

DESIGN & ACCESS STATEMENT REV -



34-38 EVERSOLT STREET
LONDON
NW1 1DA

APRIL 2015

1. THE APPLICATION

- 1.1. Proposed erection of new floor above existing 3 storey part commercial part residential building to create 3 self-contained residential units.

2. SITE LOCATION

- 2.1. The application is for a site on Eversholt Street, London. The plot is approximately 371m². Currently, the site is used for commercial purposes on the ground floor, with residential units above.
- 2.2. The properties on Eversholt Street and the adjacent streets have a wide variety of form and materiality with both modern and traditional detailing and construction methods apparent in the vicinity.
- 2.3. The site is not within a Conservation Area and there are no Listed buildings within the immediate vicinity. The site is positioned such that it forms the end of a parade of shops, which are traditional in their form and scale. Adjacent to the site on the opposite side is the Euston mainline station. Across the road to the east are offices of a larger mass and scale.
- 2.4. The existing building has recently undergone remodeling works for the creation of additional residential units, together with refurbishing the building as a whole. These works were in line with previously approved applications 2010/2940/P & 2011/1283/P.

3. BACKGROUND

- 3.1. Following a meeting with the Hillingdon Council planning officer Jonathon McClue during a formal pre-application advice request, positive feedback was given with reference to the principle of overall proposal, and its feasibility on the site, however there were certain external and internal alterations required to reach a satisfactory proposal.
- 3.2. It was established that there was no objection to adding an additional floor, however the scale and mass would have to be such that it sat comfortably within the site and context.
- 3.3. The scheme submitted at pre-application stage was for 4 self-contained units within a more contemporary mansard extension. As such, it was considered that the overall design of the extension was not in keeping with the context and presented an alien addition to the building. It was suggested that a more traditional mansard form be proposed to the front of the extension with detailing that matched the existing building.

- 3.4. This pre-application advice process has helped refine the final scheme into a proposal that is sympathetic to the immediate neighbours as well as the surrounding area. Various aspects of the design such as the facade treatment, bulk and scale of the proposal have been revised and are discussed in more detail below.

4. DESIGN

- 4.1. The proposal seeks to add an additional floor to the building, which will provide 3 new residential units and increase the overall floor area by 177m². The extension will follow the same footprint as the floor below, and will make use of the existing staircore, which currently leads to the flat roofs.
- 4.2. The overarching design approach to the proposal has been to work within the constraints of the site and propose an extension that sits comfortably within its context. The footprint and layout of the floors below have been used as a starting point to determine the rough extents of the proposed extension and also the internal arrangement of the flats. This footprint has however been scaled back slightly to the front façade to form the mansard roof.

Massing

- 4.3. The proposed building will be 4 storeys high, and so proposes an additional floor to the mass of the existing building throughout the length of the building. This additional floor was considered acceptable during the pre-app stage and so has been retained within this design.
- 4.4. Compared to the existing building line, the proposal is set back from the front in order to reduce the bulk of the new addition. However, towards the rear the footprint of the floor below has been continued up to form the extents of the new flats.
- 4.5. The building currently has a full height staircore that projects above the main parapet line and allows access to the plant room and flat roofs, this parapet height has been retained and carried through for the proposed extension.
- 4.6. Towards the rear of the site, the existing parapet level drops from the staircore level down by approximately 2.6M, and then a further 165mm. This staggering has been retained within the new proposal, and sees the rear portion of the extension drop down by approximately 1.5M from the height of the current staircore. As such, whilst additional mass has been created towards the rear elevation fronting Doric Avenue, it has been kept to a minimum and only looks to continue the existing parapet height of the staircore and provide the minimum internal head height required.
- 4.7. The front mansard form is such that it is set back considerably from the front building line and is set at an angle of 70 degrees, which helps to reduce the bulk of the extension when viewed from the street. It is also partly masked

by the existing angled parapet that stretches from the front parapet wall to the staircore.

Scale

- 4.8. The height and scale of the proposal has been governed by the storey heights of the existing building and more so the existing staircore. As such, the new fourth floor matches the parapet height on the existing building.
- 4.9. With the front portion of the extension being set from the front wall within the mansard, the extents of this top floor will not be seen from the street immediately in front of the building. As such, the scale of the building will appear reduced and less dominant within its setting.

Materiality

- 4.10. The materiality of the existing building is partly traditional and characteristic of the area with masonry used for the main structure, however it has a painted render finish, which is in contrast to the facing brick elevations seen within the vicinity. As such, the proposed scheme will use this as a precedent and propose an extension that will be predominantly a painted render finish.
- 4.11. The mansard roof however will be traditional in style and detailing with plain clay tiles used together with lead flashings where required.

Fenestration

- 4.12. The form and proportion of the proposed fenestration is such that it follows the existing arrangement and order within the elevations. The windows to the front elevation are traditional timber sash opening within a hierarchical order, whilst the side elevation fronting Doric Way features windows that are more contemporary. These other windows are grey powder coated aluminium framed and also include double doors with Juliet balconies.

5. DAYLIGHTING, SUNLIGHT & OVERSHADOWING

- 5.1. The flats themselves are designed such that light is maximised with the living spaces. Typically, there are two units to the front of the building, which are south-west facing. Whilst the unit to the rear is north-east and south-east facing, and is dual aspect with the primary living space being east facing. As such, there will be a good quality of daylight within all the units.
- 5.2. The impact of the proposal upon the units adjacent to the site and the floors below have been considered and as such the internal arrangement and thus layout of the windows are as per the floors below.
- 5.3. Whilst there is a degree of overlooking into the amenity spaces below, the overlooking into the units themselves have been eliminated by the orientation of

the windows, which direct views away from the adjacent units. It is also thought that as the existing units have minor areas of the overlooking, the proposed extension will not create any additional overlooking issues.

