



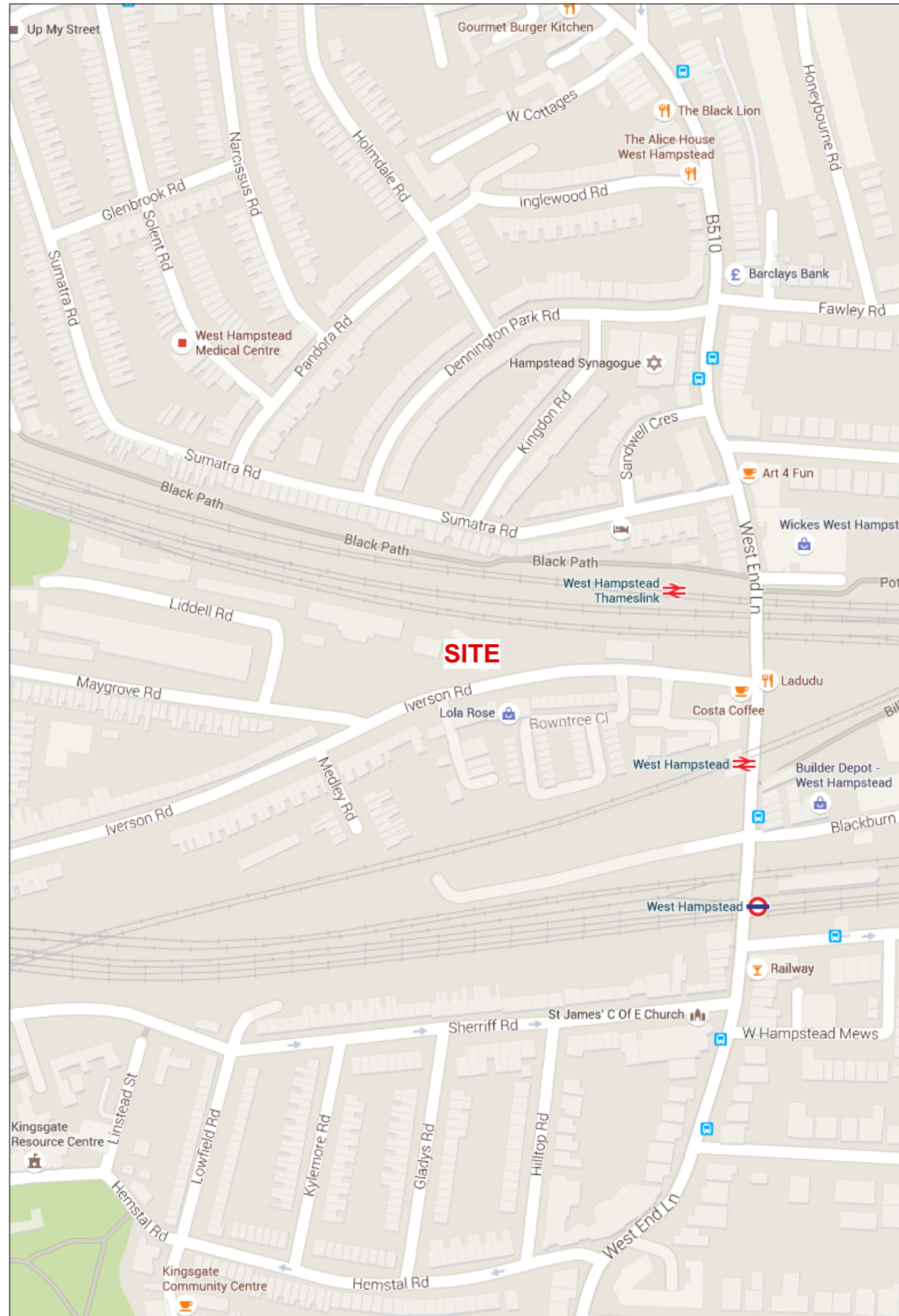
163 IVERSON ROAD, HAMPSTEAD

www.chassaystudio.com

DESIGN & ACCESS STATEMENT

OCTOBER 2015

CHASSAY
studio



INTRODUCTION

163 Iverson Road, London

This Design and Access Statement is in support of a planning application for a revised roof to the recently completed building at 163 Iverson Road, West Hampstead, which would remodel the existing roof over the whole building, would conceal the rooftop plant and would provide four more flats.

This report should be read in combination with the following report:

Planning Statement
Daylight & Sunlight Report
Energy / Renewable Energy Report
Lifetime Homes report.

