5.7 Materials

The new building uses a simple palate range of materials and colours. The existing buildings around the site are generally of red clay brick, with painted timber windows and clay tiled roof. The red roof tiles of the adjacent houses are a dirty / weathered red clay tile which generally appears as a grey colour. Some buildings are of London stock brick but these generally exist further away from the site in particular along Bracknell Gardens and some more recent new houses elsewhere in the Conservation Area. Some new properties are built of grey or light coloured brick and others with stone and in the occasional place render.

A significant element of the local character is that many of the properties have large bay windows and detailed entrance porches. These are typically made of painted timber and occasionally stone and these bring a break to the often large mass of elevation in red brick. Some Edwardian houses have subtle brick detailing in the form of piers and detailed brick course work that gives a delicate and interesting elevational treatment to the building and the neighbourhood.

The predominant palate of materials however is clearly red brick, and taking this prominence into consideration, it is proposed to use brick as the material for the main eternal walls. These proposed bricks are to be carefully matched to those used in the majority of the immediate context.

The elements above the eves line will be clad with hung clay tiles in a reddish/grey colour with a textured finish to compliment the colour of the tiled roofs on the surrounding houses.

In response to an initial sustainability analysis, we plan to use PV panels, located on the roofs. They will be positioned on the proposed green roof at a 10 degree angle, This will allow the parapet of the side walls to prevent both the panels and the green roof being viewed from street level.

The windows proposed within the scheme are to have bronze frames below the eves line, with the possibility of the reveals being detailed with bronze metal surrounds. Above the eves line the frames are likely to be grey in colour to reduce their impact and to reflect the similar use of this colour of frame above the eves line on some surrounding buildings.

Solid timber front doors shall be incorporated into the front elevation for the main entrance to the flats with a slot of obscured glazing adjacent.

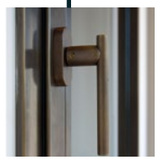
All materials will be carefully sourced to ensure that current standards of material production are adhered to. Only environmentally produced materials will be used on the building of the development and any hardwoods and other natural materials will be from environmentally renewable sources. Where possible and where applicable, all materials will be sourced locally to ensure that travel distances for deliveries will be kept to a minimum.

PV. panels layed on greenroof

Terreal cladding to match roof

Stone surround to bay window

Red brick to match



bronze windows and window surrounds

Street character maintained with new planting

Proposed elevation with materials

6.0 Urban Context and Analysis

6.1 Urban Analysis

Much of the Conservation Area follows a similar grain of development made up of large detached and semidetached single dwelling houses. These are typically set back off the road allowing for large private front gardens with mature trees and vegetation. The rear gardens are generally large and there is little or no back garden development other than garden sheds, summer houses and temporary swimming pool covers.

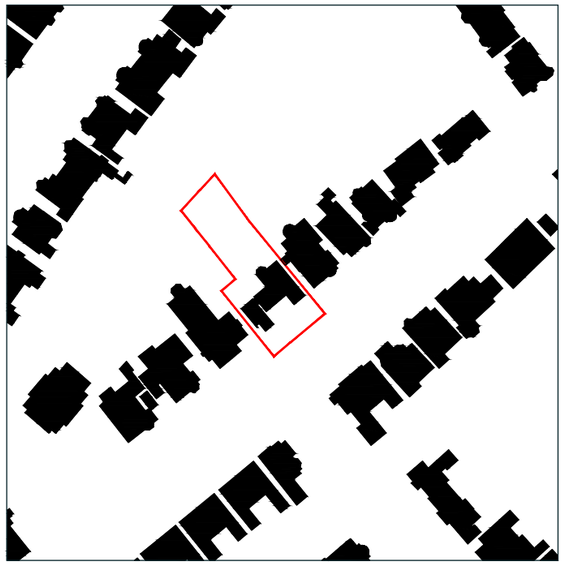


Figure ground: existing.

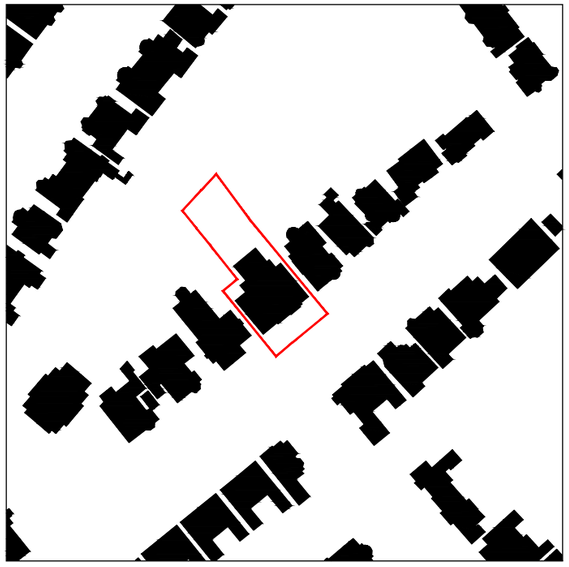
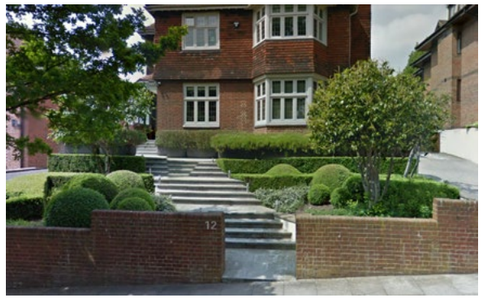


Figure ground: proposed

Most properties along Oakhill have low garden walls which also act as retaining walls to support the higher level of garden behind.

Some properties have removed the garden wall to create vehicular access to driveways and garages cut into the front garden areas. This has broken the continuous street edge at the back of pavement line and in some cases this dominates the foreground to the main house. However, generally this does not spoil the appearance of the road and is an accepted alteration to the suburban nature of the street.



6.2 The Local Neighbourhood

The local area around Oakhill Avenue is made up of almost totally residential houses and flats. The development of this side of Hampstead Hill began in the late 19th Century and most of it remains as part of the Maryon Wilson Estate. Some roads follow much older bridleways and paths linking Finchley and Hampstead and Oak Hill is one of these older pathways.

The properties are generally large in scale and massing and most follow a recognised and traditional architectural language.

The area is heavily planted with large mature trees and dense vegetation and colourful bushes and shrubs. The area is very pleasant and green and is well maintained. Most housing is for private individual owners, some of the larger houses have been divided into flats.

The architectural style of the neighbourhood is recognisably Edwardian with red brick, clay tiled roofs and white painted timber window frames. The area also however has many mid to late 20th Century developments of houses but mainly of flats. The architectural merits of these more recent developments vary considerably and some are certainly more successful than others. The more recent developments have often replaced existing properties but several have simply been infill schemes where the land has not previously been developed. These include Autumn Rise at 10 Oakhill Road, built in 1986, which contains flats.

