

Approval Record

The initials below certify that this document has been approved and is fit for purpose:

Date	Revision	Approved by:
26.10.12	A	ST
30.10.12	B	ST
02.11.12	C	ST

Amendment Record

A record of contextual additions or omissions are given below:

Date	Content revised	Revision
26.10.12	Draft issue for comment	A
30.10.12	Issued for Planning Application	B
02.11.12	Revised and Issued for Planning Application	C

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Introduction

1.1 The Purpose of the Document and Application Documents

This Planning, Design & Access Statement has been prepared by Hopkins Architects Partnership LLP on behalf of Regal Homes in support of the following application for :-

- Demolition of no.s 65 and 67 Maygrove Road
- Construction of a building comprising basement, ground and four upper storeys to provide 91 residential (Class C3) units, with the provision of 10 car spaces for disabled persons, 2 car club spaces, 120 cycle spaces and ancillary refuse storage at basement level and hard and soft landscaping to the rear.

This statement is provided to describe and explain the following in relation to the above application.

- Amount
- Layout
- Scale
- Landscape
- Appearance
- Access

The Project Team for this project is :

Architect:

Hopkins Architects Partnership LLP (HAP)

Structural Engineer:

Pringuer-James Consulting Engineers Ltd

Mechanical and Electrical Engineer:

SpencerMayes Ltd

Sustainability Consultant:

Greengage Environmental LLP

Traffic and Transport Consultant:

Paul Mew Associates

Party Wall Consultant:

Wallis Curtis

Planning Consultant:

Rolfe Judd Planning Ltd

Affordable Housing Consultant:

Affordable Housing Solutions Ltd

Landscape Consultant:

Mesh Partnership Limited

Daylighting Consultant:

Schroeders Begg



Introduction

1.2 Project Background and Context

This document sets out the proposals for the design of a new housing development at 65 - 67 Maygrove Road.

On 16 December 2011 Regal Homes submitted a planning application to the London Borough of Camden, for the site enclosing No 65 Maygrove Road.

This application was prepared by Smith Lam Architects, and comprised 68 units, a basement and associated landscaping.

On 21 February 2012 following advice from the Council that it was minded to recommend refusal, Regal Homes withdrew the application.

Following the withdrawal of the previous planning application in February 2012, Regal Homes approached Hopkins Architects in the summer of 2012, to develop an alternative scheme, which now forms this application.

For further details of the project status and history please refer to the accompanying Planning Statement which forms part of this application.



Introduction

1.3 The Site Location and Description

The site is located in the London Borough of Camden, one of the 12 boroughs forming Inner London.

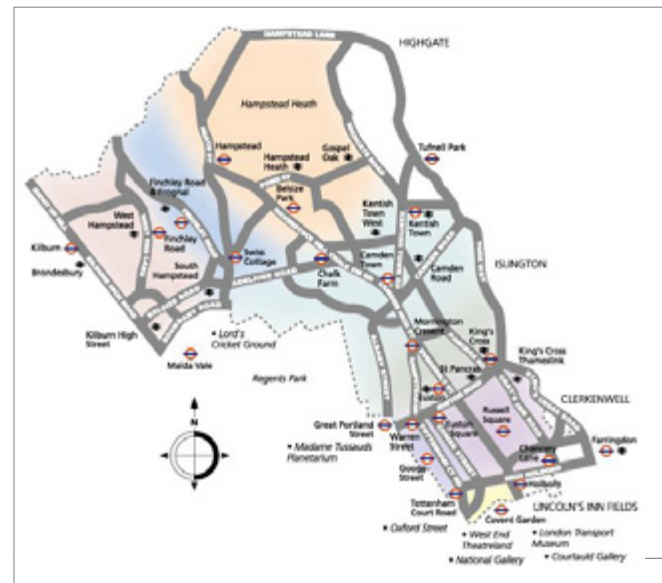
The site is located between the areas of West Hampstead and Kilburn, in the electoral ward of West Hampstead, and the Parliamentary constituency of Hampstead and Kilburn

65 Maygrove Road is a mid-20th Century building comprising three storeys (ground plus two upper storeys) located on the north side of the road. Pedestrian access is provided from Maygrove Road with disabled access provided by a recently built access ramp. The existing building comprises 2,543sqm of office accommodation accessed principally from a central entrance from Maygrove Road. The building was recently refurbished by the previous owner in an attempt to improve marketability of the space. This attempt failed and the building is now vacant.

No.67 Maygrove Road is a late 20th Century four storey building which is in office use at ground to second floor and has three residential flats at third floor. The office use in this building will shortly cease when the occupiers move to new premises elsewhere. The three flats are rented on short leases.

To the rear of the site is a large open car park accessed from Brassey Road. Assessing the space using normal parking standards the car park has space for 37 cars.

The site slopes down from north to south by approximately six metres with the floor level of rear car park, accessed from Brassey Road, corresponding with first floor level of the building. The site comprises an area of 0.32ha in total. It is a moderately accessible site, located mid way between West Hampstead and Kilburn stations with a PTAL rating of 4/5



Introduction

1.4 The Application and Ownership Boundary

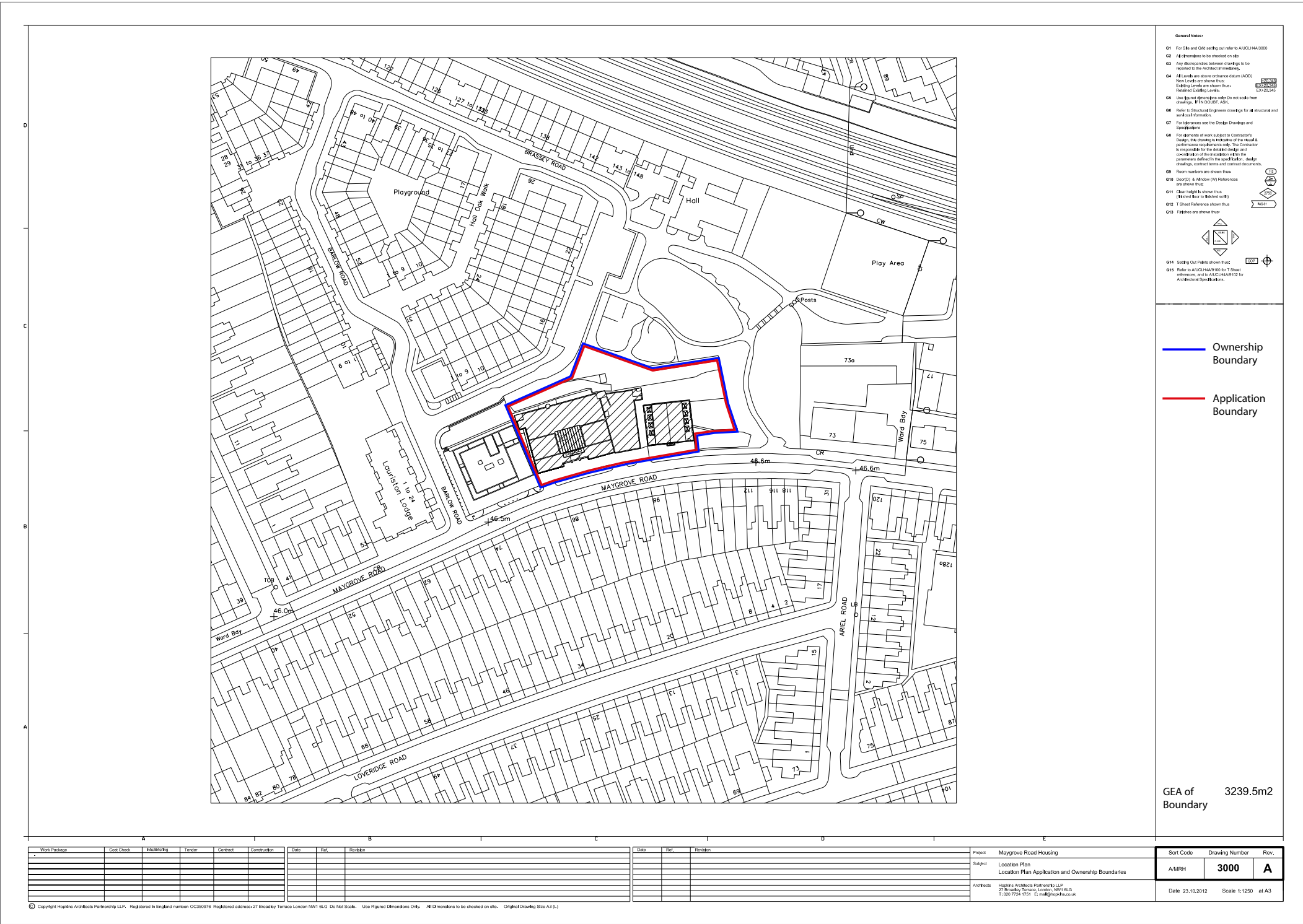
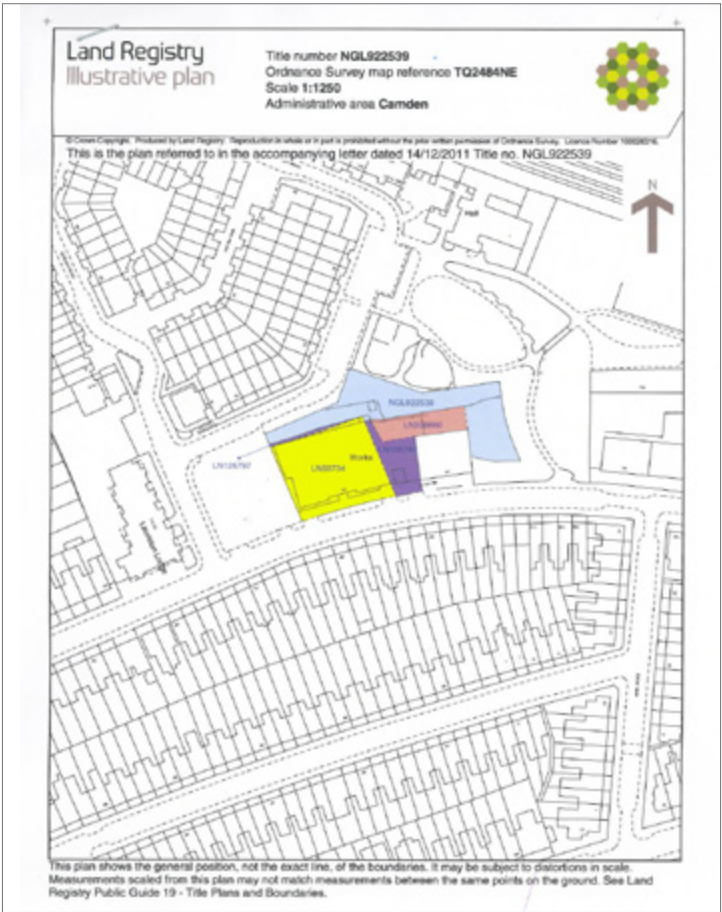
The plan to the right A_MRH_9001_A shows the application boundary in red and the ownership boundary in blue.

