DESIGN & ACCESS STATEMENT (REV D)

For the demolition of the existing building and the construction of a 3 storey residential building with ancillary structure at 252 Finchley Road, NW3 7AA, London.

Douglas and King Architects

148-150 Curtain Road, London EC2A 3AR
+ 44 (020) 7613 1395 / info@douglasandking.com
www.douglasandking.com

1.0 CONTENTS

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1.1 INTRODUCTION

This planning application follows pre-application advice provided by the Council, reference 2014/7283/PRE.

This sloping plot is occupied by an early 20th Century masonry building that has been altered and extended in a very adhoc and uncoordinated manner over the years. The property is divided into 3 dwellings and had fallen into disrepair.

The immediate neighbour to the South East is the Grade 2 listed St Andrews United Reform Church. As part of the deign process discussions have taken place between the Architects and the Church in order to carefully consider the setting of the historic fabric.

The town planning history includes a refusal for development with a subsequent dismissed appeal.
A complete review of the original proposal has been undertaken and a new scheme developed that addresses the reasons for the appeal dismissal.

Section 2 of this document sets the scene by reviewing the context of the property.

Section 3 and 4 looks at the current proposal and explains how it differs from previous submissions. Discussed in this section are the reasons outlined in previous planning refusals and looks at how this proposal is designed to address them.

Sections 5 review the two reasons for the refusal outline din the appeal decision.

Sections 6,7,8 and 9 review other key aspects of the design including approach to accommodation standards, lifetime homes, sustainability and minimising disruption through construction management.

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Aeral view of the site location

THE SITE: 252 FINCHLEY ROAD

No. 252 Finchley Road was designed as a large detached house in an Arts and Crafts style with a bay window, and was erected in the early 20th century, before the outbreak of World War One. The house, which later became known as White Lodge survives today, with some later additions. Planning permission was obtained in about 1955 for the conversion of the property into three flats but the work was not carried out.

The existing building at 252 Finchley Road has been heavily altered, and this has distorted and significantly reduced what minor architectural merit it originally had. It does not now have any notable aesthetic merit.

Area of Hampstead

London borough of Camden

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Local map of developments and transport

FINCHLEY ROAD

Finchley Road is a major thoroughfare of North London. The road begins at St. Johns Wood Tube Station and goes North through Swiss Cottage, Hampstead and Golders Green and finishes at the North Circular Road. The most commercial part of the road is between Swiss Cottage Tube Station and the O² Centre, which is just South of the site.

The O² Centre is a vibrant retail and leisure destination providing great shopping and entertainment seven days a week. It contains a Vue cinema, cafes and restaurants, fashion retail, Virgin Active Gym and a Sainsbury's. For this reason it is a social hub on Finchley Road.

LOCAL DEVELOPMENTS ON FINCHLEY ROAD

1. 264 - 270 (2009/1354/P)

2. 234 (2007/6329/P)

3. 232 (2006/5654/P)

4. 226 (2010/1508/P)

5. 224 (2011/5390/P)

6. 214 (2011/1426/P)

TRANSPORT

The site is extremely accessible through public transport links. The closest Underground Stations are Finchley Road and Hampstead. Finchley Road and Frognal Overground is the closest station to the site which is located on the diagram. Main bus routes are on Finchley Road and West End Lane.

- Finchley Road and Frognal Overground
- Bus Stops

LISTED BUILDINGS

The Borough of Camden contains many listed buildings. There are two locally which consist of the Presbyterian Church of St Andrew which is neighbouring the site, and Emmanuel Church Lyncroft Gardens which are both Grade II Listed.

1. Emmanuel Church Lyncroft Gardens, NW6 1JU

2. St Andrews United Reformed Church, NW3 2DY

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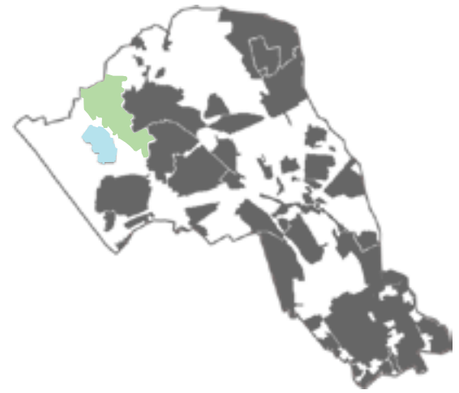
Local map showing the conservation area

CONSERVATION AREAS AND LISTED BUILDINGS

The site sits between two conservation areas. Redington Frognal Conservation Area to the North was designated in June 1985 and consists of Victorian and Edwardian architecture.

West End Green Conservation Area to the South, which has special character and seeks to define that character.



KEY

- The site
- Reddington Frognal
- West end green
- Listed Buildings

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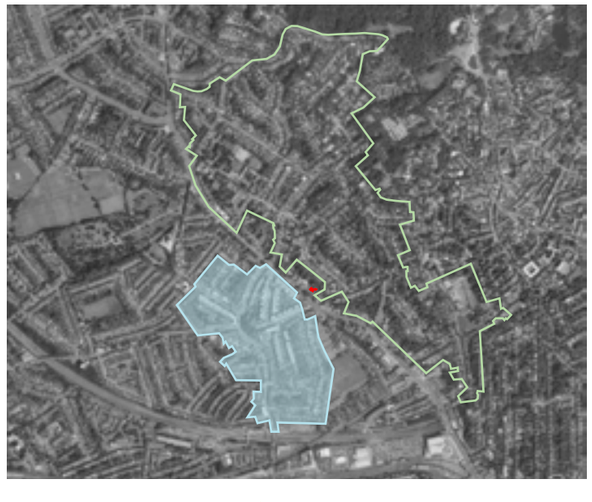
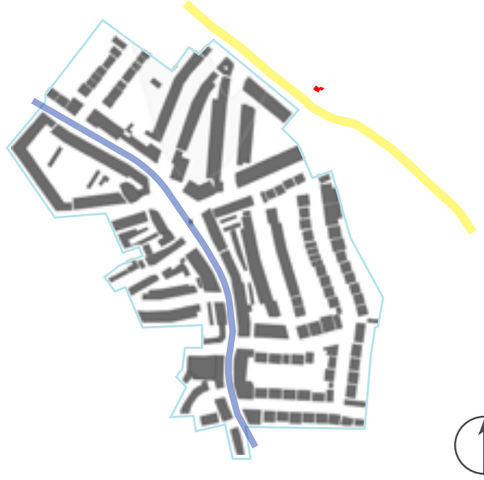
REDINGTON FROGNAL CONSERVATION AREA

Redington Frognal Conservation Area was originally designated in June 1985, and was described as “an exceptional example of consistently distinguished Victorian and Edwardian architecture”. Later, extensions to the conservation area were made, which included many properties on Finchley Road in order to “Safeguard its special character and to ensure that future proposals preserve and enhance the character of the Conservation Area”. The boundary of Redington Frognal Conservation Area marginally excludes 252 - 270 Finchley Road. However, due to the site 252 Finchley Road neighbouring St Andrews United Reformed Church, a grade II listed building, it is important careful consideration to the Conservation Area and listed building is taken.

The Conservation Area appraisal describes the St Andrews Church in ‘coursed, snecked rusticated rubble with Bath stone dressings and slated roofs it forms an entrance to the conservation area’, when referring to Sub Area 7. The proposed development will positively enhance the character and appearance of the Redington/Frognal Conservation Area. It will replace a compromised existing building by a building of greater architectural quality that is consistent in style and appearance with many buildings in the conservation area. It will, in overall design, materials and detailing, complement the conservation area.





WEST END GREEN CONSERVATION AREA

West End Green is a London village running along the spine of the West End Lane. The Lane rises and links Kilburn to Hampstead. The village character has been absorbed but not erased by the expansion of central London from the south, and by Hampstead from the north and east during the late nineteenth and early twentieth century. The growth from tiny village to metropolitan suburb has resulted in a very homogeneous piece of Victorian and Edwardian domestic architecture and planning. The public buildings support the community and provide landmarks.
These include a church, synagogue, library, primary school and fire station.

The West End Green Conservation Area has a certain character that is centred upon the ‘spine’ of the curving West End Lane, providing a busy route and shopping core. To the east and west of the Lane, the side streets are lined with predominantly red brick houses and mansion blocks. It is considered that, because the boundary of the West End Green Conservation Area does not run along Finchley Road opposite the site of 252 Finchley Road, the relationship between the site and the West End Green Conservation Area is marginal. The development of that site will therefore have little effect on the character and appearance of the West End Green Conservation Area conservation area.

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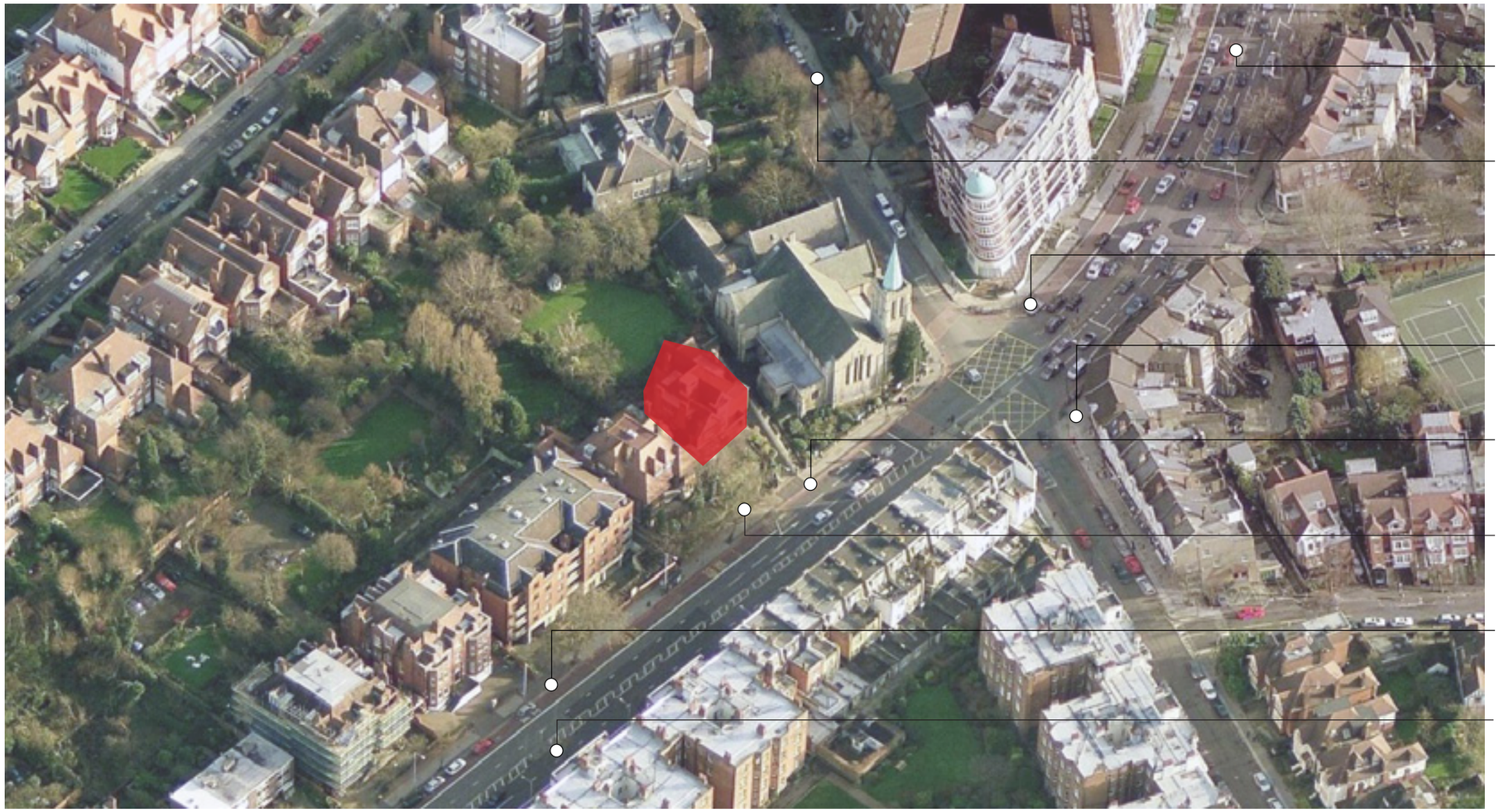

1. View from Finchley Road looking up the hll towards the site

2. View from Frognal Lane looking towards the site

3. View of the site from the junction of Finchley Road and Frognal Lane

4. View towards the site from the junction of Finchley Road and West End Lane

5. View facing North of Finchley Road

6. View facing South of Finchley Road

7. View looking South of Finchley Road

8. View facing the site from the North of Finchley Road

Aerial view of the site

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1. View from Finchley Road looking towards the site

2. View from Frognal Lane looking towards the site

3. View from the junction of Frognal Lane

4. View towards the site from the junction of West End Lane

5. View facing North of Finchley Road

6. View facing South of Finchley Road

7. View looking South of Finchley Road

8. View facing the site from the North of Finchley Road

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254 FINCHELY ROAD
A stand alone building current use of residential apartments.

252 FINCHELY ROAD
Neighbouring the church is a existing residential.

ST ANDREWS CHURCH
On the corner of Finchely road and frognal lane, regular services are held at this church.

254 Finchley Road

252 Finchley Road

St. Andrews Church

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Brick construction on with occasional white render.
Clay roof tiles.

Red leicestershire brick.
Masonry construction with various different types of brick.
White render finish in the centre.
Clay roof tiling.

Stone masonry construction with copper roofing on the spire.

Tiled roofing on the rest of the church.

Lead roof and stain glassed windows.

Similarities in width and height of the roofs.