Vitality of styles: No. 10

Vitality of styles: No. 1

Vitality of styles: No. 2

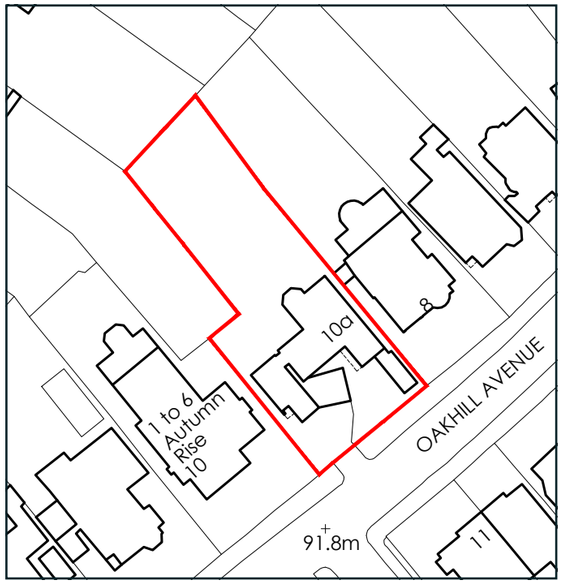
6.3 The Existing Site

The existing site known as 10a Oakhill Avenue is currently occupied by a large two storey house and annex built in the early 1970's. The plot is wider that many of the adjacent plots along Oak Hill Avenue on either side of the road and has two separate vehicle and pedestrian access points with dropped kerbs. The property is made up of two self contained houses, one being the annex to the other. The smaller of the two was built as a 'granny annex' and is linked internally on the ground floor.

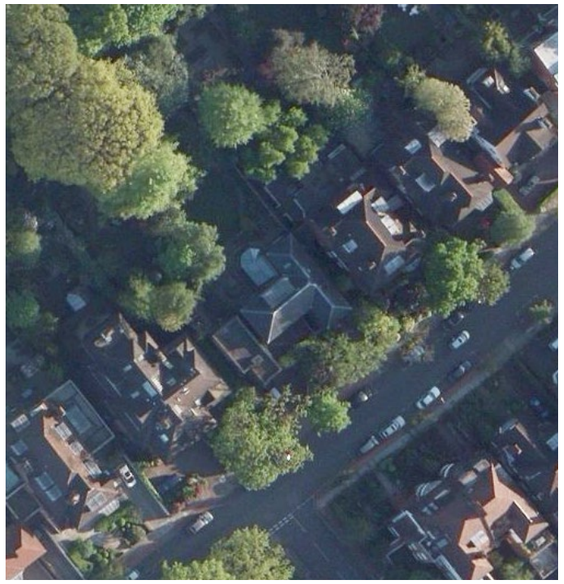
Each of the two individual units has its own entrance, driveway, garage and parking as well as separate front doors, hallway and internal staircase. The separation can also be clearly seen in the massing and front elevation of the two properties.

The houses each have integral garaging beneath the living accommodation, cut into the ground to be level with the drive and road. This gives level access parking and storage to the houses and provides some basement storage and plant rooms to the larger of the two properties.

Like many of the properties along Oakhill Avenue the front gardens has dense and mature planting with large trees. One large oak tree exists in the front garden slightly to the right of centre. This tree is thought to be approximately 90 to 100 years old, so much older than the houses and is very much part of the character of the road itself. The garage to the right of the tree is cut into the ground and is exceptionally close the tree truck. Indeed this garage almost certainly cuts deep into the tree root ball possibly removing as much as 40% of the roots. While this is certainly not acceptable by today's standards the tree does appear to be healthy and has adapted to it restricted living conditions. The garage is thought to have been built in the early 1970's when the main house was erected.



Un-scaled site plan.



Satilliete plan.

The plot is also very deep and is typical of the plot sizes with the rest of the street. One peculiarity is the cut into the rear of the garden by the extended garden of a house at 28 Heath Drive. This extended garden also cuts into the plot at the adjacent property at 10 Oak Hill know as Autumn Rise and houses a small garden building, shed and medium sized trees largely made up of Silver Birch.

The rest of the rear garden is pleasantly laid out in a domestic manner with central lawn, surrounding mature bushes and shrubs. Beyond the main garden is a semi wild area below a large oak tree. Here the ground falls away to the boundary on the north western corner of the site.

Existing Residence: South-West

Existing Residence: North-East.

Existing Residence: Rear

6.4 Contemporary Development in the Redington & Frognal Conservation Area

Contemporary development is something that is intrinsically part of this part of Hampstead and many interesting and successful buildings exist in a number of architectural styles. This has of course always been the case for development in this area and the designs for these properties were always contemporary for the time in which they were designed and built.

It is in this spirit that the new property continues this contemporary approach to new development. This is achieved in two ways; the building is a product of current demand for large flats rather than single large houses and the design is contemporary, appropriate for its time. We have purposely chosen not to create a pastiche but to design a building that reflects current building techniques and technologies as well as the changes in life style that have occurred. This is simply continuing the development philosophy of the local area.

It is indeed noted within the Conservation Area Statement, that the modern properties also make a positive contribution to the Conservation Area. The important elements that make many of these more recent developments successful, are the principles of proportion, scale and massing, as well as the sensitive use of appropriate materials and colours.

The following examples illustrate some of the more recent contemporary developments within the Conservation Area.

Modern design

Two properties on Redington Road have departed from the use of the prevailing materials and have used stone, render and glass in bold and impressive ways to create notable a building. Both of these examples respect the building line within the street and sit within well planted landscape gardens behind more traditional boundary fences and hedges.

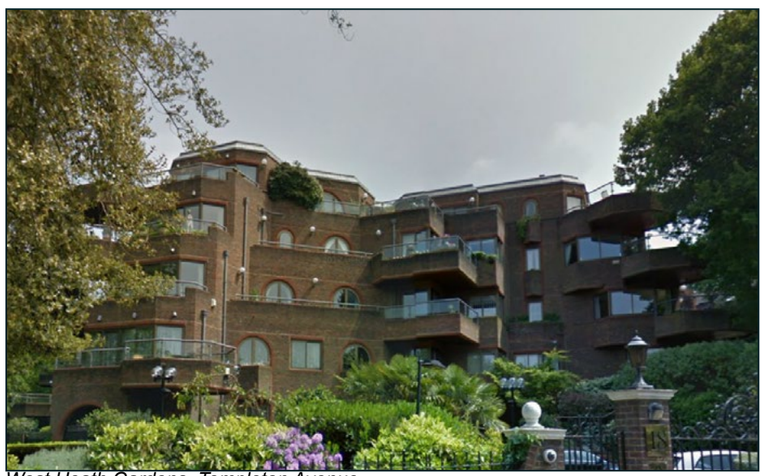
Recent developments on West Heath Road use brick and other traditional materials in a very different way with wrap-around balconies, curved corners and roof features. The wrap around balconies and roof terraces are a common feature on several recent developments of flats at Savoy Court and West Heath Court both of which are 1970 / 80's developments. More recent still, the development of flats between West Heath Road and Westover Hill is clad in light coloured render and has large glass wrap around balconies. Some of these balconies are blue/green in colour. The latest development of flats known as Oak Lodge at 39 West Heath Road is a block of flats clad in timber, with broken massing and form which is unusual for the local neighbourhood or anything else within the Conservation area.

Most of the private, and expensive, modern rebuilding has been in the northern part. Michael Lyell's design in the early 1960s of five seven storied blocks containing 65 'luxury' flats on the Oak Hill Park estate, which replaced the 19th century houses, won a Civic Trust award. Oak Tree House in Redington Gardens had, by the 1980s, been converted to council flats. (fn. 47) In 1984 some 26 detached houses, designed by Ted Levy Benjamin, were built by Barratt in Grange Gardens on the site of the Grange. Beaumont Gardens, neo-Georgian houses, also off West Heath Road, were built at the same time by Sutherland Paris Developments for a mainly foreign market. (fn. 49) In 1985-6 48 houses and flats, designed by Bickerdike Allen Simovic, were built on the site of Spedan Tower. (fn. 50) In 1987 the future of no. 9 West Heath Road, a 'strange and obsessive building', built in 1963 by James Gowan for Chaim Schreiber (d. 1983) of the furniture firm, was in doubt. (fn. 51) Elsewhere conversions of large houses to flats continued.

source: British History Online, Frognal And The Central Demesne

14a Reddington Road

6a Reddington Road



West Heath Gardens, Templeton Avenue

7.0 Conservation and Heritage Statement

7.1 History of Hampstead

The area now known as Hampstead, sits on a hill on the Northern Heights of London, and was once part of the great forest of Middlesex. The name Hampstead comes from the Saxon Hamstede, meaning homestead, probably a pig farm in the Frognal area.

