# Design & Access Statement

*Proposed redevelopment of site at*

## 23A, 23B and Land Adjoining at 23 Ravenshaw Street, London NW6 1NP

Planning Reference: PP-05782933

Applicant and Contact:
Mr Christopher Taylor, 23A Ravenshaw Street London NW6 1NP
chris.stuart.taylor@gmail.com Tel: 07739108695

Camden

# Contents

# 1. Extant Site, Current Use & History

The proposal involves the complete demolition of an existing two storey Victorian end terrace house with accompanying hard-standing car park; to be replaced with a three storey, plus basement level, eight unit apartment block of contemporary brick design; with pitched standing seam roof to the front and flat and mansard roofs to the rear.

## 1.1 Existing Site and House

*23A and 23B and Land adjoining 23A and 23B Ravenshaw Street London NW6 1NP*
*Fortune Green Ward, Location Coordinates: Easting 524849 Northing 185034*

The site consists of a two storey plus loft conversion end of terrace red brick house with an adjacent area of hard standing car park. It is assembled from three separate titles, under one ownership: 23A, a two bed, ground floor flat, 23B, a three bed first and second floor maisonette along with a car park area; listed as land adjoining 23 Ravenshaw Street London NW6 1NP. Most of the site backs directly onto a railway banking, apart from the rear garden of 23A which backs onto the apex of the communal garden of Ellerton Tower on Mill Lane.

*Fig.1 Front facade of the extant house at No. 23 Ravenshaw Street showing the crossover and car park gates.*

The extant building has no particular architectural merit in terms of either design, contribution to the area or the quality of its accommodation. The ground floor flat is poorly serviced by natural light, while the upper maisonette, on 3 levels, is compromised by 2 long flights of stairs and a layout of 3 levels. The house is wasteful in terms of its use of the site, having been added to in an ad-hoc way over time. In addition, given that the 70's extension is of questionable build quality we long ago discounted the thought of refurbishing the existing building. Similarly, any attempt to develop the car park site independently would be compromised by the adjacent building.

***The site comprises:***

*23A: 2 Bed Ground 69.7 m²*

*23B: 3 Bed Maisonette 94.7 m²*

*86.3 m² House Footprint*

*98.3 m² Permeable Garden Area*

*34.4 m² Semi Permeable Garden Paving*

*265.1 m² Concrete Hard Standing and Steps to 23B.*

***Total Site Area: 484.1 m²***

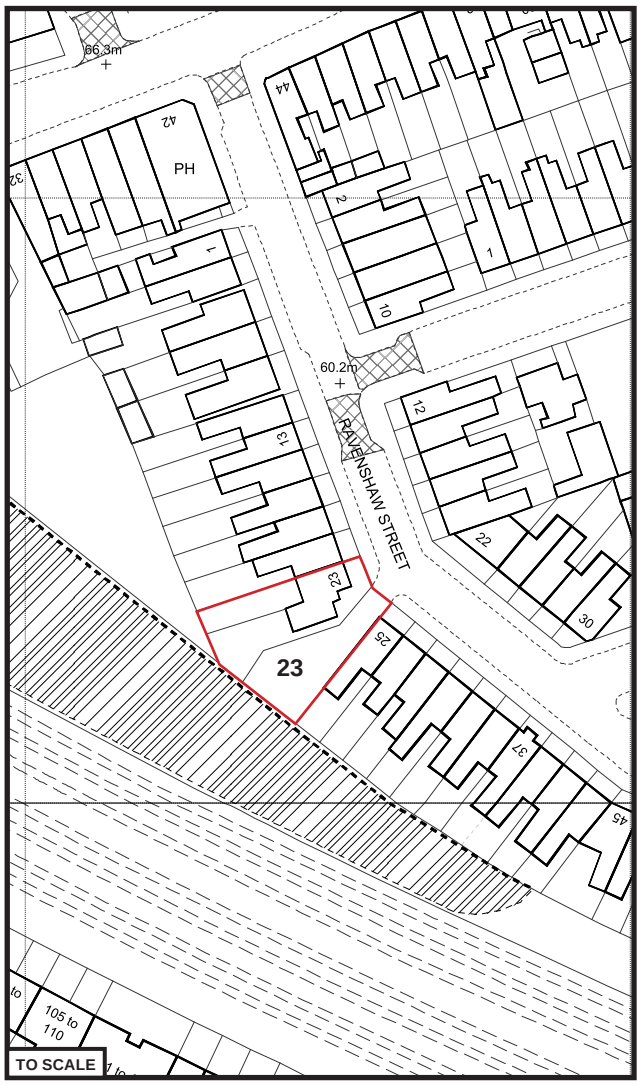



*Fig.1 OS 1:1250*


*Fig.2 Aerial shot showing railway bank to rear.*


*Fig.3 Aerial shot showing railway bank to rear.*

*Fig.1 View down Ravenshaw St from No.10.*


*Fig.2 Front facade of No.23.*


*Fig.3 Hard standing and steps to 23B.*


*Fig.4 Flank Wall showing entrance to 23B.*


*Fig.5 Rear of No. 23.*


*Fig.6 Aerial showing backs of 23,21,19 & 17.*

Given that the existing house's potential is quite exhausted and that the car park is so poorly utilised, we feel that a comprehensive but sensitive redevelopment of the site, providing improved accomodation and enhancement to the street scene would be generally welcomed.

# 1.2 Site History

**1882:** Originally built in 1882 the house is listed in a rate book of 1891 as "Oak Lodge" House and Garden and Builders Yard. A local history book apparently mentions someone looking over "the stone masons yard on Ravenshaw Street" and watching Zeppelins bombing the railway sidings in WW1.

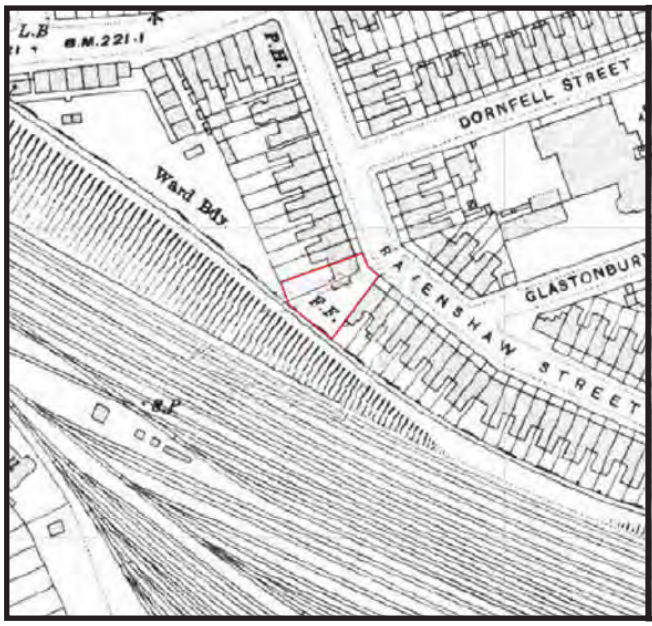



*Fig.1 OS Map from 1915.*

*Fig.2 1936 aerial photo showing the house with side extension or garage, the yard and rear garages.*

**1953:** OS maps still show a row of 8 garages backing on to the wall to the rear of the site.

**1974:** LB Camden purchased the site, listing the house as vacant and in need of refurbishment.

**1976:** LB Camden converted the house to 2 flats. The car park remained undeveloped.

**1982 & 1989:** The flats were sold and the properties have remained in their current use since.

# 1.3 Planning History

**1966:** Some time prior to 1966 the large side extension was added to the 1880's house.

**1968:** Approval of erection of an additional garage. Not built.

**1974:** LB Camden purchased the site and explored plans to redevelop it with 2 maisonettes and 2 flats while retaining the 8 garages and 2 sheds, but the plans were abandoned.

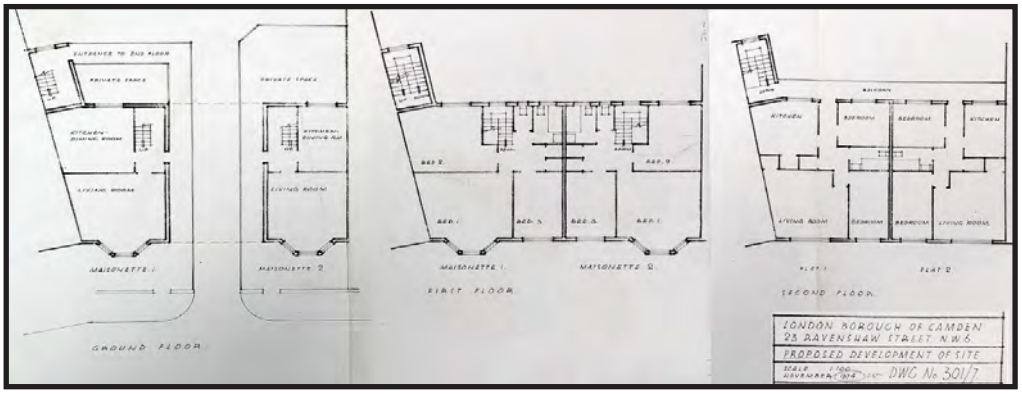



*Fig.1 Plan of 1974 LBC design.*

**1975:** Change of use to 2 Flats / Rear Extension and Dormers GTP/F3/11/20357 06/06/1975 Applicant: Camden Director of Planning and Communications. Work completed.

**1988:** Application approved for the rear kitchen extension to 23A. Work completed.

**2007:** Application 2007/0967/P withdrawn. Redevelopment of an end of terrace building comprising two residential units and land adjoining to its south east with a 4 storey residential building with basement. Providing 12 residential units comprising 3 x studio flats, 1 x 1 bedroom flat, 4 x 2 bedroom flats, 4 x 3 bedroom flats and basement parking.


*Fig.2 Front facade of 2007 application.*

This 12 unit, loosely “Neo-Victorian” scheme with extensive underground parking bears almost no similarity in almost every respect to this new application. Some of those units were single aspect and the basement covered what would now be an unacceptable percentage of the site.

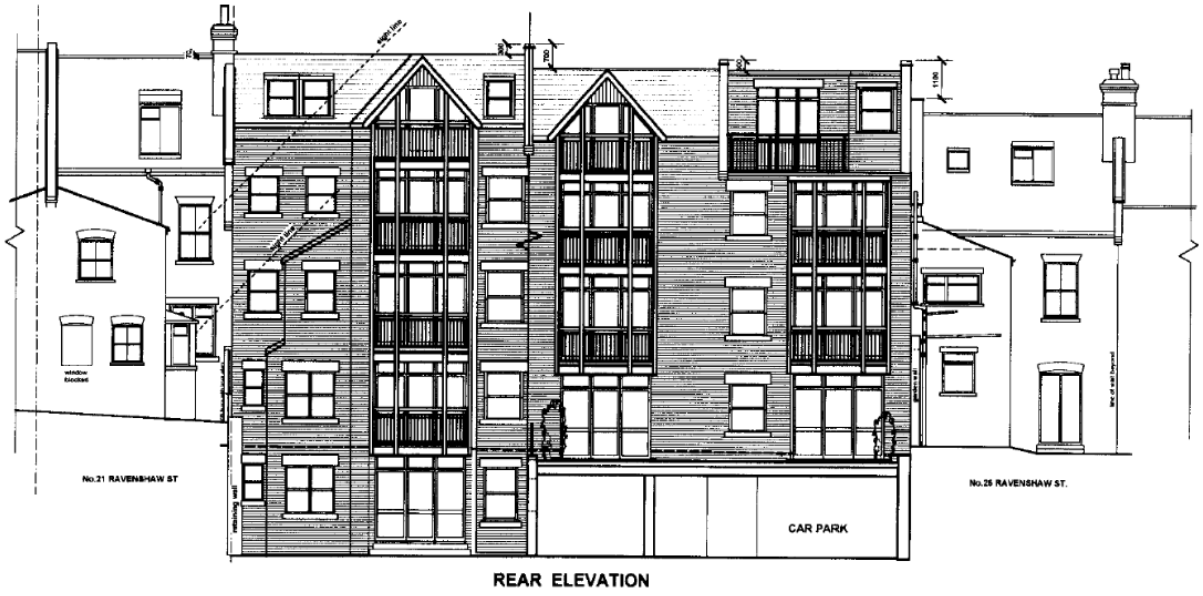



*Fig.1. Rear elevation of withdrawn 2007 application.*

While, at the time, the case officer Paul Wood expressed no real concerns over the size of that development, the mix or even the basement car park, Louise Drum (Urban Design) raised design issues. We used the withdrawal to address these matters before intending to proceed with a resubmission later in 2008. While we were happy at that time that our revised scheme would have addressed her concerns, we were not able to resubmit the application within 12 months, due to unforeseen legal restrictions concerning one of the property titles. This took another two years to re-negotiate, at which point, with the financial crisis being in full swing, we decided to rest the whole project.