254 Finchley Road

252 Finchley Road

St. Andrews Church

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Site photos reflecting the local context

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Axonometric visual of the proposal

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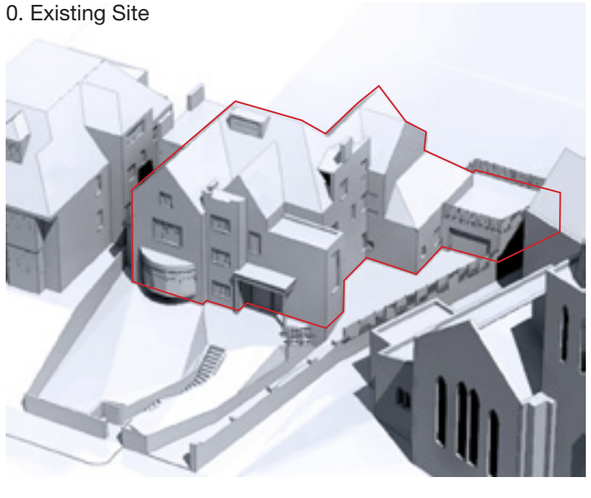
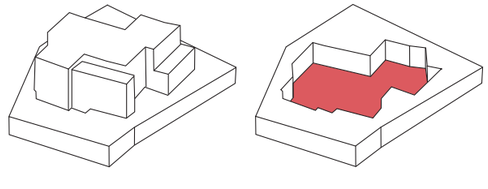
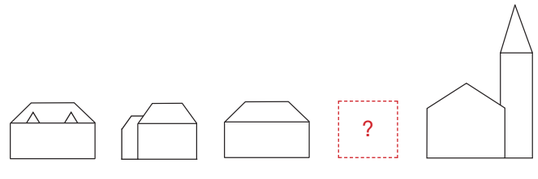
0. Existing Site



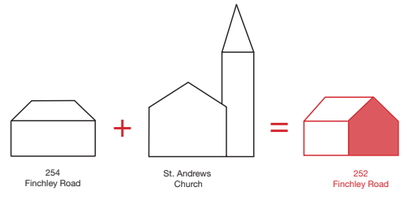
1. Site evaluation:
Existing building is to be demolished and new site is prepared.



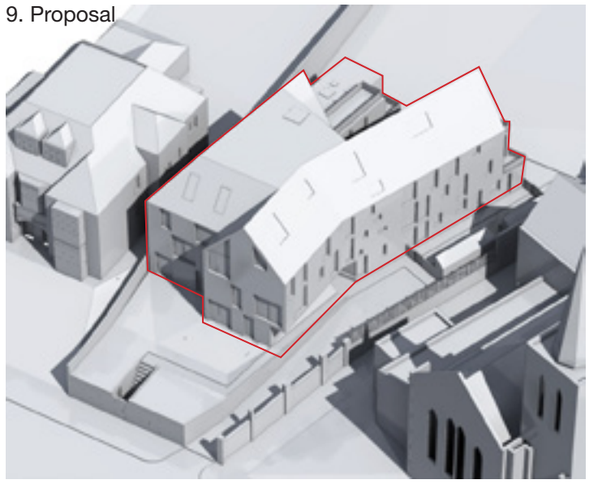
2. Environmental evaluation:
The design process starts with learning about the Finchley Road nature and its urban fabric. Set of analytical stages is being concluded in order to properly response to the local context.



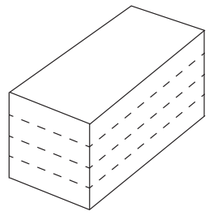
3. Establishing design principles:
After recognising the facts about the site context, design approach is established- respecting the neighbouring sites and responding to their styles by creating an architectural response in a form of a transition between them.



9. Proposal

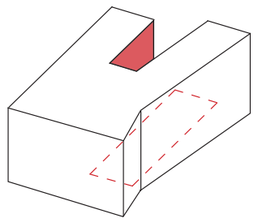


4. Stage A: Optimising the volume



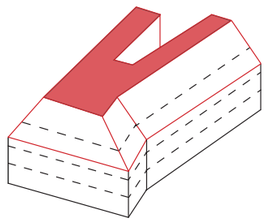
The volume is set to maximise floor space. First Design stage goes for full 3 storey building.

5. Stage B: Garden aspect



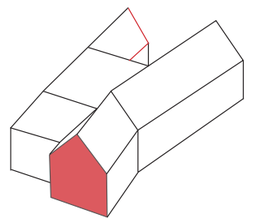
In order to find the right architectural response for the building, design incorporates the most valuable aspect of the site, the garden. Proposed volume opens toward the green space.

6. Stage C: Volume adjustment



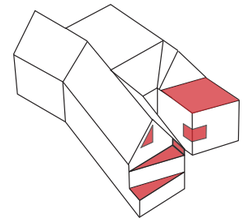
Stage C is a response to the existing fabric and context of Finchley Road.
Roof is shaped in a way to match neighbouring buildings height and style.
This step was finished by concluding necessary VLC and daylight studies.

7. Stage D: Facade adjustment



In order to find the buildings identity within the existing context, several facade studies are concluded. Simplified focal point is created on the elevation of Finchley Road, based on creating a transition aspect between the St. Andrews Church and neighbouring residential buildings.

8. Stage C: Detail response



Back Elevation design is driven by respecting the overlooking aspect of the Church and minimise overshadowing of the neighbouring building. Openings and terraces are created to enhance the garden view of the site and open that elevation towards the green space.

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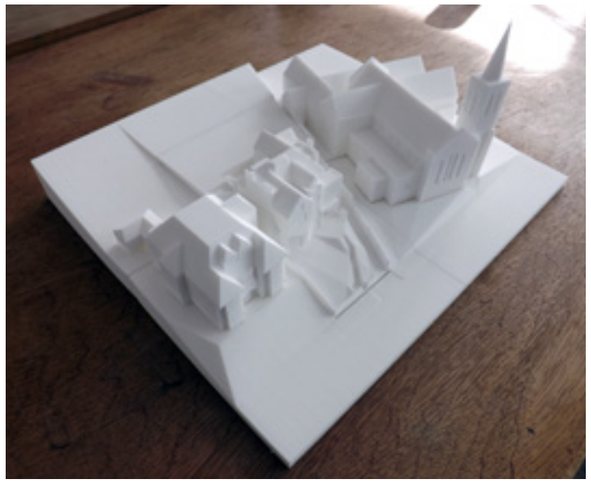

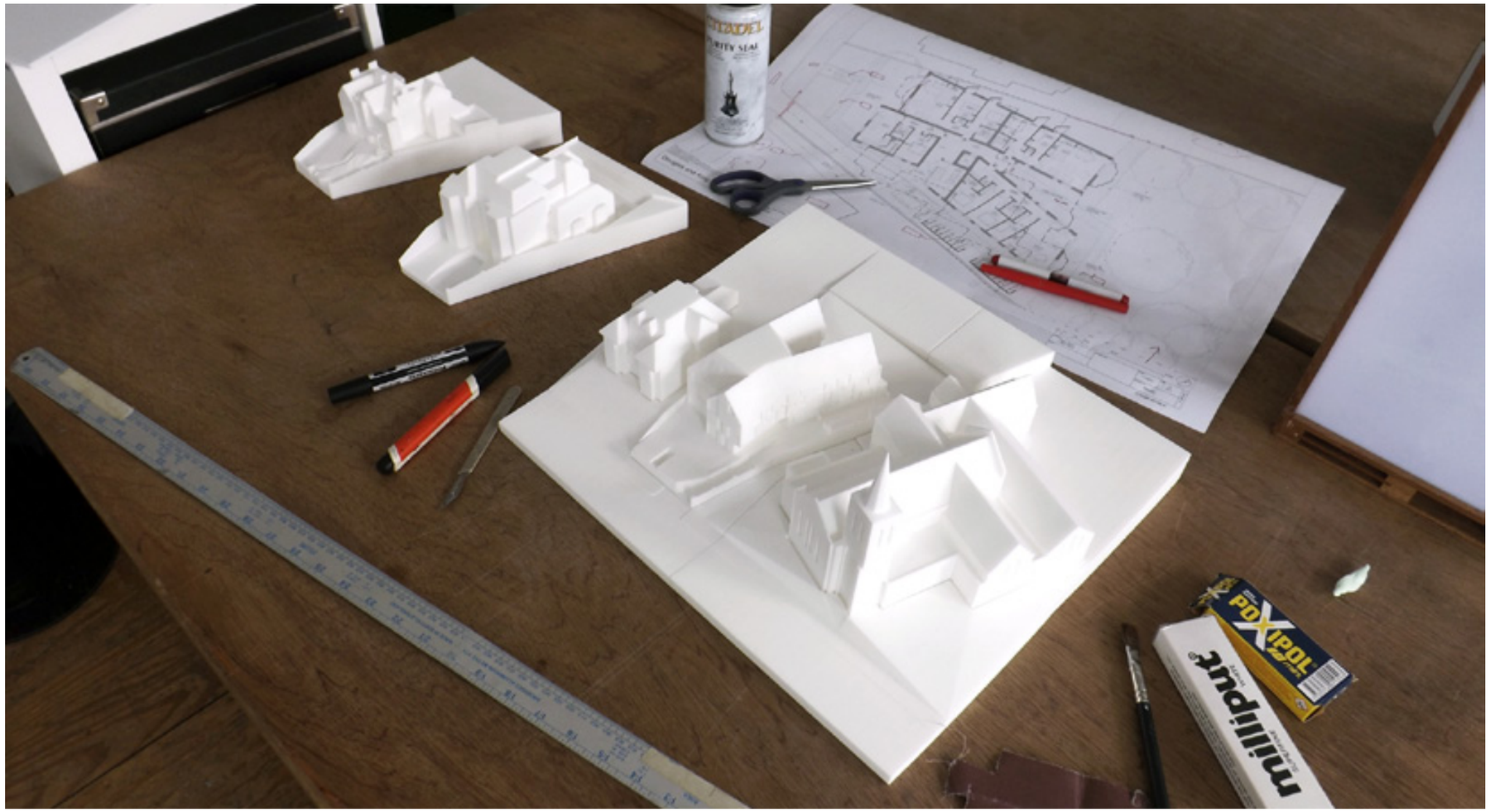

Model constructed in order to test the mass and volume of the proposal, respecting the neighbouring sites

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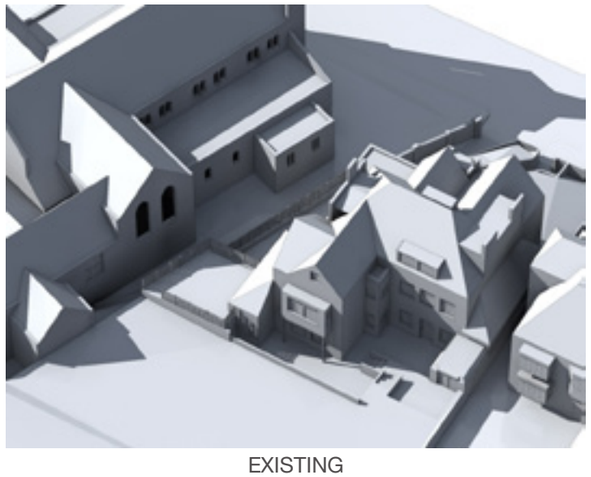

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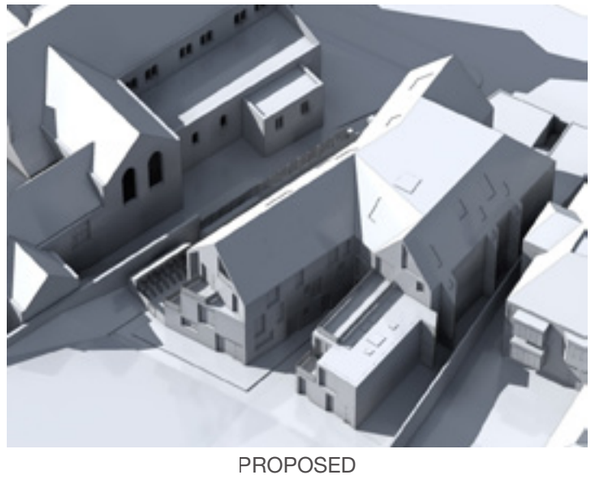
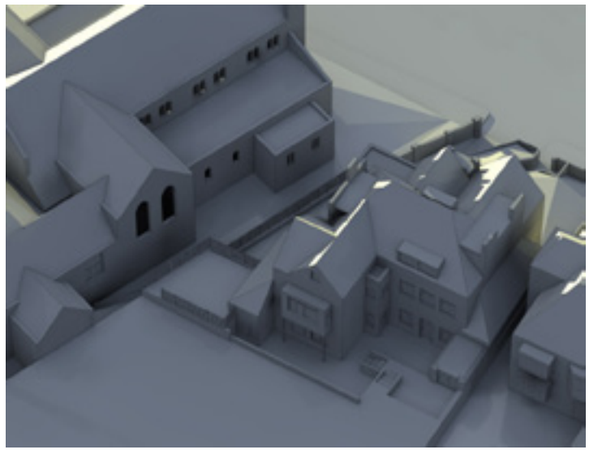


PROPOSED

Summer solstice sun evaluation date/time:
June @ 09:00



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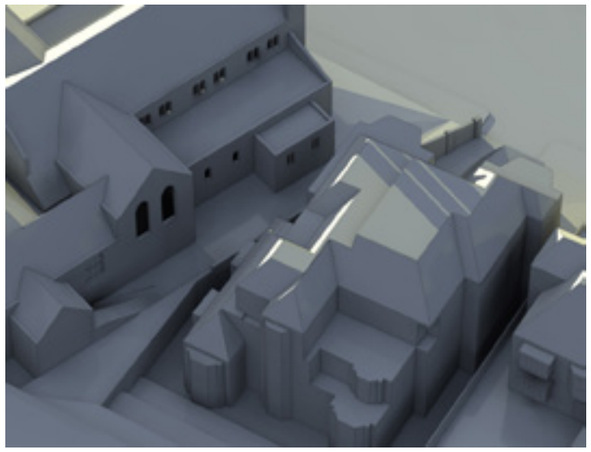

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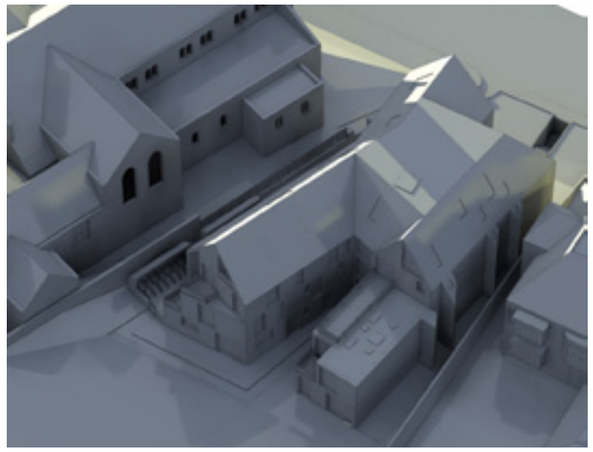

PROPOSED

Winter solstice sun evaluation date/time:
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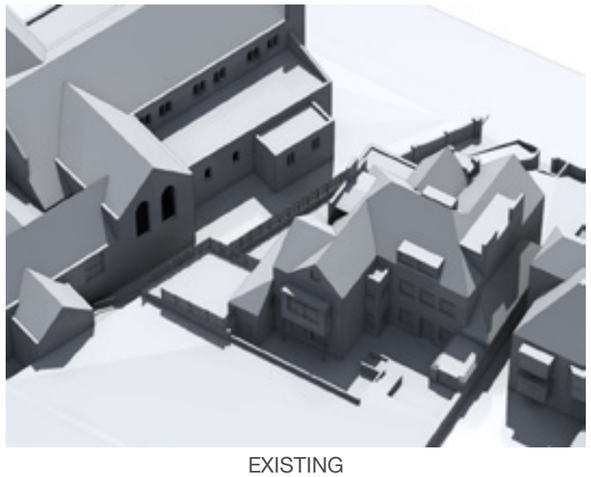

