

27 St. Albans Road

HAMPSTEAD, LONDON, NW5 1RG

DESIGN AND ACCESS STATEMENT

May 2014



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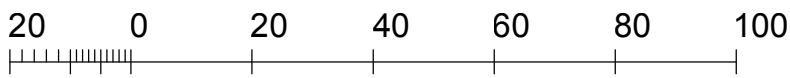
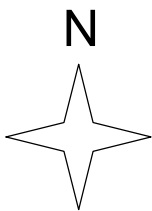
The front of the property in May 2014

Introduction

This design and access statement has been prepared by Martin Evans Architects on behalf of Mr. Johnson and Ms. Murra for submission to the London Borough of Camden in support of their application for Householder planning and conservation area consent for the external improvement of this semi-detached home in the Dartmouth Park conservation area.

This property has previously had an application for alterations to the fabric of the residence itself and these works have now been completed.

This application is for a small bin and bicycle store to the side, with a new conservation style rooflight to the side roof slope and a replacement wall to the front garden.



Meters

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1:1250 at A4

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The immediate context.

St Albans Road is a pleasant residential street in Hampstead just removed from the Heath itself to the West. Properties along the street vary considerably in size, detail and importance. The row of five houses, from 25 to 33 on the southern before the junction with Brookfield Park, appear to be some of the oldest surviving, and this row are all preserved relatively unchanged with the details to the façade retained.

The majority of the parking is on the street and most properties have smaller paved gardens to the front with low walls to separate them from the public footpath.

The mix of house types is such that the western part of St Albans road includes 4-storey apartment blocks, including the property immediately to the west of No. 25 St Albans.



The property in context

The existing building

The property is a semi-detached family home built in the very early 1900's during the period of massive development all over the slopes of Hampstead. It is an interesting example in this mass of brick villas, as it's facade was created in a homely, decorative style.

The construction of the house is typical of the period with single-skin brick walls. The front elevation is of high quality red-stock brick, with the side and rear elevations in lower quality pink stock. The roof is of red-clay tile, to which have been added velux's at front, side and rear. The slopes of the hipped roof culminates in a large flat area finished in single-ply roofing with a large sky-light set above the internal staircase. There is some pebble dashing to the chimney stacks which is un-original.

Details on the front facade consist of a rectangular bay window with timber sash windows, topped with a leaded flat roof. Adjacent to this a timber front door is surrounded by a highly decorated portico of painted stone, This same stone surrounds a mirrored pair of leaded windows on each side of the door. In between numbers 27 and 29 this detail is inset with a decorative panel of rough hewn Portland stone or similar.

At first floor level wide white-painted timber sash windows are bordered by painted, timber shutters in a colonial style. This mix of decoration creates a singular design.

The side elevation is now an organised array of windows to the kitchen and bedroom suite above, in white or grey painted timber frames. A new side entrance is approached by new timber steps. The rear elevation is now reorganised with some recent windows with grey frames adjacent to the existing white painted sash windows. The relatively small garden is reached from the living space via another timber stair patio at low level. The fall across the site means that the rear garden is a full meter below the front. This creates a slope along the length of the passageway shown adjacent.



The existing side elevation showing the space to accommodate the proposed new store.



Example of a glazed roof proposed for the new bin & bike store.



Example of painted horizontal timber boarding for the new bin & bike store.

The design

Planning permission is sought for a small store and canopy to the side of the property, and for an additional conservation style skylight to the side roof-slope as well as a replacement wall to the front garden.

The design of the store requires the removal of the existing side access, widening it so the Council's bins can be properly ferried to and from the side. The existing front wall is un-original and in need of replacement. The wall to the front boundary is structurally unsound and the as the wall is not original and the new design is more sympathetic, it is not conceived that this demolition should be in anyway contentious.

The new store takes an existing architectural style as seen elsewhere in St Albans Road, and is an unobtrusive timber structure only 2.5 meters tall at the front. The new access gates make up the larger part of the design and these are very similar in height and style as those shown at No. 25. The new double timber doors at front and rear will be proportional to match the existing elevation and will be finished in a sensitive manner, painted to match the front door of the property and the other timber-work in evidence. Where any other area of timber is required, it will take the form of horizontal lapped boards as shown on the previous page.

The new bin and bicycle store is to be roofed in a gently sloping glazed roof, finished in lead flashing or similar to match. Any rainwater will be collected on this side of the boundary and will join the existing surface water collection, or will be collected in a water-butt.

This new piece is only a small addition, and the current flank wall will not be affected by the small scale of the work. A new, short, glazed canopy is also proposed above the back door to provide shelter when using it.

The existing skylight to the front roof slope was found to be too small for the bedroom in that location. As a means to allow proper light into this bedroom in the loft another conservation rooflight was added into the side slope. This new rooflight, like the existing ones is also a conservation roof light and is therefore set low into the clay tile of the side slope of the roof, additionally as it is set almost behind the existing chimney it is almost invisible from the street.

The new front wall is designed simply as a replacement for the existing which is now beginning to fail. A stock of red brick is to be chosen to match that used on the front facade of the house, and this is to be capped with stone copings in a light colour and texture to match the existing feature panel adjacent to the front door. New wrought iron gates, or similar, are proposed in black to be similar to the existing, and are to be in the same location. The gate opening adjacent to the border with No. 25 is widened to allow access for and handling of wheelie bins by refuse personnel.

Access

Access to the rear of the property from the street is impeded by a narrow gate set in the existing wall and a traverse across a roughly paved path.

The works described above proposes to widen the gate in the front wall, level the surfaces to the front and side and secure the access to the rear garden which at present is vulnerable.

Cycle storage

The proposed timber shed to the side of the property will now allow the proper and secure housing at least 4 bicycles.

Refuge and recycling provision

Space for the residual waste and recycling wheelie bins is accommodated (out of sight) within the side passage way adjacent to the kitchen and this is to be formalised by the additional canopy allowing access to them in the dry.

Parking and transport

This development includes no proposals which require any change to the permitted on-street car parking spaces currently provided in front of the house.

In summary it can be seen that these proposals are sensitive to both the host building and to the Denmark Park conservation area, and are in the fact rectifying earlier additions to the property to restore the original to a building of an even higher quality.