We learned a great deal about the restrictions and opportunities the site affords from this first application. However, planning policy has changed so much since 2007 we thought it pointless resurrecting that old scheme and decided instead to revisit the entire project from scratch.

# 2. Site Considerations

The site presents a range of particular challenges; chiefly with it being an infill, a triangle, on a slope and on a corner. At the rear, any new development also has to accommodate the living room window of No.21.

## 2.1 Site Limitations and Advantages

The site is an infill site set in a traditional Victorian street with fairly typical two storey houses with small front gardens behind low brick walls. While we want the development to sit well within the general street scape, respecting the ridge heights, form, massing and colour pallets of neighbouring properties, we've sought to achieve this while also making sure that the development still clearly represents its time, rather than a Victorian pastiche.

The site is almost a perpendicular triangle, narrow at the front on Ravenshaw Street and widening sharply to the rear near to the railway banking; this makes it almost impossible to understand how big the site is from the front. The result is that people are generally incredulous as to the site's actual area. In fact, at 484 m² the site is almost the same area as that occupied by the 5 houses opposite; No's 12,14,16,18 & 20.


## 2.2 Plot Advantages

**A.** The triangular shape affords us the opportunity of proposing a development with large SW facing windows able to flood the rear rooms of the apartments with natural light for much of the day and with very limited overlooking onto neighbouring properties. It has also presented the opportunity to us of providing the basement apartments with exceptional levels of glazing - protected from railway noise and vibration by the bank itself.

**B.** At the same time, the rear amenity spaces can be more generous (if difficult to arrange) and more remote from adjacent properties than they may otherwise have been.

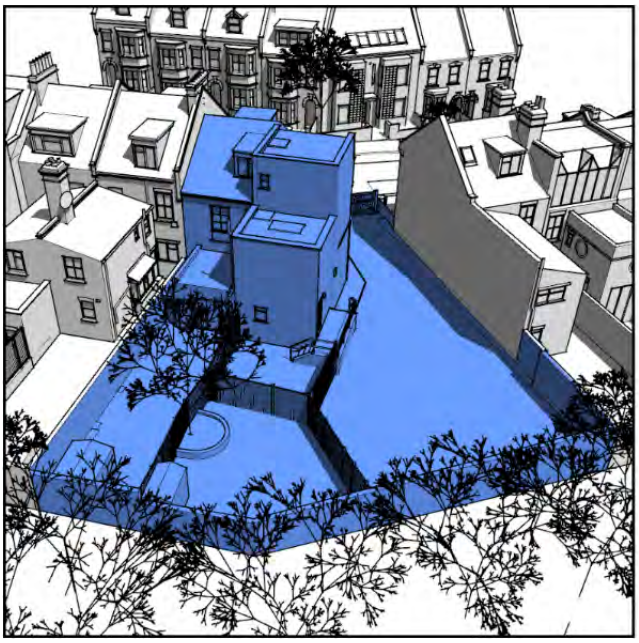


*Fig.1. Site from the back.*

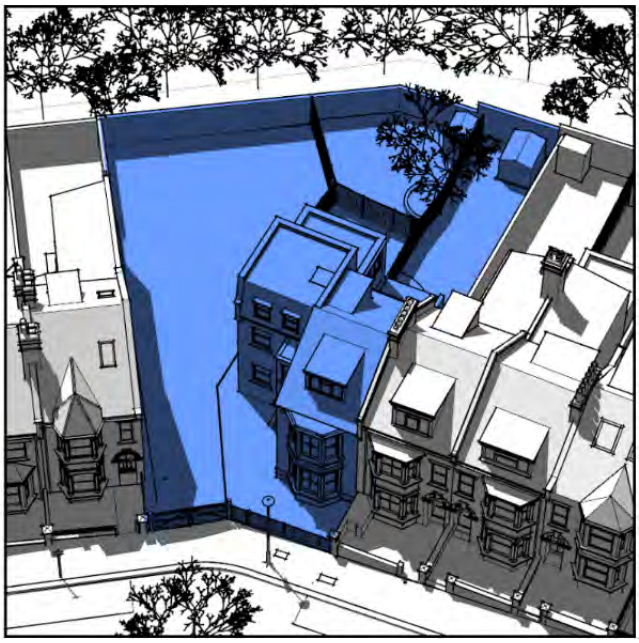


*Fig.2. Site from the front.*

## 2.3 Plot Disadvantages

**A.** The site's shape means that the front of the site is a confined, highly contested area; most acutely at ground floor level. Balancing the many competing demands placed on the entrance in terms of providing a suitable main entrance; circulation through to the stairways; space for the platform lift; level and efficient access to refuse; recycling access and bicycle storage areas; as well as ensuring two distinct entrances that do not conflict with each other in terms of either utility or appearance. It needs to do this without compromising the apartment windows and ensure that the whole design comes together to present a coherent and elegant facade.

**B.** The design difficulties are compounded by the site being split down the centre, on the corner and being on two levels; or at least having to appear so.


*Fig.3. View down the street*


*Fig.4. View up the Street.*

**C.** The front facade of any new development will, due to its position on the outside bend of the road, be highly visible in views both up and down the street. This is not true of the new build at No.22 on the opposite corner which, looking down the street is hidden, and looking up the street is in line with other houses.

## 2.4 Front Elevation Considerations: Street Scene

A great deal of thought has been spent considering our approach to the front façade. The intention is to have the building read as no more than a pair of attractive, contemporary, two storey houses with front gardens. While having its own distinctive character we are very keen that it slots comfortably into the Victorian street scene. The basement level should only become apparent at very close quarters.

## 2.5 Stepping of Ridge Heights

Looking at the ridge heights we noticed two issues, which we've considered very carefully in the proposal. It seems quite apparent that the roof of the extant property is quite uncomfortably lower than that of No.21. While there is a comparatively gentle rhythm of descending ridge heights moving down the street from 15 to 17,19 & 21, at 23 the roof height drops quite sharply. It would appear that the original architect, not having had the benefit of another building in the car park area that would have helped step the roofs more sympathetically, did what he could and to all intents and purposes split the difference between the ridge heights of 21 and 25. Either way he couldn't win: higher and it would have dominated No.25; lower and it would have looked even more peculiar.

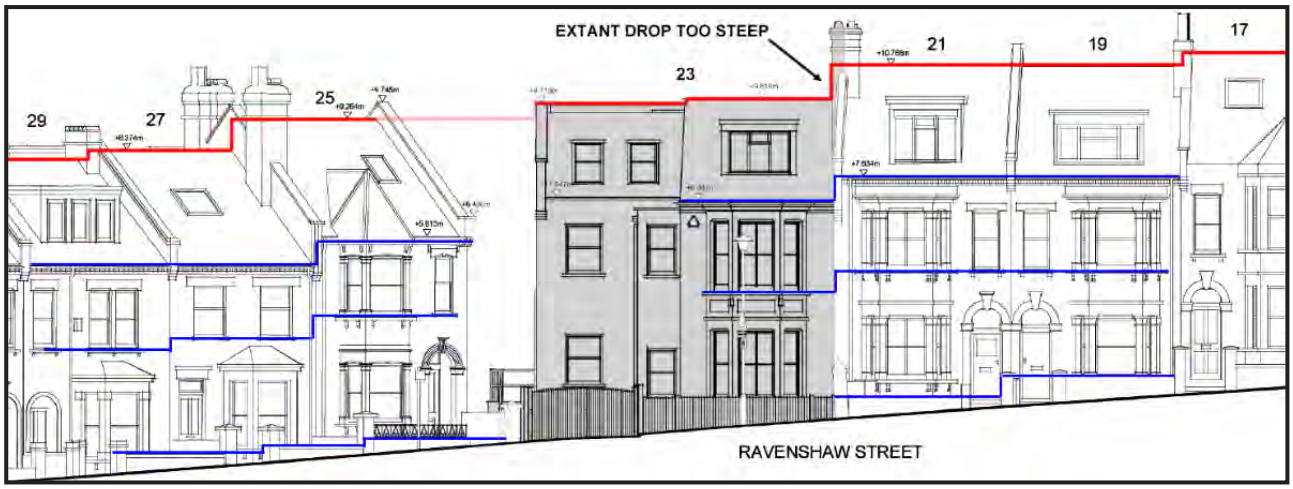



*Fig.1. Front elevation of extant site.*

After looking at the alternatives available to us we decided not to simply split the new roof heights 3rd/3rd/3rd/. Although it would seem the most obvious route, the result is visually un-easy. Instead, we have carried through the more gentle stepping of 15, 17, 19 and 21 onto the new right hand roof of 23, stepped down again a little more at the turn; then as the left hand roof abuts 25, drop down rather more sharply in order to pick up the steeper rate of decline from 25 to 27.

The result is that the ridge height of the proposed building (on the R/H side) is a little higher that the existing one. This increase in ridge height does not benefit the internal accommodation beneath it in any way. It has also been important to be able to carry through the flow of horizontal lines; windows, doorways, garden walls etc. as they step down the street, as well as something of the more general pattern of window and door positions/sizes.

*Fig.1 Front facade of proposed development.*

## 2.6 Roof Division

The easiest way to treat the roof from a construction point of view is to have one side as perfectly rectangular and the other as a long trapezium reaching into the corner. While it would no doubt be easier to build, it would have looked very out of place.

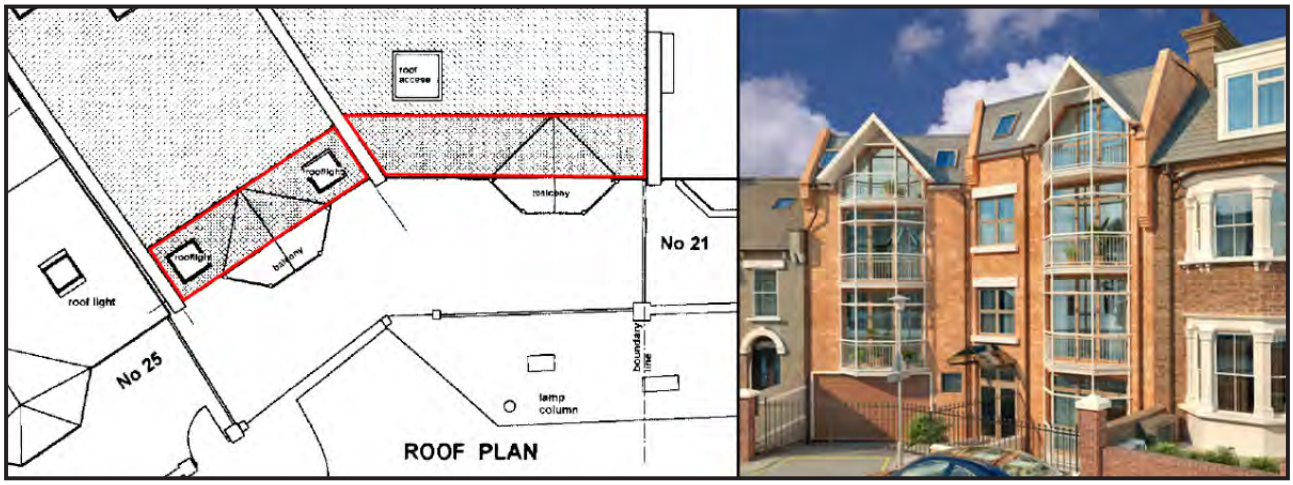



*Fig.2 Roof design of the 2007 application.*

Instead, this time we've split the roof into two fairly even trapeziums which break and step down very naturally right on the turn of the corner. It's more complicated to build, this way and leads to layout problems internally that have taken some time to work through, but we think that without a doubt it looks far more in place this way.