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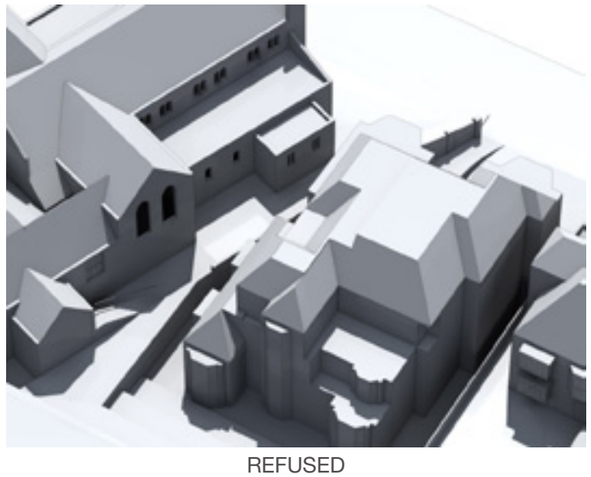

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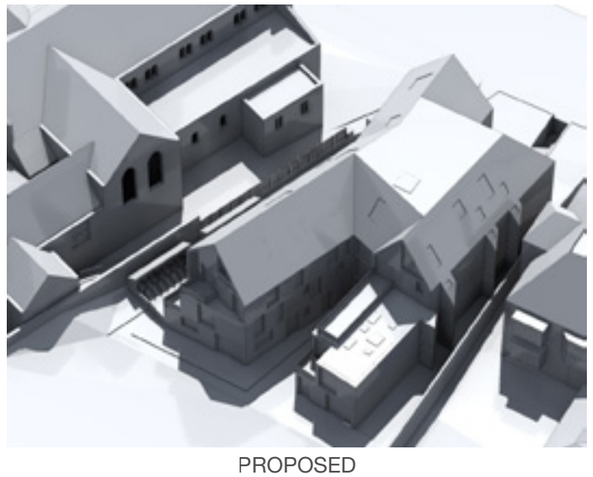

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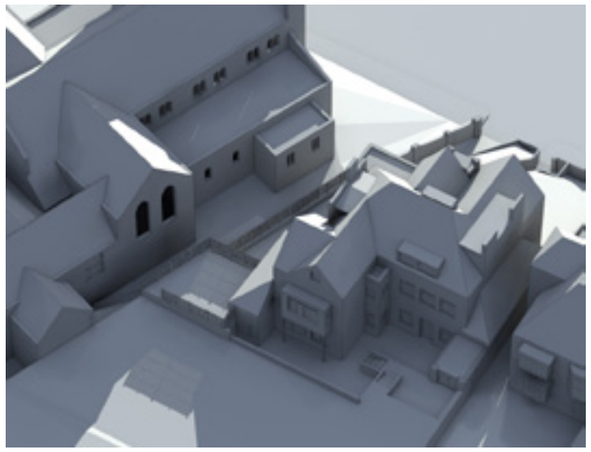

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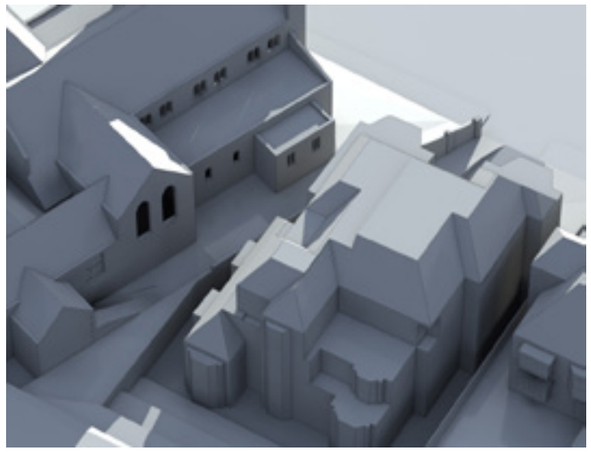

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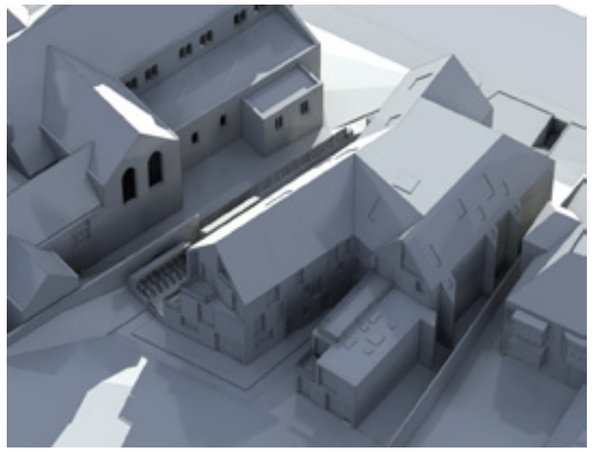

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December @ 13:00

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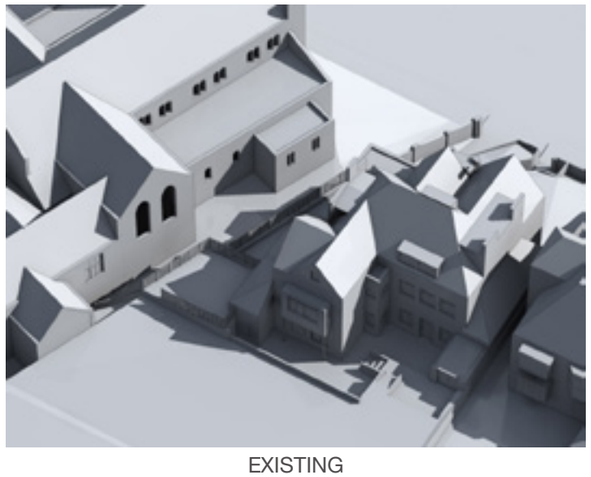

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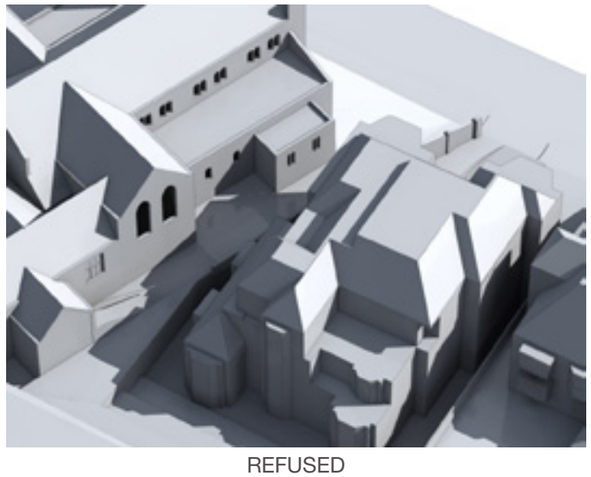

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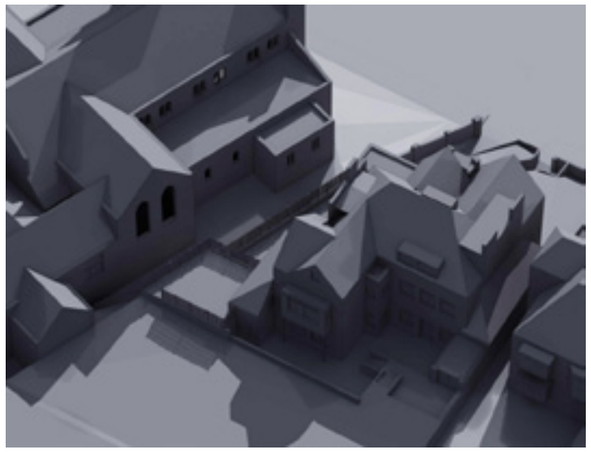

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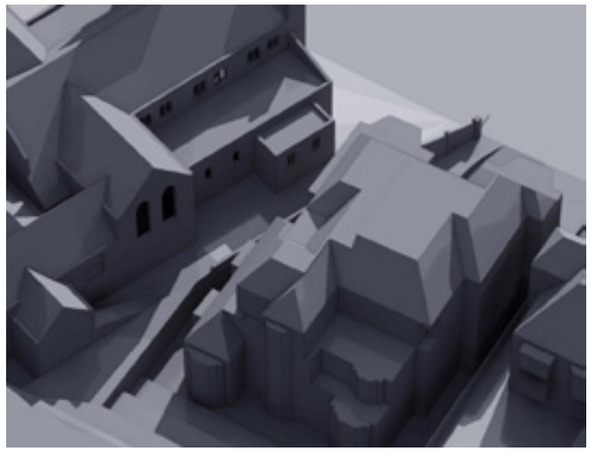

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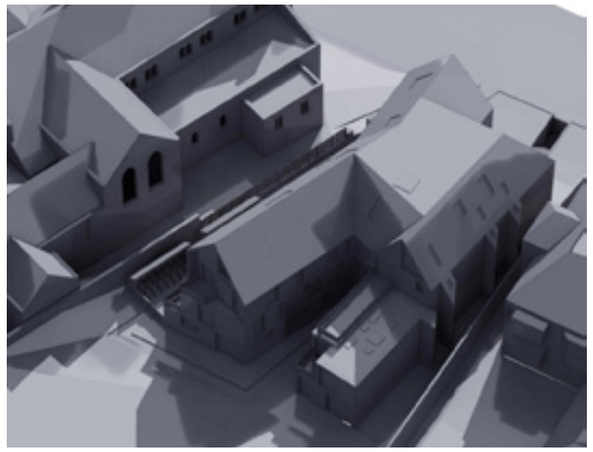

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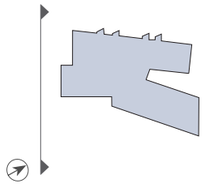

254 Finchley Road — 252 Finchley Road — St. Andrews Church

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St. Andrews Church — 252 Finchley Road — 254 Finchley Road

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Finchley Road

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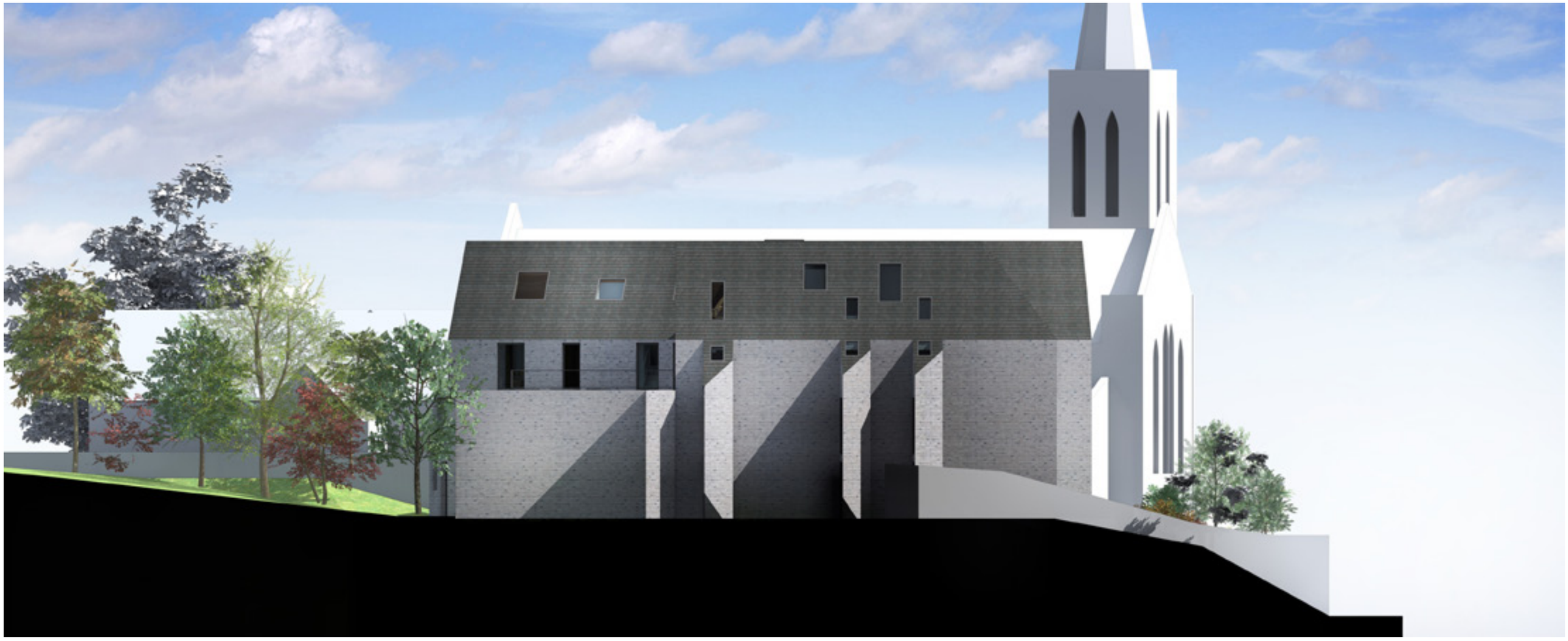

