to mitigate the impact of the development created by construction works, contrary to policies CS11 (Promoting sustainable and efficient travel), CS19 (Delivering and monitoring the Core Strategy), DP16 (The transport implications of development) and DP21 (Development connecting to the highway network) of the London Borough of Camden Core Strategy and Development Policies 2010.*

The applicant can confirm that they are prepared to enter into a legal agreement for the necessary contributions for highways works as set out in Planning policy Guidance..

## 9 Section 106 Legal agreement for Education infrastructure

*The proposed development, in the absence of a legal agreement securing a contribution towards educational infrastructure, would place an unacceptable strain on local educational resources, contrary to policies CS10 (Supporting Community Facilities and Services) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy.*

The applicant can confirm that they are prepared to enter into a legal agreement for the necessary contributions for education infrastructure as set out in Planning policy Guidance. The proposal increases the number of units from one 4+ bed unit to five 4+ bed units and the calculation is set out below;

4+ bed units = (5 - 1) x £21,494 = £85,976

**Total = £85,976**

## 10 Affordable Housing Assessment and offsite contributions

*In the absence of a sufficiently comprehensive and robust assessment of the provision of affordable housing the applicant has failed to demonstrate that an onsite or off-site contribution is not the appropriate method for ensuring the provision of*

*affordable housing, and that the level of contribution proposed is the maximum reasonable amount that the site can accommodate. The proposal therefore fails to comply with policy CS6 (Providing quality homes) of the London Borough of Camden Core Strategy 2010 and policy DP3 (Contributions to the supply of affordable housing) of the London Borough of Camden Development Policies 2010.*

The applicant has provided a breakdown for the affordable homes contribution in lieu of providing on-site or off-site affordable homes. This is based on the calculations as set out within the planning policy calculator and is set out again below;

The estimated Section 106 Legal Agreement is set out below for the contributions

### Affordable Housing Contribution

Gross External Floor Area 2,141.00m<sup>2</sup> - 614.00m<sup>2</sup> = 1,527.00m<sup>2</sup>

15% contribution required for affordable housing

Calculation for offsite contribution (15 x 1,527.00) / (100-15) = 291m<sup>2</sup> @ £2,650.00 p/m<sup>2</sup>  
Total = £771,150.00

**Estimated Affordable Housing Contribution = £771,150.00**

### 3.0 Design, Height, Bulk and Massing

The refusal notice sets out the following reasons for refusal;

*'The proposed development by virtue of its height, bulk, mass, scale, footprint, materials and detailed design would appear as an incongruous addition to the street, that would have an adverse impact on the character and appearance of the surrounding conservation area. The application is therefore contrary to policies CS2 (Growth areas), CS5 (Managing the impact of growth and development), CS14 (Promoting high quality places and conserving our heritage), DP24 (Securing high quality design) and DP25(Conserving Camden's heritage) of the London Borough of Camden Core Strategy and Development Policies 2010.'*

The conservation officer's internal report to the planning officer gives a more detailed explanation for the refusal as set out below. We have separated the officers comments and give a response to each point and where appropriate we have included diagrams or drawings of the revised scheme to show how each point has been addressed.

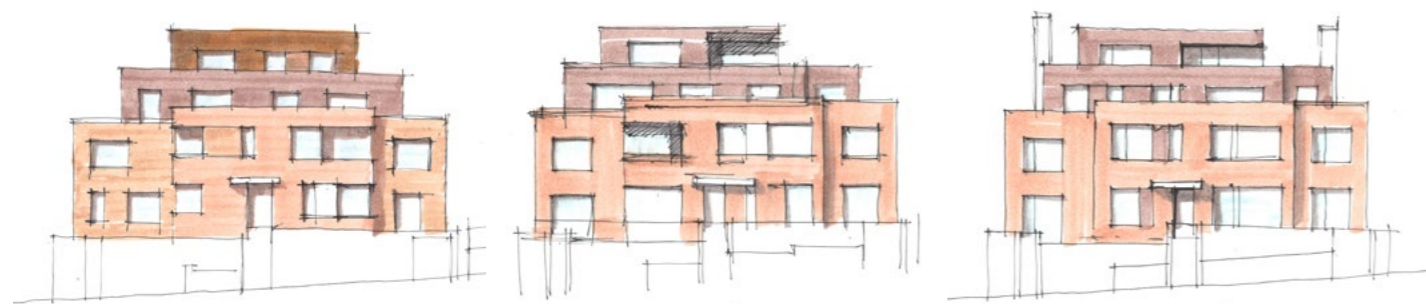
*'The proposed replacement building would have a more dominant presence in its surroundings than the existing building due to its greater height, footprint, bulk, scale and mass, and as a result of its inappropriate detailed design and use of materials.'*