*Fig.1 Roof design of the current application.*

## 2.7 Considering No.21's Main View

The principal consideration when looking at the treatment of the rear of the building is to consider the effect on the two neighbouring properties. Of the two, the effect on the living room window on No.21A  is by far the most influential consideration. Any design of the rear elevation must revolve to a very large degree around sunlight/daylight, and amenity requirements of 21A's ground floor window and the flat's garden.

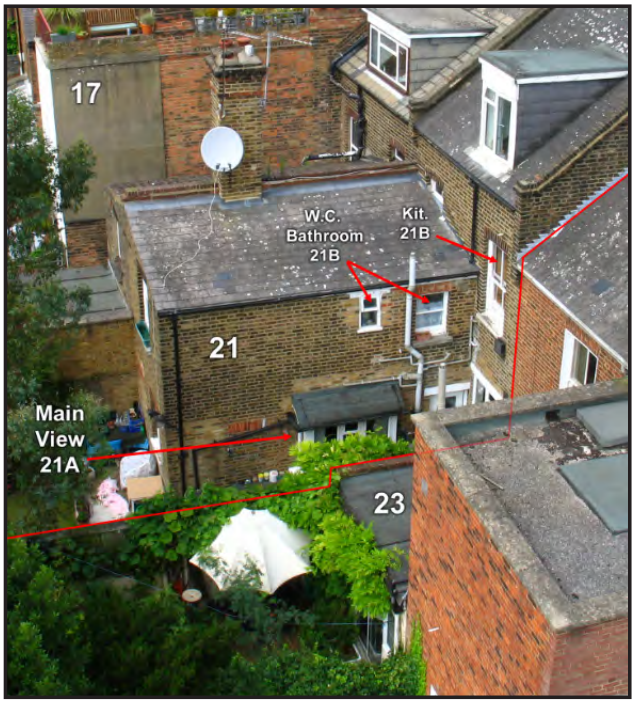




*Fig.2 & 3. Aerial shots showing rear extension of No.21 and Kitchen of No.23A.*

The design must stay within acceptable levels with regard to any reduction in daylight that may result from the proposal; avoid overlooking windows and balconies; not create any unacceptable sense of enclosure either at ground level or with respect to the outlook from the rear windows of No.21B. It's bulk and massing must must also not create an oppressive sense of confinement/enclosure that could be regarded as causing material harm to the outlook and amenity of No. 21.

The consequential effects of having to work with the restrictions placed on the development by this aspect of the site have been far reaching; greatly influencing the entire design, its massing, floor levels,the layout of apartments, the arrangement of rooms and the placing of balconies and windows etc.


*Fig.1 Shot from rear garden of 23A.*

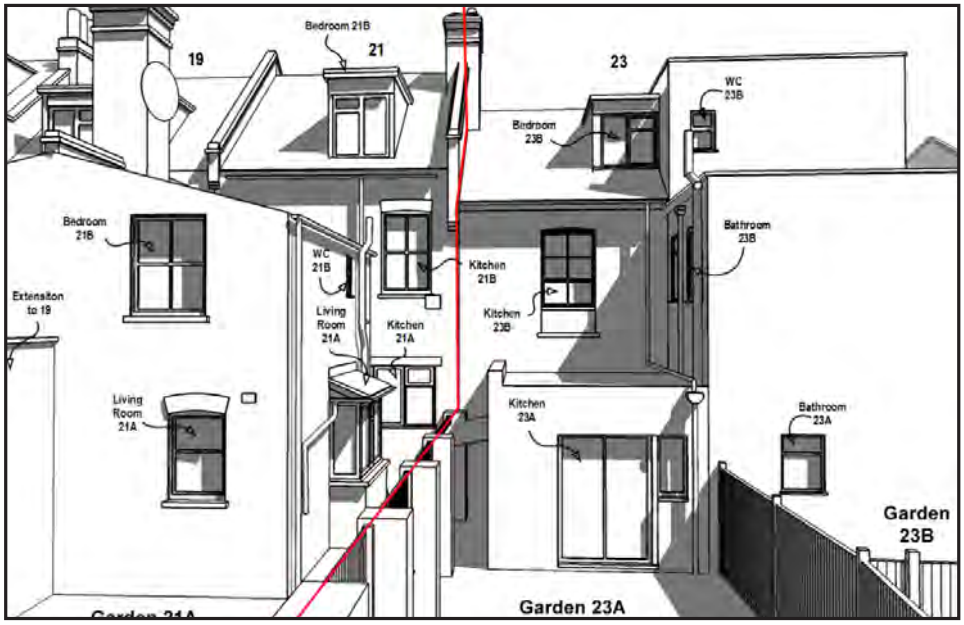



*Fig.2 3D illustration showing the extant massing and windows of No.21 and No.23.*

# 2.8 Considering No.25

Our principal consideration with respect to No.25 is primarily to ensure as little overlooking into the garden of No.25A as reasonably possible. We will be avoiding projecting balconies - for example - being able to look down onto the property. Additionally, the proposal will extend no further back than the present rear of No.25 itself does. The 2 rear windows in the back wall of No.25's extension, at both ground and first floor level, are frosted bathroom windows; so overlooking from No.25 into the amenity areas of the proposed development will not be possible.


*Fig.1 Montage of aerial shots showing rooftops of 25, 27, 29 and on.*

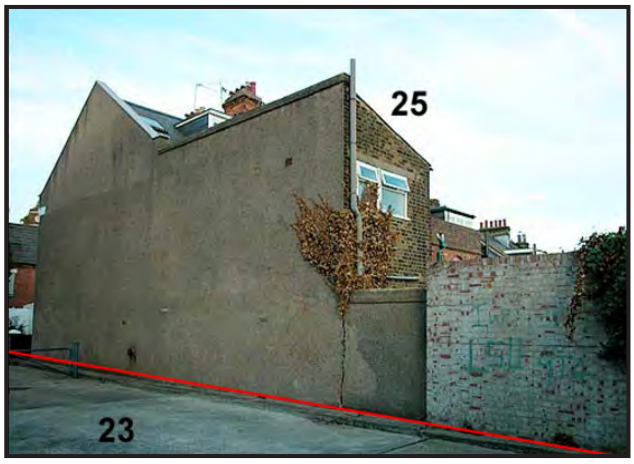
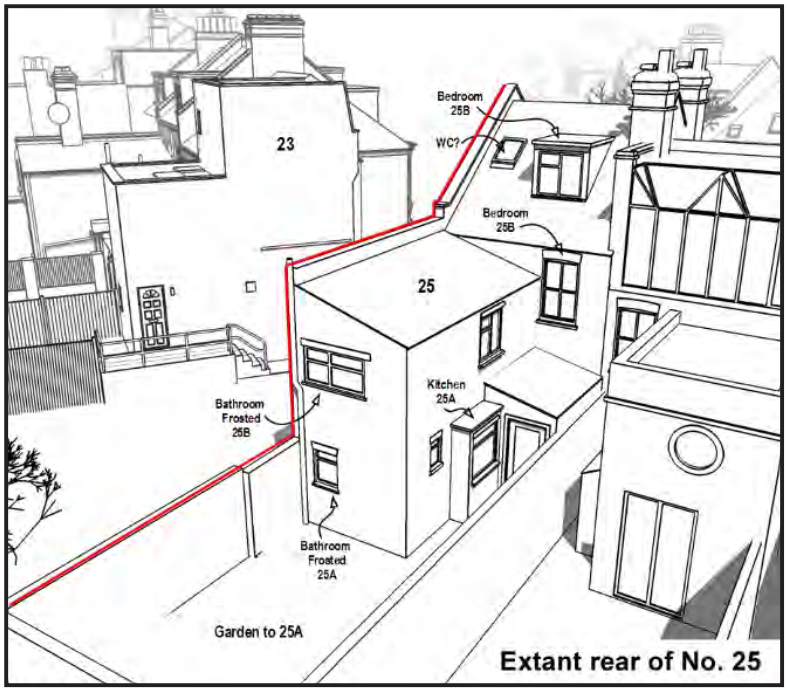



*Fig.2 Flank wall of No.25*




There can be only the very slightest sunlight, daylight or over-shadowing issues, if any, with regards to any of the rear windows of No. 25, due to the building being SE of the proposed new development. There will be some loss of outlook from the top dormer bedroom of 25B, but we will seek to keep this to a minimum, as with any increased sense of enclosure is by use of a mansard roof rather than plain.

*Fig.3 Rear of No.25*

# 2.9 Proximity to the Railway

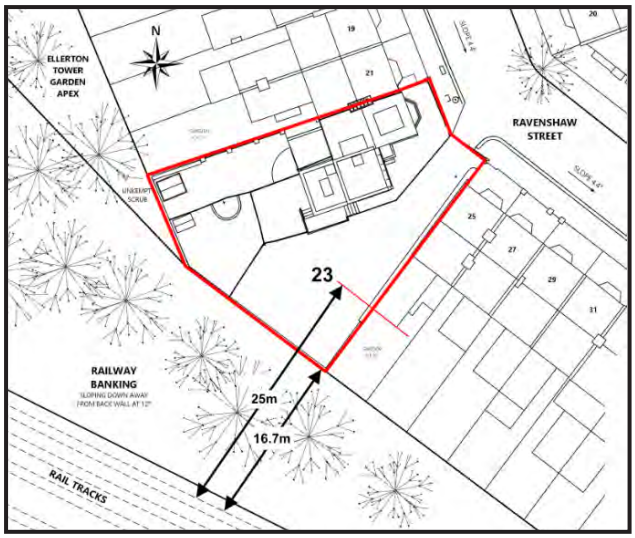



*Fig.1* Distance of the plot from railway lines.

The rear facade of the proposed development, at its closest point, is 25m from the first track. Sound is attenuated to a degree by the rear back wall of the development, as well as the mass of the railway banking itself - the track being some 3.5m below the site's ground floor level. Sound levels will be further controlled by double glazing (triple if needed on the second floor), inset balconies and external aluminium shutters. Noise, vibration and airborne pollution studies accompanying the application demonstrate compliance with current policy in each of these areas.

*Fig.2* Shot of the car park from roof.


*Fig.3 View of 23 from Ellerton Tower.*


*Fig.4 View of 23 from over the Brassey Road Estate.*

# 2.10 Density / PTAL Level

The TFL PTAL site (www.webptals.org.uk) rates the site a PTAL level 2. However, the walk times are incorrect due to the omission of Black Path. Black Path, which leads from the bottom of Broomsleigh Street directly to West End Lane, is the main pedestrian thoroughfare to West Hampstead's three stations from Ravenshaw and surrounding streets. The TFL database assumes pedestrians walk down Sumatra Road. A site specific PTAL assessment commissioned by us in 2011 from Transport Planning Practice Limited arrived at an Index of 14.71 PTAL = 3. Since then an extra train now running at peak times from Thameslink Station will have increased that index to around 14.81.