252 Finchley Road

Finchley Road

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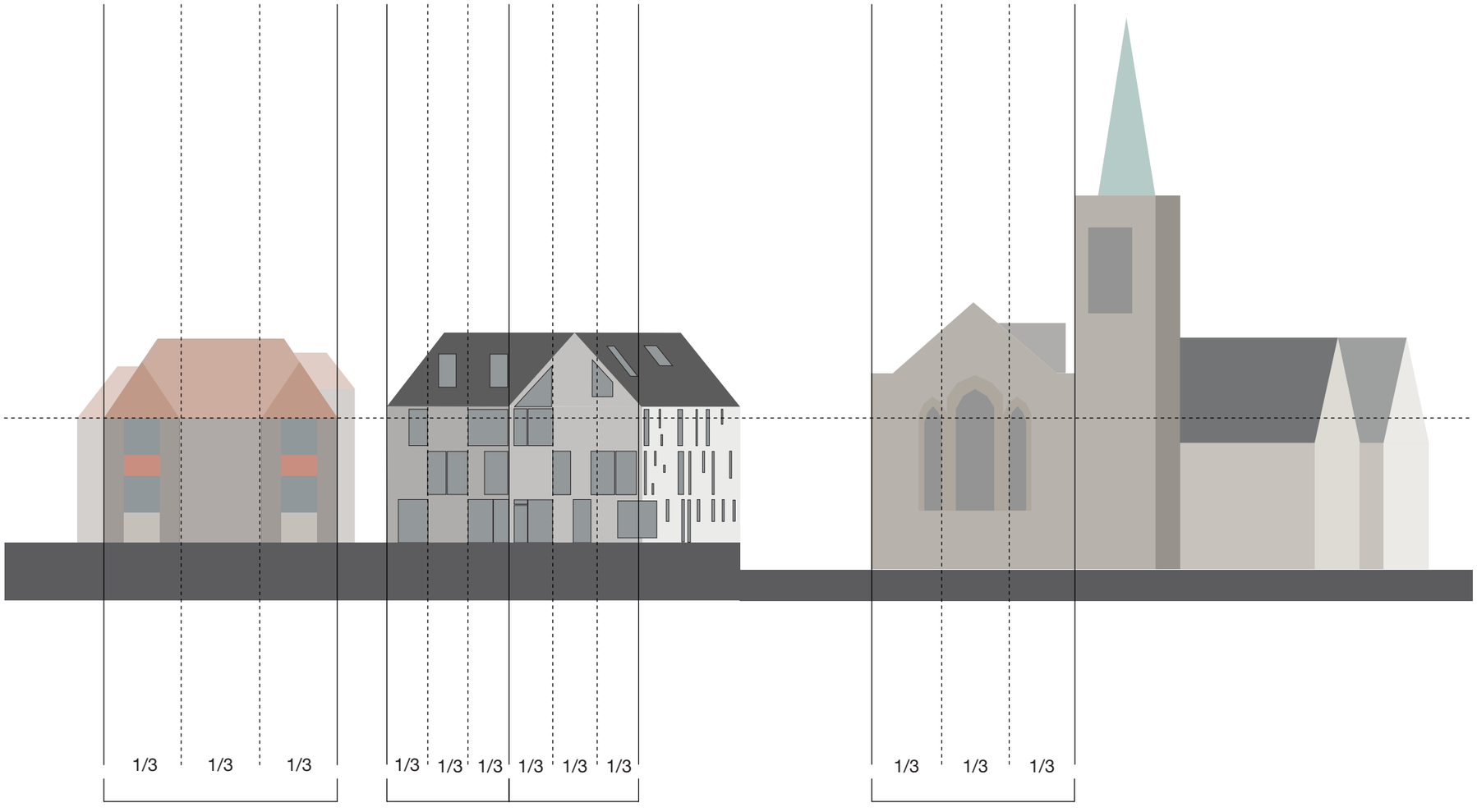

The elevation of the proposal has been designed with consideration to the proportions of the neighbouring facades. Both 254 Finchley Road and St Andrews Church have distinct pattern grid lines, dividing the facades into 3. Analysis of the neighbouring buildings have produced a grid that can be used to create the proportions of the proposal in context.

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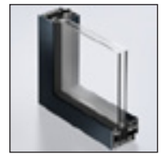
Axonometric visual of the proposal

Several material studies and structural solutions were concluded in order to create a transition between the red bricks used in the residential buildings and the grey stone used in St Andrews Church. To ensure that the proposed building acts as a neutral surrounding for the Church, the material choice proves suitable as the colour and texture do not impact the significance of the aesthetic heritage St Andrews Church.

It was important to choose materials that would not have a detrimental effect to the reflection of light on the Stained Glass Windows. The existing roof at 252 Finchley road is dark slate, therefore by matching this in the proposed design, it can be assumed that the reflections of the building material will not be different to the current situation.

Slate tiles : Traditional roofing material, specifically selected to reflect the character of neighbouring Church.

Elevational brick: Mixed light and dark grey bricks- colour is to complement the masonry walls of the Church.



Black aluminium windows:
Double and triple glazed to secure levels of acoustic and insulation control. The Style of the windows should math the roof lights and Juliette balconies .

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5.0 PLANNING HISTORY: PREVIOUS PLANNING APPLICATIONS (BY OTHERS)

A big part of the design process was to understand the history of the site and previous applications that were aiming to re-develop this site. Thorough analysis of those documents gave us an understanding of problems and reasons why those applications were unsuccessful.

Chapter 5 of this Design and Access statement is focusing on the planning history of the site and finding answers to the issues risen in previous applications.

Ground Floor (2009/2916/P)

PLANNING APPLICATION: 2009/2916/P

18 September 2009

Erection of a 5-storey building with basement car park to provide 14x self-contained flats (5x 1-bedroom flats; 5x 2-bedroom flats; 3x 3-bedroom flats; 1x 4-bedroom flat) following the demolition of the existing building (3 flats).

REFUSAL REASONS OVERVIEW:
Increased parking issues, overlooking issues, impact on local traffic during construction, pressure on educational facilities, sustainability issues, unaccessible to wheelchair users, acoustics, workforce/resources/services not sourced locally.

Ground Floor (2010/6836/P)

PLANNING APPLICATION: 2010/6836/P

24 March 2011

24 March 2011
Erection of a 5-storey building with basement car park to provide 14x self-contained flats (5x 1-bedroom flats; 5x 2-bedroom flats; 3x 3-bedroom flats; 1x 4-bedroom flat) following the demolition of the existing building (3 flats).

REFUSAL REASONS OVERVIEW:
Excavation affecting ground conditions/stability of neighbouring structures, issues with form of design, affordable housing issues, impact on local traffic during construction, increased parking issues, sustainability issues, pressure on educational facilities/employment.

Finchley Road Elevation (2010/6836/P)

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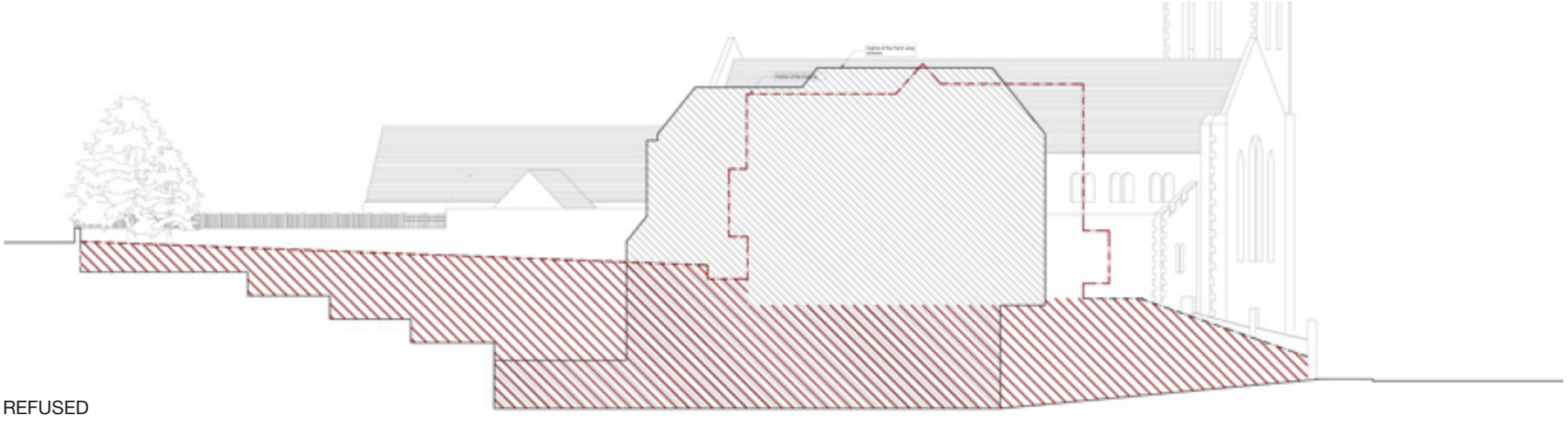
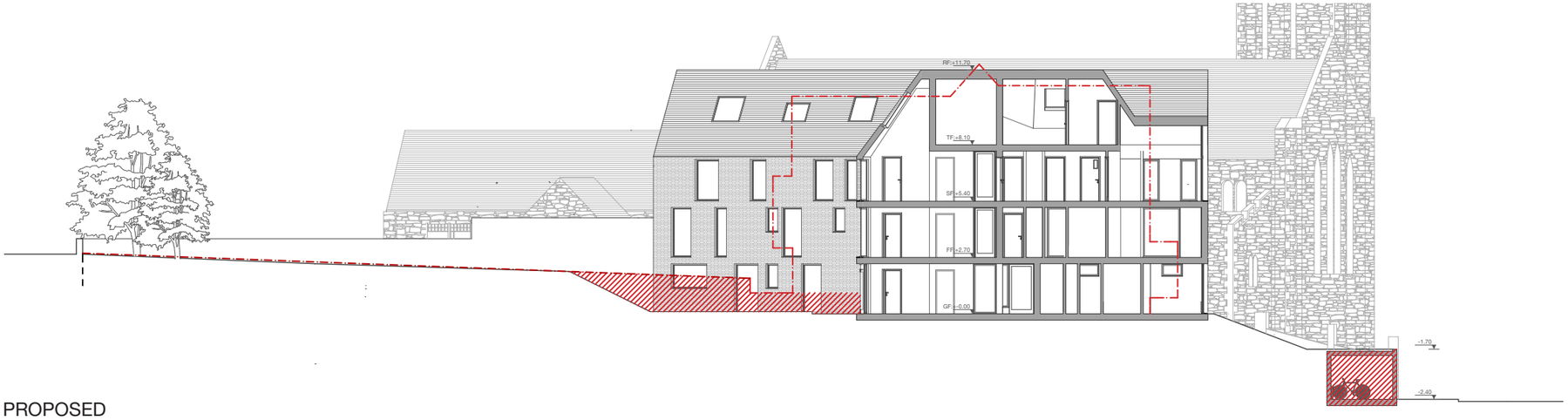


REFUSED



PROPOSED

GROUND EXCAVATION

'The applicant has failed to demonstrate that the site is capable of supporting the development without serious adverse consequences... result(ing) in harm to the existing ground conditions and the structural stability of neighbouring sites and properties, and that it would not have an adverse effect on the water environment or neighbour amenity'
2010/6836/P

The refused developments proposed to excavate a substantial amount of land in order to make their design feasible. The reason for this was because the design added two extra storeys below the existing ground level. This was problematic as it put the neighbouring buildings at risk in terms of stability.
As seen from the plan and section comparisons, our scheme proposes to excavate a lot less land as it is maintaining the existing ground level and a basement is not proposed.

STRUCTURAL AND HYDRO GEOLOGICAL IMPACT

The second issue that was raised in the refusal for the appeal of 252 Finchley Road was:

b) whether there has been a satisfactory demonstration that the development would not have adverse structural and hydrogeological consequences.

The reason for this was because there was a lack of assessments of the schemes impact on flooding, drainage, groundwater conditions and structural stability.

A large amount of excavation was required in this proposal, which could have had adverse structural or hydrogeological implications. The appeal decision states that permission would only be granted for development that does not cause harm to the built environment, and does not result in flooding or ground stability.

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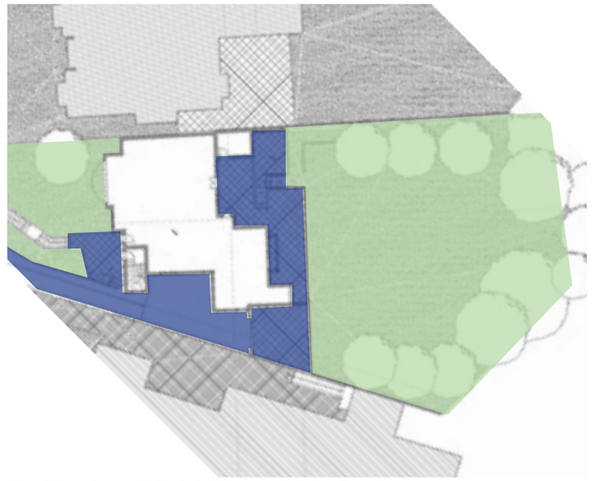
PROPOSED FLOOR PLAN - REMOVED/PROPOSED SOFT LANDSCAPING



EXISTING HARD/SOFT LANDSCAPING

PROPOSED HARD/SOFT LANDSCAPING

In the development of the scheme, the footprint of the existing building is changing and in turn, the landscaping in the surroundings. Minor areas of soft landscaping are being replaced with the footprint of the building, however in the new proposal, alternative areas are being provided with soft landscaping.

In total, 40 m^2 is being added to the soft landscaped area. This is an improvement to the existing development, as it reduces chances of flash flooding and is beneficial towards the environment.

- Soft Landscaping (grass)
- Hard Landscaping (paving)
- Removed Soft Landscaping
- Added Soft Landscaping

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A party wall agreement for the erection of a protection barrier will be signed with the neighbours in order to protect the integrity of the stained glass during the construction.

Before starting the excavation for the foundation, micro piling works will be done along the boundary walls with the Church and 254 Finchley Road, in order to prevent any damage to the structure of the buildings.

For further informations regarding the construction process please read the ‘Construction Management Plan’ attached in the appendix.

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Photo of St. Andrews Church

There was an appeal made against the refusal to grant planning permission for the second application, reference 2010/6836/P.

Appeal Ref: APP/X5210/A/11/2160566

The appeal was dismissed for two main reasons. The first was that:

a) the effect the proposal would have on the character and appearance of the area and the character and special interest of the neighbouring listed building of St Andrew's United Reformed Church;

Neighbouring the site is a listed building that is located within the Redington/Frognal Conservation Area. A key issue was the additional mass of the proposed structure reducing day light received by the windows of the Church. It was also stated that there was insufficient evidence to understand the potential impact of the proposal on the significance of the heritage asset.

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HISTORY OF ST ANDREWS CHURCH

The only listed building in the vicinity of 252 Finchley Road is the Presbyterian Church Of St Andrew, Finchley Road, listed on 14 May 1974 at Grade II.

By the turn of the 20th century the population of the area was growing rapidly, and it was reported that many of them were Presbyterians that needed a new place of worship. The site, on the corner of Finchley Road, was sufficient for a church, lecture hall, classrooms and other accommodation needed for a congregation.

The Church was erected from 1902 - 1903 in the style of late Gothic.

HERITAGE SIGNIFICANCE

The listed Church and the two conservation areas are 'designated heritage assets'. The unlisted buildings within the conservation area that contribute to its heritage significance are 'undesignated heritage assets'. 'Significance' is defined in the NPPF as 'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic'

The listed Church and the unlisted buildings of any discernible historical quality within the conservation area help to illustrate in a meaningful way the evolution of this part of London. These older buildings, the historic urban grain and the area generally throughout the 19th and 20th centuries is highly illustrative of how our towns and cities changed in that period. It tells us about the transformation of the older city the expansion of London into new suburbs during the 19th century, and about social change and lifestyles in various periods. More specifically, St Andrew's Church tells us about religious practice in Hampstead, about nonconformism and its demographic characteristics in the area, about the organisation and growth of the Presbyterian Church, and about the nature of its congregation. In terms of English Heritage's 'Conservation Principles' the building by means of its fabric, design and appearance and notwithstanding the changes that may have occurred, communicate information about its past.