The first reference to Hampstead was in AD.975 King Edgar granted to his minister, Mangoda, the lands of Hampstead . In 986 Etheired the Unready granted it to Westminster Abbey. It is possible that both charters are forgeries. It was common for monks to forge documents to their own advantage and it continued into the twelfth century. In The Doomsday Book states that the Abbot of St. Peter's holds Hampstead. 4 hides. Land for 3 ploughs. One villager had a virgate (old land measure, commonly 30 acres). five small holders had virgate, and there was one slave. There was woodland and 100 pigs and the total value was 50s, half what it was worth when acquired before 1066. Its value had increased by 1535 when the monks earned £2800 p.a. from it. It continued in the possession of the Abbey until 1550 .

Washerwomen settled in Hampstead and Laundry work became a major industry in Hampstead for about 4 hundred years. Edward VI granted the Manor to Sir Thomas Wroth. Sir Baptist Hicks bought the Manor from Sir Thomas Wroth in 1620. 1707 to 1713 began the first real development of the village. In 1720 Maryon Wilson acquired the manor. They owned it until 1978. Hampstead became very fashionable in 1707 to 1713 when the chalybeate spring in Well Walk was in competition with the Spa's of bath and Tunbrige . Hampstead stayed a village until the nineteenth century. In the 1820's the Finchley New Road was built. In 1846 Sir Thomas Maryon Wilson was the landlord who tried to build houses on the Heath, (Heath large open space) starting with the building of a viaduct road (Now the cycle track from Spanyards road to Downshire Hill).

Hampstead Junction Railway (Hampstead Heath station)opened in 1860. In 1866 Sir Thomas starts building work on the heath ,first an estate office (only the footings were laid near the flag pole by The White Stone Pond (takes its name from mile stone to London and is still there). Also the logs north west of Well Road . A Law suit Hosre v Wilson came before the master of the rolls in Chancery and all building work was put on hold. In 1869 Sir Thomas Maryon Wilson dies.

In December 1871 The Metropolitan Board of Works took possession of the Heath and it was sold by the Willson Family at full market value (£47.000 inc costs). 1870's to 1914 also saw the building of new roads and estates South and west of Hampstead Village mainly on land own by the Wilson family. 1885 sees the town improvements by was of the pulling down of buildings so that the newly completed Fitzjohn's Ave could join up with Heath St. In 1889 Heath Extension was added to Hampstead Heath. 1905 The electrification of Hampstead. 1907 Lloyd George opens new underground railway to Golders Green. 1911 building plans for Hampstead Garden Suburb are started.

source: www.hampstead-village.co.uk

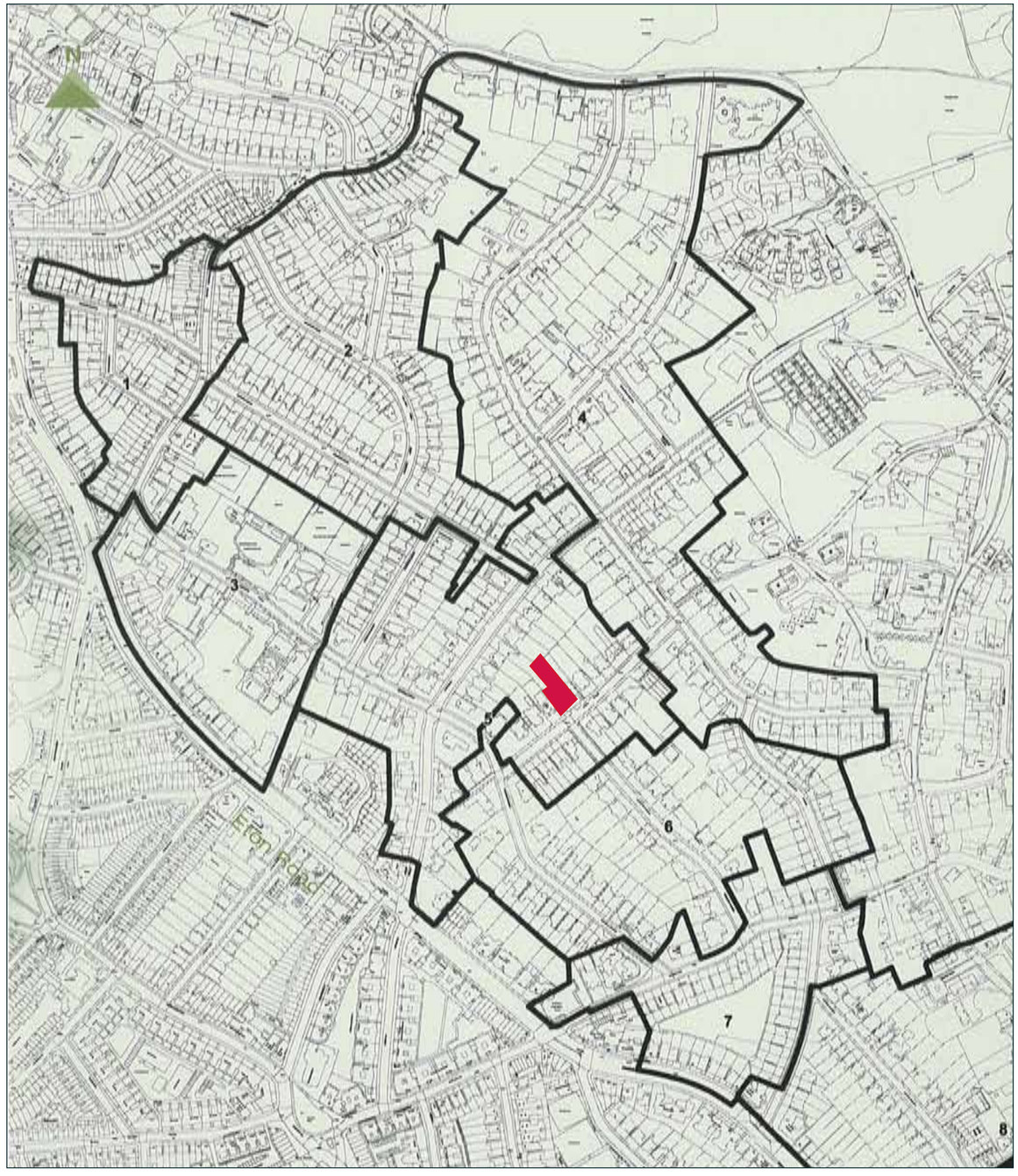
7.2 The Local Area

The site at 10a Oakhill sits within the Redington & Frognal Conservation Area towards the centre of the West side of Hampstead hill between the Finchley Road and Hampstead village. According to the Conservation Area Statement, under whose direction any alteration to 10a Oakhill Avenue falls, the protection of the area is primarily concerned with the protection of the "distinguished Victorian and Edwardian architecture that exists within the Area.

In contrast the existing home on the site at 10a is an early 1970's detached house and annex. Several planning consents have given permission for the alteration of the modern flat-roof to a pitched roof, changes to the garages and the front entrance canopy. These have resulted in a confused aesthetic which sits uncomfortably with it's neighbours. The house is recorded within the Conservation Area Statement, as having a neutral impact on the street and within the Conservation Area.