The application boundary area is 3239.5 sq m.

Both the sites of No 65 and No 67 Maygrove Road , and associated external areas, parking and hard standings are owned by REP Maygrove Road LLP, 4-5 Coleridge Gardens, London, NW6 3QH.

In September 2012, No 67 Maygrove Road was purchased and brought into the site boundary. During the early scheme development the site comprised No 65 Maygrove Road only, the existing Handrail House, and its external areas, as indicated on the Land Registry plan below.

Thus the site of the current scheme encompasses the sites of both No 65 and No 67 Maygrove Road.



Introduction

1.5 Public Consultation : Community Development Forum

On 3rd October 2012 a Development Control Forum was held by Regal Homes at Sidings Community Centre, which is situated within the Maygrove Road Peace Park. This was an open meeting at which Hopkins Architects and Regal Homes presented the scheme to the local residents and other interested parties.

The boards to the right are selected from those presented and displayed. Please refer to the Appendices for the full set of the public consultation boards.

The issues raised at the Forum included:

- Concerns over the loss of business and employment opportunities.
- Concern over the vacant status of Handrail House
- The yellow brick colour proposed by HAP was discussed, and alternatives such as a more traditional red brick where proposed.

HAP have researched the existing palette of bricks in the buildings along Maygrove Road and found a wide variety of different brick types and colours, however in reference to the existing brick of Handrail House, and in response to comments made at the Forum, HAP now consider that a red brick is the most appropriate for the project.





- The impact on the Peace Park.

The proposed enhancements to the Maygrove Peace Park, please refer to Rolfe Judd Planning Statement, including the new artificial grass surface to the pitch, the improved parking and apron area to the Community Centre and the new cafe proposed were broadly welcomed.

With regards to the impact of the scale and massing of the proposals, the height of the new building matches that of the recently constructed 59 Maygrove Road building, and along the eastern perimeter facing the Peace Park, only the 3 upper floors are visible from the Park.

Hopkins Architects

Maygrove Road Housing



Hopkins Experience Working in Brick

These projects show a thought process which has informed our approach to the design of a new building for Maygrove Road.

Quiet, dignified and crisp elevations with a variety and rhythm introduced into an ordered and well detailed brick architecture. Variety is introduced by way of an interplay between brick, timber and glazing to create both vertical and horizontal hierarchy and articulation.


All of our brick buildings in the UK have received National Brick Awards.







Rolfe Judd

REGAL HOMES

Hopkins Architects

Maygrove Road Housing





The rear garden will be broken up into a series of green terraces with new trees.

Shade tolerant bamboo will soften the retaining wall.

Like many London Terraces the design will provide a formal evergreen hedge to the footpath along Maygrove Road.

The Communal Garden will provide a series of tranquil seating spaces set within a tree'd landscape garden.



Rolfe Judd

REGAL HOMES

Landscape Proposals

Hopkins Architects

Maygrove Road Housing



South Elevation


North Elevation

Rolfe Judd

REGAL HOMES

Hopkins Architects

Maygrove Road Housing



Rolfe Judd

REGAL HOMES

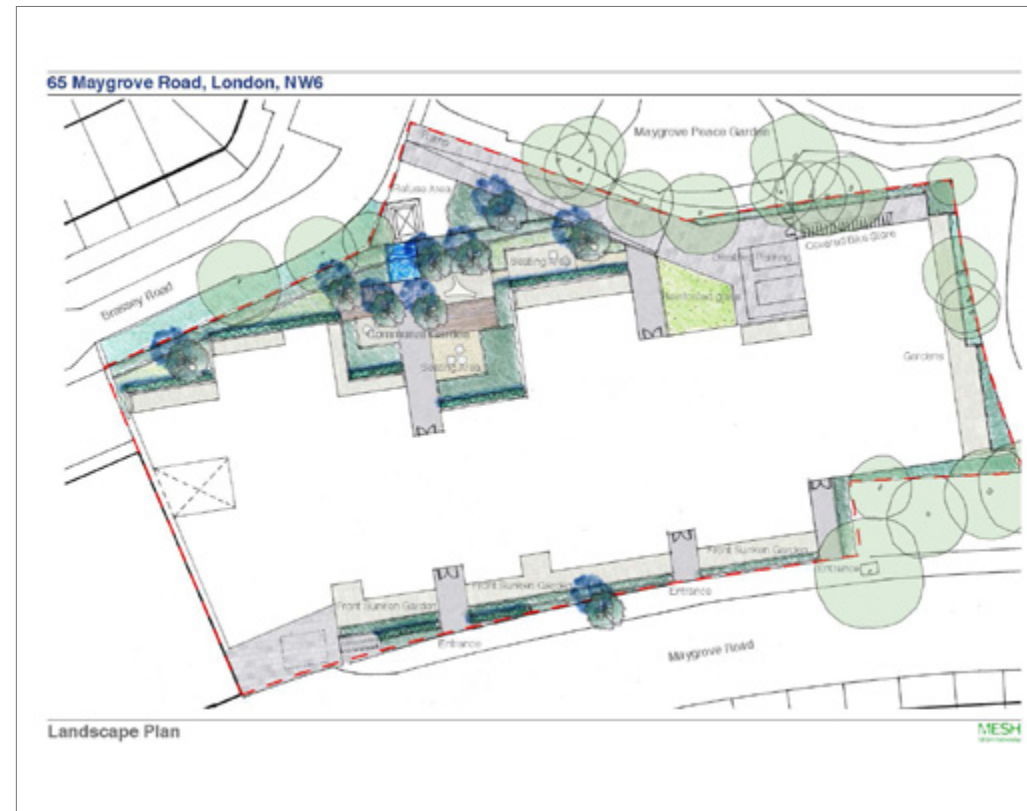
Introduction

1.6 Public Consultation : The Maygrove Peace Park Friends Group : 20th and 27th September 2012.

On the 20th and 27th of September 2012, Hopkins Architects and Paul Eden of Regal Homes held an informal meeting with the Maygrove Peace Park Friends Group at the Sidings Community Centre. In attendance was Sue Measures, the Centre Manager.

The developing proposals were presented to the group, including the form and massing, and the landscaping proposals.