CHARACTER AND APPEARANCE

The Church is located to the South-East of the Site 252 Finchley Road, although it is at the address of the perpendicular road Frognal Lane. In spite of this, the footprint of the Church is set forward on Finchley Road from the other buildings on the street.

St Andrews Church is of a rusticated rubble with Bath stone dressings and a slated roof. The north-west facade contains a number of stained glass windows. One of these would appear to be a substantial element in the significance of the listed building; a First World War memorial by the Scottish artist Douglas Strachan.

AESTHETIC SIGNIFICANCE

St Andrews Church is a listed building and therefore has 'special architectural and historic interest'. The interest and significance is located in its internal and external appearance, with particular emphasis to the street. It is also located in its planimetric and volumetric qualities and in its decorative features. Although there have been some changes made to the church over the years, the aesthetic significance is largely intact.

The existing building at 252 Finchley Road has been heavily altered, and this has distorted and significantly reduced what minor architectural merit it originally had. It does not now have any notable aesthetic merit.

THE NATIONAL PLANNING POLICY FRAMEWORK

The NPPF (Paragraph 128/131) says that:
In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

In determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive Contribution to local character and distinctiveness.

With this application great care has been taken to prevent any loss of amenity to the neighbouring historic fabric of the Church and 254 Finchley Road. Particular attention has been given to preserving the presence of the Stained Glass Window.

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HISTORY OF THE STAINED GLASS WINDOW

As with many other Protestant churches, St. Andrew's was not constructed with stained glass. Windows were inserted later into the structure by various donors over a period of years.

After the First World War, a memorial of a stained glass window was to be erected in the north transept of the Church 'in honour of our members sacrificed in the war'. It is called Sacrifice. The designer and craft man responsible for installing the window was one of Britian's foremost stained glass artists, Dr Douglas Strachan of Edinburgh.

In The Journal of Stained Glass, it was said that 'there is probably no British stained glass artist who could match Strachan's ability to 'draw' with lead.' Strachan often made his windows in panels of pure colour which were then defined by areas of silvery white. His subjects come alive through swirling shapes in the glass and his use of rich colours especially blues, purples and greens, as well as oranges and reds.

Other London churches and institutions commissioned Strachan to design glass for them, however all were destroyed by enemy bombing action during the Blitz. The windows at St Andrew's are the only surviving Strachan windows in London.

THE SITE: 252 FINCHLEY ROAD

STAINED GLASS WINDOW OF ST ANDREWS CHURCH

It is important that consideration is taken when designing the proposal for 252 Finchley Road, in that the final scheme does not prove detrimental towards the stained glass windows in any way. This involves protection during the construction process in order to prevent physical damage to the windows. The amount of light reaching the stained glass windows on the north western side of the church will have to be insignificant enough to ensure the quality of the windows are not comprised

The glass will continue to be capable of appreciation and enjoyment, and will continue to play its part in the overall significance of the church.

There are many instances, such as in City churches, where stained glass is present in walls with other large buildings immediately adjacent, but where the significance of the glass remains appreciable. Some examples are The eastern windows to St James Church Piccadilly, St Botolph in Aldgate, St Michael Cornhill near Bank,St Magnus the Martyr Church near London Bridge,St Ethelburga's Centre close to the Gherkin and many others. However, it is extremely important the proposed building remains neutral, to ensure the significance of the church is not compromised.

The proposed scheme will marginally reduce the amount of light reaching the windows, but that reduction, of itself, does not transform the circumstances of the stained glass and the listed church. Sufficient light from the north will continue to pass through the windows to allow them to be appreciated and their significance to be understood and enjoyed. The proposed scheme therefore does not cause any significant harm to the heritage significance of the stained glass windows. This glass, and the many other installations of Strachan's glass (see Appendix C), will continue to form part of the larger body of stained glass work throughout the country.

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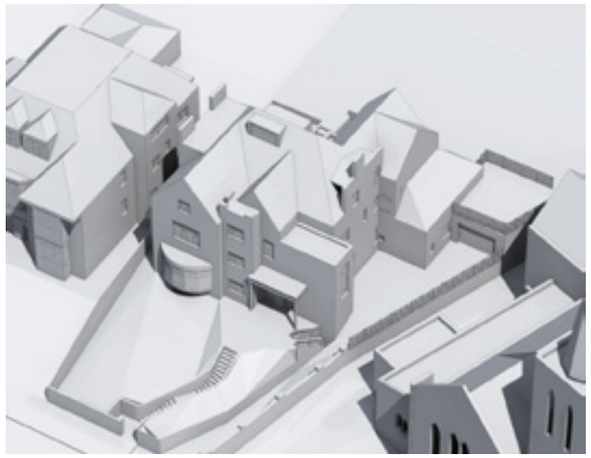
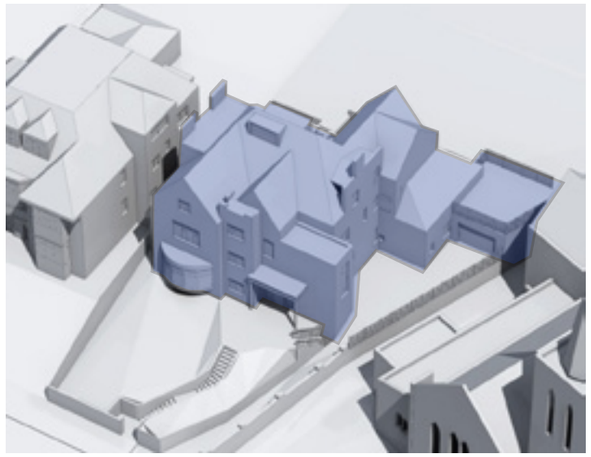
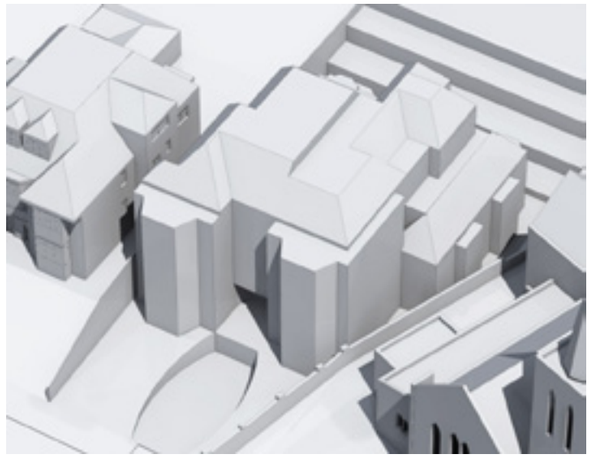
EXISTING



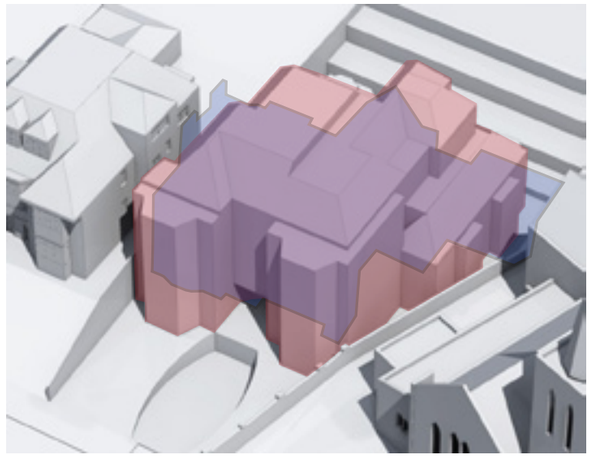
VOLUME EXISTING BUILDING = 2176 m^3



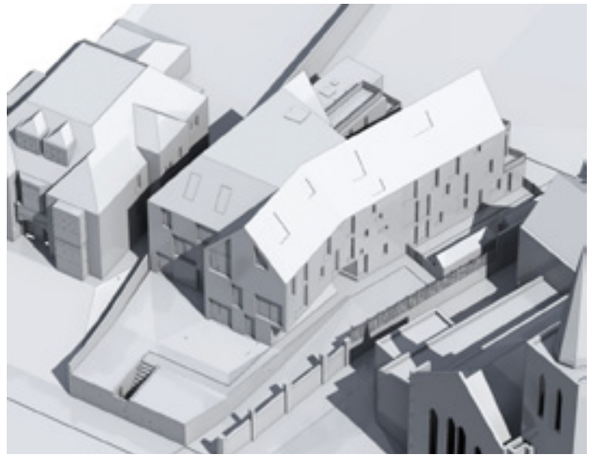
REFUSED PLANNING



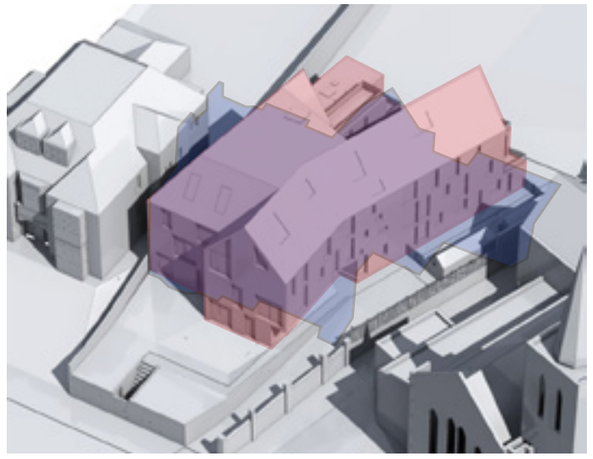
VOLUME PARRITT LENG SCHEME = 4252 m^3



PROPOSED



VOLUME PROPOSAL = 2925 m^3



PLANNING ISSUE:

'The proposed building is considered to be unacceptable by reason of its height, bulk, mass and detailed design and the relationship that it has with the other buildings in the group of which it forms a part' 2010/6836/P

The existing building at 252 Finchley Road has an existing volume or 2176m^3. The volume of the scheme we are proposing is only 749m^3 more than the existing, at a total of 2925m^3. This is a big contrast to the refused scheme, which was almost double that of the existing.

In the diagrams below, it is clear to see that the volume is increased towards the front and rear of the site. This is to make sure that a reasonable distance is kept between the proposal and the Church boundary.

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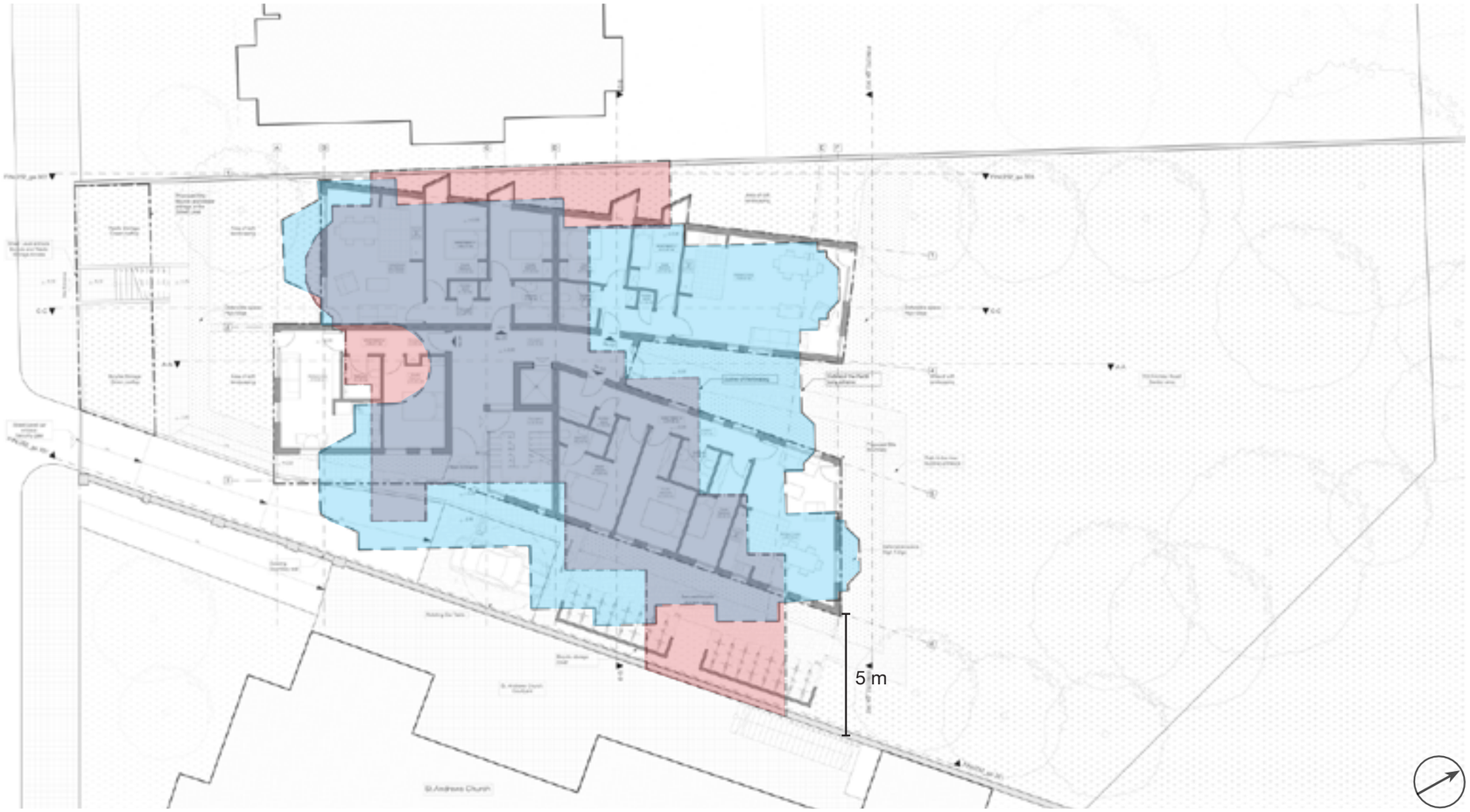

Proposed plan marked with the existing building and refused planning

PLANNING ISSUES:

The proposed terraces/balconies at rear 2nd and 3rd floor levels would enable direct overlooking into habitable room windows to the rear of no. 254 Finchley Road, resulting in a detrimental loss of privacy' 2009/2916/P

'The applicant has failed to demonstrate that the site is capable of supporting the development without serious adverse consequences... result(ing) in harm to the existing ground conditions and the structural stability of neighbouring sites and properties, and that it would not have an adverse effect on the water environment or neighbour amenity' 2010/6836/P

Reasons for refusal of the previous planning applications consist of potential problems regarding the neighbouring properties, as the refused schemes proposed to build up to the boundary of both.