When Oak Hill Avenue was originally laid out in the early 1900's, the design was for large detached Edwardian villas set within large gardens and the plot currently know at 10a was part of the garden at number 8.

The application site sits adjacent to the oak-lined footpath once leading from the Finchley Road (now the A41), to Oakhill House and Lodge, large homes built by Sir Thomas Neave in the 1830's. This path was formalised in the very first years of the 20th century, during speculative development made between 1907 and 1909 and can still be seen in the existence of the pedestrian route along Bracknell Way. The construction of these large villas was to lock the



Plan showing the site within the Reddington & Frognal Conservation area.

character of Oakhill Avenue into its nature as it is still seen today.

In 1910 this plot, and what was to become the adjacent plot 10 , were still vacant. It was not until the 1930's that the site was in formal use and only then as tennis courts. Even after the development of Greenaway Gardens this site retained it's recreational use, and the adjacent plot at number 10 remained un-developed. The existing houses at number 10a where built in the early 1970's. It was another twenty years before, in 1986, the four-storey block of six flats was built at number 10 adjacent to the application site.

7.3 The Maryon Wilson Estate

The Conservation area sits within the Maryon Wilson Estate. The Estate dates from the 1720 when Maryon Wilson acquired the Manor and lands around it. All development within the Estate is still subject to the various legal covenants that exist over most of the lands. This includes new development, parking issues and basements and all develo0pment is subject to separate Development Licences from the Estate. this is similar to many of the other great London Estates.

7.4 Conservation Context

Camden's guidance makes reference to Policy HE9 in the Practice Guide for the now defunct Planning Policy Statement 5 (Planning for the Historic Environment). This document, though superseded by the National Planning Policy Framework, according to English Heritage "remains almost entirely relevant and useful in the application of the NPPF."

As the conservation area statement highlights, this area is characterised by its development history. As a result of this broad developer led expansion there is a certain uniformity in the materials used in constructing the villas in the area. Whilst there is indeed a vein of materiality, styling throughout the area is very mixed. Over sized cottages contend with Georgian-styled manse and Gothic villas. Other roads are more uniform than others, and indeed, Oakhill Avenue is one of the most varied. Whilst the neighbouring properties are generally of red brick and red clay tiles, there is little conformity of style. This is due to a mixture of developer architect/ builder partnerships on Oakhill Avenue, as is described on page 8 of the Camden's Conservation Area Statement, as a result some of its houses are clearly more valuable than others.

This has been exacerbated by late 20th century developments. Amidst the elegant Edwardian properties are new insertions at numbers 1, 2, 10 and 10a Oakhill Avenue which are all new build properties built since the 1970's. Whilst the character of the surrounding area is significant, it can be seen that on Oakhill Avenue this character has been diluted with the somewhat mediocre recent development. Number 10a in particular is designated within Conservation area Statement as having neutral impact. The proposal therefore is able to make a positive contribution within its local setting.

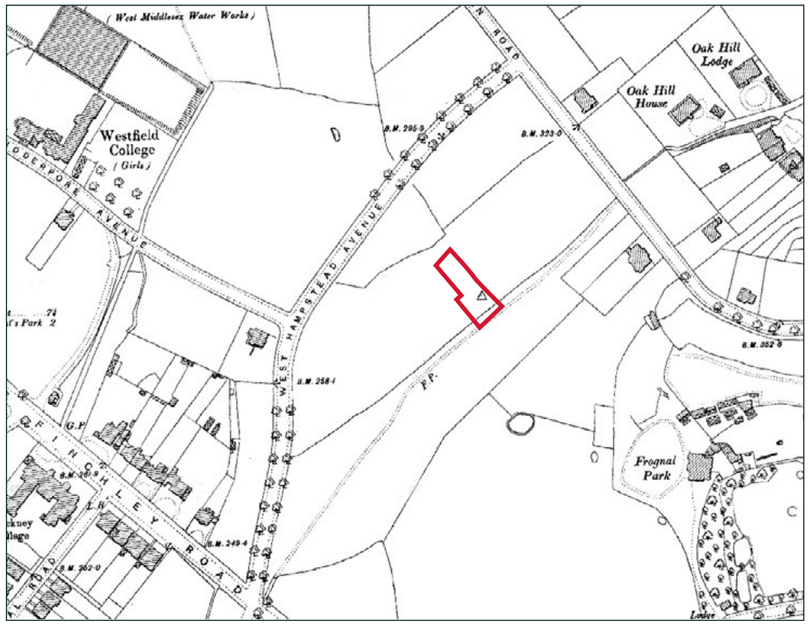
The nature of streetscape is of great importance within this area. Wide, tree lined avenues are bordered by paved sidewalks and walls of either stone or more brick. This relationship is one of significance when related to the large homes. In combination with imposing nature of the four or more story houses, these walls form a very distinct boundary between the public realm and the private realms. This is true throughout the area, making the landscape one of quiet seclusion.

The set back of the proposal, with the building line following that of the street, reaffirms this same relationship. A new wall in matching red brick and a formally planted boundary treatment retains this relationship, reducing the visual impact of the new home from the street

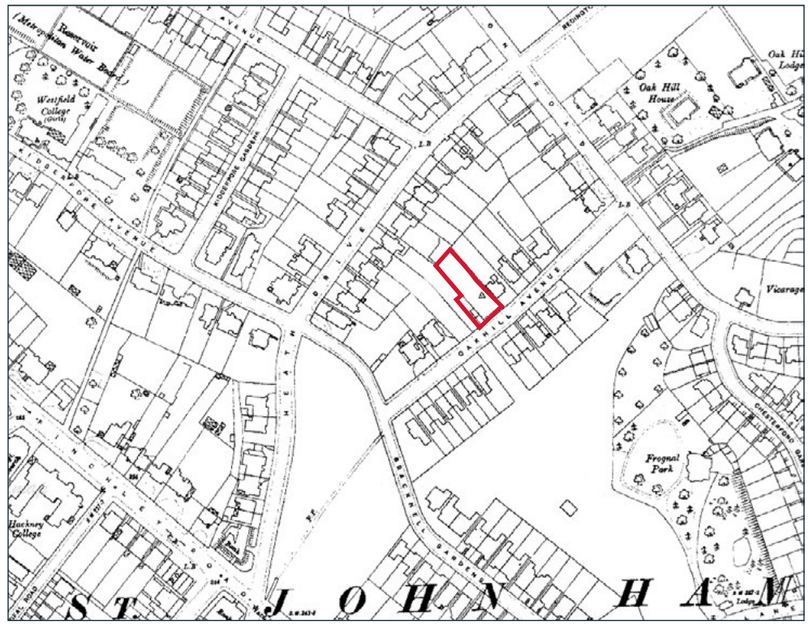
In addition to the planting on the boundary with Oakhill Avenue itself, there a number of established trees and mature shrubs that will be retained. Of particularly importance is the mature oak tree within the front garden of number 10a which will be retained as part of the development.

The historic land uses in this conservation area have already been discussed and the immediate area is predominantly residential. This proposal, as a generous residential scheme which does not differ from the adjacent properties in either use or scale. The proposed scheme is we believe, an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the Conservation Area.