TEAM

Developer

Iverson Road Limited
Cavendish House, 369 Burnt Oak Broadway, London HA8 5AW

Architects

Chassay Studio Ltd
108 Palace Gardens Terrace, London W8 4RT

Planning Consultant

Dalton Warner Davis LLP
21 Garlick Hill, London EC4V 2AU

Daylight & Sunlight Consultant

Hodkinson Consultancy

CONTENTS

1. Introduction
2. Site History
3. Design Approach
4. Dynamism along the Railway
5. Visibility Along Iverson Road
6. Identity Against The New Neighbour
7. Materials and Details
8. Accommodation & Access
9. Energy & Sustainability
10. Refuse & Bicycle Storage
11. Computer Generated Images
12. Conclusion

SITE HISTORY

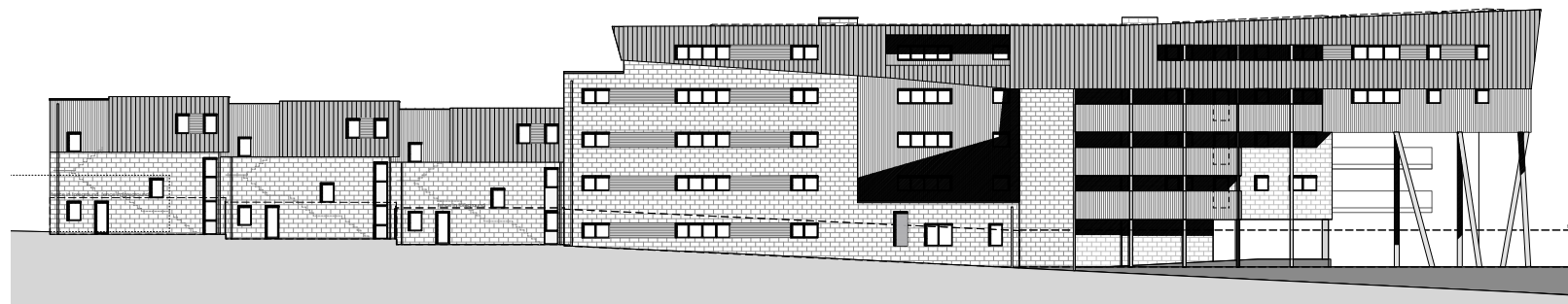
The building at 163 Iverson Road was designed by Dexter Moren Associates in 2011, and was built with technical design by Waugh Thistleton Architects. The scheme comprises of 36 units, 33 of which are apartments and 3 of which are houses.

It is situated between Iverson Road and West Hampstead rail station, with the railway to the north and the station building to the east. To the west, a new development has been built at 159-161 Iverson Road, which has rather changed the context from that of the original design.

During construction there were a number of technical difficulties with the approved design which led to a series of minor changes to shapes and proportions, somewhat diluting the original design flair. Following protracted negotiations with borough planning officers, a minor material amendment (S73) application was approved in 2015. This application retained the original roof design.

The client came to Chassay Studio to bring a fresh approach to the building and to propose revisions to the roof element which would pull the building together visually and enhance the sense of identity.

Chassay Studio propose to redesign the approved roof in order to regain the dynamism and visibility of the original concept design (as per the sketches within Dexter Moren Associates Design (DMA) and Access Statement (2012) for the original scheme) which it feels was lost from the approved roof.