PTAL Calculation Sheet

| *Main Parmeters* | |
|---|---|
| Walk speed (m/min) | 80 |
| Bus reliability (mins) | 2 |
| Rail reliability (mins) | 0.75 |

Input required
Calculated

| *Site Details:* |
|---|
| 23a Ravenshaw Street |

| Site | Services | Stop | Route | Distance (m) | Frequency (services per hour) | Weighting | Walk Time (mins) | SWT (mins) | Access Time (mins) | EDF (mins) | Accessibility Index |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23a Ravenshaw Street | Bus | Westbere Road | C11 | 150 | 8 | 1 | 1.88 | 5.75 | 7.63 | 3.93 | 3.93 |
| | | Mill Lane | 16 | 630 | 11 | 0.5 | 7.88 | 4.73 | 12.60 | 2.38 | 1.19 |
| | | Mill Lane | 32 | 630 | 6 | 0.5 | 7.88 | 7.00 | 14.88 | 2.02 | 1.01 |
| | | Mill Lane | 189 | 630 | 9 | 0.5 | 7.88 | 5.33 | 13.21 | 2.27 | 1.14 |
| | | Mill Lane | 316 | 630 | 8 | 0.5 | 7.88 | 5.75 | 13.63 | 2.20 | 1.10 |
| | | Mill Lane | 332 | 630 | 6 | 0.5 | 7.88 | 7.00 | 14.88 | 2.02 | 1.01 |
| | Rail/LUL/DLR | West Hampstead | Thameslink (rail) | 700 | 7 | 1 | 8.75 | 5.04 | 13.79 | 2.18 | 2.18 |
| | | West Hampstead | Overground (rail) | 840 | 8 | 0.5 | 10.50 | 4.50 | 15.00 | 2.00 | 1.00 |
| | | West Hampstead | Jubilee line (LU) | 910 | 17 | 1 | 11.38 | 2.51 | 13.89 | 2.16 | 2.16 |
| | | | | | | | | | | Index = | 14.71 |
| | | | | | | | | | | PTAL = | 3 |

*Fig.1* Site specific PTAL calculation 2011

Additionally, according to information from Thameslink, increased capacity, next generation trains are being progressively introduced up to 2018 along with more frequent services, which will lead to 24 trains every hour travelling through the Thameslink Station during peak periods. These increased services will inevitably lead to the site, achieving an index in excess of 15 / PTAL of 4 at some time before 2018.

# 2.11 Flood Risk

Ravenshaw Street is not one of the roads listed as having suffered flooding in the 1975 and 2002 events. After the 2002 flood, (due to a backed up drain, the run-off from which affected Broomsleigh Street) Thames Water invested in a large flood risk project in the area; the Sumatra Road scheme. This increased sewer capacity added a number holding surge tanks in a number of locations in the area, specifically to reduce the risk presented by that type of event.

The basement patio areas, comprising of just 23% of the site, are the only surfaces that are neither impermeable nor too low to drain into the site's main rainwater harvesting tank. However, Ravenshaw Street's main trunk sewer is approximately 5m below ground level, 2m lower than the slot drains in the basement patio areas, providing a perfectly sufficient drop to the main.

# 3. Proposed Development

The proposal involves demolition of an existing house and its replacement with a three storey, plus basement level, 8 unit apartment block. To the front, the building has been designed to sit harmoniously in the street scene, presenting as a pair of contemporary brick houses with front gardens. The rear of the development is designed to leverage the open SW aspect of the site while still respecting the privacy and amenity of neighbouring properties.

## 3.1 Schedule of Proposed Accommodation:

### Lower Ground GEA 253.17m²

**Flat A: 3 BED 6P** GIA **104.91m²**
Patio 23.56 m² & Front Lightwell 11.95 m²

**Flat B: 3 BED 6P** GIA **109.10m²**
Patio 27.74 m² & Front Lightwell 10.83 m²

### Ground GEA 231.64m²

**Flat C: 2 BED 4P** GIA **79.20m²** Patio 21.27m²

**Flat D: 2 BED 4P** GIA **74.73m²** Balc. 6.27m²

### First Floor GEA 205.09m²

**Flat E: 3 BED 4P** GIA **79.71m²** Balc. 5.90m²

**Flat F: 3 BED 5P** GIA **89.54m²** Balc. 6.27m²

### Second Floor GEA 126.16m² > 1.5m

**Flat G: 2 BED 3P 61.40* m² > 1.5m**
Entire Area 75.05m² Balc.5.86m²

**Flat H: 2 BED 3P 59.06* m² > 1.5m**
Entire Area 70.93m² Balc.5.86m²

### Area Totals:

**Proposed Total GIA** > 1.5m: **657.65m²**

**Total Extant Flats: 164.4 m²**

**Total Additional Habitable GIA:**
> 1.5m **493.25 m²**

**Proposed Bedrooms:** 20

**Proposed Bed Spaces:** 35

**Communal Garden:** 70.92 m²

**Total Proposed Amenity:** 196.44 m²

Options as to unit size / mix and amenity are very much dicided by the site's shape, orientation and the needs of neighbouring buildings. It isn't possible, given the site's characteristics, to implement any mix of unit sizes one may like, as may be possible to do on a more rectangular site.

**Inc. storage under eaves with headroom of 900-1500mm counted at 50%.*

*Fig.1 Proposed front elevation: Designed to present as a pair of contemporary terrace houses.*

*Fig.2 CGI of proposed rear elevation.*

*Fig.3 CGI of proposed rear elevation.*

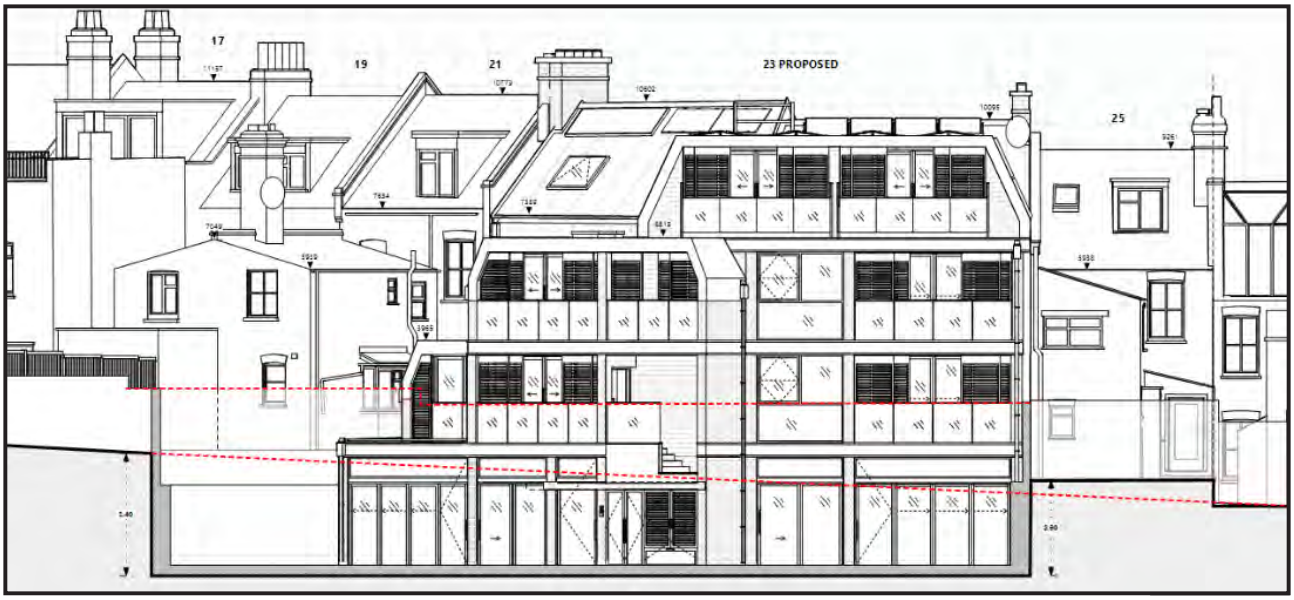



*Fig.4 Rear elevation: Predominantly facing the railway with 1½ stories* below wall level.

# 3.2 Design Development History

Prior to the 2007 application, we looked at development options which involved leaving the extant house in tact. However, the results made it quite obvious that such an approach would not recertify the extant building's fundamental shortcomings, would compromise the new development, compound the already ad hoc look of the building and probably be just as expensive and time-consuming to build as a whole new building would be. Below are snapshots showing the evolution of the current proposal.

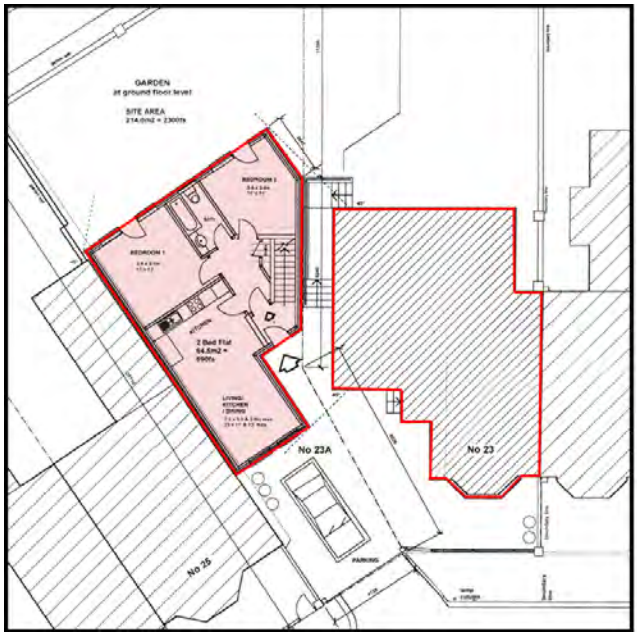



*Fig.1 A build just on the car park site.*

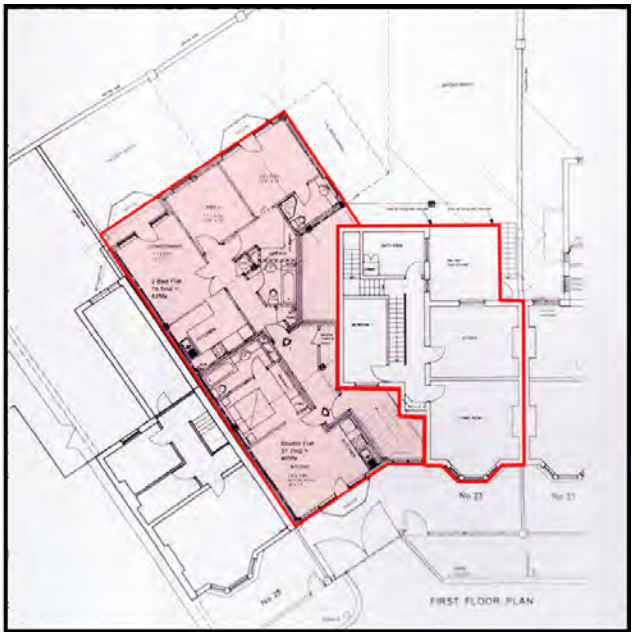



*Fig.2 Wrapping around the extant house.*

*Fig.3 A 2007, 12 flat design with no basment.*

*Fig.4 A 2007 version with basement parking.*

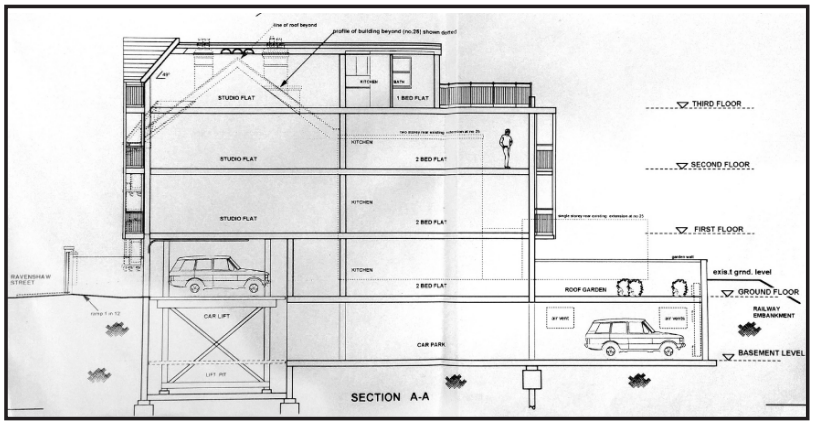



*Fig.1. Scheme showing extensive basement car park, bulkier rear massing and projecting balconies.*

*Fig.2. Below: Many experimental designs with bay windows.*

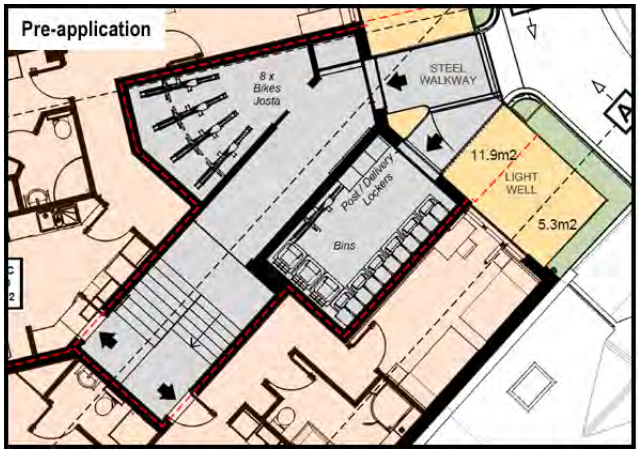
In the final designs, underground parking was abandoned, the floor levels adjusted and the design developed into to the proposal set out in the pre-application. We have shown the evolution of just the front facade here for brevity but the approach to the rear facade and internal layout changes have been through equally exhaustive revisions.

