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## DESIGN & ACCESS STATEMENT for proposed improvement, amendment and new works to the Rear of 20 Crediton Hill, London NW6 1HP

This Design & Access Statement is to be read in conjunction with the extensive study documentation comprising Reference Drawings, Photographs, Explanations and Reports by a number of independent Professional Consultants which have been enclosed with the Application for the Full Planning Approval of the environment-orientated improvements above ground and new below-ground works at the Rear of 20 Crediton Hill, London NW6 1HP.

The Design & Access Statement relates to the following proposed works :

- a. *De-commissioning of 3 existing Garages built in 1959, permanent demolition of 2 out of 3 garages in order to create new and extend green Garden in place of removed garages,*
- b. *Removal of existing deteriorated broken concrete base and hard standing area forming the rear half of existing forecourt with its rear half serving 3 existing garages in (a.) above and a single-storey Conservatory building at the Rear, and construction of a slab approximately 1 m below existing ground level, with the difference in levels made out of new top-soil layers in order to create a new and extend existing green Garden over the rear half of formerly hard-paved forecourt,*
- c. *Construction of a new Lower Ground Floor for residential (Class C3) use below existing single-storey Conservatory premises at the Rear of 20 Crediton Hill, which has been approved in 1985, has been built by the Applicants in 1986, and has been owned, used and permanently occupied expressly by the Applicants and as a part of their main residence ever since 1986 to date,*
- d. *Formation and construction of a new sunken ('Zen') garden at the level of new Lower Ground Floor,*

- e. *Modification of existing single garage immediately adjacent the existing Conservatory building at ground level, which (the garage) has already been used by the Applicants as ancillary art storage and gym space since 2004 to date, in order to form entrance hall, with hall facilities and stairs for purposes of access to the new Lower Ground Floor below,*
- f. *Construction of the naturally ventilated underground garage for 2 cars to compensate for loss of 3 built garages at ground level, 2 of which are to be permanently removed in order to form a new, extended green Garden in place and over the rear forecourt instead.*

*Historically,*

the main building at No.20 Crediton Hill has initially been constructed as a large single-family Residence at the front end of a very large site covering substantial grounds between Crediton Hill (Street) and over 10 Acres of Cricket grounds to the East.

Due to a substantial difference in levels of some 10' (3 metres) between the street Crediton Hill, and the level of Cricket grounds beyond rear boundaries of 20 Crediton Hill, most of the large rear garden at 20 Crediton Hill was formed over the raised Made Grounds.

*At present the difference in levels between the existing rear garden at 20 Crediton Hill and the Cricket grounds beyond is approximately 2.5m/ 2.7 m.*

In 1959 the Owners of the original No.20 have carried out major conversion works to the main building and substantial ground works to their large garden.

Formation and construction of a long drive along side of the main building, also construction of 6 no. brick-built garages and of a large hard-paved forecourt to serve rear end of the site and the garages was a part of the conversion works carried out in 1959.

In brief, the result of the above adverse changes to the site in 1959 was a LOSS of nearly one half of the original garden through the erection of a large garage block and of large hard-standing forecourt and drive to serve the garages.

*The Proposal*

allows for a planned removal of a part of the garage block and of the large area of hard-standing in order to facilitate sustained recovery/ re-introduction of a substantial area of former garden.

The above proposal became naturally possible because of the 2.5 m and 2.7 m difference in levels between the higher grounds of the Rear of 20 Crediton Hill and the lower Cricket grounds.

The Proposed works include de-commissioning of 3 garages at the rear end owned and occupied by the Applicants ever since 1982 and 1985 to date, demolition of 2 out of 3 garages, and formation of a new landscaped green surface over the area of two demolished garages, also over the rear half of the hard-paved forecourt which formerly served 3 decommissioned garages.

By the sustained design a naturally ventilated underground garage for 2 cars would be provided under the new gardens formed over the rear half of the forecourt at ground level in order to compensate for the loss of 3 garages at ground level.

The third (last in row) garage, which is adjacent the existing single-storey Conservatory at the Rear and has been used by the Applicants as ancillary art storage and gym ever since 2003 to date, would be modified as to provide entrance hall with facilities and stairs for purposes of the proposed new Lower Ground Floor (Class C3) to be located under the existing single storey Conservatory at upper ground level.

Utilising the already existing conditions of a practically one-storey difference in levels between the higher grounds of the Rear of 20 Crediton Hill, and a much lower level of the existing Cricket grounds, formation of a new Lower Ground Floor under the existing Conservatory building would be natural and easy to construct due to the already 2.2 m/ 2.4 m deep continuous foundations constructed in 1986 under the existing Conservatory premises.

Due to the above physical conditions of the site and existing buildings the new Lower Ground Floor with its own rear patio garden would be fully exposed to natural air and light along its entire 15 metres long rear facade, therefore perfectly suitable for residential use by the Applicants' own immediate family, otherwise permanently residing at 20 Crediton Hill since 1983 to date, whether the Lower Ground Floor would be designated as an independent (Class C3) Flat, or would be used as ancillary to Flat 4 in the main building 20 Crediton Hill, the sole residence of the Applicants.

In line with the Applicant's almost four decades of professional expertise in Architecture, Engineering and Construction design in Camden, construction of the new Lower Ground Floor is intended and designed to be sustainable at more than one level.

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Provision of a sunken landscaped 'Zen' garden at the level of Lower Ground Floor, which is designed to be located between the internal, also glazed facade of the Lower Ground Floor and *the naturally ventilated* underground parking for 2 cars (in place of garages removed at garden level) is just an example of such a successfully applied sustainable design.

In terms of setting of the buildings in place, the removal of 2 garages and formation of the extended new green garden over the rear half of forecourt formerly serving 3 decommissioned garages has evidently created a massive permanent improvement of both, the immediate grounds at the Rear of 20 Crediton Hill as well as of the Site as a whole.

In turn, all additional areas of the new Lower Ground Floor and of the underground car parking facilities remain fully concealed below existing garden level.

## ACCESS

In terms of the Access the existing drive and the hard-paved forecourt remain in use as before.

Therefore, there is no change to pedestrian access to existing and new accommodation at the Rear of 20 Crediton Hill.

Similarly, the pedestrian access remains available across the newly formed, extended landscaped garden at the Rear.

Access to the underground car parking facilities is achieved by the car-deck facilities, which importantly may also facilitate access to the car parking and the Lower Ground Floor by the Disabled.

Provision of the 150mm (6") deep proprietary car turntable would further enhance ease of car positioning in desired direction for access to and exit from the car deck.

The entire forecourt and newly formed extended garden at the rear remain gated, secured by the existing metal gates at the entry point into the forecourt area.

In respect of disposal of the waste all existing enclosure facilities in a separate Recycle Bin area and a separate General Waste Bin area remain unchanged, accessed from the Drive as at present.