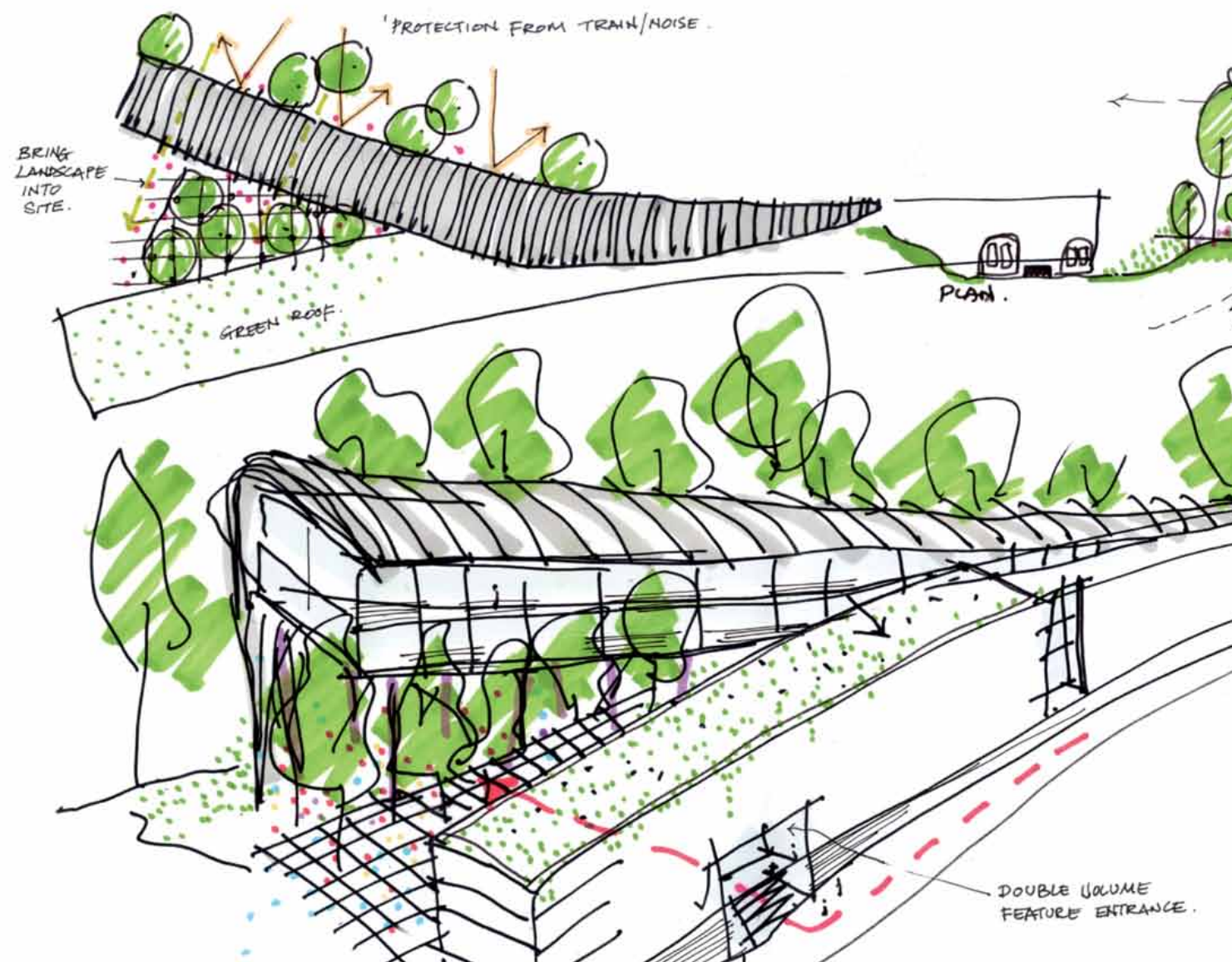
163 IVERSON ROAD AS BUILT



159-161 IVERSON ROAD (CURRENTLY UNDER CONSTRUCTION) INFRONT OF APPLICATION SITE



ROOF AS BUILT



CONCEPT SKETCH FOR ORIGINALLY APPROVED DESIGN

DESIGN APPROACH

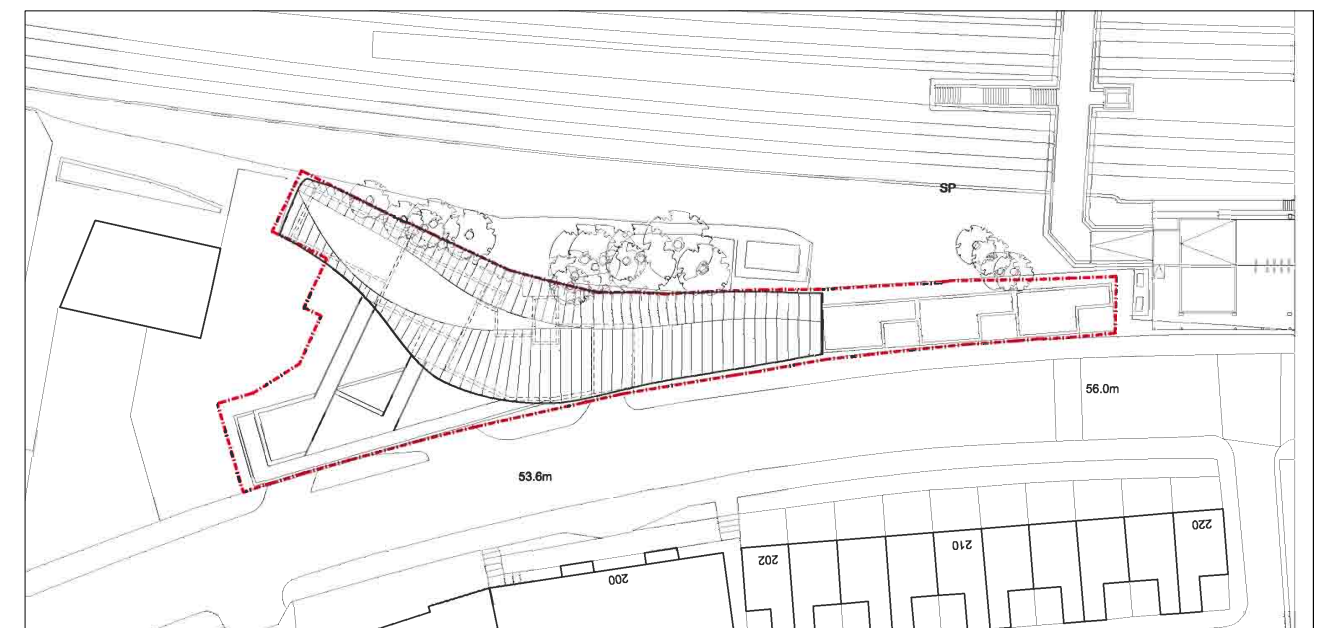
No change is proposed to the existing building below roof level, except minor amendments to the cladding where it makes the interface with the roof.