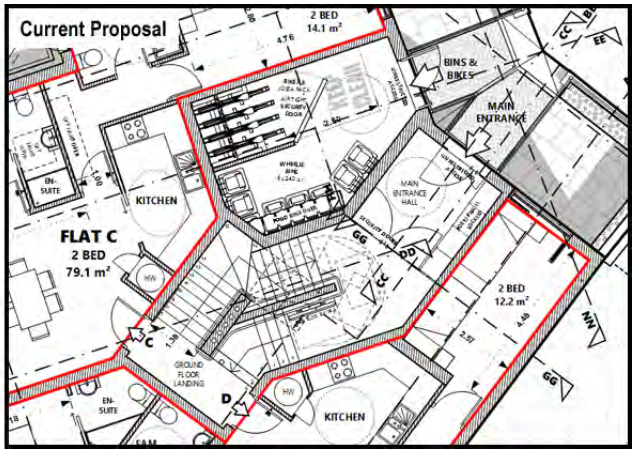
# 3.3 Pre-Application / Subsequent Changes

The design has benefited from a number of incremental changes and improvements since the one presented at the pre-application, most significantly:

## Entrance, Lobby, Bins and Bikes Store

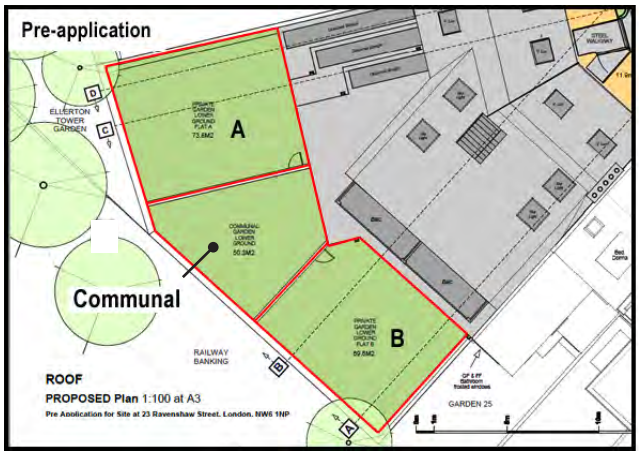
Officers expressed reservations about bike store facilities. Now greatly revised we think the proposed facility is a big improvement; not utopian but a big improvement. This necessitated a wholesale revision of the entrance, corridors, staircase and all the apartment layouts.

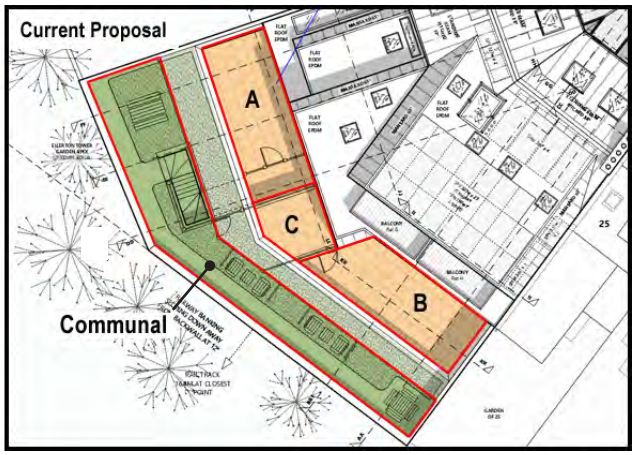



## Amenity Spaces

Amenity spaces have been comprehensively revisited; now having three private gardens, while still providing communal gardens with fencing that prevents loss of privacy to Flats C & D.



# 3.4 Rear Facade Adjoining No.21

Since the pre-application the rear facade, where it interfaces with the rear extension and amenity of 21, has been extensively re-worked. With the introduction of mansard roofs, the removal of massing on the first floor in addition to the developing “wedding cake“ form, we’ve sought to reduce as far as possible the impact of the proposal on No. 21 and avoid imposing any potentially oppressive sense of confinement on the neighbouring property.

*Fig.1 Pre-application*

*Fig.2 Current proposal*


*Fig. 3 Pre-application rear elevation detail*

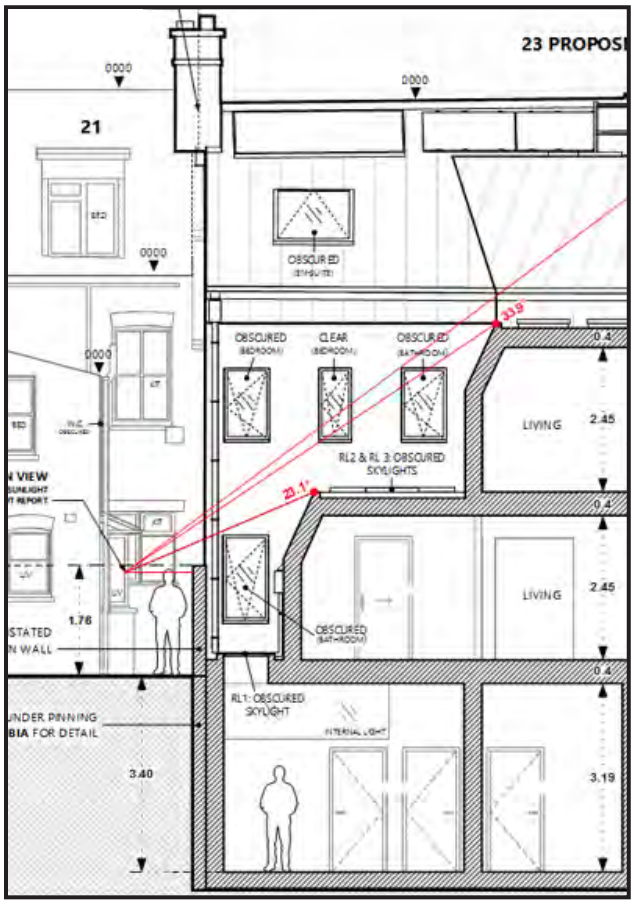



*Fig.4 Rear Section through current proposal*

# 3.5 General Layout Considerations

We hope that the proposal demonstrates that the design of the building, the layout of its internal and external spaces - both communal and private; its relationship to neighbouring properties and to the wider public realm, have all been comprehensively thought through.

The new proposal takes a very different approach different from the 2007 application which, in hindsight, had a number of faults:

- 12 apartments necessitated studios with only single aspect views to the North East.
- It had more overbearing bulk and massing.
- Was less respectful of the main view of No. 21 in terms of out look.
- Created more of sense of confinement an enclosure with respect to No. 21.
- Had projecting balconies to the front; at odds with the existing grain of development.
- Had projecting balconies to the rear which would have compromised neighbouring amenity.
- Proposed extensive underground parking and an almost double depth basement.
- Not quite so fundamental but still important, it proposed just 2 private garden spaces instead of 3 and a communal garden that would have been both less accessible to residents and, given that the space could be freely overlooked - far less comfortable to relax in.

We hope that this new proposal addresses all these issues and is a great improvement on the first application in every respect. The design represents an optimum level of accommodation on the site while offering:

- Full utilisation of the site in spite of it’s constraints.
- Avoiding awkward triangular rooms, with a result that the flats will feel predominantly rectilinear in layout.
- All the flats are duel aspect, with layouts facilitating the front to back passage of light through the properties.
- Maximum benefit has been made of the site’s wide SW facing rear aspect through the provision of generous rear bi-folding doors and large windows opening on to inset balconies and patio gardens. However, given the amount of SW facing glazing, occupants will be able to control of the sun intensity in summer and intrusive low winter sun to most rooms, using freely positional sliding storm shutters.
- Basement flats benefit, for the most part, from exceptionally high ceilings and large internal windows to offset any sense of confinement and maximise daylight penetration.