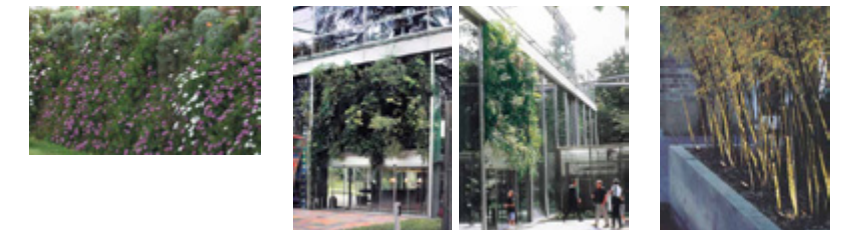
The following four pages show the presentation made to the Peace Park Friends Group, and the nature and scope of the proposed enhancements to the Peace Park, as part of this planning application.



65 Maygrove Road, London, NW6



Communal Garden



Main Entrances

Front Sunken Gardens

Landscape Precedent Images

Introduction

1.7 Enhancements to the Maygrove Peace Park: Presentation Board 1 : Introduction



The Site
The site is located on Maygrove Road in the London Borough of Camden to the east of Kilburn High Road (A5) and to the north of Iverson Road in proximity to Kilburn Underground station.

The site contains an existing 1930's factory called Handrail House. The grounds also include a run down carpark and dilapidated surrounds with a steep bank overgrown with wild shrubs.

The surrounding area is principally residential with terraced houses facing the site on Maygrove Road, a residential estate and local park to the rear and a nearly completed residential development directly to the west of the site at 59 Maygrove Road. To the east of the site is commercial premises including Maygrove House and 73 Maygrove Road although the latter includes residential accommodation.



View of Maygrove Peace Park looking South



View of Maygrove Peace Park looking West



B



A



The Handrail House site terminates the view from either end of Maygrove Road.

Existing Site Plan

Introduction

1.7 Enhancements to the Maygrove Peace Park: Presentation Board 2 : Proposals

Hopkins Architects

Maygrove Road Housing



The Proposals

- The proposals for the regeneration of the site include the following:
- The creation of high quality, well designed buildings along Maygrove Road;
- The provision of much needed high quality residential units including family sized units;
- The creation of high quality landscaping around the site;
- The provision of affordable housing including family sized affordable houses;
- The provision of car parking and bicycle parking on site to cater for the new residents;
- The construction of a very sustainable building;



Antony Gormley's sculpture at the northern end of Maygrove Peace Park.



'Peace Crane' - 'origami bird' sculpture (1984) with local children.



Detailed Improvements to the area around Sidings Community Centre

1. Cafe / Kiosk
2. Benched Seating Area
3. Re-Tarmac Car Park
4. Communal Seating Area
5. Replace Tarmac With Polymeric Rubber Sports Surface
6. Floor Mounted Flush Photo Voltaic Lighting

Benefits to the local residents – the Community Centre and the Peace Park

Introduction

1.7 Enhancements to the Maygrove Peace Park: Presentation Board 3 : Community Centre

Hopkins Architects

Maygrove Road Housing



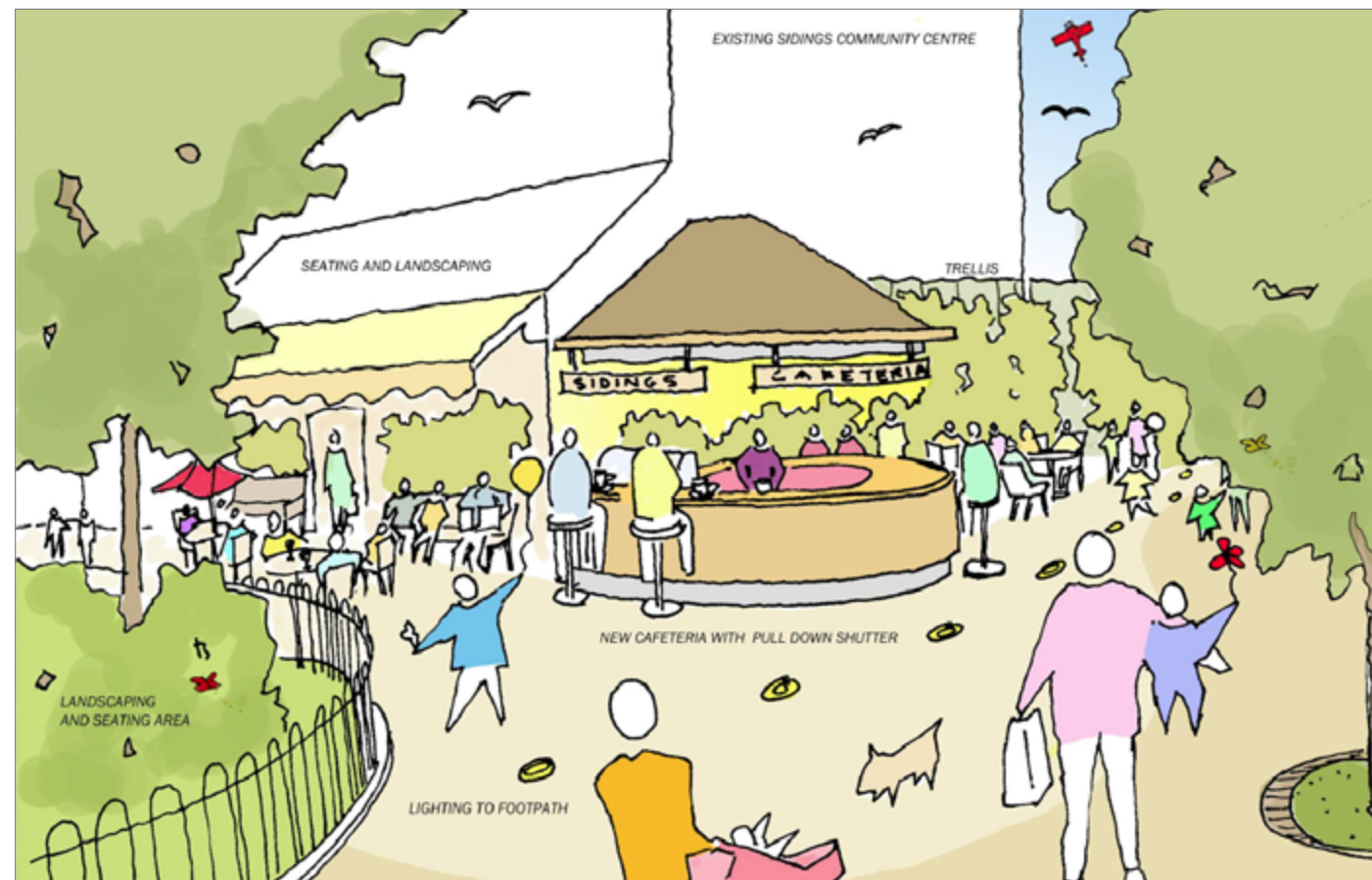
Sdings Community Centre gable end wall as existing



Illustration of potential improvements



Illustration of potential improvements at night time



Peace Park Contributions

As a result of contributions the scheme will be required to pay to the London Borough of Camden, there may be an opportunity to provide funding for improvements to the adjacent Peace Park and Sdings Community Centre. These are some suggested improvements that could occur to the local area.