To develop the design we went back to the original concept sketches in the Dexter Moren Associates (DMA) Design and Access Statement of 2012. These show how the roof element was intended to sweep around the line of the track and move upward towards the west end, where the unfinished path of movement generates in a dynamic sense of movement. This is also seen in the original roof plan here -

The sequence of revisions to the roof design which occurred during the pre-application stages of the original scheme (as explained in the DMA DAS) have, we feel, resulted in a roof which is not as elegant or striking as the original concept design. It gives the impression of just flopping over the side of the penthouse to the north. The material of the roof itself has become irrelevant, as it can't be seen from any reasonable viewpoint.

Therefore, our aim here is to amend the design of the approved roof and to reinstate the sense of dynamism along the railway, improve the visibility along Iverson Road, reinforce the building's identity against the new neighbour at 159-161 Iverson Road and in doing so create four additional residential units.

We also need to solve a structural challenge in the previously approved rear 'wing' roof on the existing building. My client's structural engineers advise that the 2012 design (as retained in the S73 application) has serious structural shortcomings due to the extent of its overhang and the slenderness of the design. It is considered very difficult to make this design strong enough to cope with the anticipated wind loading, and our design must solve this problem.



ORIGINAL ROOF PLAN



VIEW FROM THE WEST END OF WEST HAMPSTEAD STATION



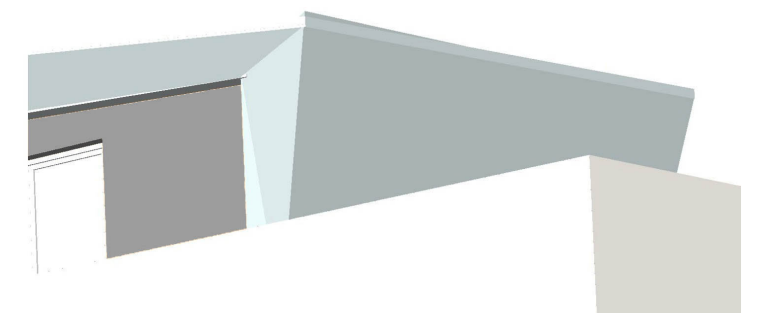
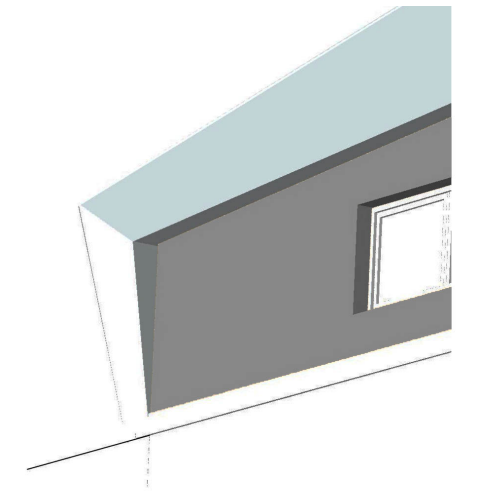
VIEW FROM THE EAST END OF WEST HAMPSTEAD STATION

DYNAMISM ALONG THE RAILWAY

The building is seen clearly from the trains and platforms at West Hampstead Station, which was part of the original inspiration for the roof form. In fact the roof element follows the line of the railway, 'branching-off' from the street facade.