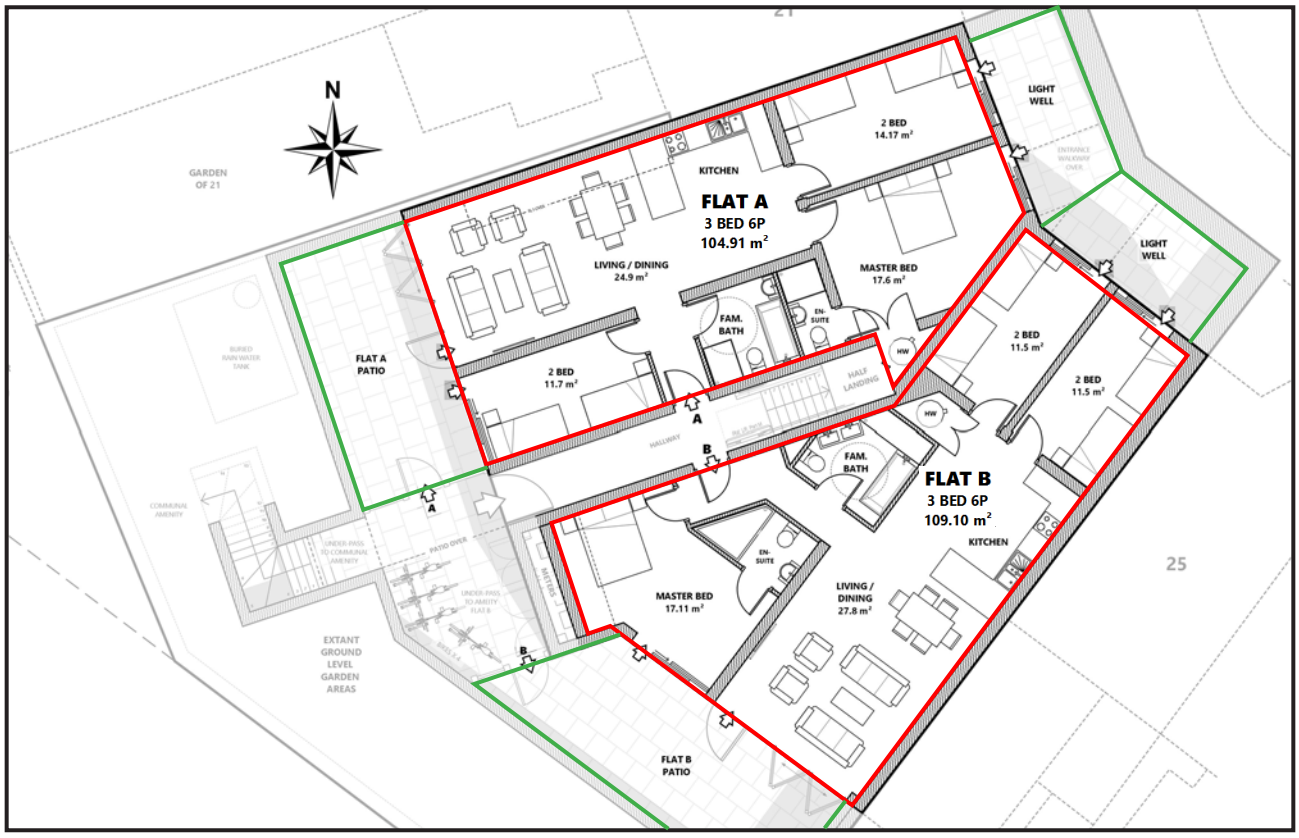



*Fig.1 Lower Ground Floor Flats: A & B*

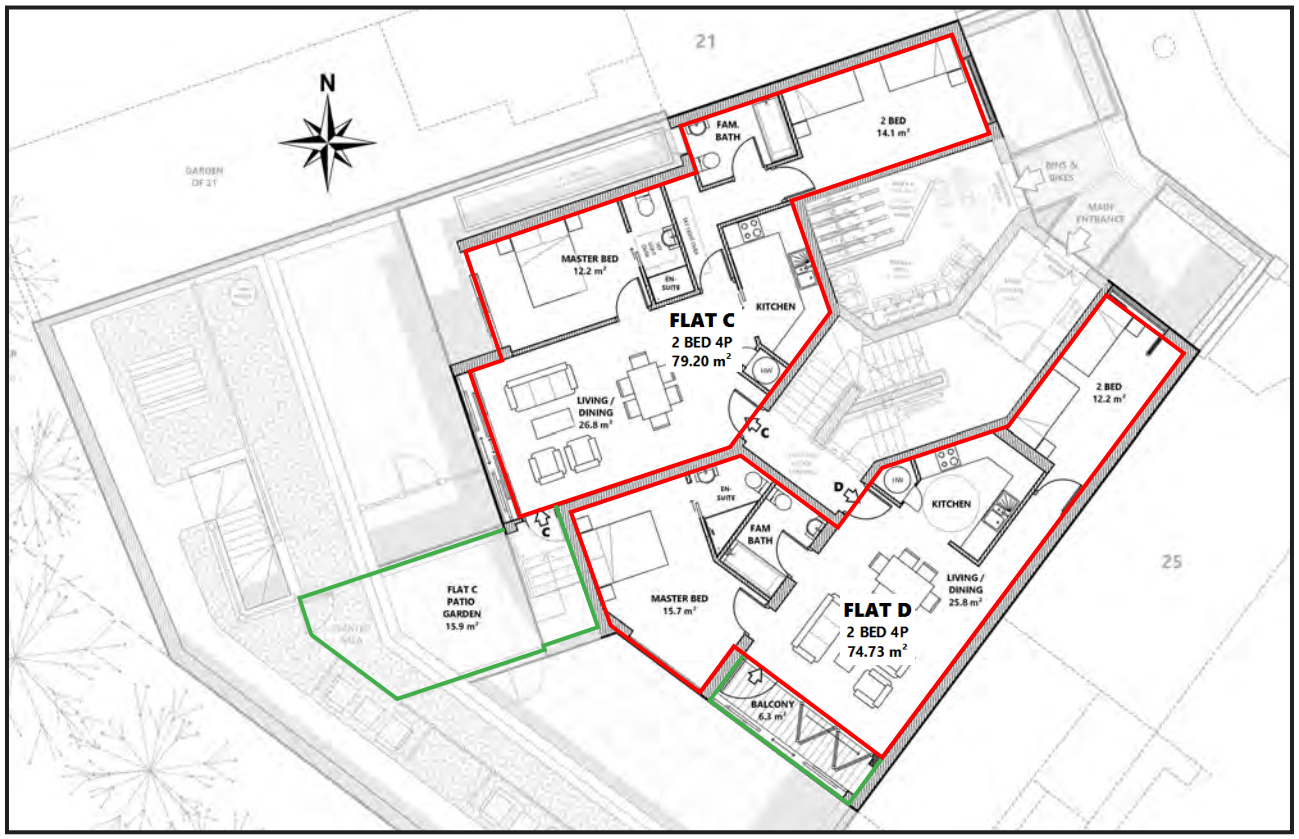



*Fig.2 Ground Floor Flats: C & D*

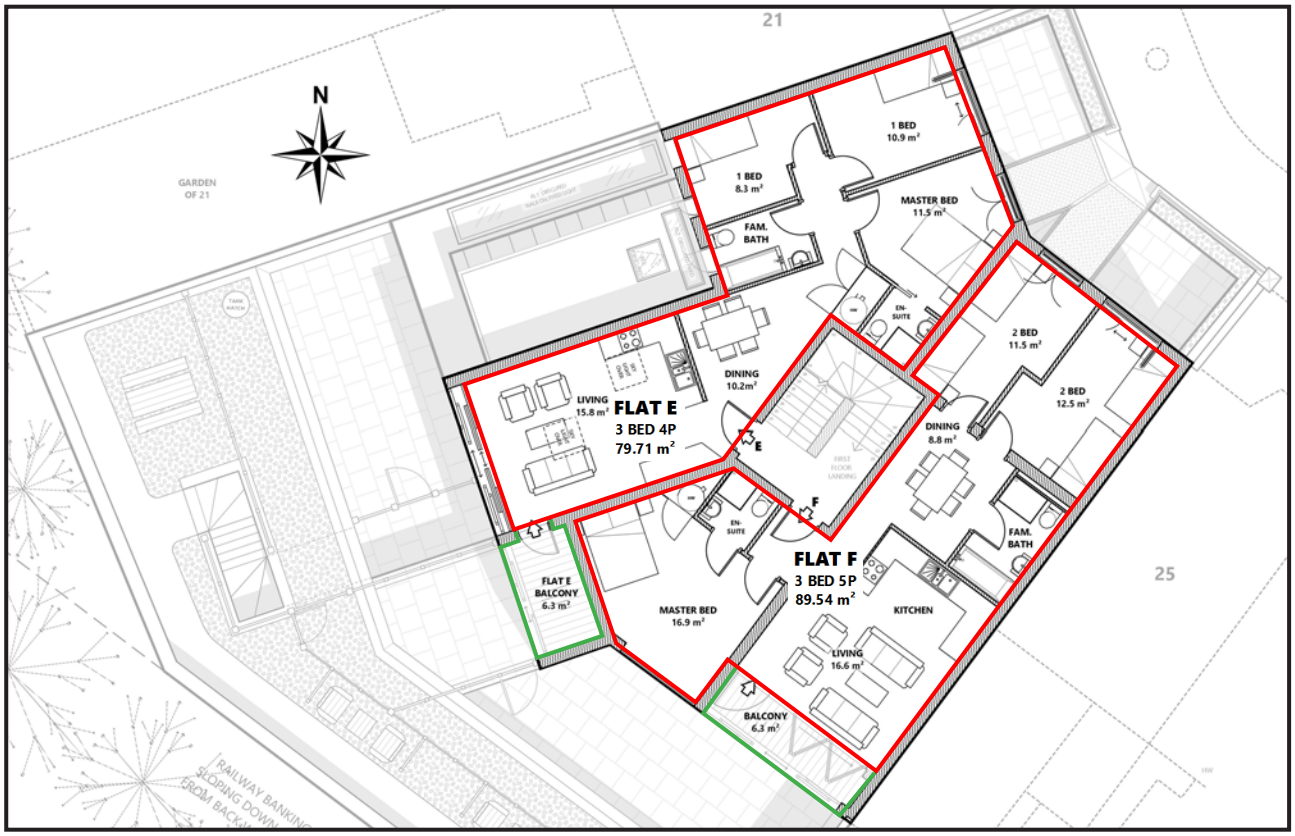



*Fig.3 First Floor Flats: E & F*

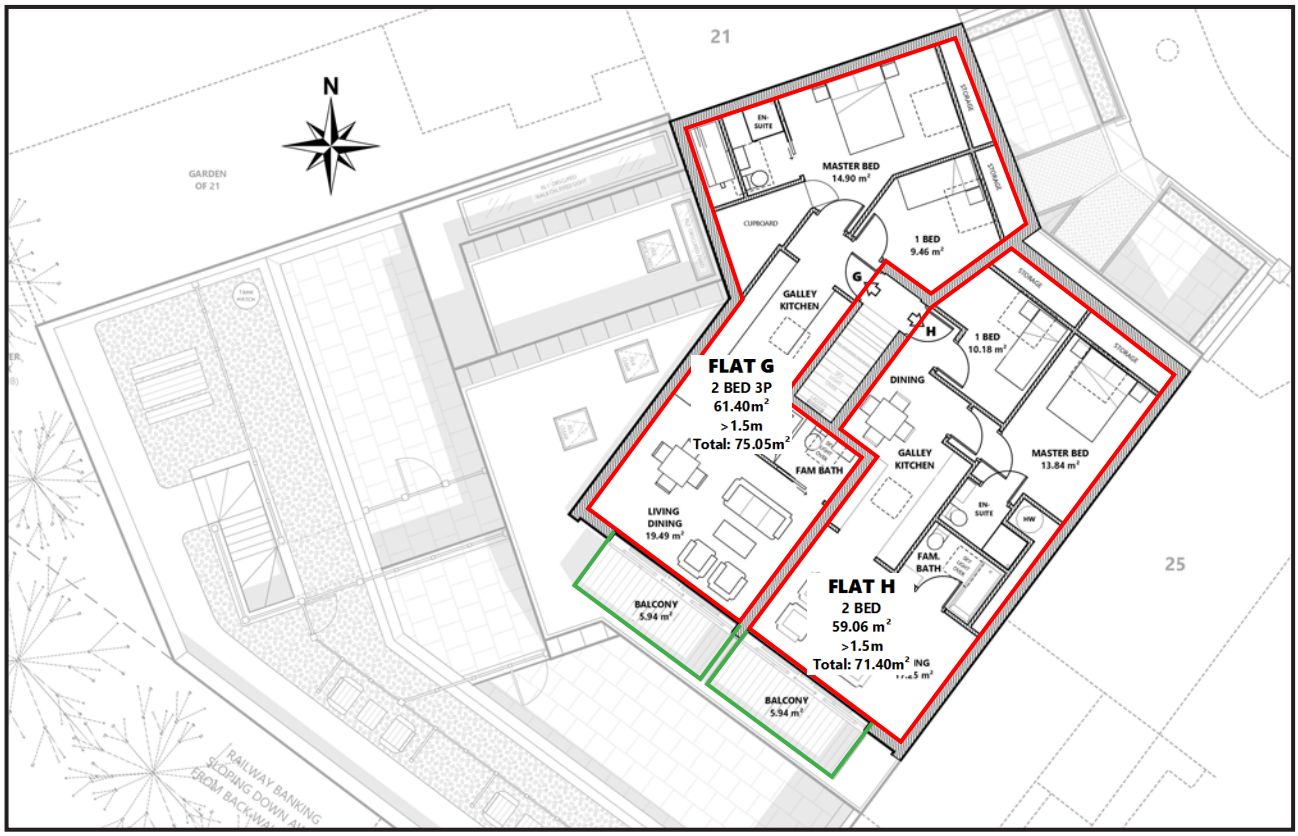



*Fig.4 Second Floor Flats: G & H*

# 3.6 Front Entrance Area Design

The development entrance is the most highly-contested area of the whole proposal in terms the floor area able to be given over to each of the many competing requirements. Of all the requirements, the need for bike storage has proved to be far and away the most problematic. Given all the other constraints, it has simply not been possible to host all of the required number of bikes at the front of the building or to provide a third discreet storage area for them.

In comparison to the pre-application drawings, the current proposal's main entrance, bin and bike storage chamber has undergone a wholesale revision. The pre-application layout was lacking in many respects. The new layout is the result of much reworking over the last few months. We feel that this new layout is a great improvement over the pre-application version in all respects. Still, however, given the restrictions of the site, any solution will need to carefully balance the competing requirements to arrive at a workable and least compromised solution.