Benefits to the local residents – the Community Centre and the Peace Park

Introduction

1.7 Enhancements to the Maygrove Peace Park: Presentation Board 4 : Community Centre and Sports Pitch

Hopkins Architects

Maygrove Road Housing



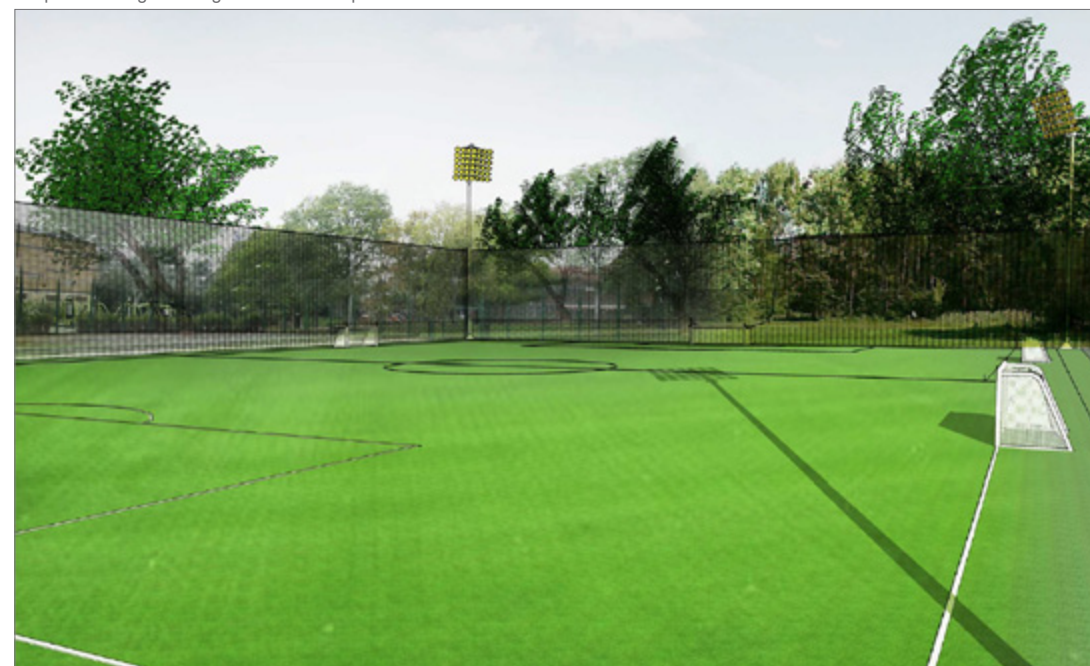
Existing Sidings Parking Area



Proposed Sidings Parking Area re-landscaped



Existing playgrounds



Proposed new artificial grass playing surface

Benefits to the local residents – the Community Centre and the Peace Park

Introduction

1.8 Pre Application Meetings with The London Borough of Camden Planning Officers : 19th July 2012

Hopkins Architects Partnership, Rolfe Judd Planning Consultants and Regal Homes have met with the London Borough of Camden's Planning Officers on four occasions to receive pre-application guidance and feedback on the developing proposals.

- 19th July 2012
- 30th August 2012
- 24th September 2012
- 19th October 2012

19th July 2012 Meeting

On the 19th July 2012, the first pre application meeting was held at Camden Town Hall with Gavin Sexton and Kevin Fisher of the London Borough of Camden

This meeting was to introduce Hopkins Architects, discuss their understanding and analysis of the site, and present their first thoughts on a design approach.

At this time Regal Homes had not acquired No 67 Maygrove Road and therefore the proposals were placed around this existing building, as the diagrams to the right indicate.

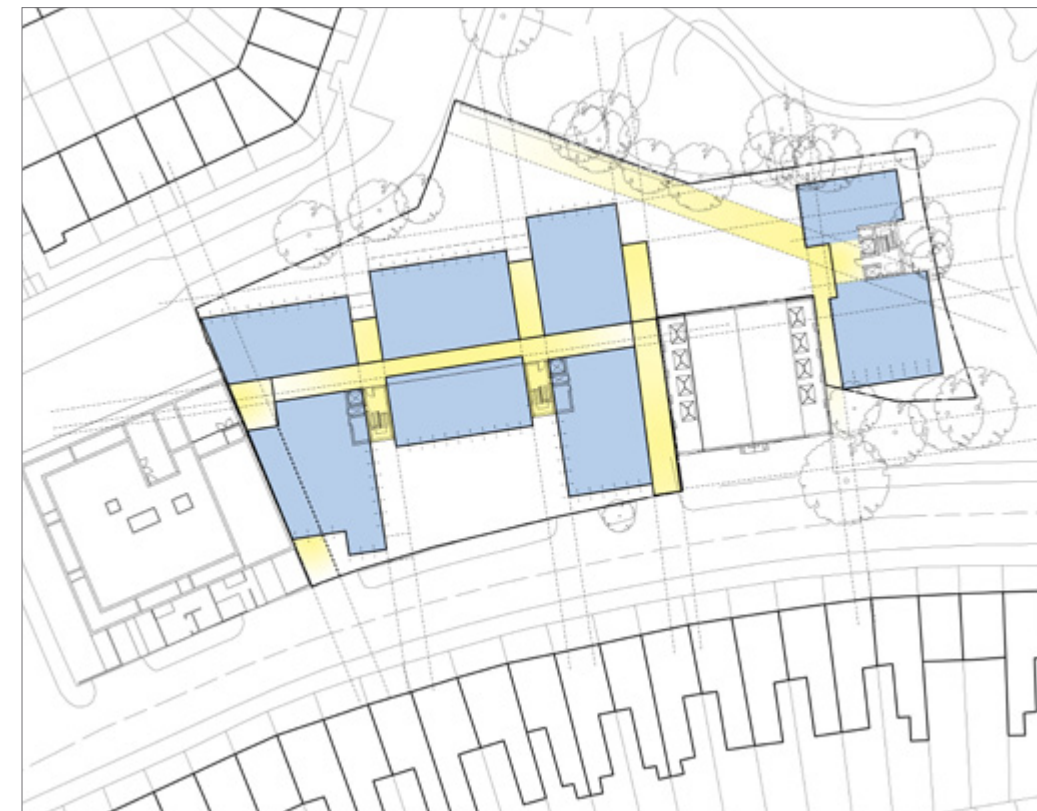
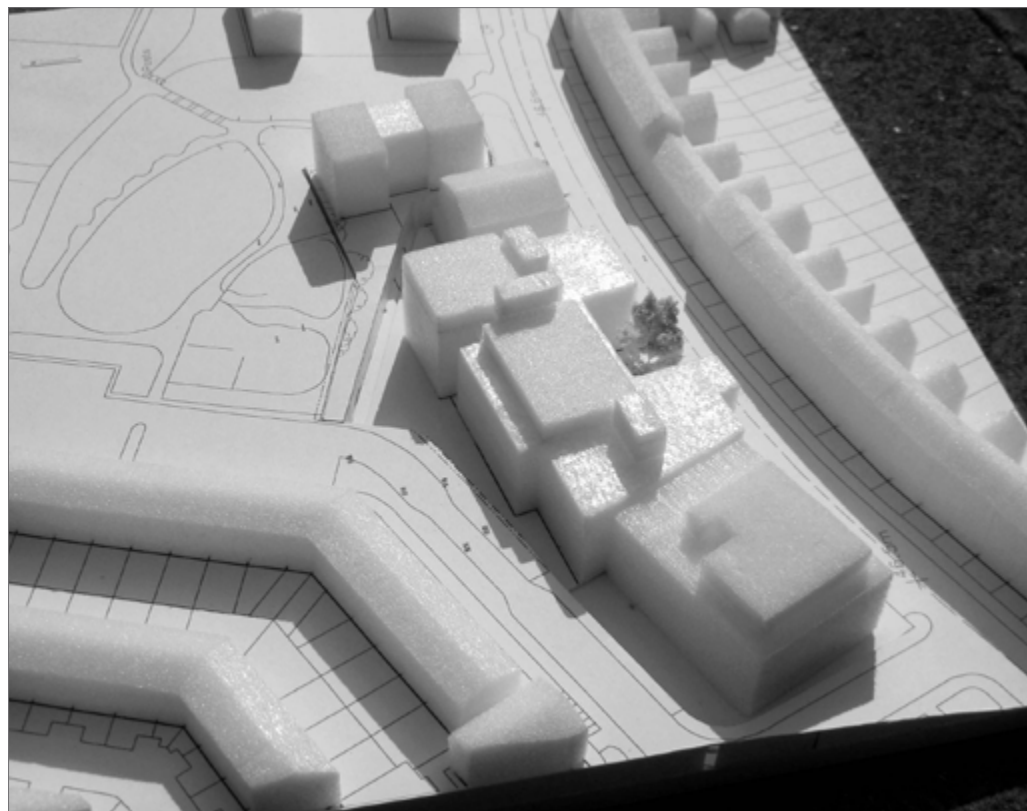
Issues discussed included

- Scale and massing
- Proposed open space would be shaded as it lay north of the building.
- Internal layout/length of corridors
- Relationship with Brassey Road
- Poor access to the smaller residential block to the east of No. 67.