We have taken our inspiration from this path of movement, creating a roof which slopes up gently but relentlessly, like a railway gradient, turning as it rises. This allows us to build up the sense of movement up to the west end where, just as the upper floors press out beyond the base, the roof element reaches out for the sky.

The roof element covers the existing penthouse towards the east, but as it rises up it reveals additional accommodation to the west end. This means that the west end wall can have a stronger zinc element, and can create a hierarchical pattern of window proportions, enhancing the sense of uplift.



DETAILS OF 3D MODELLING OF THE ZINC ROOF

VISIBILITY ALONG IVERSON ROAD



From Iverson Road, near the entrance to the station, the roof had become barely visible in the approved schemes. We want to bring it back into the family of zinc-clad roof forms already built into the houses (Block C). By wrapping the zinc down over the west end of the penthouse it takes its place in this line of zinc walls. The roof does not have a sharp edge, the zinc is folded back to create an attractive three-dimensional shape which both protects the walls from rain and visually encloses them.

The difference is that this new roof is more than a box. Seen in perspective, the approved roof is partly hidden behind the facade. With the new rising form it can be seen, and the dynamism is enhanced by jettying out the corner at the change in orientation. The three-dimensional shape of this corner re-creates the reaching-out effect seen on the railway side. This is not clear to see in the elevations, but these computer images show how the modelling creates a beautiful effect.



VIEWS FROM THE EAST — THE CULMINATION OF A SEQUENCE OF ZINC ROOF ELEMENTS

IDENTITY AGAINST THE NEW NEIGHBOUR

When the building was designed, the neighbouring plot was empty, and the west end jettied-out into open space. That effect is diminished by the new building at 159-161, leaving the 'tree-house' looking rather squat.

We note that Camden refused an application which proposed an additional floor to the approved scheme at no 159-161 due to its height, mass and scale. This is addressed in detail in the Planning Statement section 3. It is also noted in the planning officer's report that "the adjacent 'tree house' block at No.163 should read as a slightly taller element than the block in question, in line with the architectural hierarchy and the topography of the two adjacent sites." (from the officer's delegated report to application 2014/5341/P).

We feel that this hierarchy had been lost, but the rising form of the proposed roof restores the proportions both within No. 163 and across the view from the station. Comparing the two views here clearly makes the point about how the proposals strengthen the aesthetics at this end.

The roof element covers the existing penthouse towards the east, but as it rises up it reveals additional accommodation to the west end. This means that the west end wall can have a stronger zinc element, and a hierarchical pattern of window proportions created, enhancing the sense of uplift.



VIEWS FROM THE WEST — THE RISING END RE-PROPORTIONED APPEAR TO FLY ABOVE SUBSIDIARY BUILDINGS



OPENINGS TO THE SOUTH - CUT ACROSS TO CREATE THE RELENTLESSLY RISING ROOF

MATERIALS & DETAILS

The existing building uses a palette of high-quality materials; Pale bricks, natural timber and dark metal, with lighter coloured metal used in contrasting panels.

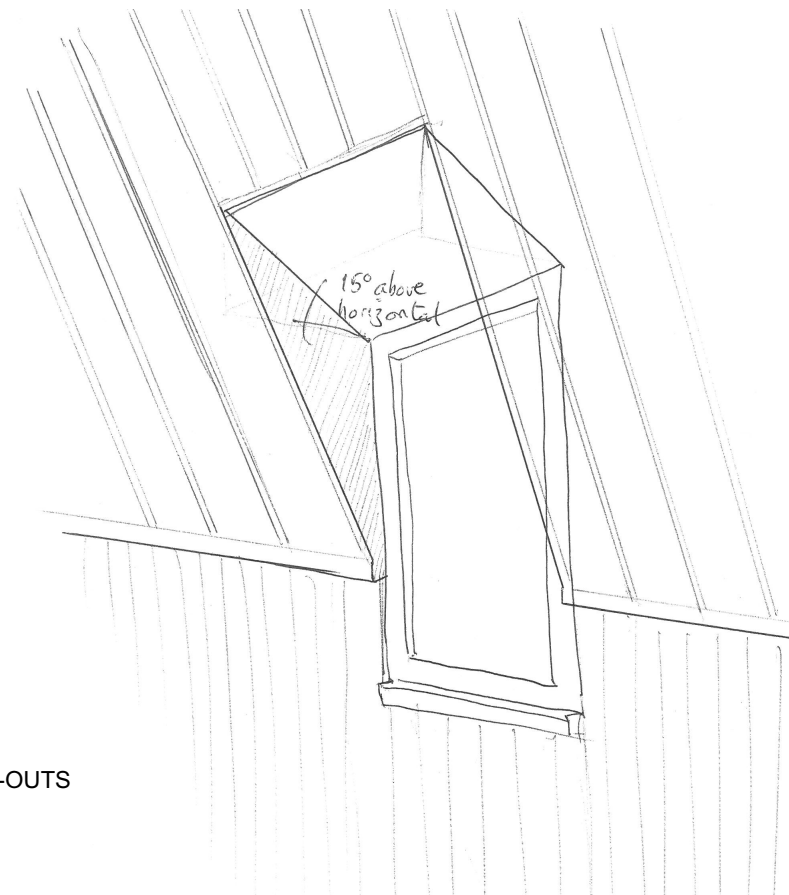
We have used the same materials for the remodelling of the roof, with the lower floors essentially unchanged. By extending the dark zinc cladding around the end of 'tree house' we have drawn together the whole penthouse element as a solid object, rather than seeing the metal as a redundant element draped over the timber.