We have reduced the impact of the building on the local environment by simplifying the design and in particular, the roofscape of the proposed building, and believe that the revised scheme would site more comfortably because of its simplified design.

The revised scheme is no greater in height than the adjacent buildings and the common datum of the eaves line / top of brick elevation is constant and typical for the street. The massing of the building above this line is no greater than that of the adjacent buildings and this is carefully broken up to sit within the volume of the typical pitched roof. The revised design creates less clutter and provides fewer materials at this level and it can hopefully be seen to resonate more with the solidity of the typical roofscape of the Conservation Area.



Initial Massing Studies



Elevation Studies From Pre-application

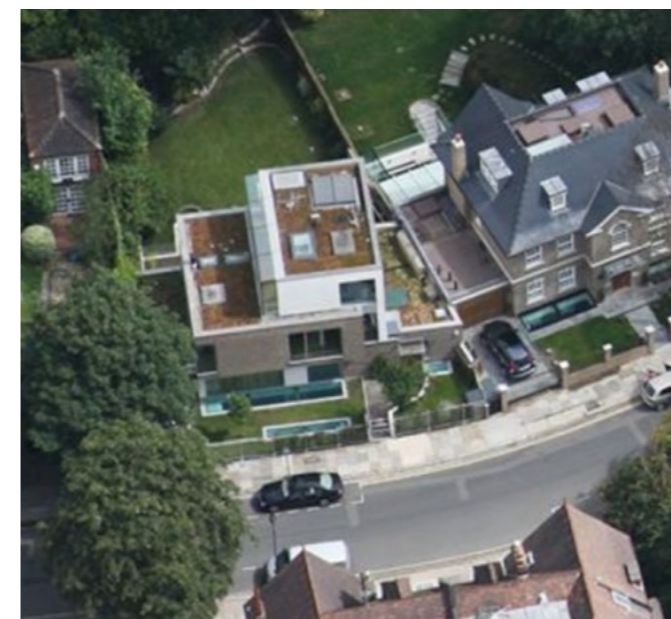
*'Although there is no objection to the raising of the building on a ground floor plinth, which has parallels to the existing arrangement, the two additional storeys in height to create a five storey building are seen to be incongruous in terms of their stepped, rectilinear design comprising terraces with glazed balustrades. The resultant form is out of keeping with the steeply pitched roofs of the two next door properties, and with the established roofline of other properties in the street and the wider conservation area.'*

The roofscape of the typical building within the Conservation Area is large and tall and when seen in elevation is nearly as tall as the two storey brick elevation beneath it. The roofscape on the revised scheme is similar in height to this typical arrangement and makes the most of the tall additional volume. The revised scheme has reduced the number of stories proposed.



The typical roof steps back away from the front elevation of the brick elevation below due to the simple pitched roof arrangement. Within these pitched roof are stepped back dormer windows of varying size design and detail. The revised scheme takes note of this stepping back on both accounts and the roof piece is made up of stepped back solid pieces set within the notional volume of a typical pitched roof. The Conservation Area statement does not prescribe that pitched roof are the only answer for roofs to new developments within the Conservation Area and there are many recent examples of flats roofs with stepped back top floors similar to the proposal presented as part of the pre-application.

The roof terraces are still in place and but are a much smaller within the revised design. Instead of glass, the revised scheme has terraces which are set back from the perimeter of the building and hidden behind brick parapet walls. In this sense the revised roof line is not necessarily out of keeping with the streetscape but continues the basic rules of the roofscape of the street.