The overall distances of the proposal from the neighbouring plots are greater than that of the existing building and the refused planning application.

Due to this, there is less risk of harming the stability of the neighbouring structures, and overlooking issues are less significant.

The footprints of the existing building, the refused planning application are:

Key & Area
- Existing building = 284m^2
- Refused planning = 390m^2
- Proposal = 340m^2

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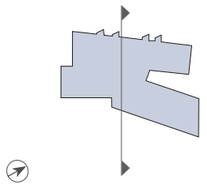
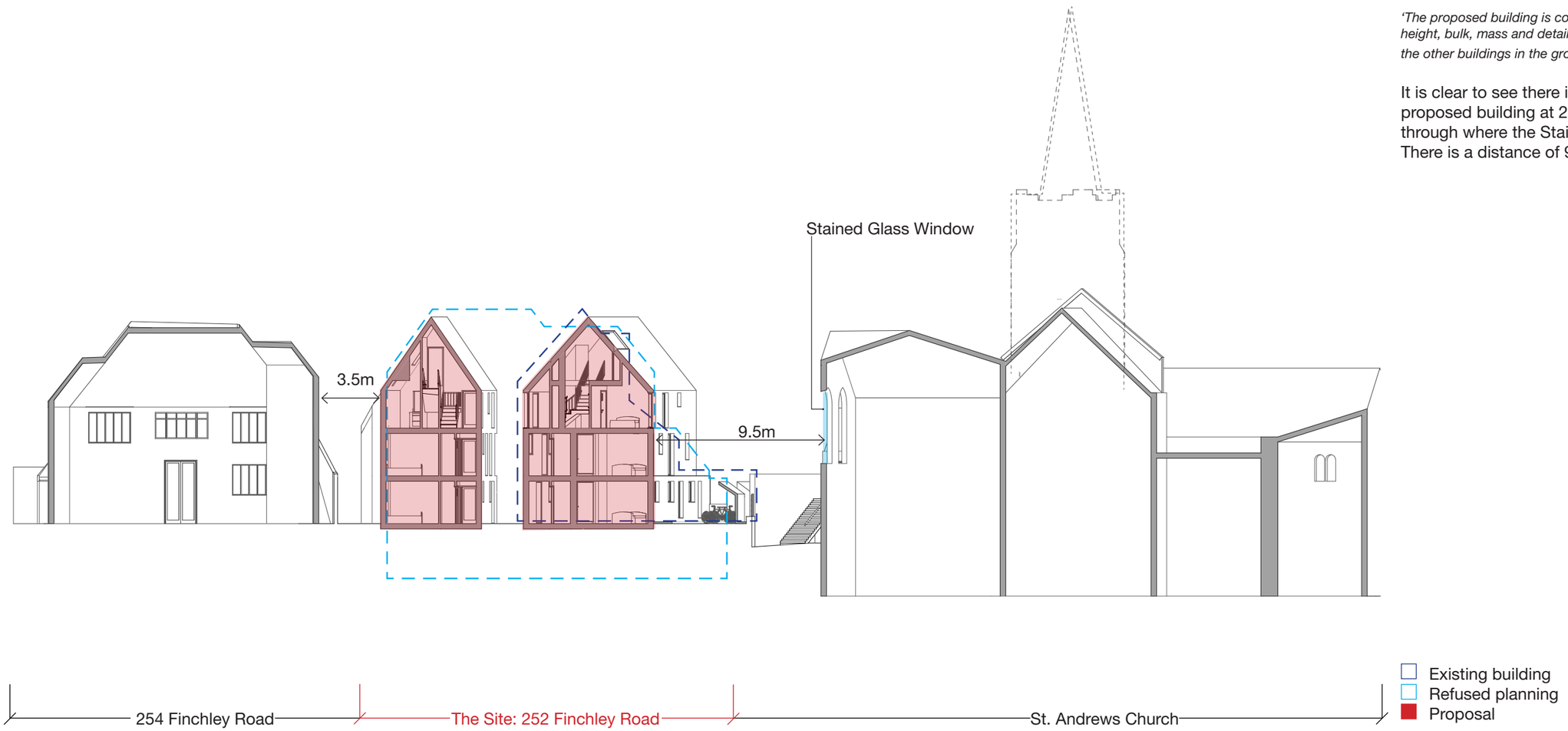


6.5 DISTANCE FROM NEIGHBOURING BUILDINGS - SECTION

PLANNING ISSUE:

'The proposed building is considered to be unacceptable by reason of its height, bulk, mass and detailed design and the relationship that it has with the other buildings in the group of which it forms a part' 2010/6836/P

It is clear to see there is sufficient distance between proposed building at 252 and the church, in a section taken through where the Stained Glass Window is positioned. There is a distance of 9.5m at this point.



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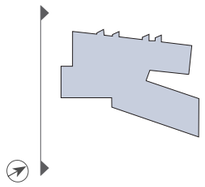

PLANNING ISSUE:

'The proposed building is considered to be unacceptable by reason of its height, bulk, mass and detailed design and the relationship that it has with the other buildings in the group of which it forms a part' 2010/6836/P

The front facade of the building demonstrates another example of the substantial distance kept between the proposal and the neighbouring buildings. The height of the building does not exceed that of the existing.

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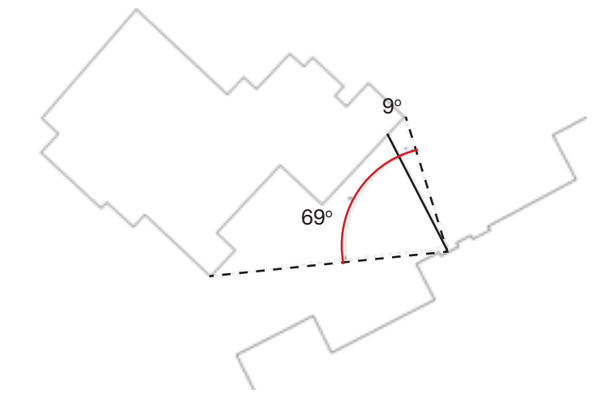
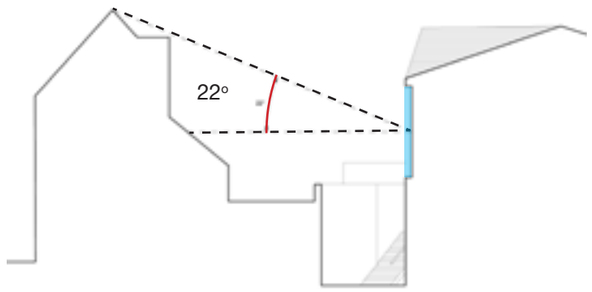
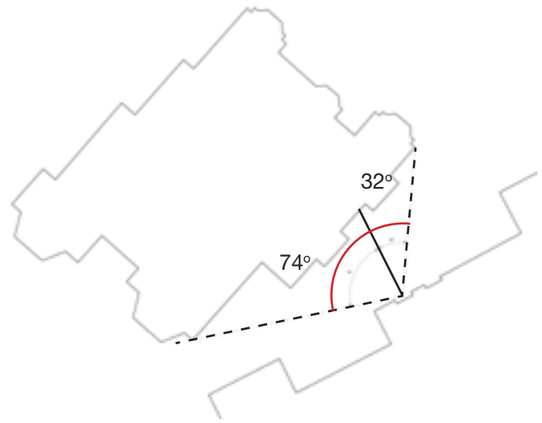
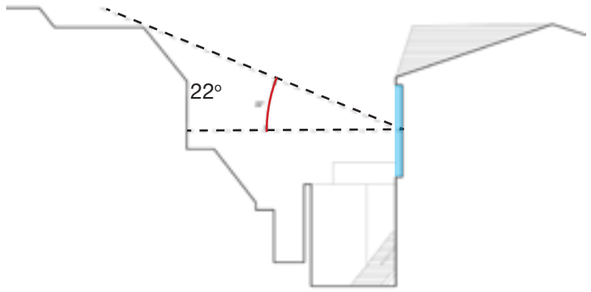
EXISTING VSC = 33.4% (>27%)



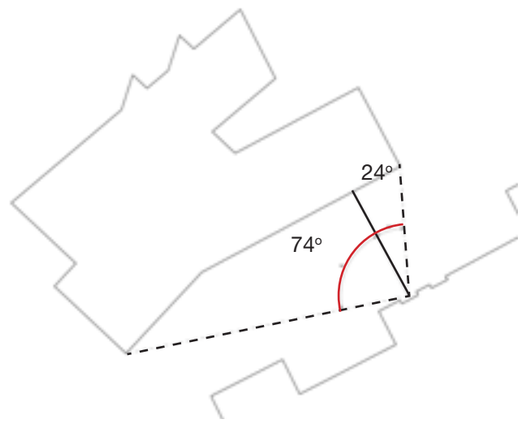


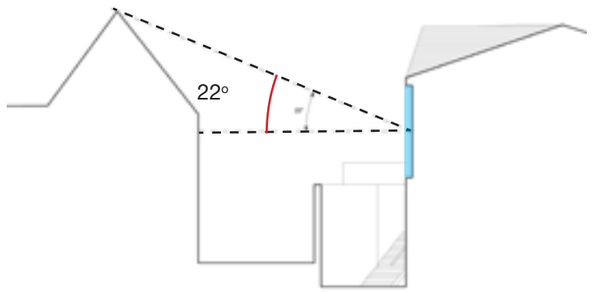
REFUSED SCHEME VSC = 31.0% (>27%)





PROPOSED VSC = 32.0% (>27%)





Vertical Sky Component calculation methodology is defined in BRE Report 209.

The BRE Guidelines suggest that for a space to be adequately day lit, the window should achieve, or be within 4m measured horizontally of a point, with a Vertical Sky Component greater than 27%. This is the equivalent of an infinite obstruction at 25 degrees above the horizon.

With these analysis we are showing that the amount of daylight getting through the stained glass windows of St. Andrews Church is not going to be affected by the construction of the proposal.

It shows that the value of the VSC calculated for the Stained Glass Windows in the existing situation is 33.4%, and it would reduce light by a minor amount of 1.4% with the construction of the proposal.

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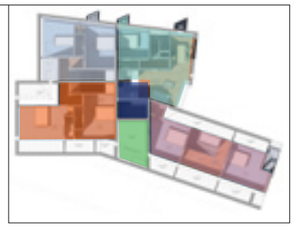
Exploded axonometry of the proposal

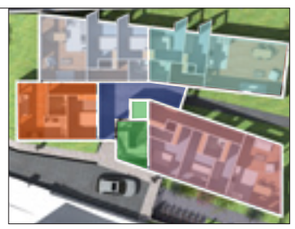
Third Floor



Second Floor

First Floor

Ground Floor



The proposed Residential development will be 3 Storey building (G+3) that contains 12 high quality apartments:

- Two 1 bedroom apartment (approx.45m^2)
- Five 2 bedroom apartments (approx. 60m^2 each)
- Two 3 bedroom apartments (approx. 85m^2 each)
- Three 4 bedroom apartments (approx. 90m^2 each)

The proposed Gross Internal Floor Areas are:

Ground Floor	(GIA):	299.8 m^2
First Floor	(GIA):	277.4 m^2
Second Floor	(GIA):	228.9 m^2
Third Floor	(GIA):	165.3 m^2

Total: 933.9 m^2 (10.050 SQFT)

The proposed apartment Gross Internal Areas are:

Flat no.1	(2 Bed)	62.31 m^2
Flat no.2	(2 Bed)	70.40 m^2
Flat no.3	(3 Bed)	87.06 m^2
Flat no.4	(1 Bed)	42.51 m^2
Flat no.5	(2 Bed)	62.31 m^2
Flat no.6	(2 Bed)	66.54 m^2
Flat no.7	(3 Bed)	82.54 m^2
Flat no.8	(2 Bed)	66.00 m^2
Flat no.9	(Duplex,4 Bed)	91.51 m^2
Flat no.10	(Duplex,1 Bed)	73.40 m^2
Flat no.11	(Duplex,4 Bed)	124.03 m^2
Flat no.12	(Duplex,4 Bed)	105.31 m^2

Note: All floor areas meet the standards of the Mayor of London Design Guide

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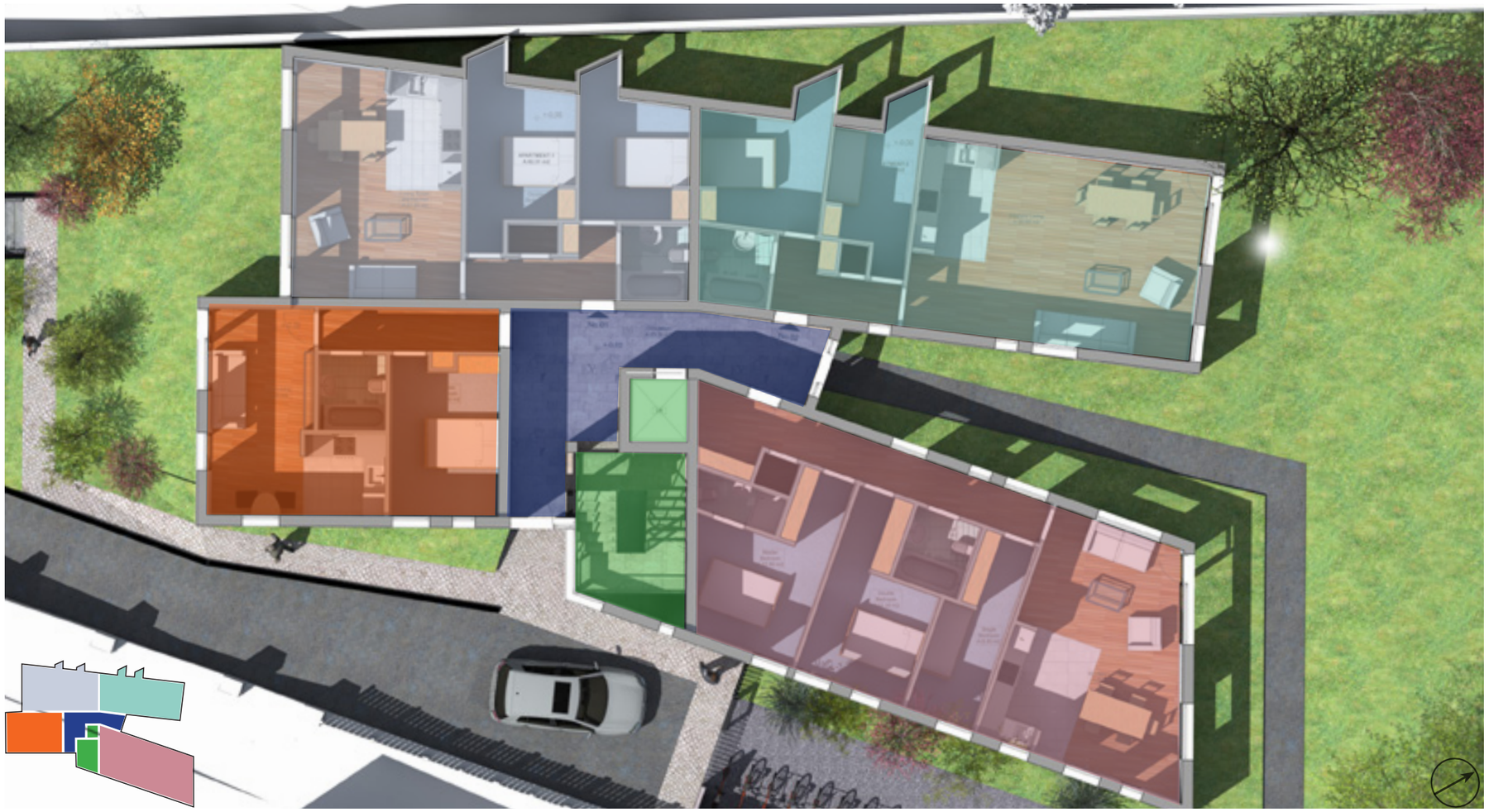
7.1 GROUND FLOOR