Instead it is seen as a distinct penthouse volume contrasting with the brick and timber elements below. This is emphasized by using light-coloured zinc for the roof, wrapping around the dark metal penthouse and picking up on the pale metal panels below.

Openings are treated in different ways on different sides. On the north side, the relentlessly rising line of the roof soffit is maintained as it crosses the access balconies, reinforcing this dynamic thrust. On the south side there are windows to individual rooms which are cut into the widest part of the roof element. This modelling shows off the solid shapes created by the roof.



WINDOW TREATMENT TO THE SOUTH - SOLID MODELLING SHOWN BY CUT-OUTS



PALE BLUE-GREY PRE-WEATHERED ZINC

UNIT	AS EXISTING			AS PROPOSED		
	bedrms	persons	sq.m	bedrms	persons	sq.m
G.01	3	5	109	3	5	109
G.02	3	5	103	3	5	103
G.03	2	4	99	2	4	99
G.04	2	4	99	2	4	99
G.05	2	3	72	2	3	72
G.06	2	3	66	2	3	66
1.01	2	4	70	2	4	70
1.02	2	4	70	2	4	70
1.03	2	4	70	2	4	70
1.04	studio		42	studio		42
1.05	2	4	70	2	4	70
1.06	3	4	78	3	4	78
1.07	3	4	79	3	4	79
2.01	2	4	70	2	4	70
2.02	2	4	70	2	4	70
2.03	2	4	70	2	4	70
2.04	studio		42	studio		42
2.05	2	4	70	2	4	70
2.06	3	4	78	3	4	78
2.07	3	4	79	3	4	79
3.01	2	4	70	2	4	70
3.02	2	4	70	2	4	70
3.03	2	4	70	2	4	70
3.04	studio		42	studio		42
3.05	2	4	67	2	4	67
3.06	2	4	74	2	4	74
3.07	3	4	78	3	4	78
3.08	3	4	79	3	4	79
4.01	2	4	67	2	4	67
4.02	2	4	71	2	4	71
4.03	3	4	75	3	4	75
4.04	2	3	68	2	3	68
4.05	1	2	50	1	2	50
5.01				2	4	83
5.02				1	2	57
5.03				1	2	53
5.04				3	5	99
TOTALS	68	117	2387	75	130	2679
	bedrms	persons	sq.m	bedrms	persons	sq.m