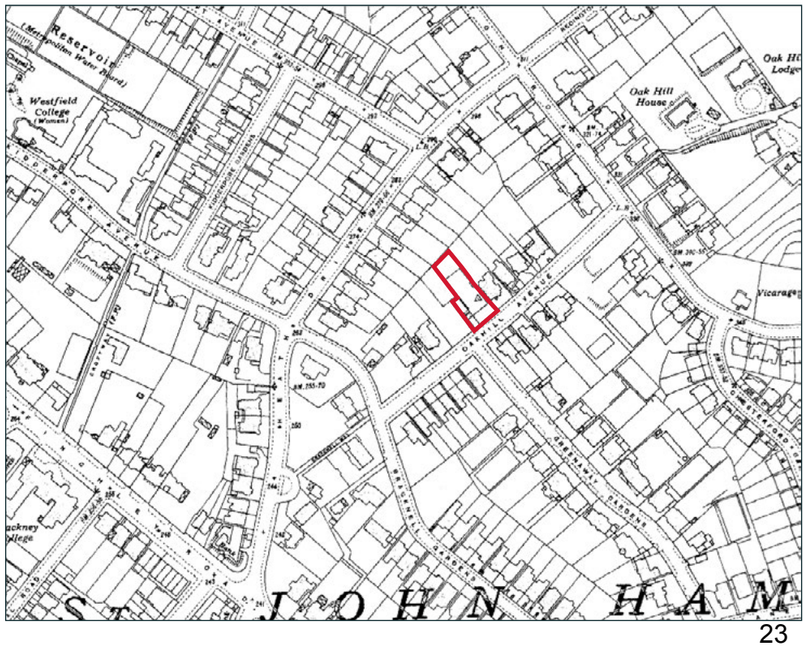
Historical Map 1. 1890's.
Oakhill Avenue is still meerley a footpath.



Historical Map 2. 1910's.
Oakhill Avenue has been formalised, the new villas being barely three years old.



Historical Map 3. 1930's.
Oakhill Avenue is joined by Greenaway Gardens, 10a is still un-developed.



8.0 Access Statement

8.1 Access

Vehicular and pedestrian access on to the site is directly from the road and pavement and there are currently two dropped kerbs on the property. Inline with policy DP21 The new design proposes no change to these crossovers, and as such have no impact on the current provision of off-street parking adjacent to the site. One of these serves the single width garage on the right hand side of the site and the other serves the three garages on the left hand side of the site. The garage on the right actually allows parking for two cars one behind the other, while the drive on the left allows for three cars to park on the drive in front of the garages. In total the current arrangement allows for 6 cars to park on the site.

The proposal is to keep these dropped kerbs within the same position and these will not change. The garage on the right hand side will be set back slightly to allow a single parking space in front of the garage. The garage will also allow for one parking space within the garage. The setting back of the garage will improve the setting of the building and garages generally, softening the front garden area directly off the street and allowing better parking and access for vehicles.

The vehicle access to the left will give direct access to the drive and garage beyond. This garage will provide parking for 6 car parking spaces with room for turning and movement. While there is parking space for two cars on the drive this is for visitor parking only and is not allocated for permanent parking to individual flats.

8.2 Parking

The garaging provides for 7 parking spaces within the enclosed garages. This allows for one car parking space per flat plus two additional spaces. These additional two spaces are part of a long lease agreement for parking spaces on the site in favour of number 8 Oak Hill Avenue. Four of these parking space are of sufficient size to be disabled parking spaces.

The existing property has two separate parking spaces in the form of two separate single garages in the middle of the site. These are accessed off the road across the drive to the left hand side. This 99 year lease was set up in the 1970's when the existing original house was built and currently has approximately 60 remaining. This was set up when the site was developed because the land at 10a Oakhill Avenue originally belonged to number 8 Oakhill Avenue. Number 8 currently does not have any off street parking and the owners and residents rely on these garages for their private use.

The proposed development allows for these garages to be retained on the site albeit in a new position. This has been agreed with the current owners of number 8 Oakhill Avenue and the garage to the right hand side closest to number 8 will be for use by number 8 only. One other single car parking space in the main garage will also be for the sole use of number 8 within the terms of the lease. This is not a planning matter as such and consequently is a legal conveyance over the land that the current development has to maintain. Once the lease has come to an end the parking spaces will belong to the freehold company of the new development. Alternatively, this lease may be extended at some time.

The main pedestrian access to the existing house, as is typical for many of the large detached houses along Oakhill is up garden steps from the pavement to the front door. This currently exists in two separate flights. The proposal will continue this principle of steps up the front door with a new wider and well landscaped set of steps in the middle of the site directly to the front door. These steps will serve all flats.

The threshold at the front door will also have a level thresholds for ease of access. Internally the common staircase is designed to meet Part M of the Approved documents under the building regulations and is DDA compliant. All flats on all levels will be served by this staircase and also an internal lift. The lift will serve all levels within building including lower ground floor and basement. Direct access is possible to all flats for wheelchair or disabled users from pavement level through the garage and via the internal lift.

The new development will provide level threshold at the main entrances to units directly from the ground level in accordance with Lifetimes Homes requirements. All internal staircases will be in accordance with Part M and DDA requirements as part of good practice and all other doors to external areas will have flat and level thresholds and direct access.

8.3 Cycle storage

Provision will be made for cycle storage in accordance with the policy and guidelines as set out by Policy, Lifetime Homes and Code for Sustainable Homes Level 4. Provision will be made for storing 2 bicycle per residential unit in the enclosed, and lockable storage areas indicated on the lower ground floor plan. This is a secure area and is accessed through the car garage directly off the drive.

8.4 Refuse and Recycling

Provision will be made for dustbin and recycling storage and collection in accordance with the policy and guidelines as set out by Policy, Lifetime Homes and Code for Sustainable Homes Level 4. This will include the provision of suitably sized containers (currently 60 litres) within each residential unit and shared storage containers inside the communal garage area. This space will be ventilated and washable for general cleaning on a weekly basis. Dustbins will be moved the kerb side for collection on specific collections by the in house concierge.

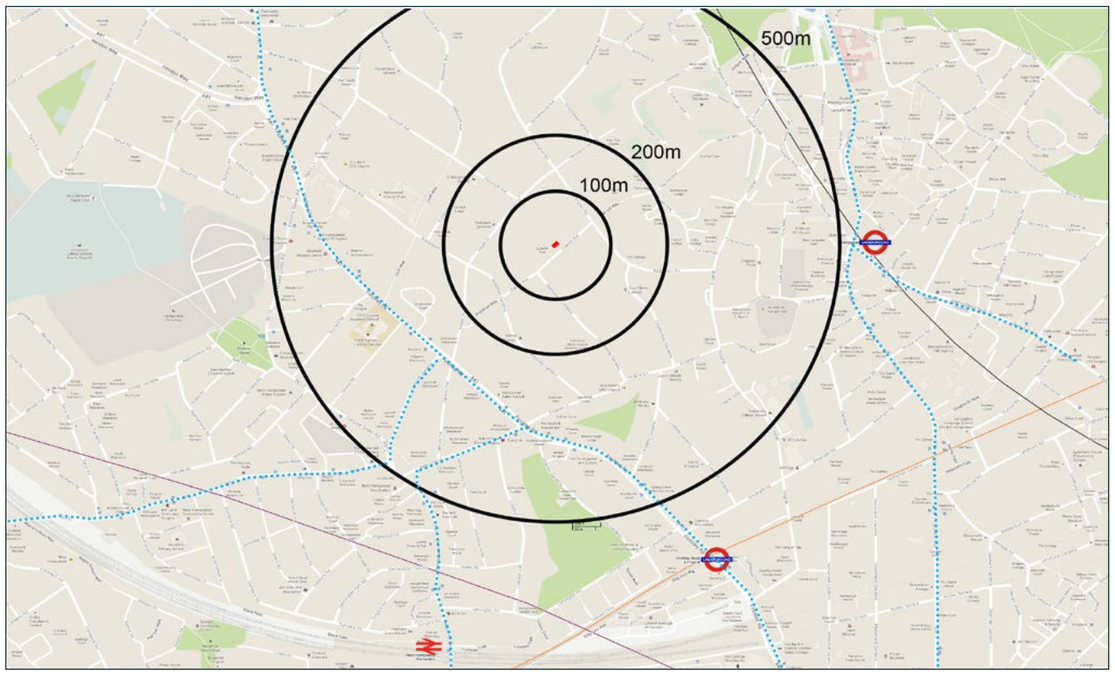
8.5 Public Transport

PTAL and Minimum policy requirements

The site sits within a public transport area designate PTAL 2 which is one of the lowest levels within the scale. The nearest bus stop on Finchley Road, with several bus routes including national bus service to Stansted and Luton airports and beyond.