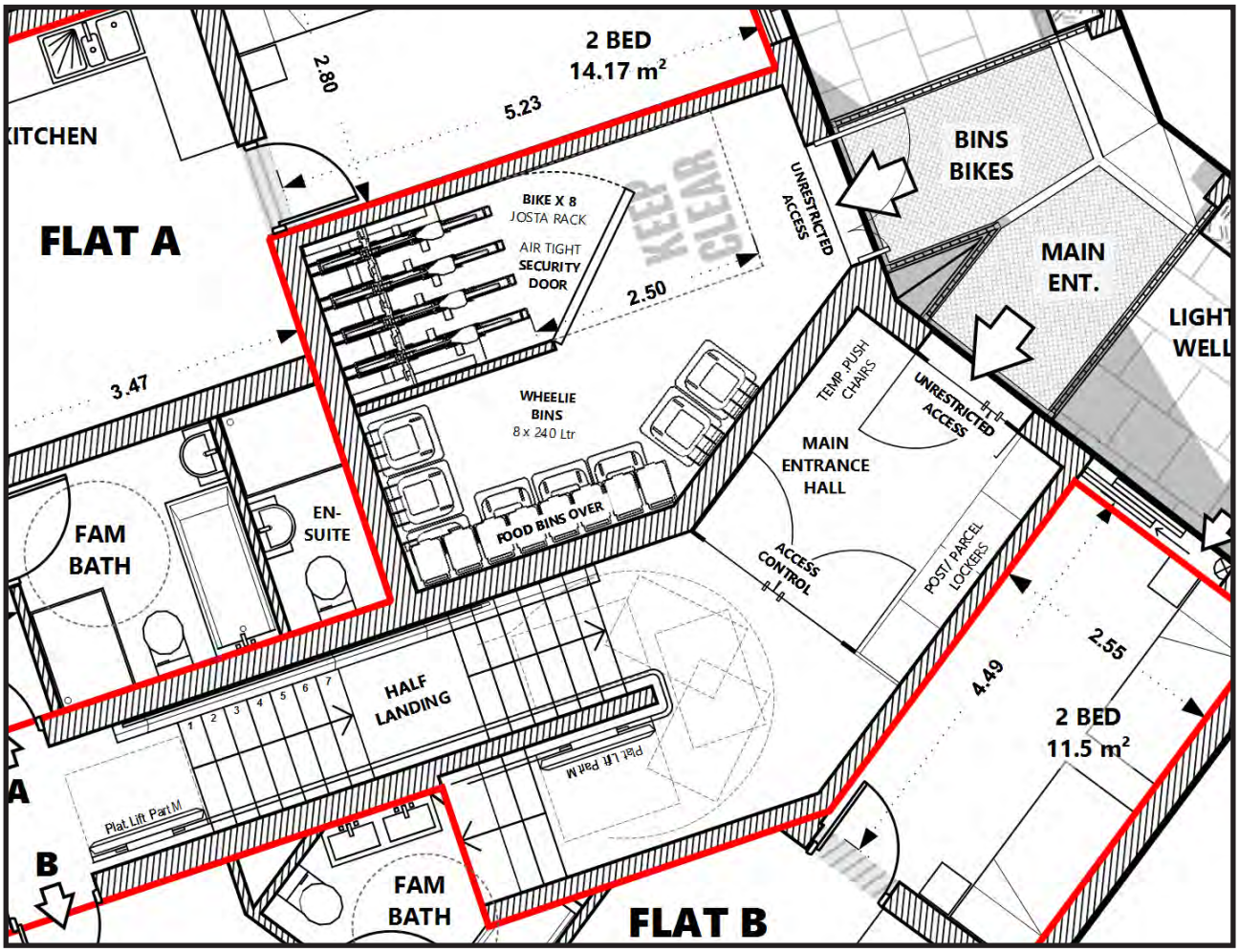



*Fig.1 Ground floor plan detail showing: Main entrance lobby with security doors, parcel boxes. Service Entrance: to Bin and Josta 8 x Bike Rack.*

# 3.7 Rear Exit / Plant / Utility Area

The communal garden is accessible via the basement level external door along with access to the rear patios of the basement flats. A readily accessible cupboard for all the metres is provided under the patio of Flat C, along with additional covered bike storage for 4 bikes, gas boilers and potentially, battery storage units.

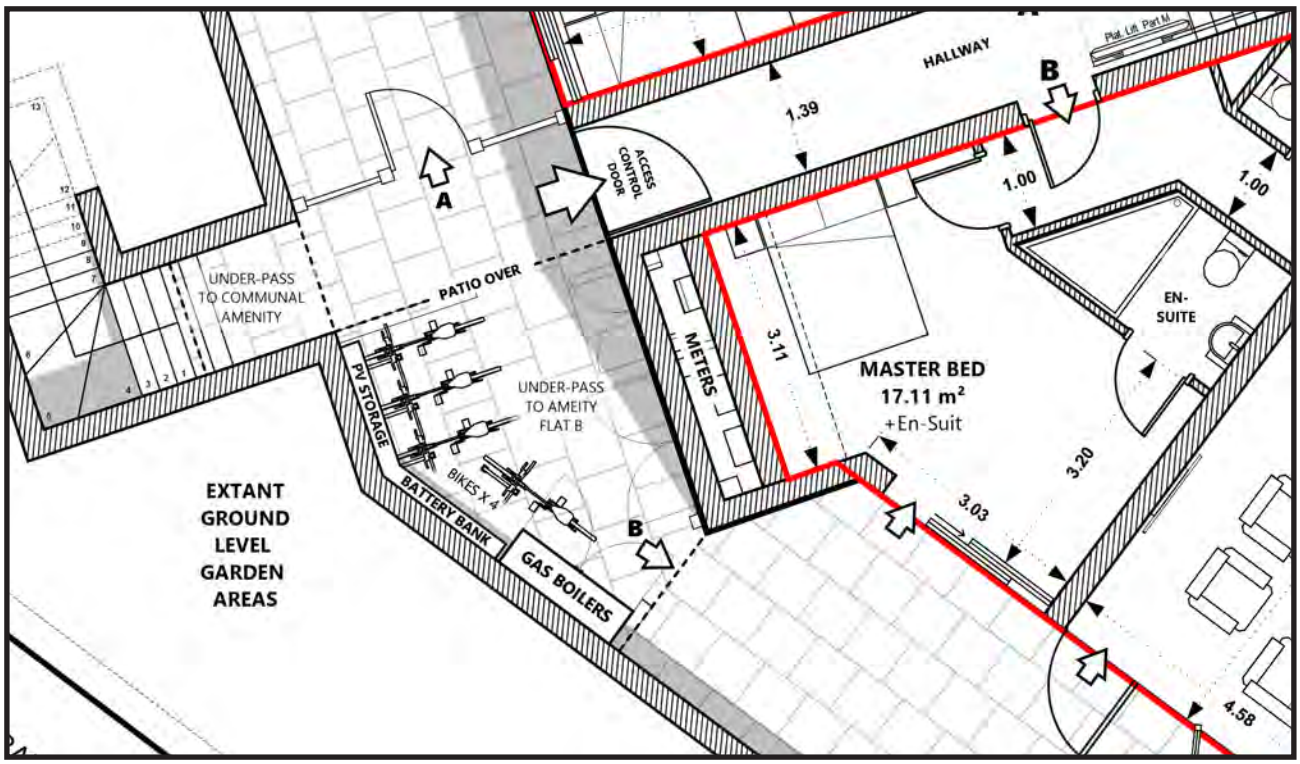



*Fig.1 Basement level plan detail, showing rear plant and bike area under the Patio of Flat C.*

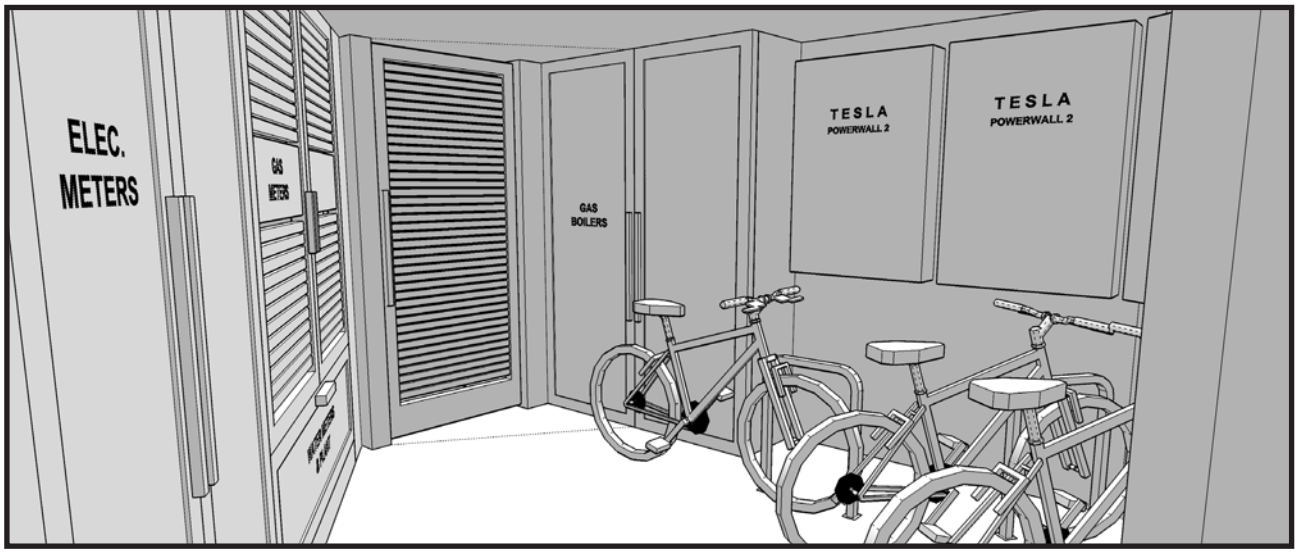



*Fig.2 Meter, boiler and additional bike storage under patio of Flat C.*

# 4. Proposed Amenity

The scheme provides private patio garden areas for flats A, B & C, private internal balconies for flats D, E, F, uncovered private balconies for the second floor flats G & H. The balconies are positioned to provide both privacy to occupants and neighbours alike. In addition, occupants have use of a fenced-off communal garden running along the rear of the site furnished with discreet seating areas.

**Private Balconies:**

Flat D: 6.24 m² Flat G: 5.94 m²
Flat E: 6.12 m² Flat H: 5.94 m²
Flat F: 6.42 m²

**Private Patio Gardens:**

Flat A: 24.1 m² Flat C: 21.88 m²
Flat B: 29.06 m²

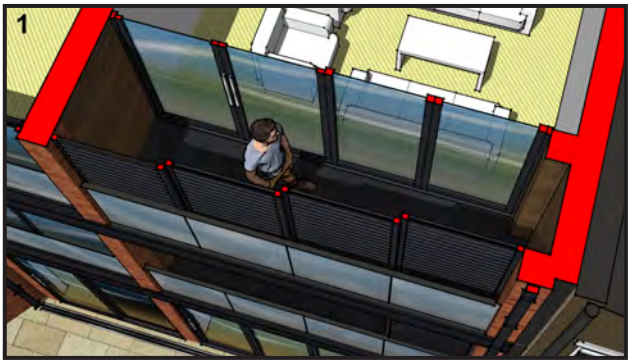
**Private Front Lightwells:**

Flat A: 12.59 m² Flat B: 11.45 m²

**Rear Communal Garden:** 64.93 m²

**Total Amenity: 194.67 m²**

## 4.1 Private Balconies



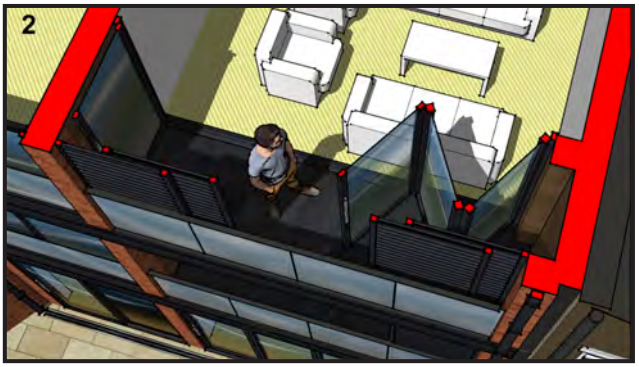





*Fig.1, 2 & 3: Balcony privacy is enhanced by sliding plantation/storm shutters. The shutters also provide sun screening and help to control overheating in summer. They also help residents control the intrusion of low winter sun directly into living areas.*

## 4.2 Private Basement Level Patios

*Fig.1 Flat A, rear basement lightwell*

*Fig.2 Flat A, rear basement lighwell*

Flats A & B both benefit from full height bi-folding doors opening out onto private patio areas, but residents will still be able to make use of the communal area if they wish via a fence door to the side. Although unlikely to be used often due to the much more public position, lightwells to the front of flats A & B, lead off the bedrooms via sliding patio doors and provide some additional amenity and an opportunity for container plants. The two areas are to be divided by a fence or obscured partition of at least 1.7m.

