



RER/X/DA/04
5 June 2015

26 REDINGTON ROAD, LONDON, NW3 7RB

DESIGN AND ACCESS STATEMENT

1.0 INTRODUCTION

- This Design and Access Statement has been prepared in support of a Planning Application, the proposed works include:
 1. formation of a covered corridor between the existing garage and the house;
 2. replacement of the front pedestrian gate and garage door.

- The house is currently being refurbished and extended in accordance with the following recently consented applications:
 1. Reference 2013/5996/P, granted on 24 January 2014, for rear and side extensions, alterations to elevations and excavation of front garden associated with new steps and front windows.
 2. Reference 2014/2763/P, granted 30 July 2014, for amendments to the previous application, including rooflights and a dormer window.
 3. Reference 2015/1259/P, granted 28 May 2015, for a front lightwell and alterations to ground floor doors and windows on SE elevation.

- During recent building works to install new services, a void between the existing below garden-level garage and the side boundary was discovered. See attached Photos 4, 5 & 6 of exposed void. The void is above the main formation level so there is no possibility of ground water. By these measures, a BIA is not required.

- The house is not listed but it is deemed to make a positive contribution to the character and appearance of the Redington & Frognal Conservation Area.



Photo 1 – Front elevation of house taken from the front garden, proposed covered corridor would be on the left of the garden (photo taken prior to the commencement of previously consented building works)



Photo 2 – Part front and side elevations taken from street (photo taken prior to the commencement of previously consented building works).



Photo 3 – Front elevation taken from street (photo taken prior to the commencement of previously consented building works).

2.0 DESIGN STATEMENT

2.1 Use

- The house comprises four storeys and its lawful use is residential.

2.2 Amount

- The distance from the rear of the existing below garden-level garage to the front of the house at basement level is 10.7m, the clear internal width of the covered corridor needs to be at least 1.1m wide in order to be able to accommodate a mechanical access platform, which is required for a resident. The ceiling height over the flat section of corridor is proposed to be 2.3m.
- The existing garage door and pedestrian gate are proposed to be replaced as they are largely dilapidated and will be positioned into existing openings.

2.3 Layout

- The layout of the house is not affected by the introduction of a covered corridor to the below-ground garage. However, the mechanical platform in the covered corridor would significantly improve access as the main part of the house on ground floor which rises 5.2m from the garage level.

2.4 Scale

- The formation of the covered corridor would not affect the integrity or scale of the existing house, neither do they have an impact on its form or character.
- The adjacent houses, No. 28 and 24, would not suffer any loss of sunlight or amenity as a result of these proposals. The covered corridor would be formed below the level of the existing timber boundary fence and ivy.

2.5 Landscaping

- The existing timber boundary fence and ivy are to be replaced.
- There are no trees in the garden or in close proximity to the house affected by these proposed works.

2.6 Appearance

- The roof over the covered corridor would be in a planted green roof, the same as over the side infill adjacent to the house and in the same single ply membrane finish.
- The walls of the covered corridor at the front of the house would be rendered to increase the amount of reflected light into the basement and be consistent with existing external rendered walls elsewhere around the house.

2.7 Context

- This house is in a low-density residential neighbourhood on a steep slope on the western side of Hampstead. The difference in levels between the street and the rear garden is over 6m.
- The house was built in late 19th century / early 20th century and is part of a group of detached / semi-detached houses (no's 16-28, even numbers) that are set back from Redington Road and are behind dense vegetation. While these houses are not architecturally consistent, they are all characterised by the period, use of material, generous size and substantial plots.

2.8 Sustainability

- The new building elements will be thermally efficient in accordance with current building regulations.
- An electric car charging point is proposed to be installed in the garage.



Photo 4 – Existing void exposed during site works to lay new services.



Photo's 5 & 6 – Existing void fully exposed.

3.0 ACCESS STATEMENT

3.1 Access

- The access from the pedestrian gate on the street to the house front door would not be any different to the existing situation.
- The proposal is to create a covered link between the garage and the house which would significantly improve the access, given that the residents will generally enter and leave the house via the garage.
- As the residents will generally arrive and leave by car, wheelchair access between the garage and the house is currently not feasible, the proposed covered corridor with the mechanical platform would make it possible.
- A bike store is proposed to be located in the existing garage, at the moment, the bikes would need to be carried 26m from the pedestrian gate to the house with a rise of 3.6m over that distance.
- The house is within walking distance from key services and amenities.
- The house is within a controlled parking zone; there is an existing single below garden-level garage accessible from the street.

3.2 Public transport

- The property has a PTAL rating of 3 (moderate).
- Hampstead tube station (Northern Line) is 866m away, Finchley Road and Frognal Station (Overground) is 946m away, buses on Finchley Road are 600m away.

End