Ground floor- visual layout

	GROUND FLOOR - GROSS INTERNAL AREA:	299.8 m^2
	FLAT 1 (2 Bedroom):	62.31m^2
	Circulation:	5.70m^2
	Kitchen/Living:	27.5.00m^2
	Double Bedroom 1:	12.00m^2
	Double Bedroom 2:	10.00m^2
	Bathroom:	3.60m^2
	Ancillary space:	1.00m^2
	FLAT 2 (2 Bedroom):	70.40m^2
	Entrance/Corridor:	4.78m^2
	Kitchen/Living:	39.00m^2
	Double Bedroom:	11.00m^2
	Single Bedroom:	8.30m^2
	Bathroom:	3.80m^2
	FLAT 3 (3 Bedrooms):	87.06m^2
	Entrance/Corridor:	12.40m^2
	Kitchen/Living:	29.70m^2
	Master Bedroom:	12.80m^2
	Double Bedroom:	12.30m^2
	Single Bedroom:	8.80m^2
	Master Bathroom:	2.40m^2
	Bathroom:	3.60m^2
	Ancillary Space:	1.00m^2
	FLAT 4 (1 Bedroom):	42.51m^2
	Entrance/Corridor:	5.50m^2
	Kitchen/Living:	19.50m^2
	Double Bedroom:	12.00m^2
	Bathroom:	3.60m^2
	MAIN CIRCULATION:	23.10m^2
	CORE CIRCULATION:	12.10m^2

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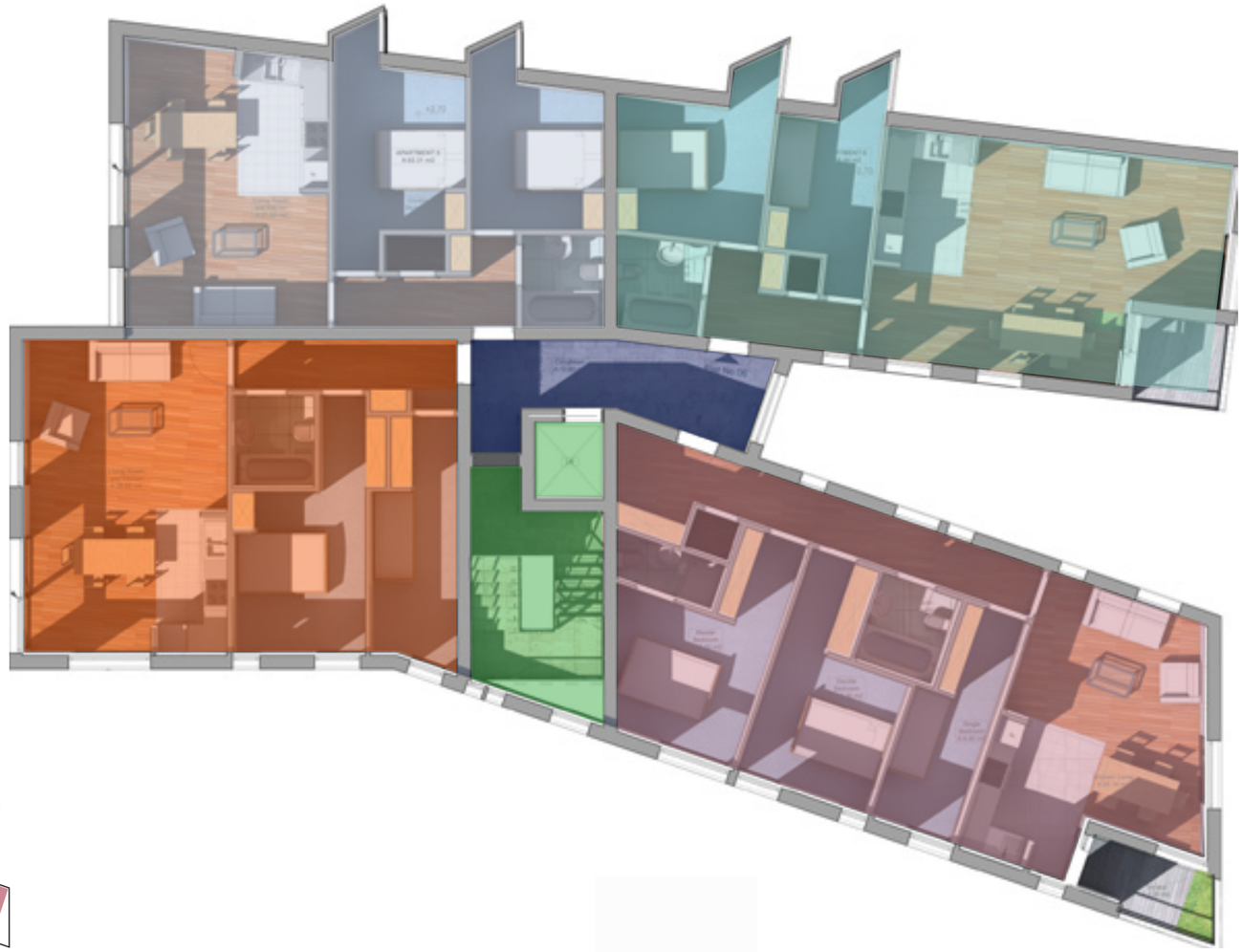
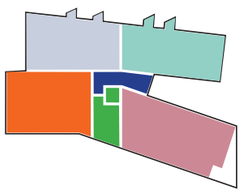
7.2 FIRST FLOOR





First floor- visual layout

FIRST FLOOR - GROSS INTERNAL AREA:	277.4 m²
FLAT 5 (2 Bedroom):	62.31m²
Entrance:	5.70m²
Kitchen/Living:	27.00m²
Double Bedroom 1:	12.00m²
Double Bedroom 2:	10.00m²
Bathroom:	3.60m²
Ancillary Space:	1.00m²
FLAT 6 (2 Bedroom):	66.54m²
Entrance/Corridor:	4.77m²
Kitchen/Living:	27.00m²
Double Bedroom:	11.00m²
Single Bedroom:	8.30m²
Bathroom:	3.80m²
Ancillary space:	1.00m²
FLAT 7 (3 Bedroom):	82.54m²
Entrance/Corridor:	12.40m²
Kitchen/Living:	25.10m²
Master Bedroom:	12.80m²
Double Bedroom:	12.30m²
Single Bedroom:	8.80m²
Bathroom :	3.63m²
Ensuite:	2.40m²
FLAT 8 (2 Bedroom):	66.00m²
Entrance/Corridor:	5.30m²
Kitchen/Living:	30.90m²
Double Bedroom:	13.10m²
Single Bedroom :	9.50m²
Bathroom:	3.60m²

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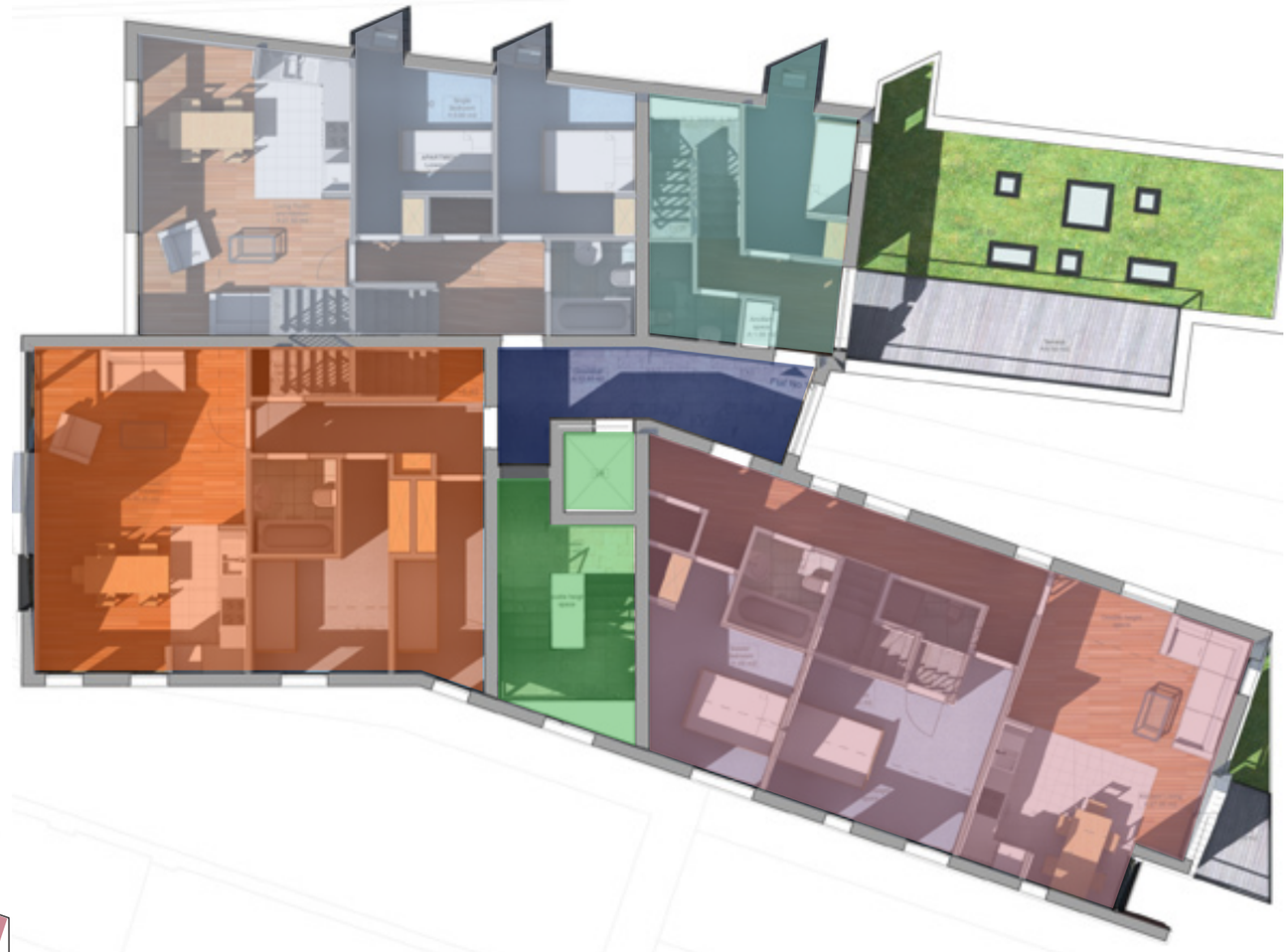
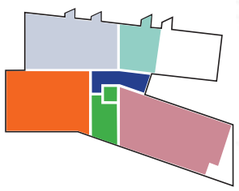
7.3 SECOND FLOOR





Second floor- visual layout

SECOND FLOOR - GROSS INTERNAL AREA: 228.9 m²

FLAT 9- DUPLEX (2+2 Bedroom):

LOWER FLOOR	62.31m²
Entrance:	3.00m²
Double Bedroom:	10.10m²
Single Bedroom:	9.80m²
Kitchen/Living:	27.60m²
Bathroom:	3.60m²
Ancillary Space:	1.00m²

FLAT 10- DUPLEX (1 Bedroom):

LOWER FLOOR	22.40m²
Entrance:	3.90m²
Lower Living/Guest room	8.00m²
Bathroom:	2.50m²

FLAT 11- DUPLEX (2+2 Bedroom):

LOWER FLOOR	78.18m²
Entrance:	10.70m²
Kitchen/Living:	27.00m²
Master Bedroom:	11.00m²
Double Bedroom:	13.90m²
Bathroom:	3.60m²
Ancillary Space:	2.80m²

FLAT 12- DUPLEX (2+2 Bedroom):

LOWER FLOOR	66.00m²
Entrance/Corridor:	8.90m²
Kitchen/Living:	30.90m²
Double Bedroom:	9.90m²
Single Bedroom:	7.30m²
Bathroom:	3.50m²
Ancillary Space:	1.00m²