The nearest station is Finchley Road and Frognal station, it is approximately 15minute walk and is served by the London Overground service. The nearest underground connection is at Finchley Road, situated around 20 minute walk away, this station is served by the Jubilee and Metropolitan lines. Hampstead underground station is approximately 20 – 25 minute walk and is served by the Northern line. West Hampstead stations are approximately 25 minutes walk are served by the Thames Link, mainline and London Overground Services.

Vehicle movements during demolition and construction can be set out within construction management plan if required or as part of a planning condition. There are no current restrictions for the existing building.



Local bus routes (shown in blue)

9.0 Energy and Sustainability Statement

A separate energy report, including a Code for Sustainable Homes pre-assessment to Code Level 4, has been prepared by Syntegra Consulting and should be read in conjunction with this sustainability assessment.

9.1 Sustainability Statement

The proposed development holistically takes into account all sustainability issues from the initial concept stage through to the completion and life of the building. In line with the London Plan it is designed to use less energy, supply energy efficiently and use renewable energy.

The mixture of apartment sizes complies with the London Plan for sustainable sites and provides high-quality housing that will appeal to and attract a diverse mix of people onto the site. This will mean that the site is used at all times during the day and night and will help with self policing and safety as well as good land use within a suburban area.

External private space is provided for all apartments. Lower level apartments benefit from lower ground floor terraces and private rear gardens accessed directly from the living space which catches the morning sun and evening sun, while upper apartments have private balconies to the front and rear of the building facing south and north. The top floor penthouse duplex has wrap around terraces facing in all directions from living areas. These terraces have privacy screens on the sides to prevent overlooking to adjacent properties.

Juliet balconies are incorporated on some windows and doors throughout the scheme in preference to standard windows to provide a strong connection to the outside environment and to improve the quality of the internal environment.

Energy conservation is addressed in several ways. For example through the use of good quality and environmentally produced insulation to walls, floors and roofs. This insulation will be to the required thicknesses above the base level as set within the building regulations and will prevent heat gain and heat loss. All glazed doors and windows will be double glazed throughout with argon filled cavities to minimise heat loss.

All materials will be carefully sourced to ensure that current standards of material production are adhered to. Only environmentally produced materials will be used on the building of the development and any hardwoods and other natural materials will be from environmentally renewable sources. Where possible and where applicable, all materials will be sourced locally to ensure that travel distances for deliveries will be kept to a minimum.

Where possible, renewable energy will be used throughout the scheme, with a 20% reduction in carbon emissions achieved though the use of roof mounted photovoltaic panels. Boilers and other heat producing equipment will be energy efficient and will satisfy current criteria for energy use. All boilers will be low energy condensing combination boilers to each residential unit. The development has the possibility of running a central district heating systems which serves all apartments but this is something that we would wish to confirm at a later stage depending on the management of the building. It is currently considered that community heating will not be used in this development as it is deemed inefficient for a development of this size. Each unit will have a condensing combination boiler for central heating and hot water supply.

Water conservation will be provided throughout the building with low use fittings provided to all bathrooms. Water will be collected and stored from roof terraces to irrigate living walls and planting screens which in turn will reduce surface water run off to the local sewers.

All white goods provided will have a low E rating with the fridge's and freezers having an A+ rating, washing machines and dishwashers having an A rating and the washer/dryer having a B rating. All 5 flats will be fitted with an internal drying line fixed above the baths in the bathrooms.

Local public transport can be comfortably accessed and used from Oakhill Avenue. Tubes, Bus routes and overland trains are easily accessible within a couple of minute walk from the site. The close location of the site in relation to local amenities such as shops, public houses and restaurants will also encourage people to walk or cycle to these facilities rather than using their cars. Car parking spaces are provided as the site is within an area which is not classed as a highly accessible area. This means that the site is within a zone with a PTAL rating of 2, the second lowest rating for transport accessibility.

Provision for the safe and secure storage of bicycles for all houses and flats will also encourage the use and enjoyment of individual bicycles. These can be used for work and pleasure. A lift is provided to serve all levels of the building and the users can also use the communal staircase, again benefiting the individuals' health and providing. This will encourage the residents to cycle and not require the use of a car as well as contributing to a healthier lifestyle.

The building will be built to the highest standards to achieve a good quality environment in which to live. All current building regulations and NHBC standards will be used through the construction detailing to achieve good levels of acoustic, thermal, lighting and ventilation performance. Sound insulation and isolation details to the structure of all walls, floor and roofs will produce quiet internal environments to each residential unit, reducing the passage of sound from one unit to another and from the communal hall and stairs, to an acceptable minimum.

Large floor to ceiling double glazed windows will allow good levels of natural daylight into each space. Adjoining solid timber doors will provide ventilation as well as being fully openable to become Juliet balconies. The opening up of the internal space to the outside creates an enjoyable and versatile environment for the occupants. Natural ventilation will also be provided through conventional trickle vents built into door and windows frames.

Mechanical ventilation will be provided in all kitchens and bathrooms to remove any moist air and unpleasant odours. No toxic materials will be used or stored within the development.

Refuse will be reduced to a minimum with the provision of the on-site recycling bins. These will include, glass, paper, plastic, aluminium and biodegradable waste will be collected on a weekly basis as agreed with the local authority environmental collect unit. Every apartment will have dedicated space for recycling waste, minimum of 60L, to promote and implement sustainable living and recycling in the home.

9.2 Sustainable Construction

The demolition of the existing building will remove many unsuitable materials which are no longer used or accepted within the building industry. These materials will be removed, where necessary, by specialist contractors and disposed of at suitable depots or waste material plants. Care will be taken in the transportation of these waste materials and all waste and debris from the demolition of the existing buildings at all times.

10.0 Lifetime Homes

In accordance with Policy 3A.4 of the London Plan the 9 new apartments will be built to Lifetime Homes Standards. We set out below how the proposed development conforms to this plan;

1) **Car Parking**: 1 car parking space per flat plus additional 2 as required by legal agreement with number 8 Oakhill Road as explained elsewhere.

2) **Access from Car Parking**: Level access from parking space to communal entrance at lower ground floor level and lift which provide access to all levels. The lift and staircase are DDA compliant and satisfy Part M of the Approved Document within the Building Regulations.

3) **Approach to Entrance**: The approach to the entrances of the apartments are all level or have a gradient not exceeding 1:60 and/or no cross fall exceeding 1:40 and will conform to Part M for ambient disabled. The width of the approach will take into account the needs of a wheelchair, stick or crutch user. The path to the front doors will not be less than 900mm wide. The steps to the front door at the upper ground floor level are DDA compliant and satisfy Part M of the Approved Document within the Building Regulations.

4) **Entrances:** All entrances will be illuminated and will have accessible level access over the threshold with effective clear opening widths and nibs as specified in the standards criteria.