SCHEDULE OF ACCOMMODATION FOR EXISTING AND PROPOSED BUILDING

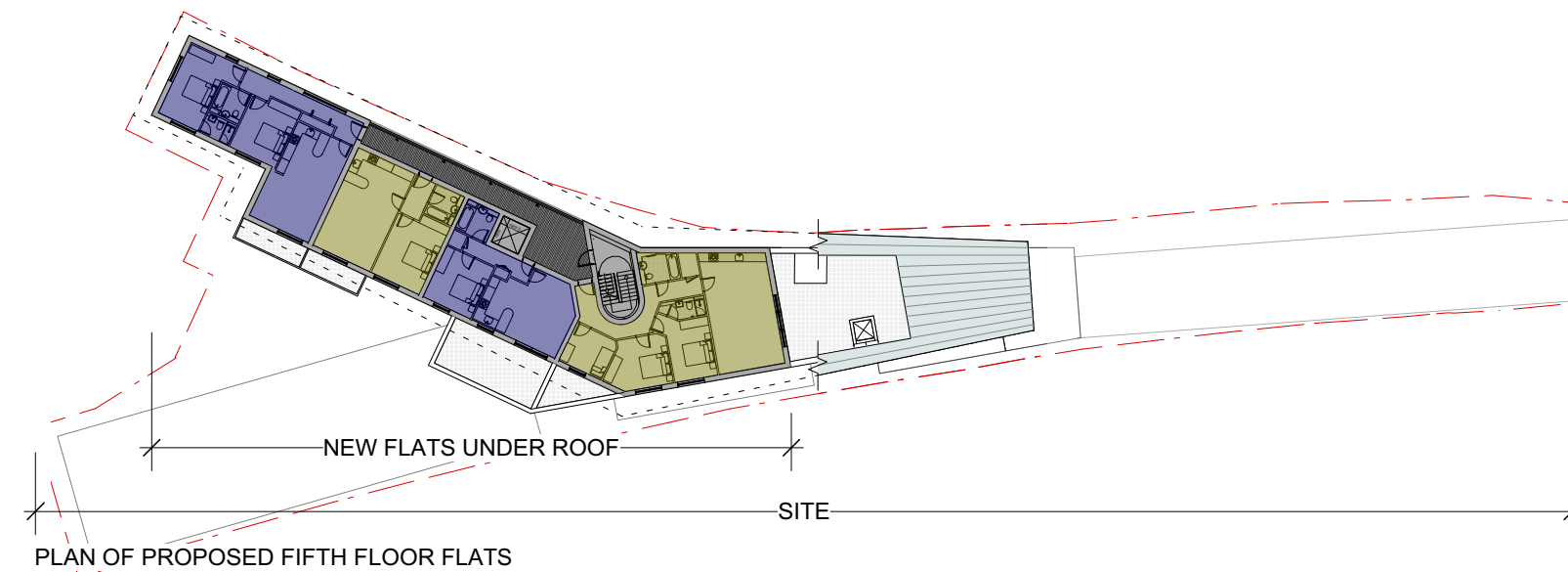
ACCOMMODATION & ACCESS

The space under the rising roof becomes sufficient for additional accommodation at Block A, where we propose three new flats, two one-bedroom and one two-bedroom. A small amount of space spills over above Block B, and we propose a 3-bedroom family flat which is straddles the blocks, with the entrance still from Block A.

The lift and stair are brought up from below, so there is level access to every proposed flat, and the flats themselves are designed in accordance with the principles of Lifetime Homes, please see separate statement.

All the flats are designed to meet the requirements of the London Plan, the flat sizes and room sizes are in excess of requirements, and each has suitable private outdoor space. The western two flats have balconies directly replicating those on the floor below. The eastern flats both have large roof terraces, in the case of Flat 5-4 this is cut out of the pitched roof which acts as a balustrade, so that it is not seen from outside. All four external spaces are open to the south to enjoy maximum sunshine.

The impact of the proposal for daylight and sunlight has been examined by Hodkinson Consultancy and found to meet requirements.



	AS EXISTING			AS PROPOSED		
	count	percentage		count	percentage	
studios	3	9%		studios	3	8%
one-bed	1	3%		one-bed	3	8%
two-bed	20	61%		two-bed	21	57%
three-bed	9	27%		three-bed	10	27%
TOTAL FLATS	33	100%		TOTAL FLATS	37	100%

SUMMARY OF ACCOMMODATION EXISTING AND PROPOSED

Renewable Energy Generation	
CO2 Reduction Required	11,410
Aspect	South
Angle	30
PV Required (kWp)	25.1
Panel Area Required (m2)	188
Total CO2 Reduction	16%
Cost @ £3250 per kWp (£)	81,575

1kWp (m2)	7.5
-----------	-----

SAP Table H2					
	Horizontal	30	45	60	Vertical
North	961	730	640	500	371
Northwest	961	785	686	597	440
West	961	913	854	776	582
Southwest	961	1027	997	927	705
South	961	1073	1054	989	746
Southeast	961	1027	997	927	705
East	961	913	854	776	582
Northeast	961	785	686	597	440

PV Output (kWh/yr) for 1kWp					
Horizontal	30	45	60	Vertical	
769	584	512	400	297	
769	628	549	478	352	
769	730	683	621	466	
769	822	798	742	564	
769	858	843	791	597	
769	822	798	742	564	
769	730	683	621	466	
769	628	549	478	352	

CO2 for 1kWp					
Horizontal	30	45	60	Vertical	
North	407	309	271	212	157
Northwest	407	332	290	253	186
West	407	386	361	328	246
Southwest	407	435	422	392	298
South	407	454	446	419	316
Southeast	407	435	422	392	298
East	407	386	361	328	246
Northeast	407	332	290	253	186

ENERGY & SUSTAINABILITY

The energy strategy for the existing building was set out in the Energy Statement by Richard Hodkinson Consultancy dated 9th December 2011. This document showed how the building would meet Code for Sustainable Homes level 4. While the Code cannot be applied to new applications, the proposed alterations remain within the scope of this document. This means that it will achieve more than the current requirements in energy, water and in wider sustainability.