Flat roof at 40a Redington Street



Roof terrace along West Heath Road



*'It should be noted that there are no precedents in the neighbourhood for such an approach, and large areas of balconies as seen from the street are not a feature of the conservation area. Furthermore, the use of large areas of glazing for fenestration and for balustrades introduces an unsympathetic modern element which fails to complement the proportions, scale and detailed design of the surrounding built form.'*

The revised design seeks to reduce the impact of balconies and terraces to a minimum in recognition that Oakhill is made up of predominantly more solid elevations and fewer balconies. The fully glazed cantilevered balconies on the first floor of the previous scheme have been removed and as stated previously the balustrades of the terraces have been replaced by solid parapets giving a solid appearance in sympathy with the context.

*'The upper two levels of the proposal, although stepped back from the fronting line, would be particularly dominant in hours of darkness when they would give the appearance of beacons of light. Other roofscape generally have a solid appearance.'*

The revised scheme shows a reduction in the amount of glazing to the upper floor and the windows are more typical in size and area to those elsewhere along the street, both as windows on the main elevation and dormer windows

*'It would seem that too much accommodation is proposed for these two upper levels, resulting in an over-ambitious and over-dramatic roof form which jars with its context, and presenting a series of prominent roof terraces which would detract from their surroundings.'*

The amount of accommodation of the upper level has been reduced to only one storey. As stated previously this upper storey has a more solid appearance, with less prominent roof terraces that are hidden away from the general street view which do not now detract from the surrounding environment.



Sketch Perspectives showing context

*'The upper ground floor and first floor section of the front façade is also seen to be unsympathetic to the vicinity. Consisting of a larger area of solid masonry, this portion is divided into two projecting elements, which appear to be an attempt at breaking down the frontage.'*

The original design with the two projecting elements was an attempt to break down the elevation in relation the width of the plot. The plot is much wider than adjacent plots and the projecting bay reflected the element of the adjacent buildings.

The revised scheme continues this principle but instead of two projecting elements, uses one. This is identical to the adjacent buildings. This projecting element is in the central part of the overall elevation, but not symmetrical. This is identical to the adjacent buildings where the projecting element is not central or symmetrical. Indeed the language of the street is made up of asymmetrical elevations rather than symmetrical ones.

The width of each existing projecting element is different to the next is proportional to the varying widths of the plots along the street. This principle is applied to the front elevation of the revised scheme presented here.



Street analysis: Facade Rhythm

*'However, the overall scale of this section of the building is too large, since it is punctured by large picture-window style fenestration behind balconies with glazed screens, which are another architectural component not traditionally found in sizeable numbers at the front of properties in the conservation area. The scale of the fenestration far exceeds the size and scale of windows in adjacent properties and is seen to detract from the character and appearance of the conservation area.'*

Recent contemporary buildings within the conservation area have varying sizes and proportions of glazed areas and window openings. However, the revised scheme includes windows which are much closer in proportion and size to the traditional windows to buildings along the street. It is noted that the general proportion of windows is more horizontal than vertical and the windows on the revised proposed scheme take this into account.

Glazed screens for balconies are removed from the upper floors and the balconies to the first floors are to have solid balustrades of the materials make up the exterior finishes.



Openings Diagram

Little information is provided regarding the front boundary treatment of the property, which appears to be quite open and consists of a short section of low wall of a similar appearance to the existing arrangement.

The front boundary treatment is described within the original application but more detail will be provided as agreed later in this report. The original garage to the northern side of the site will remain due to the support that the concrete retaining wall provide for the existing oak tree. The front steps up to the new proposed front door will be of reconstituted York stone and the brickwork to the retaining walls either side of the steps and the front boundary wall itself will be of red clay bricks to match the front boundary retaining walls along the street. These will replace the current stone faced front boundary walls which are out of keeping with the surrounding context and the proposed building.

The drive access to the garage areas will be of grey granite sets or grey stone and the soft landscape gardens will be created using plants, shrubs and bushes that are typical for the local area.