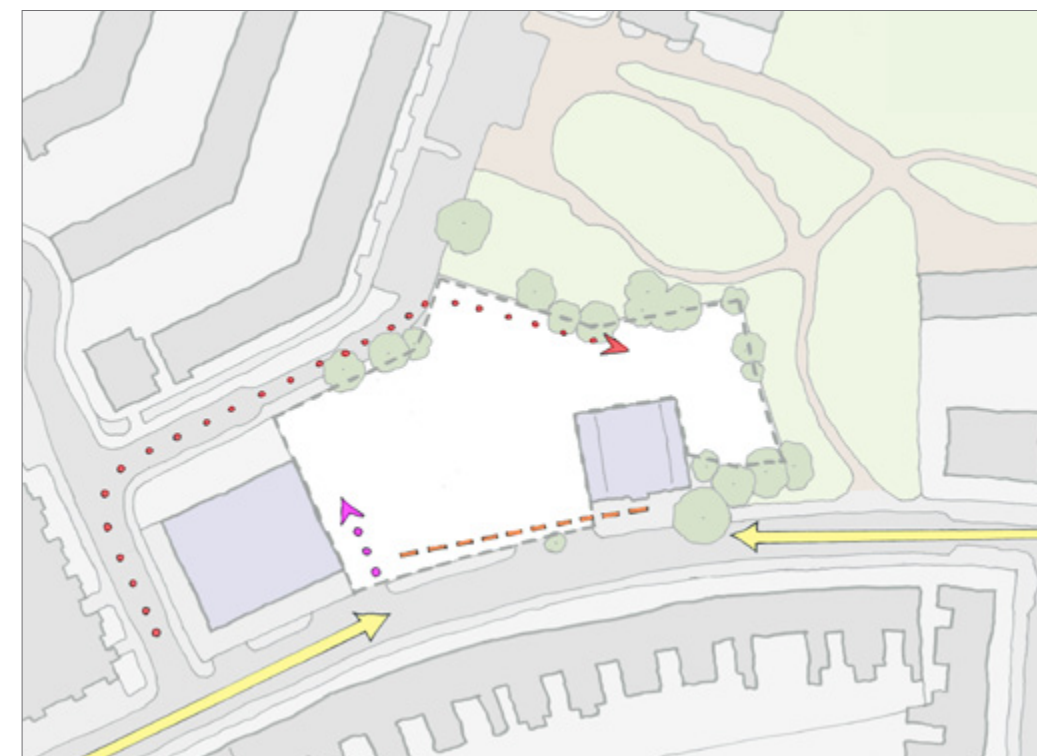
Hopkins Architect's initial concept was to cluster the residential blocks around a larger green space on the south side of the site facing directly onto Maygrove Road, and create a building and an area of landscaping, forming a focus from the long views at each end of Maygrove Road.

Following discussions, LBC expressed a preference for a proposals with the larger green space on the north side of the site, facing the aspect of the Maygrove Peace Park, and the massing of the residential buildings along the south elevation along Maygrove Road.

The height of the residential blocks was taken directly from the parapet height of No 59 Maygrove Road, a recently completed residential building to the west of Handrail House.



View looking east along Maygrove Road



View looking west along Maygrove Road

Introduction

1.8 Pre Application Meetings with The London Borough of Camden Planning Officers : 19th July 2012

On 10th August 2012, Gavin Sexton and Kevin Fisher formally responded to Rolfe Judd Planning Consultants, following the July 19th 2012 first Pre Application Meeting. A number of the design approaches continued to be developed and discussed throughout the pre application process. Design issues raised in their letter of the 10th August 2012 are in italics and HAP commentary is in blue text below.

The principle underpinning the approach to the site appears to be based on creating a “landmark building” to provide a visual anchor in views from the east and west along Maygrove Rd, in a similar way to the new Thameslink station at the western end of Iverson Rd provides a landmark at that point. It is considered that this justification overlooks the fact that the new station is a public building, serving a wide population as a destination building and therefore it is appropriate for this building to have a more overtly prominent design approach.

In general the character of the area between West End Lane and Kilburn High St is predominantly defined by its residential Victorian terraces. The residential character of the area is characterised by its commonality (notwithstanding the variety in detail) rather than buildings with distinctive appearances. For this reason it is considered that the approach of creating a landmark type building on this site is not considered to be appropriate.

In response the design has moved away from this approach and now reflects the more residential character in its form, arrangement and massing.

Part of the justification for the proposal to pull the building back from the existing building line is to create a space in front as the primary amenity space for the residents (rather than at the rear). Whilst we accept this will be a sunnier and more pleasant space that the rear of the building it is unlikely to be used for active amenity purposes such as sitting out or play due to its lack of privacy and street orientation.

In response, the design was amended and now has the primary amenity space for residents to the rear of the site.

A further justification is to create a green edge to the site as a continuation of the green edge that exists along Maygrove Rd to the west of the site. It is considered that this green edge effectively stops at the boundary of the park with No 69. The remainder of the street travelling west is characterised by a relatively consistent building line with front gardens with varying degrees of planting.

The existing building has a reasonable planting scheme which serves to soften the frontage of the building however the scale and type of planting are of a different character to that which forms the green edge which stretches along the northern side of Maygrove Rd eastwards.

A small area of low level planting, a green edge, is proposed along the south facing light well, and was discussed on the 19th October 2012 meeting and was considered as an appropriate ‘buffer’ to the street edge

Examples of buildings being set back from the building line in the locality are provided in the proposals document. However these buildings are considered to be in areas of different character from the immediate context of the site under consideration. The proposals document provides an outline of the disadvantages flipping the plan of the existing proposals over to provide a stronger correspondence with the existing building line. These disadvantages are summarised as follows;

- (1) longer internal corridors
- (2) north facing garden
- (3) more emphasis on creating a continuous elevation with No 65

These observations are not considered to be overwhelming in their potential impact on the quality of building that might be provided. In particular a garden to the rear could provide more privacy and also shade. Residents have the benefit of the proximity of the park if they want something different. It is considered that it should be possible to provide an appropriate contextual response to the elevation at No. 59 which would provide a sense of continuity along this street frontage, whilst improving on the detailed design of the neighbouring building.

In response, the design was amended and now has the primary amenity space for residents to the rear of the site and the building a more continuous frontage to Maygrove Road

In terms of the proposed massing the ‘indicative elevation’ (as shown on page titled ‘Approach to massing’ on 6/8/2012 submission) showing building heights on Maygrove Rd is considered to be appropriate. It is not entirely clear what is being shown in terms of the relation of the proposed building with existing buildings on Brassey Rd. However it is considered that the rear parapet line should not be any higher than the rear parapet line of No 59.

The parapet line is no higher than that of No 59, and the scale and massing has been developed carefully to reflect that of the adjacent buildings.

A precedent image is shown of an office and show room building in Shad Thames as providing some cues to the materiality of the proposed building. It is considered that this building does not provide an appropriate precedent in terms of the actual materials shown however it is accepted that the clarity provided on the quality of the detailing may be.

In response the materiality of the Shad Thames building was not explored further.

The residential character of the area is largely characterised by brick and it is considered that this material should provide the starting point for the proposed building.

A mid red brick, subject to sample approval, is currently proposed as the dominant facing material for the new building.

The proposal to create a new access route to the block adjacent the park directly from the pavement is considered to be acceptable in principle but problematic in practice as it is not clear how the change in levels would be dealt with. Following our site visit officers are of the view that the minimum level of vegetation should be removed along this frontage including the retention of the two trees closest to the park. These trees are considered to provide significant components in the character of the green edge along Maygrove Rd.

Please refer to the Arboriculturalist's Report.

Summary: We are not persuaded that the landmark building approach is acceptable for this site nor that the proposed treatment of the front building line is appropriate. Development on the site should respond more closely to the immediate, predominantly residential context and should directly address the street and respond to its neighbours.

We encourage you to explore alternative possibilities, such as the 180 degree options suggested in the 6/8/12 submission, in more detail, with a view to sending us revised proposals.

This was subsequently explored and an alternative scheme presented on the 24th August 2012.

Gavin Sexton , Kevin Fisher
10/08/12

Introduction

1.9 Pre Application Meetings with The London Borough of Camden Planning Officers : 30th August 2012

30th August 2012 Meeting

Following the 19th July 2012 Meeting, Hopkins Architects and Rolfe Judd Planning Consultants returned for a second pre application meeting with revised proposals responding to the issues raised.

The main design issues discussed were : -

IN response to LBC 's concerns, HAP presented a revised massing proposal showing a larger area of landscaping along the north side of the site, and a more 'solid' elevation along the south side of the site completing the 'terrace' with No 59 Maygrove Road.

Also at this time Regal Homes requested that HAP look at the impact of the design should No 67 Maygrove Road be purchased, and demolished to become part of a larger site. This option was also presented at the meeting.