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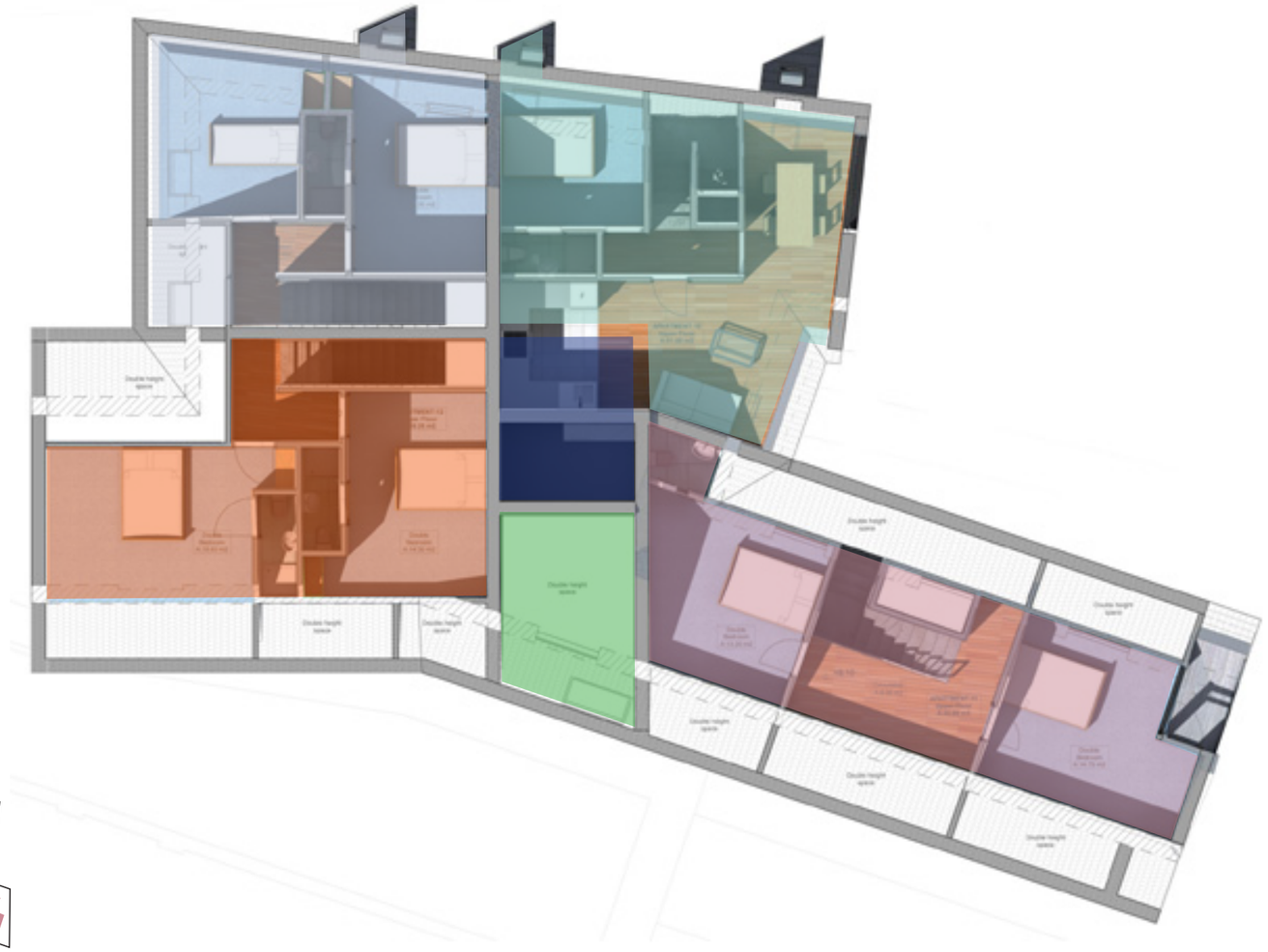
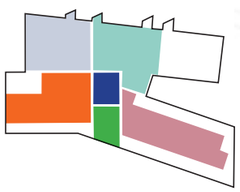
7.4 THIRD FLOOR





Top floor- visual layout

THIRD FLOOR - GROSS INTERNAL AREA: 165.3 m²

FLAT 9- DUPLEX (2+2 Bedroom):

UPPER FLOOR	29.20m²
Corridor:	3.80m²
Double Bedroom:	12.30m²
Single Bedroom:	9.40m²
Bathroom:	2.0m²

FLAT 10- DUPLEX (1 Bedroom):

UPPER FLOOR	51.00m²
Circulation:	2.80m²
Double Bedroom	12.0m²
Kitchen /Living	29.00m²

FLAT 11-DUPLEX (2+2 Bedroom):

UPPER FLOOR	45.85m²
Corridor:	9.00m²
Double Bedroom 1:	13.20m²
Double Bedroom 2:	14.75m²
Bathroom:	2.25m²

FLAT 12-DUPLEX (2+2 Bedroom):

UPPER FLOOR	39.25m²
Corridor:	3.70m²
Double Bedroom 1:	14.30m²
Double Bedroom 2:	16.60m²
Bathroom 1:	1.8m²
Bathroom 2:	1.8m²

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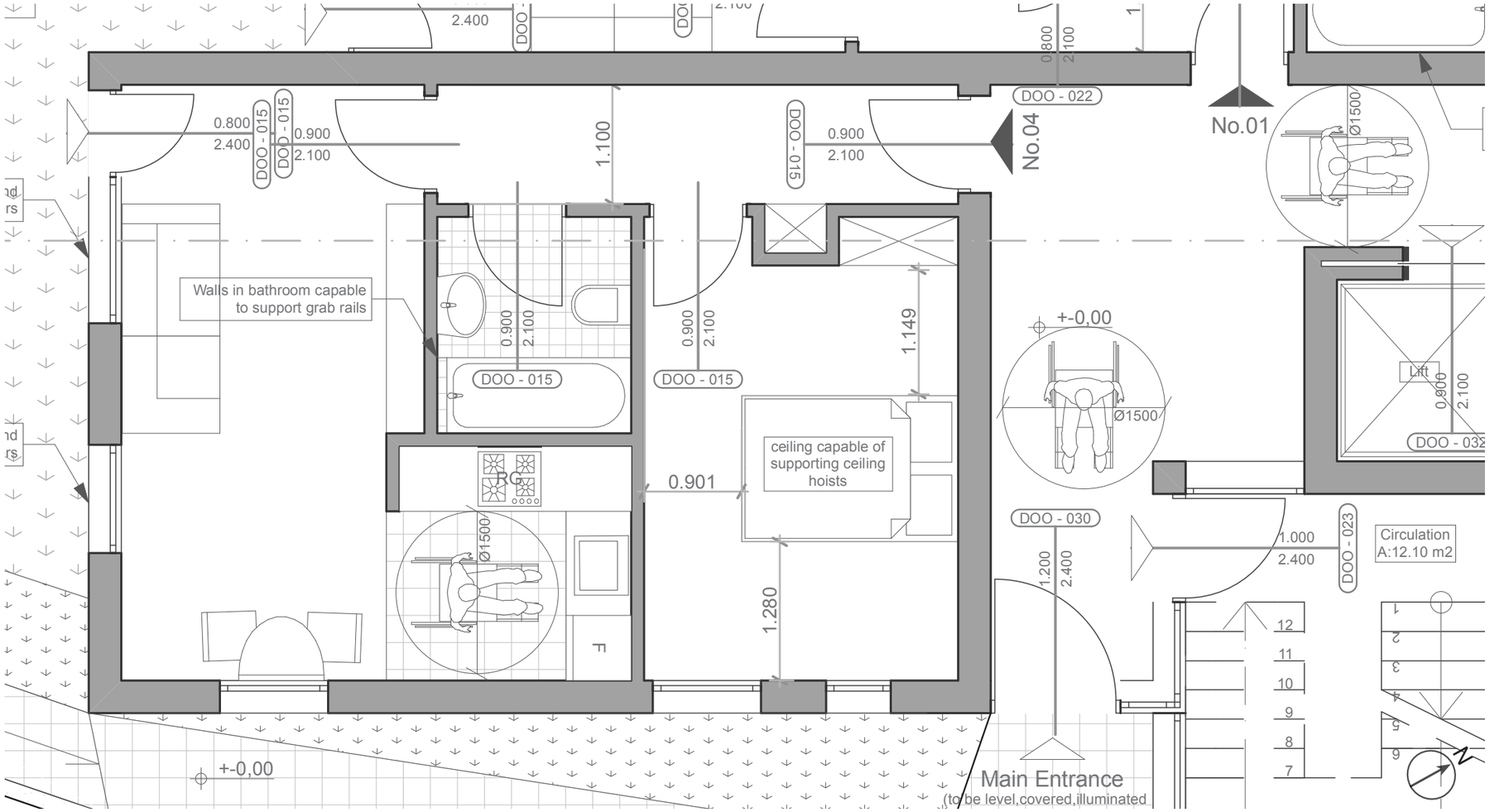

LIVING ROOM

The way in which the living room has been designed means it provides enough space for furniture, as well as allowing it to be wheelchair accessible. This requires a wheelchair user to be able to circulate, transfer to seating, and approach and operate doors, windows and equipment with ease.

BATHROOM

In housing design terms, the design of the bathroom is key to enabling independence for disabled people. The ability to manage toilet and bathing functions without assistance is highly desirable and is the foundation of ‘independent living’.

BEDROOM

Ensuring that there is space in the bedroom units to accommodate the normal range of bedroom furniture is ideal, as well as allowing the wheelchair users to enter, approach and transfer to beds, approach and use other furniture and operate window with ease.

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DESIGN CRITERIA	FLAT 1	FLAT 2	FLAT 3	FLAT 4	FLAT 5	FLAT 6	FLAT 7	FLAT 8	DUPLEX 1	DUPLEX 2	DUPLEX 3	DUPLEX 4	DUPLEX 5	DUPLEX 6	DUPLEX 7	DUPLEX 8
Approach to the house (allowing for a vehicle parked in front of the property).	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Distance from car parking shoul be kept to a minimum and should be level or gently sloping	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The approach to all entrances should be level or gently sloping	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Entrance. All entrances should be: Illuminated, have level access over the threshold and have a covered main entrance.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Communal stairs should provide easy access and where homes are reached by a lift, it should be fully accessible.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Doorway and corridor width.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Turning spaces. There should be a turning space in dining areas and living rooms and adequate circulation space for wheelchair.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Living room: Should be at entrance level.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bed space at entrance level	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
There should be a wheelchair accessible entrance level WC with drainage provision allowing a shower to be fitted.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Walls in bathrooms and toilet should be capable of taking adaptations such as handrails	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Design should provide: provision of a stair lift, a suitable identified space for a through the floor lift	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The design should provide for a reasonable route for a potential hoist from a main	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Living room window glazing should begin at 800mm or lower and window should be easy to open/operate	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Switches, sockets, ventilation and service controls should be at a height useable by all.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Lifetime Homes are ordinary homes designed to incorporate 16 Design Criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.

Lifetime Homes are all about flexibility and adaptability; they are not ‘special’, but are thoughtfully designed to create and encourage better living environments for everyone. From raising small children to coping with illness or dealing with reduced mobility in later life, Lifetime Homes make the ups and downs of daily living easier to manage. (www.lifetimehomes.org.uk)

All of the apartments in the proposed scheme meet the 16 Lifetime Homes Design Criteria.

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Ground floor- layout

To comply with LDG and Camden design guide, the proposal is providing secured bicycle storage intended for the occupants of the building, with a total of 23 bicycle spaces.

Secured waste storage will be accessible from Finchley Road, next to the entrance gate in order to facilitate the collection on the street level.

considering the typology of the flats the required waste storage capacity is 2250 lt.

The storage accommodates up to 3 x 1100 lt bulk bins so is compliant with the requirement.

Enclosed bike storage is located on the east side of the proposal, in secured open area. This space serves both as a storage and as a protected gateway to the garden.

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EXISTING

Currently at the site of 252 Finchley Road, there is a garage with space for disabled parking located at ground level. The space outside the garage, although not designated parking areas, are used as additional space to park cars. There is no bicycle storage.

REFUSED PLANNING 2009/2916/P

The scheme proposed to create a large basement with 9 parking spaces, including 2 disabled. The access point to the basement car park is through the centre of the site. The bicycle storage area is accessed through the back garden, and provides enough space for roughly 5 bicycles.

REASON FOR REFUSAL:
‘The proposed increase in parking and the additional opportunity to park over and above the formal parking spaces and including an unnecessarily wide vehicular crossover, would have a detrimental impact on the safety and operation of the public highway’

REFUSED PLANNING 2010/6836/P

The second scheme proposed a smaller basement, with 4 car parking spaces, including 1 disabled. The bicycle storage is increased in size to allow roughly 10 bicycles, and relocated to allow access from the front. The access to the basement remains through the centre of the site.

REASON FOR REFUSAL:
‘The proposed development... likely to contribute unacceptably to parking stress and congestion in the surrounding area.. give rise to conflicts with other road users... contrary to policies CS5 (Managing the impact of growth and development) and CS11 (Promoting sustainable and efficient travel)’

PROPOSED

The proposed design has 23 bicycle spaces provided, promoting sustainable and efficient travel. A car turntable is provided for any pick ups and/or loading which might be needed.

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On the 11/3/2015 Dougals and King had a meeting with Adam Lindsay, the Designing Out Crime Officer of Ruislip Police Station,TP C&S North West.

Following the meeting the officer issued the following requirements for the Project to be Secure by Design compliant:

1. Perimeter. I was informed that there would be a gate at the entrance. This should be automated and self closing. I was informed that there was a substantial brick wall. There is cycle storage to the side of the building. This will have gates. The gates should be of a design not easy to climb.

2. The pedestrian entry gate should be self closing and locking, but as it does not allow entry to the building it may be fit for purpose. There should be an audio and video access control with no trades button.

3. There should be an audio and video access control with no trades button, to enter the main building.

4. All communal and all residential doors will be to BS PAS 24-2012.

5. All opening and accessible windows will be to BS PAS 24-2012 with p1a laminated glazing.

6. Utility meters will be in a central location.

7. If stud partition is used then it must be enhanced with 9mm plywood or metal mesh.

8. Bikes and bins should be self closing and locking. Bike store may be enhanced with further mesh and gating and be sub divided. This will reduce the risk to the bikes being stolen.

9. If post boxes are located on the street then certification to TS 009 is required. A fob may be given to the postman, and a through the wall scheme be developed.

Douglas and King will commit to achieve SBD Awards if planning permission will be granted by consulting the Deisgning Out Crime Officer for the specification of Doors, Windows, Gates, partitions, post boxes as indicated in the previous notes so they will be compliant with SBD Requirements.

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11.0 APPENDIX

Existing drawings regarding Finchley Road, NW3 7AA:

FINc252_EX 001 Site Location
FINc252_EX 100 Ground Floor
FINc252_EX 101 First Floor
FINc252_EX 102 Second Floor
FINc252_EX 103 Third Floor
FINc252_EX 104 Roof Plan
FINc252_EX 200 Section A-A
FINc252_EX 201 Section B-B
FINc252_EX 300 South-West Elevation
FINc252_EX 301 South- East Elevation
FINc252_EX 302 North- East Elevation
FINc252_EX 303 North- West Elevation

Proposed drawings regarding Finchley Road, NW3 7AA:

FINc252_GA 100 Street Level
FINc252_GA 101 Ground Floor
FINc252_GA 102 First Floor
FINc252_GA 103 Second Floor
FINc252_GA 104 Top Floor
FINc252_GA 105 Roof Level
FINc252_GA 200 Section A-A
FINc252_GA 201 Section B-B
FINc252_Ga 202 Section C-C
FINc252_GA 300 South-West Elevation
FINc252_GA 301 South- East Elevation
FINc252_GA 302 North- East Elevation
FINc252_GA 303 North- West Elevation

Construction Management Plan regarding Finchley Road, NW3 7AA:

FINc252 CMP

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