Front treatment

The footprint of the proposed extends noticeably further back from the existing rear building line, by a sizeable amount beyond the rear building lines of existing building. As such, the proposed building would occupy an unacceptably large portion of the site.

The foot print of the revised scheme does indeed site further back than the existing building but this is not out of proportion to the size of the plot neither is it excessive in relation to the adjacent building to the south. The existing building is set back considerably within the notional building line for the street and as such is completely out of character with the urban grain of local development. The site is large and the proposed building will not occupy an unacceptably large portion of the site. Indeed when checked against density tables as set out by the Mayor for London the proposed development sits well within the guidelines given.

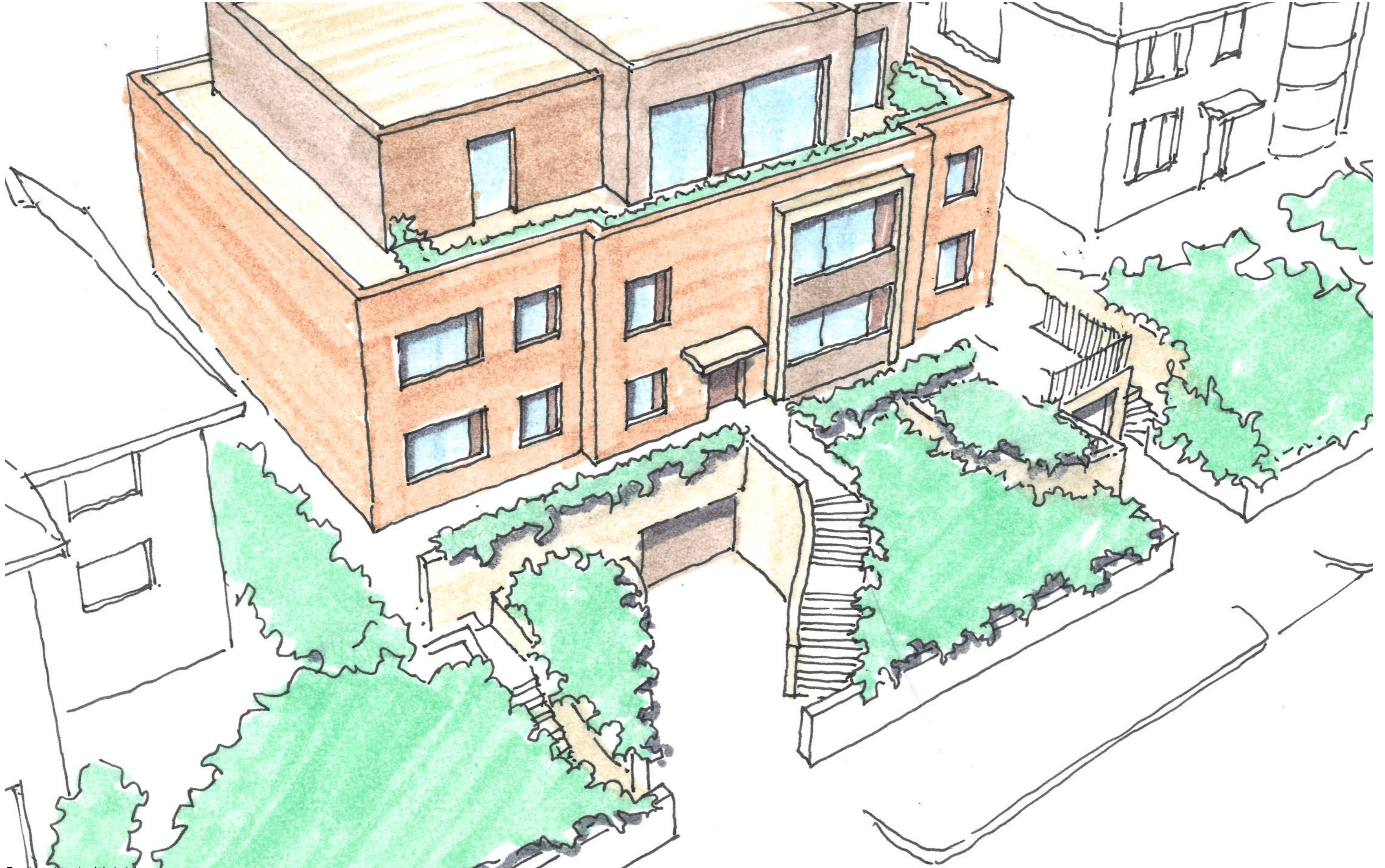
The property at 10 Oak Hill Avenue is made up of a number of flats and covers a similar plot depth to that of the proposed development at 10a Oakhill. At the rear of the building the central bay extends out into the garden and this is repeated at 10a. This rear extended part is stepped in height and massing in a similar way to number 10 and the overall plot density is similar.