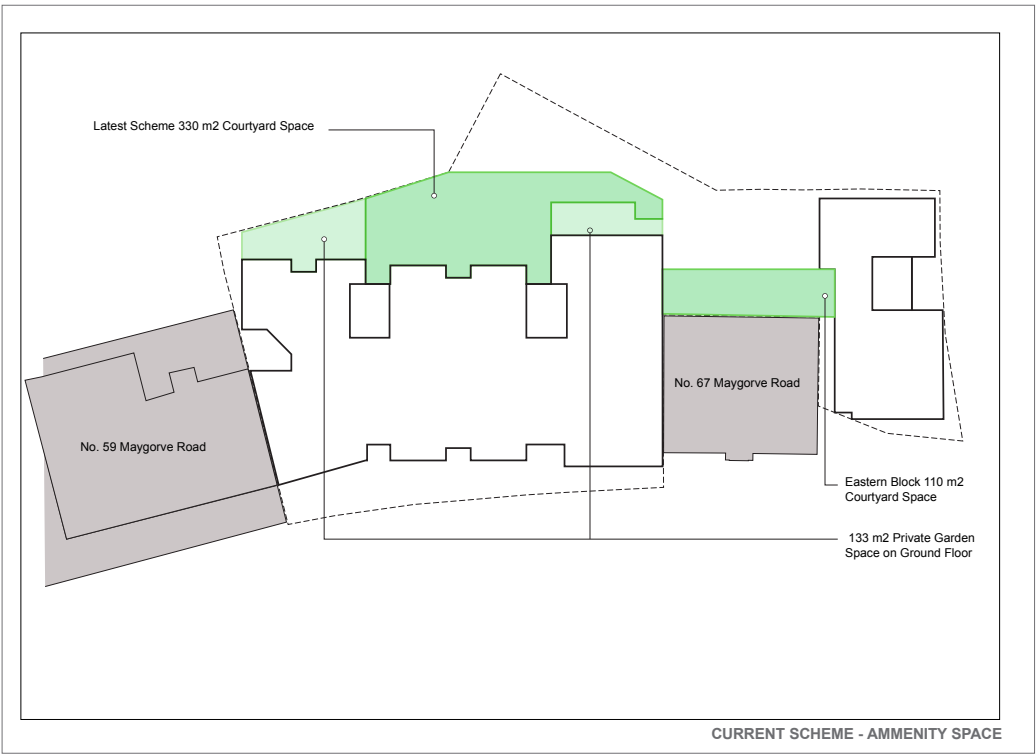
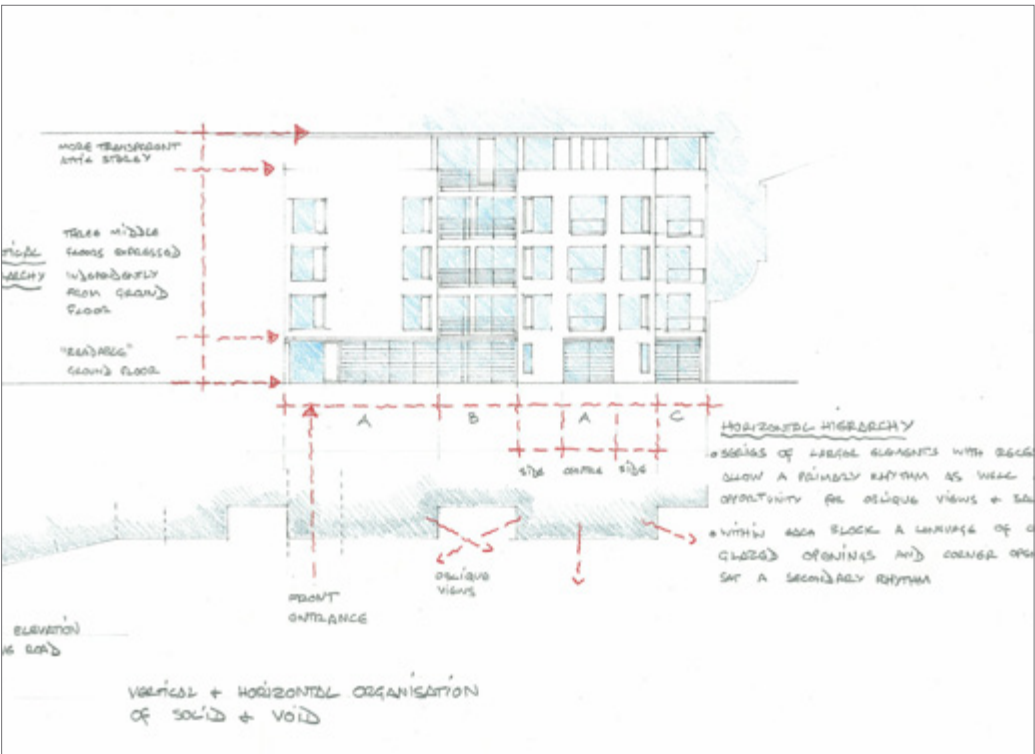
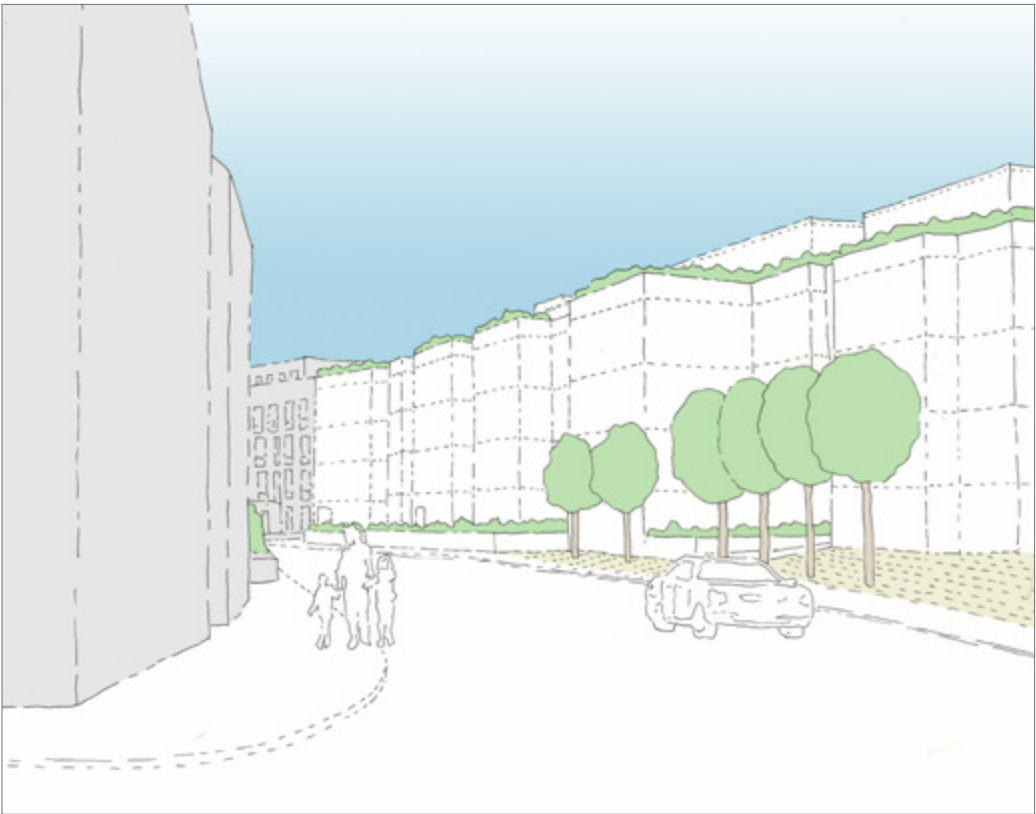
HAP also showed sketches of their facade development and how the approach was being explored in terms of solid and void, set backs and relief.

The structural reasons for the single story basement were also presented and clarified by Pringuer James Consulting which in summary stated below

The proposed basement structure should be formed at the depth proposed and over the extent on plan, due to three structural reasons:

- (i) Large areas of the site form a 'Land Fill' area with significant non-engineered made ground that is unsuitable for building upon.*
- (ii) The soil beneath the 'made-ground' is a desiccated London Clay at risk of heave.*
- (iii) Foundations at dissimilar levels are subject to differential settlement."*

The justification for the quantum of parking in the basement was also discussed and was explained as disabled parking provision only.



