DESIGN AND ACCESS STATEMENT

Lower ground extension to self contained apartment

2A Chesterford Gardens
London
NW3 7DE

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1. Introduction

1.1 This Design and Access Statement (DAS) is to accompany an application for an extension at lower ground level to a self-contained apartment within a previously sub-divided residential unit, in accordance with requirement as per Article 4C of the Town and Country Planning (General Development Procedure) Order 2004.

1.2 The subject property is located at 2a Chesterford Gardens, within an established Residential area, which is shown on the images below in the Aerial view at 1.3 and the street view at 1.4.

1.3

1.4 Chesterford Gardens towards junction with Reddington Road, looking North. Subject of application is on left-hand side.

2. Design Principles and Concepts

2.1 Use

2.1.1 Currently the property comprises of 4 levels of residential accommodation, and is utilised as 4 no. self contained apartments.

2.1.2 The Applicants are looking to increase their living accommodation by extending at lower ground floor level.

2.1.3 As one would expect of a mature residential district, extensions are prevalent.

2.1.4 The proposals have no effect to the existing street scene, as the extension is contained to the rear of the property.

2.2 Amount

"how much development is proposed (the proposed floor space for each proposed use)."

2.2.1 The property covers a footprint of 126.1m^2, and is arranged over 4 levels. It provides 4no. self contained apartments.

2.2.2 The lower apartment, located at lower ground floors currently provides 105.06m^2 internal floor area, and is to be extended by 18m^2 to total 123.06m^2

2.3 Layout

"…the way in which buildings, routes and open spaces (both private and public) are provided, placed and orientated in relation to each and buildings and spaces surrounding the development"

2.3.1 The property will benefit from rear extension at lower ground floor.

2.3.2 The lower ground floor extension affects the available size of the rear garden. However as the original garden is approximately 245m the size of the modest extension will be of little impact.

2.4 Scale

"…the height, width and length of a building or buildings in relation to its surroundings.

2.4.1 The property is 10.5m wide x 13.8m long x 13.5m high

2.4.2 The proposals show a modest single storey rear extension of 4.9m x 3.9m (width). Otherwise the scale is unaffected.

2.5 Landscaping

"…the treatment of private and public spaces to enhance or protect amenities of the site and the area in which it is situated through hard and soft landscaping measures."

2.5.1 The rear garden is to be slightly reduced in size and will be sensitively re-designed to allow for hard and soft landscaping.

2.5.2 The existing "hard" terrace is to be subsumed into the new extension.

A new timber deck is to be introduced immediately before the extension. The intention is that the deck is level with the internal finished floor level to blur the boundary between inside and out.

2.6 Appearance

"… the aspect of a place or building that determines the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture."

2.6.1 The extension is designed to be subordinate to the original house.it is intended that the extension respects the character of the host building.

2.6.2 The elevation treatment of the lower ground floor extension is testament to this intention. We have rendered the extension in line with the lower ground floor front elevational treatment.

We intend that any intervention is to be sensitively designed and as such will fit well into the existing context.

2.6.3 The boundary wall to No. 4 is unaffected.

3 Access

3.1 Access to the transport Network

3.1.1 Public transport is well provided for in the locality. The property has a Public Transport Accessibility Level (PTAL) rating of 3.

3.1.1.1 PTAL gives a synthetic measure of the access to public transport. The PTAL values range from 1 to 6, with sub-division. A value of 1 indicates poor access to public transport, whereas a value of 6b indicates very good access. PTAL is calculated taking in account different variables like the walking distance from any bus stop and rail station and the service level during peak times.

3.1.2 Within 10 minutes walking distance are Hampstead Underground station and Finchley Road and Frognal Overground station. There are also numerous bus routes passing in close proximity; including Nos 13, 82 and 113 with stops within 10 minutes walking distance.

3.1.3 The property is well located for pedestrian access to all the services in the immediate area. The approaches are relatively level, the footpaths are in good condition and street lighting is very good, giving good accessibility to all in the community.

3.1.4 The location of the proposed development is sustainable and appropriate as it has good provision for means of transport other than the car in line with the with Council's sustainable transport policies.

3.2 Car Provision

3.2.1 There is a Resident's parking scheme in operation, which restricts the number of vehicles each property can be allotted for on street parking in order to restrain the growth of car use and minimise the inconvenience and danger caused by indiscriminate parking.

3.3 Inclusive Access

3.3.1 The development has been planned to ensure that it will "…avoid potential sources of discrimination against people who are without access to private car transport or who have mobility or access difficulties and special needs"

4 Environmental Sustainability

4.1 The extension has been designed to reduce its environmental impact, with a view to economic practicality.

4.2 Sustainability is not just about recycling or the use of carbon-free materials. Nor is it just about the embodied energy accrued through the processes of sourcing, production and transport. It's about the whole life energy consumption of a product. The crucial additional element in any sustainability calculation is how much it costs to look after a product once it's become part of a building. The use of load bearing masonry is sustainable in terms of a number of sustainability factors such as end of-life issues and environmental cost, as set out in the Brundtland Report.

4.3 The extension is to be heated by the provision of a new A-rated high-efficiency condensing gas fired boiler in connection with an unvented hot water cylinder. This will deliver a more responsive and controllable heating system with improved heating controls and thermostatic radiator valves to all new radiators.

4.4 To further reduce its demand for energy, the extension is to be well insulated. This will ensure a comfortable ambient internal temperature during the majority of the year. We intend to exceed the current standards contained within the Building Regulations Part

4.5 External lighting will have daylight and PIR movement sensors to switch off the lights when not required.

4.6 We intend to use Dual flush toilets and spray taps which will reduce water use by up to 20%, further reducing the load on the local drainage infrastructure.

5 Consultations

5.1 The Carbon Trust was consulted on general issues with regard to our developing design. A number of energy saving avenues were highlighted, thus reducing the carbon foot print of the scheme and are highlighted in the previous section.

5.2 A search of the Environment Agency website showed that the site in an area which falls outside the extent of the extreme flood. Generally this means that the chance of flooding each year from rivers or the sea is 0.1% (1 in 1000) or less. No separate consultation was therefore required.