Furthermore, the scheme would involve a further subdivision of the rear garden, which is already a former section of the original garden belonging to the adjacent property, which tapers in width towards its rear. A division along its length would result in the creation of two unacceptably narrow rear gardens, which would be out-of-keeping with established plot widths in the conservation area.

In response to the comment regarding the sub division of the rear garden, the applicant can confirm that revised scheme will retain the full width of the rear garden as a whole piece. This garden will then be a communal garden to be used by the occupiers of the four lower units within the property. Individual units will also have their own private amenity space in the form of terraces.



Sketch Perspective showing context



Front treatment arial sketch

## 4.0 Privacy and Overlooking

Careful consideration has been given to the affect that balconies and terraces may have on adjacent properties in terms of overlooking or loss of privacy. The terraces to the upper floors on this revised scheme have been reduced in area so that the perimeter edge is set inside the building line and away from the parapet wall. This means that the overlooking is vastly reduced and the need for higher privacy screens to the sides of the roof terraces is not necessary.

Low planting sits behind the brick parapet walls to keep the residents away form the perimeter edge. The planting is kept low so that it cannot be seen form the street. This keeps the build line crisp and uncluttered.

### DP26 – Impact on occupiers and neighbors – daylight/sunlight/aspect

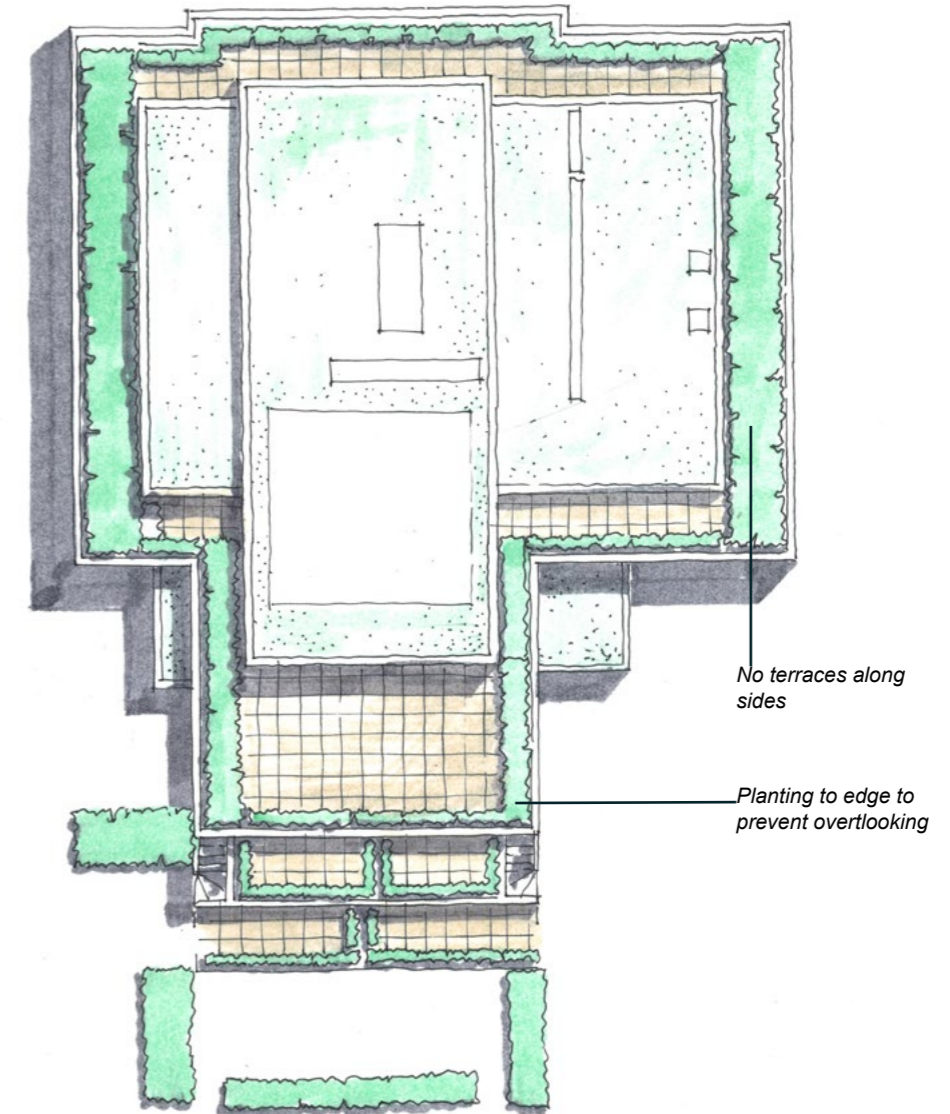
The design does not create any significant loss of daylight, sunlight or issues relating to aspect to the adjacent existing properties. The new development has been carefully modeled and tested within the existing local built area to assess the effects on daylight and sunlight for the existing properties. No detrimental effects are recorded and in some cases, the levels of daylight and sunlight are significantly better than the existing situation. The levels of daylight and sunlight within the new development also satisfy or better the requirement of the BREEM guide lines. A full report for daylight, sunlight and aspect will be included within this application to demonstrate this.