5) **Communal Stairs:** The communal stairs to the upper level duplex apartments will have a minimum width of 900mm, have a uniform closed rise of no less than 170mm and the uniform going will be no less than 250mm. The handrails will be 900mm from each nosing and extend 300mm beyond the top and bottom. The nosings will be in a contrasting finish. The lift and staircase are DDA compliant and satisfy Part M of the Approved Document within the Building Regulations.

6) **Doorways and Hallways**: All internal doorways and hallways will be wide enough to allow wheelchair users to manoeuvre into and out of rooms at the entrance level (including one that contains a toilet). The front doors to all apartments will have a clear opening width of 800mm and internal doors a clear opening width of 750mm. When the approach is not head-on and the corridor width is only 900mm, the doorway clear opening width is 900mm. There will be 300mm space allowance between any corner and the opening edge of any doors at entrance level. Door and corridor widths will conform to the following, although no corridor within the development is less than 1050mm wide.

7) **Circulation Space**: There will be space for turning a wheelchair in dining areas and sitting rooms and adequate circulation space for wheelchair users elsewhere. The furniture layout is shown on the plans. Kitchens have a clear width of 1200mm between the units located opposite another.

8) **Entrance Level Living Space**: The ground level apartments provide a living room at the entrance level to the property. The upper level dwellings have their living areas located on the upper floor so as to enable them to open directly onto the lower roof terrace – this arrangement also makes sense of the upper roof terrace which is more useful when accessed directly off the main living level rather than the bedroom level. Whilst this aspect of the design does not meet the Lifetime Homes criteria it is felt that this is acceptable in this case because it improves the scheme in other ways and the positive benefits added outweigh the negatives. Other arrangements have been explored but this was certainly the most successful.

9) **Potential Entrance Level Bed Space**: All dwellings provide bedrooms at the entrance level..

10) **Entrance Level WC:** Accessible toilets will be provided within the entry level of each apartment.

11) **Bathrooms and WC walls**: Walls in bathrooms and toilets will be capable of taking adaptations such as handrails, i.e. should be reinforced between 300 and 1500mm above floor level.

12) **Stair Life and Through-floor lift**: For all duplex apartments the design incorporates:

    Provision for a future internal stair-lift. There will be a minimum of 900mm clear distance between the stair wall and the edge of the opposite stair-rail or balustrade. Unobstructed landing space is needed at the top and bottom of the stairs.

    Suitably identified space for a potential through-floor lift in each duplex apartment from a living space directly into a bedroom .

13) **Tracking Hoist Route**: The design provides for a reasonable route for a potential hoist from a main bedroom to the bathroom which are located adjacent to each other. This route is via a landing space.

14) **Bathroom layout**: The bathrooms are designed to incorporate ease of access to the bath, toilet and wash basin in accordance with the dimensions in criteria 14

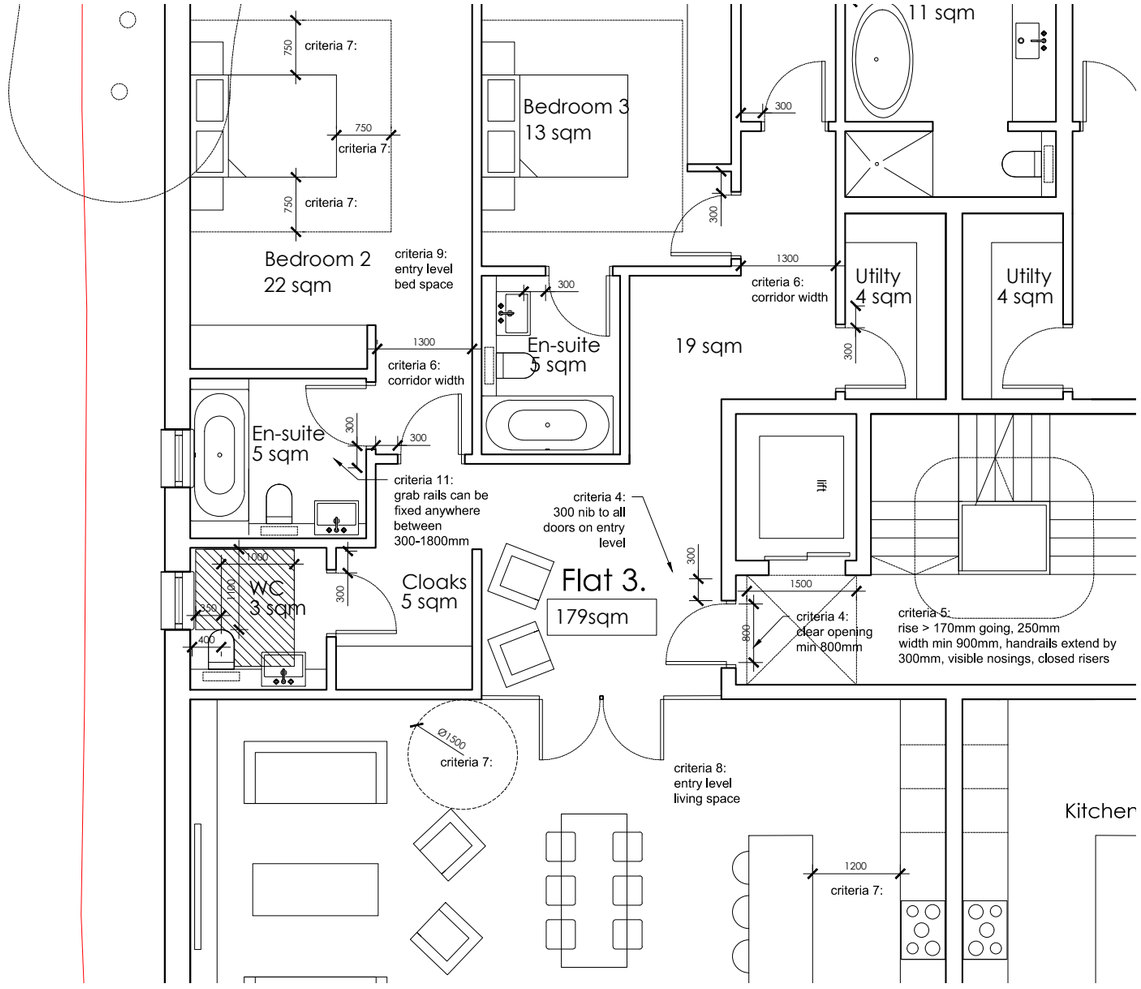
15) **Window specification**: Living room window glazing will begin at 800mm or lower and windows will be easy to open and operate.

16) **Controls, Fixtures & Fittings**: Switches, sockets, ventilations and service controls will be at a height usable by all - between 450mm and 1200mm from the floor.

The floor plans on the next page show dimensions and descriptions which illustrate compliance

Wheelchair Housing

Due to the total number of units provided (less than 10) there is no requirement for any wheelchair units to be included in the scheme. However due to the size of the proposed units within the scheme and their compliance with Lifetime Homes Standards, the proposed units should meet the vast majority of the requirements of possible wheelchair users.