- 5.4. An additional externally commissioned Daylight and Sunlight Report has been prepared by Syntegra Consulting to supplement the application and demonstrates that the scheme complies with all statutory requirements.

6. TRANSPORT & PARKING

- 6.1. The property is currently a car free development and it is envisaged that this will continue as the site is rated 6b under the PTAL rating, and so will provide the residents with an excellent level of accessibility
- 6.2. There is currently a cycle storage space provided to the side elevation along Doric Way, with one space per unit. This storage area is currently large enough to accommodate 3 additional bicycles, as such allows adequate provision to the new units.
- 6.3. There is also a cycle hire stand on Doric Way immediately adjacent to the site, which again offer residents a high level of accessibility.

7. ACCESS

- 7.1. The access to the site and building remains unchanged as part of the proposal. The existing staircore will be utilised as it currently serves the roof level and the new proposed extension.

8. REFUSE STORAGE PROVISION

- 8.1. The refuse store is located externally adjacent to the main entrance and cycle storage area. Again, this storage area is currently above capacity and as such can accommodate the additional refuse demands by the 3 new flats.

9. LIFETIMES HOMES

- 9.1. The internal layout of the new extension has been designed to provide ample circulation space and room sizes to meet the Lifetime Homes Standard. The following checklist presents the compliance or justification against the 16 criteria requirements:

- 9.1.1. Parking – No parking space are provided on site.

- 9.1.2. Approach to dwelling from parking – No parking space are provided on site.
- 9.1.3. Approach to all entrances – The exiting main entrance to building is via a short flight of external stairs due to the level constraints of the building.
- 9.1.4. Entrances - The main entrance is illuminated with undercroft lighting. There is a level landing and threshold with a single entrance door, achieving a minimum clear opening of 800mm. There is weather protection with the entrance being under a small canopy.
- 9.1.5. Communal stairs and lifts - Common stairs have a max rise of 170mm and min going of 250mm. Handrails are 900mm above the pitch line and extend 300mm beyond the top and bottom step. The step nosings are from a contrasting material and risers are not open. A lift is not provided within the building.
- 9.1.6. Internal doorways and hallways - All new internal doorways and hallways comply with the minimum width requirements. Internal doors have a minimum clear width of 750mm increasing to 900mm where the approach is not head on. Communal doors have a clear width of 800mm increasing to 825mm where an approach is not straight-on. Communal doorways also have minimum nibs of 300mm.
- 9.1.7. Circulation space – The units are not wheelchair accessible.
- 9.1.8. Entrance level living space - All the units are designed as single level accommodation, although are only accessible by stairs.
- 9.1.9. Potential for entrance level bed-space - All the units are designed as single level accommodation, although are only accessible by stairs.
- 9.1.10. Entrance level WC and shower drainage - All the units are designed as single level accommodation, although are only accessible by stairs, with the WC meeting the required specifications. The centreline of the WC is at least 400mm away from the adjacent wall with a clear space of 1100mm in front of the WC.
- 9.1.11. WC and bathroom walls - All the walls within the units will be capable of installing and supporting grab rails
- 9.1.12. Stairs and potential through-floor lift in dwellings - There is no common lift within the building and so through lifts will not possible.
- 9.1.13. Potential for fitting hoists and bedroom/bathroom relationship - The structure above the main bedroom and other areas within

the flat are capable of supporting hoists, however the units themselves are only accessible by stairs.

- 9.1.14. Bathrooms - All bathrooms meet the required specifications of clear zones. The centreline of the WC is at least 400mm away from the adjacent wall with a clear space of 1100mm in front of the WC. The basin has a clear approach 700mm wide and extending 1100mm from the bowl. The bath has a clear zone 1100mm long and 700mm wide alongside the bath.
- 9.1.15. Glazing and window handle heights - All living spaces have adequate fenestration to allow residents to have a line of sight out when in a seated position. Opening lights are all approachable and usable by a wide range of people.
- 9.1.16. Location of service controls - All service controls including power points and other sockets will be located between 450mm and 1200mm from the finished floor level.

10. AFFORDABLE HOUSING & SECTION 106

- 10.1. It can be confirmed that the developers are willing to enter into a Section 106 Agreement for the proposal for whichever designations that proposal falls under.

11. CONCLUSIONS

- 11.1. The proposal is seen to be a reasonable development on a plot of this scale and within the area. The proposal looks to make use of potential extension areas within the site and boost the housing unit supply within the borough.
- 11.2. The scheme is of a contemporary design yet contains traditional qualities, and reflects the materiality of the existing properties within the immediate context. The proposal has also been designed to be sympathetic to the immediate neighbouring properties with the building lines and key dimensions respectful of its context.
- 11.3. This application is the result of a positive dialogue with the planning officers, and addresses the issues raised on the previous scheme during the pre-application advice stage. As such, a scheme has been proposed that does not exceed the suggested scale or massing but looks to maximise the internal configuration and provide a suitable modern level of accommodation within a reasonable building. Thus, it is felt that the proposal at 34-38 Eversholt Street is of an acceptable standard and we look forward to working with the planners on this scheme to facilitate a favourable decision.