Introduction

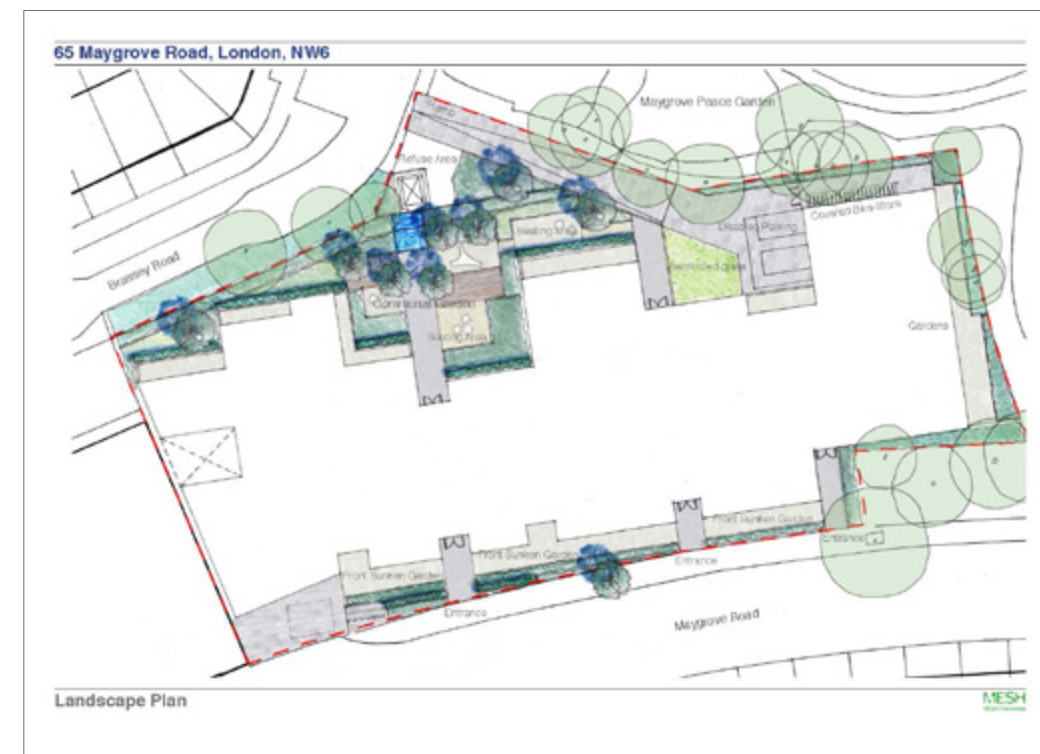
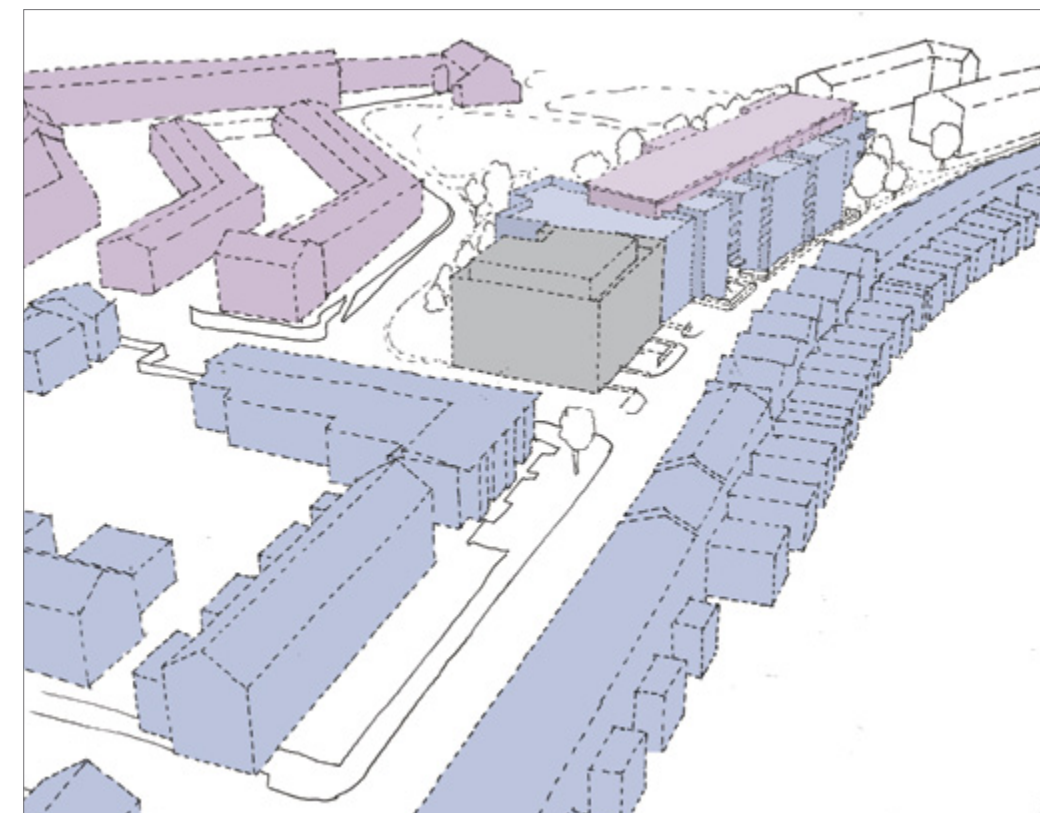
1.10 Pre Application Meetings with The London Borough of Camden Planning Officers : September 24th

On the 24th September 2012, Hopkins Architects and Rolfe Judd Planning held a third pre application meeting with Gavin Sexton and Kevin Fisher of the London Borough of Camden.

HAP presented a developed set of scheme drawings 'in progress' for comment and discussion

Issues discussed included

- The developing scale and massing on the site, and the further clarification on the site levels.
- Elevational treatment and approach, including the option to bring the front elevation forward to line up with No 59
- Request for further details regarding the elevations
- Maygrove Road and form a more continuous frontage.
- Initial thoughts on the landscape proposals were presented
- HAP to address the issue of single aspect apartments and issues of overlooking, particularly along the north elevation
- Cycle storage provision
- Front entrance canopy treatments and details

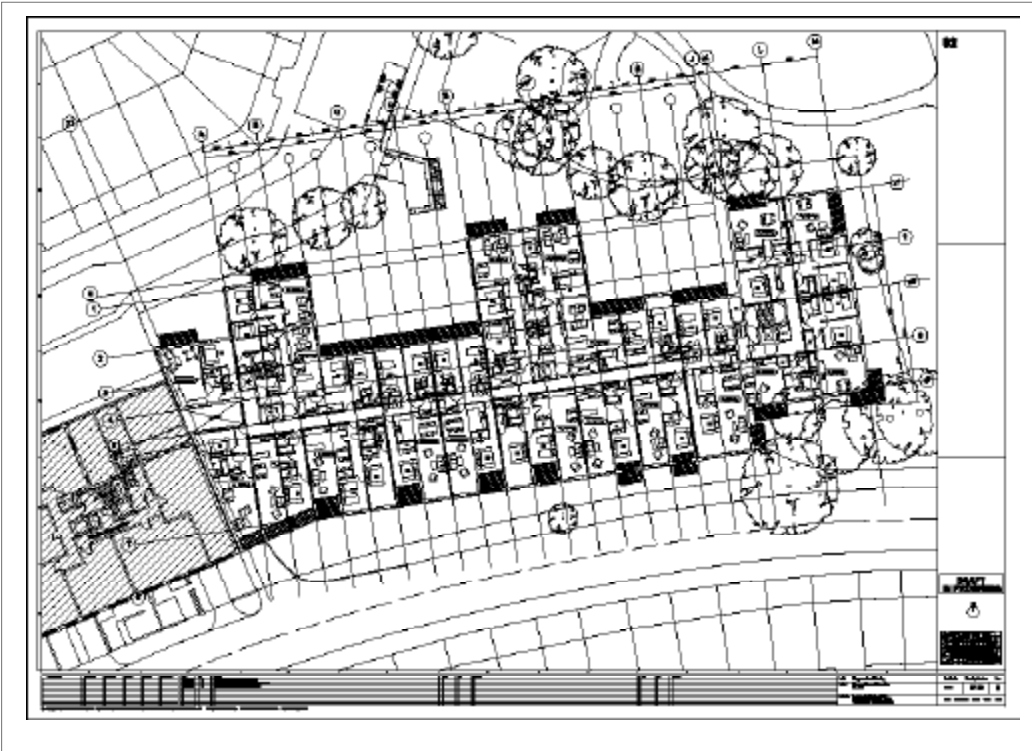
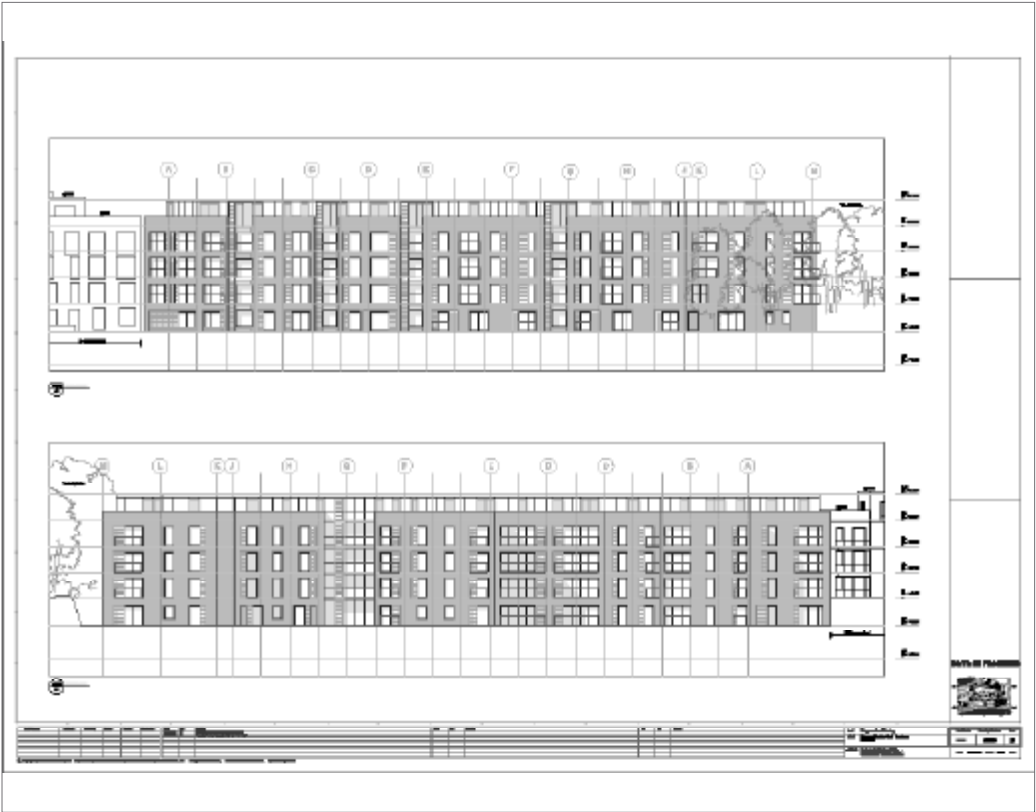