11.0 Basement impact assessment

In accordance with CPG4 / DP 27 - the basement and light wells of the adopted policy, a detailed Basement Impact Assessment has been carried out including trial bore holes and ground soil assessment. The full report is presented separately in support of this application and the following conclusion is made from these studies;

- *10a Oakhill Avenue is not within a designated flood plain, nor is it a street which is at risk of significant of localised tidal flooding or reservoir failure as defined by the Environment Agency.*
- *There are no surface water features in the vicinity of the site and therefore no risk to the proposed development of flooding from this source, or risk to the water quality of surface water bodies.*
- *It is thought that the new development will cause no change in impermeable surface area Therefore it is considered that peak runoff and related flooding risk from the proposed development will remain unchanged.*
- *There is likely to be a minor impact on groundwater flow within the shallow Claygate Member strata. Groundwater modelling would be required to determine the scale of the impact. Given that the overall magnitude of flow beneath the existing property is thought to be low, the overall impact of the basement on groundwater flow is expected to be low and adjacent properties are not likely to be affected.*
- *There is no history of sewer flooding at the site).*

12.0 Arboriculture

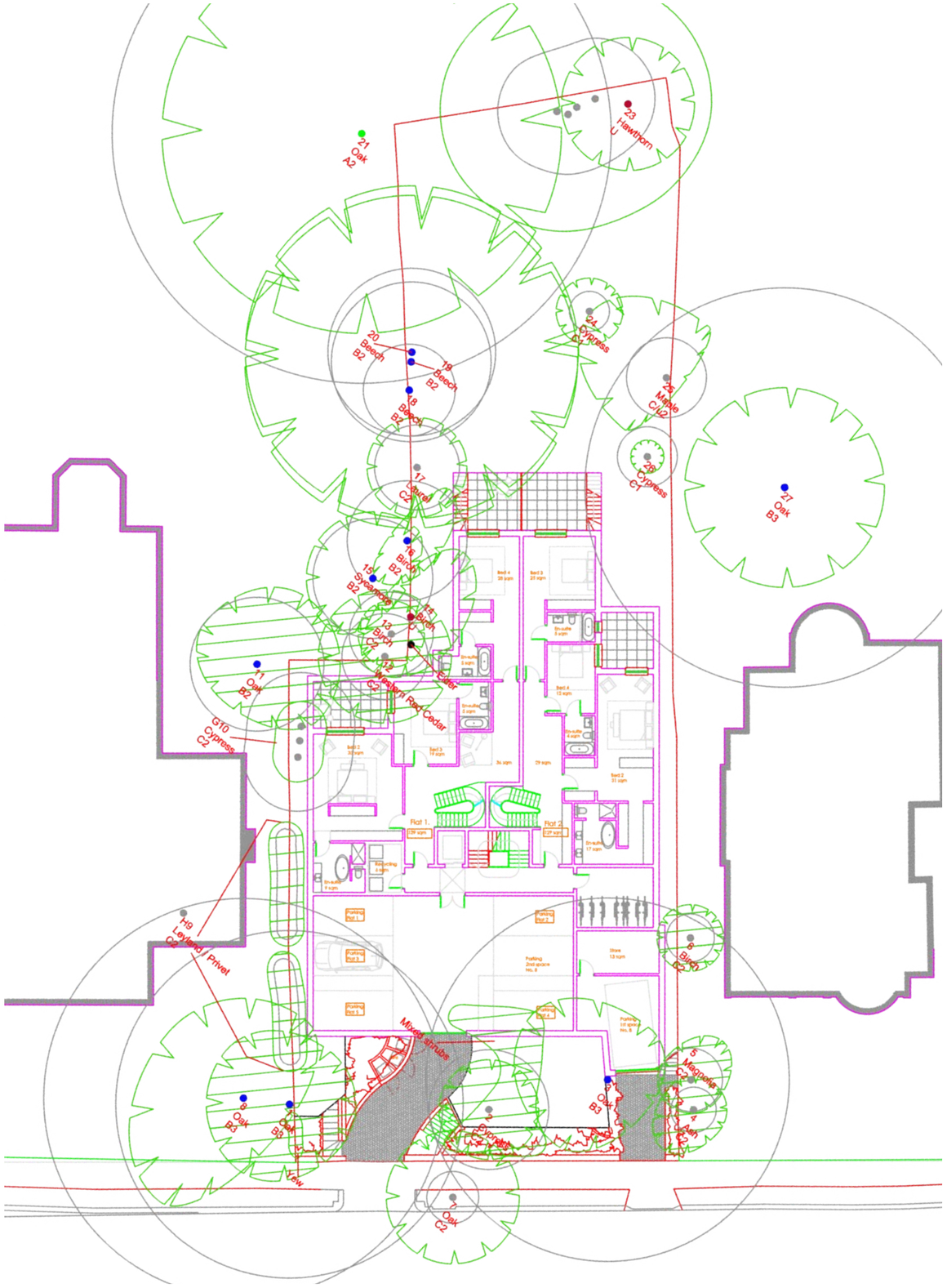
Landmark Trees were commissioned to survey the trees within the boundary of the site as well as those surrounding to assess their general condition and to provide a planning integration statement for the proposed development that safeguards the long term well-being of the retained trees in a sustainable manner.

The report identifies the trees that should be retained and those that could be removed from 10a Oakhill Avenue. Only two trees and one part group will be removed along with four shrubs and one hedge to facilitate the development. Please refer to the 'Arboricultural Survey and Planning Integration Report' and the site plan drawing OHA-PL-PR-01 for further information and details.

Specific care has been taken with regards the design in relation to the Oak tree to the front of the property. Careful consideration has been given to the existing mature oak tree in the front garden. The tree is perilously close to the excavation of the existing garage to the right hand side. This excavation when carried out for the garage in the 1970's more than likely cut through the roots of the tree but thankfully the tree still exists and although slightly smaller that the others in the street is in healthy condition. The advice received from the arboricultural consultant is not to interfere with this concrete retaining wall against the root as to do so would interfere with the stability of the tree. To do so and to attempt to reinstate ground for the tree roots to grow into would be destabilising and unhealthy for the tree. The decision there is to retain the concrete retaining wall which is currently part of the garage to help support the tree and use the garage for parking as it is currently is.

A detailed Tree Assessment has been carried out including condition and suitability of the existing trees on and adjacent to the site. The full report is presented separately in support of this application and the following conclusion is made from these studies;

- *The potential impacts of development are all relatively low in terms of both quality of trees removed and also RPA encroachments of trees retained. Trial pits would confirm the assumptions made as to level differences and their effect on root colonisation within the site.*
- *The full potential of the impacts can be largely mitigated through design and precautionary measures. These measures can be elaborated in Method Statements in the discharge of planning conditions.*
- *The species affected are generally tolerant of root disturbance / crown reduction and the retained trees are generally in good health and capable of sustaining these reduced impacts.*
- *The trees that are recommended for felling are of little individual significance, such that their loss will not affect the visual character of the area.*
- *Therefore, the proposals will not have any significant impact on either the retained trees or wider landscape.*



13.0 Conclusion

The application for a new development of 5 large apartments providing new homes in this residential area. The existing property is of no architectural merit and the design of the new flats is calmly modern to sit within the context of the conservation area.

The new building sits within the notional building line of the adjacent buildings along the front elevation. To the rear, the massing of the building has been reduced from the previous application scheme so while the rear form sits within the ‘shadow’ of the form and massing of the adjacent property at 10 Oakhill Avenue, the massing also provides interest and shape the rear elevation of the building. This type of form and massing is typical of most of the larger properties along Oakhill Avenue, in particular the flats at number 10 Oakhill. The design uses the natural slope of the site to provide lower floor accommodation and a new basement is included which is typical of large family homes in the area.

The modern design is within the spirit of development within the Hampstead area using contemporary design principles rather than repeating historical styles. This provides a clear and modern building with clean lines and uncompromised spaces. The front elevation of the building is calm and controlled respecting the proportions of the elevations of the houses along the rest of the street while the rear elevation extends into the garden with terraces and large windows opening the internal spaces onto the large communal rear garden.

This is a property that very much is part of Hampstead and sits well within the suburban environment.