Insulation: to match the rest of the building, the following thermal insulation standards will be met:

- Low E glazing with a U-Value of 1.3.
- External Wall U-Values will be improved to 0.2
- Party walls to be fully insulated and effectively sealed to achieve an effective U-Value of zero.
- Roof U-Values will be improved to 0.15

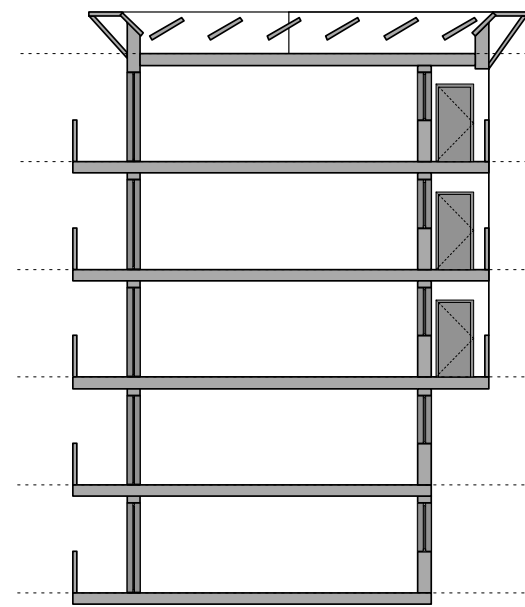
A design air permeability rate less than 6m³/hm² will further reduce space heating requirements.

As before, the dwellings have livingrooms facing except for flat 5.4 which faces east. When the sun is lower in the sky in the winter, heat gains will reduce the space heating demand, and enhanced mechanical ventilation with heat recovery will prevent summer overheating and maintain sound insulation. High efficiency (SEDBUK 'A' rated) condensing boilers will be installed. Appropriate controls, including time and temperature zone control in all dwellings will maximise energy efficiency in operation. Kitchen and other pre-installed appliances will be A or A+ rated for energy efficiency.

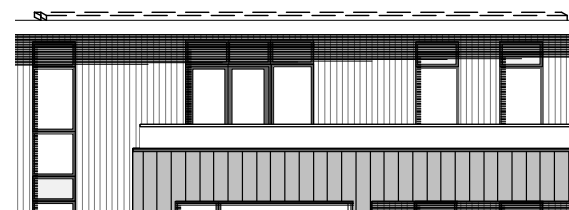
The report indicates that CHP, heat pumps, wind turbines and biomass boilers are unsuitable for this building. Photovoltaic solar panels are used to provide the renewable energy component, and we propose to increase the provision pro-rata. The proposed gross internal floor area is 12% higher than the existing. There are 81 panels on the existing building and calculations show a minimum of 10 extra panels will match the renewable contribution required for the additional accommodation. These are laid out on the roof plan. An adjusted PV calculation is shown on this page.

While energy is important, the method of harvesting it should be safe and not deliterious to the appearance of the building. At present the panels are laid out across a flat roof with no parapet, which means that the regular maintenance must be made either from within areas fenced off with KeeKlamp railings — as shown on section — or by using a fall-arrest system, which is inherently unsafe.

We have designed the roof with the upper part recessed, to provide a safe working area without any need for safety equipment. All the solar panels, existing and additional, are located in this area, with safe stair access and no possibility of seeing the equipment from the surrounding area.



SOLAR PANELS AS PROPOSED
SAFE & CONCEALED



SOLAR PANELS AS EXISTING - FIXED TO FLAT SURFACE



COMPUTER GENERATED IMAGE FROM NORTH WEST - WEST HAMPSTEAD STATION



COMPUTER GENERATED IMAGE FROM NORTH EAST - WEST HAMPSTEAD STATION



COMPUTER GENERATED IMAGE FROM SOUTH EAST - IVERSON ROAD

CONCLUSION

The proposed changes to the roof of 163 Iverson Road are a small physical intervention to the existing building, but the subtle changes will be of enormous aesthetic benefit, as the 3D views below demonstrate.

The new roof will pull together the composition, reinstating the sense of rising movement when seen from the railway and repeating it when seen from Iverson Road.

The new design will overcome inherent structural flaws to provide a practical, buildable solution. It will conceal the roof plant and make maintenance safer, and it will provide four much needed new homes in a very sustainable location.