Introduction

1.11 Pre Application Meetings with The London Borough of Camden Planning Officers : 19th October 2012

On the 19th October 2012, Hopkins Architects and Rolfe Judd Planning met for the last pre application meeting with Gavin Sexton and Kevin Fisher of the London Borough of Camden. The design issues discussed were

- The updated floor plans, showing the new arrangement of accommodation with dual aspect apartments, particularly to the rear. The layout was considered to be more acceptable and compliant.
- LBC requested a plan of a typical wheelchair accessible unit, (please refer to HAP drawing A_MRH_3113_A attached with this application)
- LBC requested further details of the proposed balcony metalwork treatment, and further 'typical bay drawings' showing this detail.
- The proposed use of a red brick and the wider materials palette including timber, glass, brick and a metallic metal accents and panels was discussed.
- LBC requested that the light well facing onto Maygrove Road be a continuous slot rather than tapered as shown. This has been incorporated into the planning application drawings.
- The design development and distinction of the building entrances along Maygrove Road.
- LBC requested further details of the temporary works required to construct the building.



Introduction

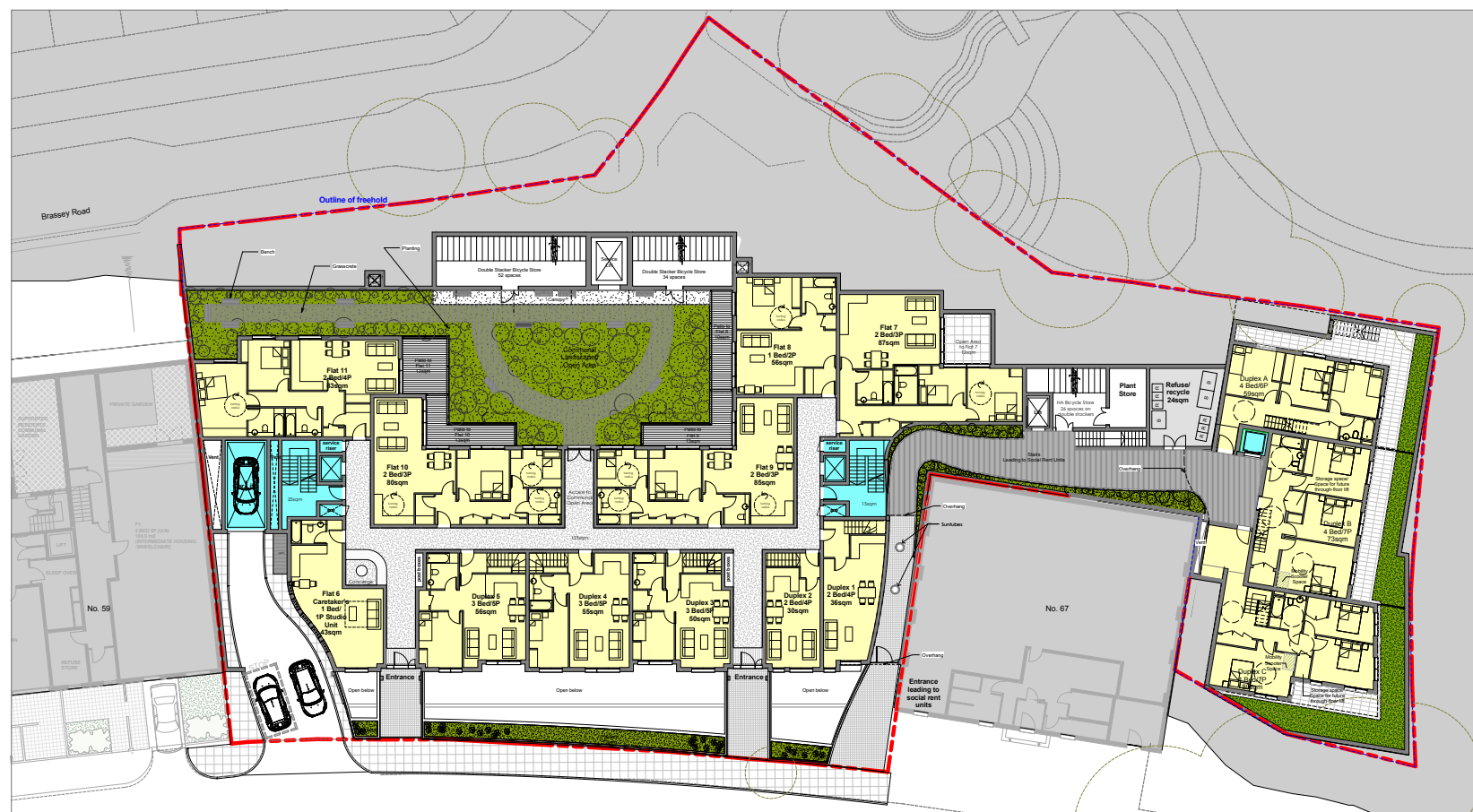
1.12 Previous Proposals for the Site

On 16 December 2011 Regal Homes submitted a planning application to the London Borough of Camden, for the site enclosing No 65 Maygrove Road.

This application was prepared by Smith Lam Architects, and comprised 68 units, a basement and associated landscaping.

On 21 February 2012 following advice from the Council that it was minded to recommend refusal, Regal Homes withdrew the application.

The plan and CGI view to the right are taken from the 2011 planning application.



Introduction

1.13 Hopkins Architect Partnership

Hopkins Architects have been at the forefront of British architecture since the practice was established in 1976 and have built a number of buildings in and around Hampstead and Camden.

A large number of these projects are award winning buildings of all scales, sectors and scopes.

Over three decades the core architectural, environmental and social values that underpin our work have remained constant and we have created a diverse portfolio of projects for our clients. Our track record for delivering buildings of the highest architectural excellence, combining innovative design, craft, and environmental responsibility, has been the key to our continuing success. Our work has been widely acclaimed by both architects and the public alike and our projects have won most major architectural awards.

Our most recent completed project in the London Borough of Camden, the UCLH Macmillan Cancer Centre, recently won the Prime Minister's Better Public Building Award and the 2012 British Construction Industry Awards.



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- 1. Hopkins Offices, Broadley Terrace
- 2. Hopkins House, Hampstead
- 3. Hopkins House, Hampstead
- 4. UCLH - Macmillan Cancer Centre
- 5. Andrew Barnett's House. Hampstead
- 6. UCLH - Macmillan Cancer Centre
- 7. Henrietta Barnett School, Hampstead
- 8. Henrietta Barnett School, Hampstead
- 9. Wellcome Trust, Gibbs Building, 215 Euston Road