### CPG6 – Minimum distances between directly overlooking habitable rooms

Guidelines exist which recommend minimum distances between habitable rooms to prevent over-looking and loss of privacy. The new development is a comfortable distance from all adjacent properties. No windows to habitable rooms of adjacent properties are affected and the distance to windows of properties on the opposite side of the road is approximately 30m. Properties to the rear are more than 100m away and are largely hidden by large mature trees and the fall of the landscape between the two.

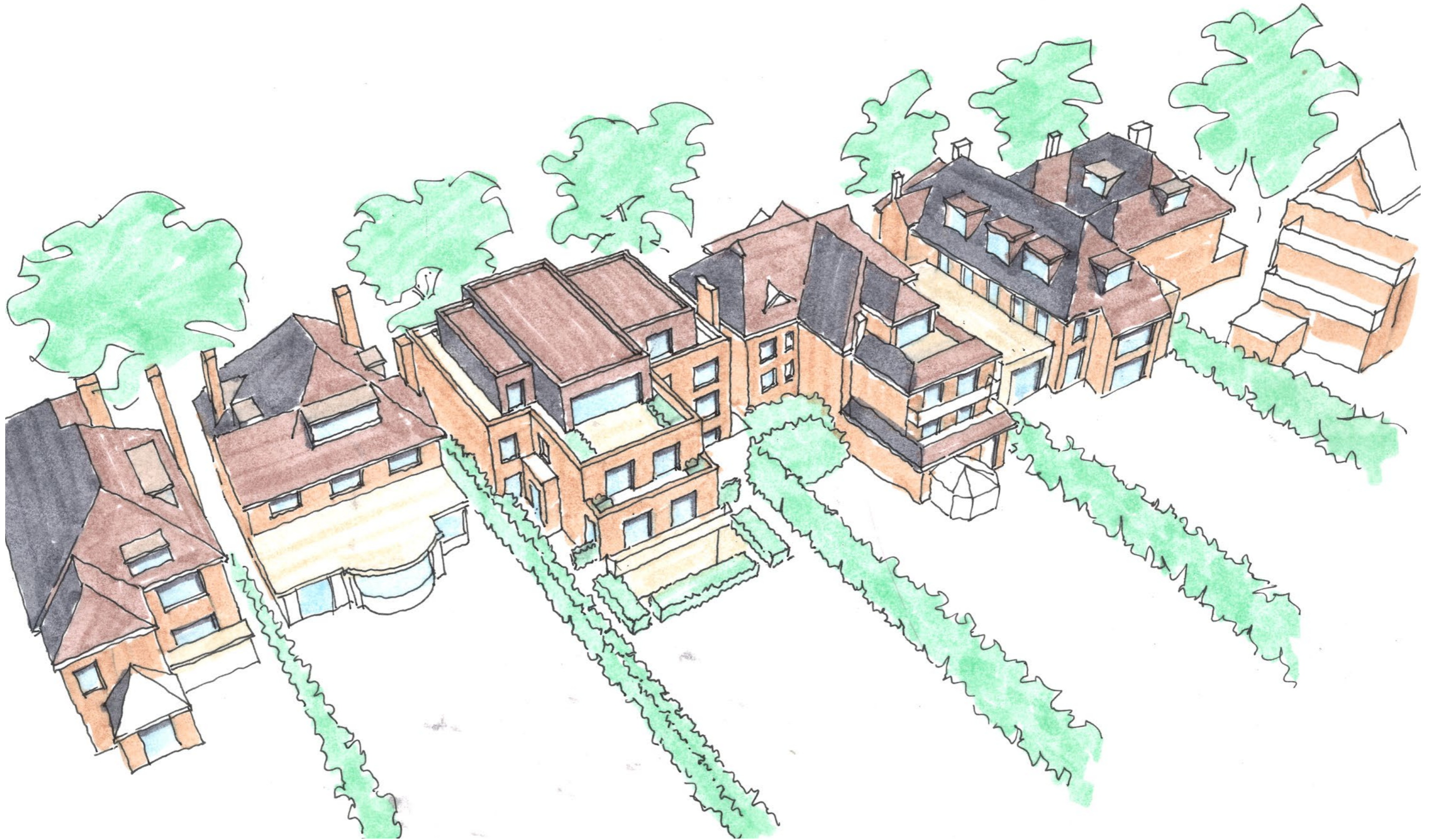
Adjacent properties on either side are approximately 3m from the new property and so to prevent over-looking and loss of privacy various designed details are included within the scheme. The proposed terraces have been reduced from the previous application with planting boxes providing distance between the terraces and the parapet preventing overlooking from these areas. All windows along the side elevations above ground floor level will have frosted glass to prevent overlooking.

The massing of the building steps out at the rear of the building and all side windows in this part are set several meters away from the side boundary. Windows on the upper floors of these step backs could have prismatic glass to prevent overlooking. This has become a standard and acceptable treatment of side windows and the degree of prismatic angle allows view out of the rooms at an oblique angle but not perpendicular. This means that distance view can be seen diagonally through the window but not straight out across the boundary fence and planting.



planting scheme for privacy purposes





Back elevation sketch

## 5.0 Design Statement

### 5.1 The Approach to the Design

Our proposal offers 5 apartments of contemporary design that respond to and respect their surrounding context. The principles of the design are taken from the local vernacular with popular and key characteristics such as eaves line, bay windows, porches and set back roofscape incorporated but in a modern style and appearance. The materials and colours will be the same as those of the adjacent buildings and context including red and yellow brick, and grey roofscape.

The site sits in the middle of a run of existing properties of different design and styles. The existing building is of a slightly typology to the immediate buildings surrounding it, and appears different to the immediate streetscape. The new building strives to stitch together the traditional built form of the street and completing the urban grain.

It was felt early on that the design approach should be contemporary rather than pastiche. This approach follows the strong history of development in this part of Hampstead and in particular the Maryon Wilson Estate where developers chose a style that was contemporary with the time in which they built rather than pretending to be something of the past. The modern design with contemporary elevations took key features from the buildings in the street such as eaves line, bulk, windows, materials and massing of the roofscape.

To quote from the Practice Guide *"the best contemporary design can fit comfortably into its surroundings"*

*"It is important to recognise that new development that relates well to its surroundings is likely to last longer before its replacement is considered and therefore make a greater contribution to sustainability. Local planning authorities are encouraged to seek well-conceived and inspirational design that is founded on a full understanding of local context."*

It is within this vein that the design has been developed.

### 5.2 The Language of the Street

Oakhill Avenue is a pleasant road dropping from Redington Road to the North down to Bracknell Gardens to the South. The road feels wide and spacious, more so than many of the surrounding streets and the properties on either side are spaced out generously with wider gaps between them than elsewhere in the Conservation area.

The Road drops steeply and the properties on either side are generally set up above the level of the road, behind brick walls and mature landscape. The road is lined with mature Oak trees, a remnant of the earlier pathway that led through the Estate to Hampstead village at the top of the hill.

The trees and dense planted mature front gardens of the properties that line the road are very much part of the character the area. The properties generally sit side by side with equal sized gaps in between. The properties are generally closer together at the top of the hill and are separated with 30-40 m gaps towards the bottom of the road.

Oak Hill Avenue is made up of a variety of properties including detached, semi-detached and terraced houses. The detached houses are large villas of red brick and clay tiles roofs typical of this part of Hampstead. The terraced and semidetached properties on the lower part of the hill on the southern side of the Avenue are smaller but use the same palate of materials.

Some original properties have been replaced with newer buildings of late 20<sup>th</sup> Century design such as 1 and 2 Oakhill Avenue. The replacement buildings are terraced town houses typical of the period around the 1960's and 70's and include integral garages at the lower ground floor cut in the plot.



**5.3 Eaves Line**

The street line is further strengthened by the continuous and steady eaves line. Most buildings are two stories tall up to the eaves line with additional floors in the roof space. Some appear taller where there is no eaves line and a gable instead. This is the case with the semi-detached houses on the opposite side of the road to the application site (numbers 17 – 29 Oakhill Avenue). This proposed scheme continues this with a strong parapet line 2 storeys above the ground, with its height in between the two neighbouring properties.



Street analysis: Eaves

**5.4 Building Line**

There is strong building line along both sides of Oakhill Avenue. Most buildings have step backs at the corners or at the entrances and the main façade is piece that sits on the building line. Most properties also have large bay windows that sit out in front of this building line. This building line is more fragmented towards the top of the road where the houses and flats stagger either side of the notional building line and are generally closer together. The existing property at 10a Oakhill steps back behind the general notional line, causing it to create a feeling of detachment from the rhythm of the street.

The proposal corrects this situation and sets the building along the notional building line, with the main façade element sitting on this building line. The double height bay window on the right side of this façade further enhances the increased connection mimicking those along the side of the street.



Street analysis: Notional bay windows

**5.5 Massing and Volume**

The existing properties on Oak hill all generally follow a similar pattern of bulk and massing. The adjacent properties in particular are large bulky detached properties with 3-5 m spaces in between. The predominant rhythm is of a single projecting element with set back wings to either one or both sides. The proposed development continues this theme of a solid building.

The massing also allows for similarly proportioned windows to be included within the form, these reflecting the proportions of the windows on the adjacent buildings. This collectively continues the rhythm of the street and the proposal fits in well with this rhythm.



Street analysis: Facade Rhythm

**5.6 Roof Massing**

The mass and volume of the roofscape of the adjacent buildings is within the shaped volume of the hipped and steeply pitched roofs. The roofs are broken with dormer windows, gables and large chimney stacks which together make up the character of the roofscape along the street and in deed through the Conservation area.

The proposed scheme continued this brokenness of the volume within the roofscape. This is achieved with the set back top floor, with a stepped and broken roof line. This creates with the volume and massing which mimics the overall volume and massing of the adjacent buildings. The built form above the eaves line is made up of a stepped volume that sits within the notional hipped roof volume of a typical hipped roof house. This stepped back roof line creates an interesting and broken roof form similar to the stepped back roofs of the typical pitched roof with dormer windows and chimneys.



Street analysis: Roof massing.