## 4.3 Communal Garden

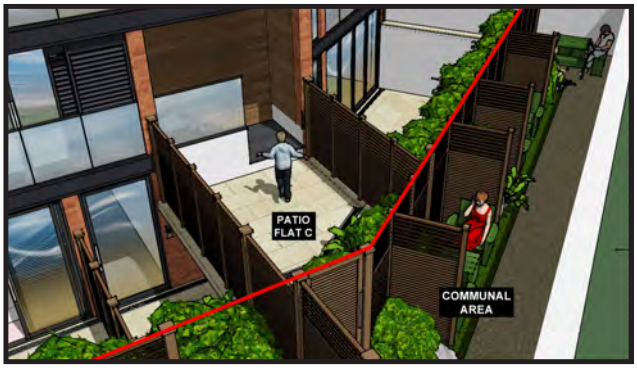




*Fig.3 & 4 Above: All residents have access to a communal garden area at the rear; divided by screens and planting into a number of discreet areas.*

*Fig.5 Right: A 2.2m fence is positioned exactly as to obscure all views into ground floor windows.*

# 5. Views and Visual Impact

A great deal of attention has been paid in the design of the proposal to the impact on the views and outlook of neighbouring properties. In addition, lines of sight into neighbouring properties windows and amenity space have informed the design process throughout.

Currently four, first-floor rear windows of the existing property overlook, to varying degrees, neighbouring properties windows at 21A and 21B Ravenshaw Street. In addition, there is also some overlooking of a garden of number 21A.

Of all the windows in the proposed development only one single bedroom window - that of Flat E - has a direct view into the garden of 21A. All the other rear windows have either highly oblique views, use of obscured glazing, or are screened to the point where we would not consider that any additional material harm would be caused to the amenity of any neighbouring property.

## 5.1 Extant Views from No.23 to No.21

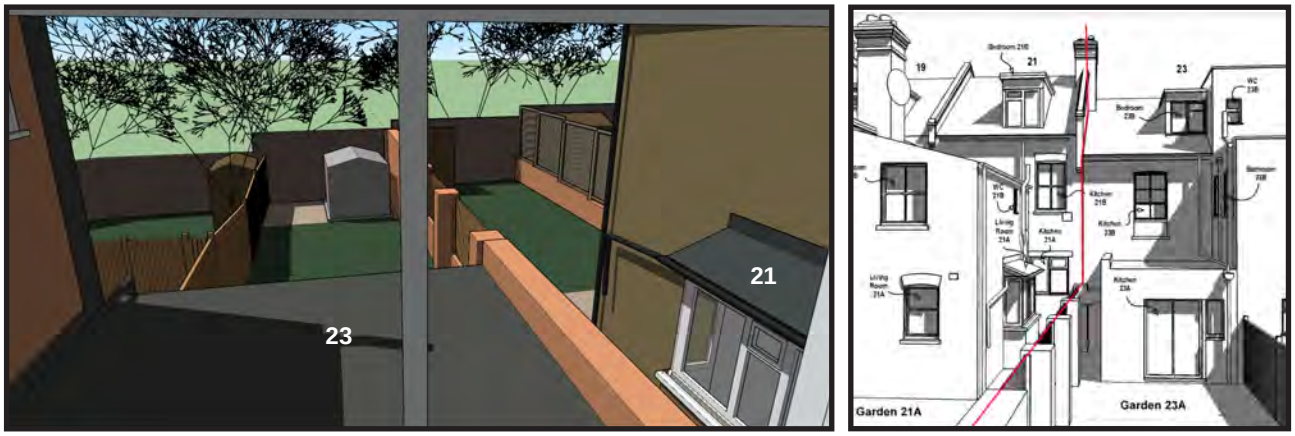



*Fig.1 View from the kitchen of 23B over the garden and living room bay window of 21A.*


*Fig.2 View from 2nd floor dormer of 23B.*

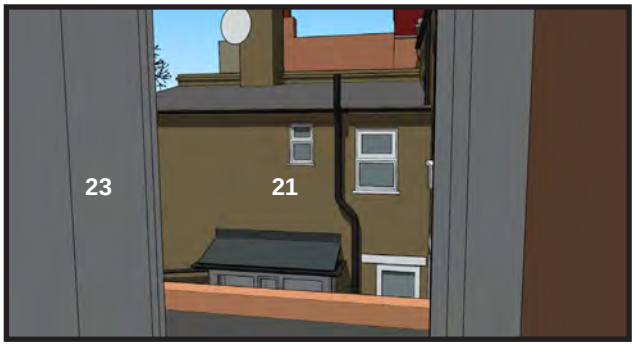



*Fig.3 View from hall window of 23B.*

# 5.2 Views from No.21 and No.25 towards No.23


*Fig.1 Extant view from rear bay of 21A*


*Fig.2 Proposed view from rear bay of 21A*


*Fig.3 Extant view from bay 21A down garden*

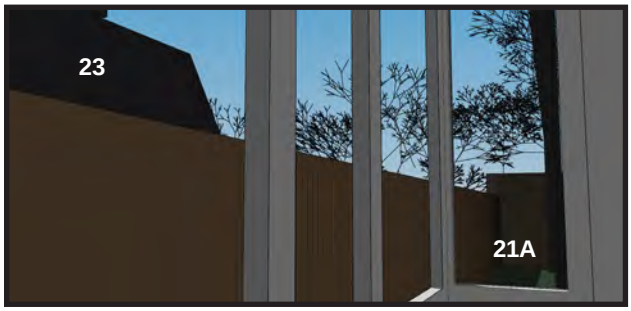



*Fig.4 Proposed view from bay of 21A*


*Fig.5 Extant view from the garden of 21A*

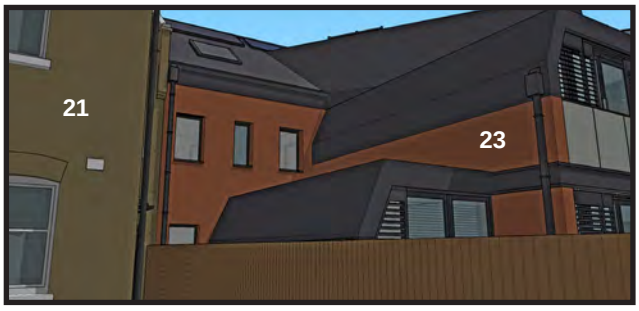



*Fig.6 Proposed view from the garden of 21A*


*Fig.7 Extant view from the kitchen at 21B*


*Fig.8 Proposed view from the kitchen at 21B*


*Fig.9 Extant view from dormer bed of 21B*

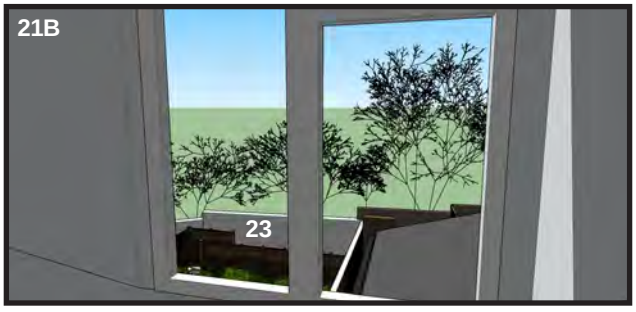



*Fig.10 Proposed view from dormer bed of 21B*


*Fig.1 Extant view - dormer bedroom of 25B*

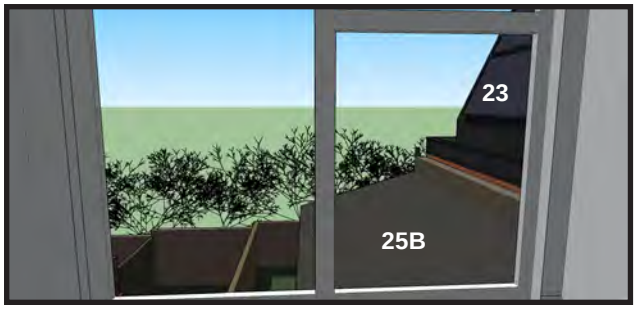



*Fig.2 Proposed view - dormer bedroom of 25B*


*Fig.3 Extant view from the garden of 25A*


*Fig.4 Proposed view from the garden of 25A*


*Fig.5 Proposed view from balcony Flat D*

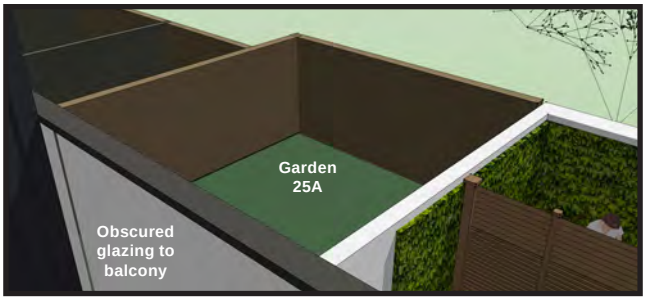



*Fig.6 Proposed view from balcony Flat F*

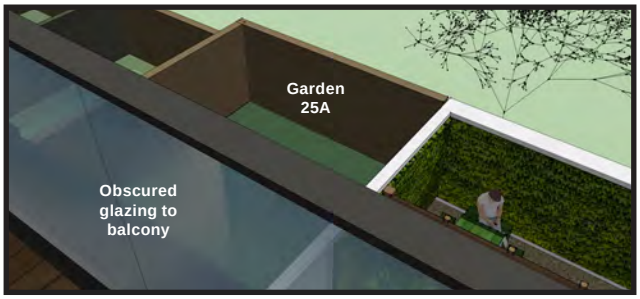



*Fig.7 Proposed view from balcony Flat H*

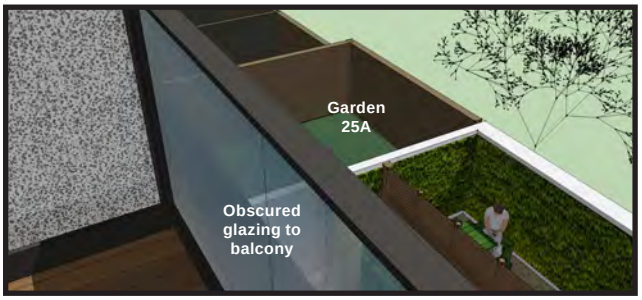



*Fig.8 Proposed view from balcony Flat G*


*Fig.9 Extant view from roof patio of No.17*


*Fig.10 Proposed view from roof patio of No.17*

# 5.3 Impact on 21A

While the proposed building is plainly a larger mass than the existing house, every effort has been made in the design to have the building step away quickly from 21A and then at the second floor/roof level both turn and slope away using the mansard roof. With each level, the building both steps and staggers back, purposefully seeking to avoid creating a palpable sense of confinement around the back door, dorma and garden space of 21A close to the house. At ground floor level, the flank wall of the proposed building is twice as far away from the boundary as the existing Kitchen wall of 23A; 1480mm vs. 700mm.

Additionally, this first ground floor tier extends no further back than the rear of 21 itself. Only as it moves further away does the building extend further back to its full depth; in line with the rears of 17, 15, 13 etc. 21B has no use of the garden.

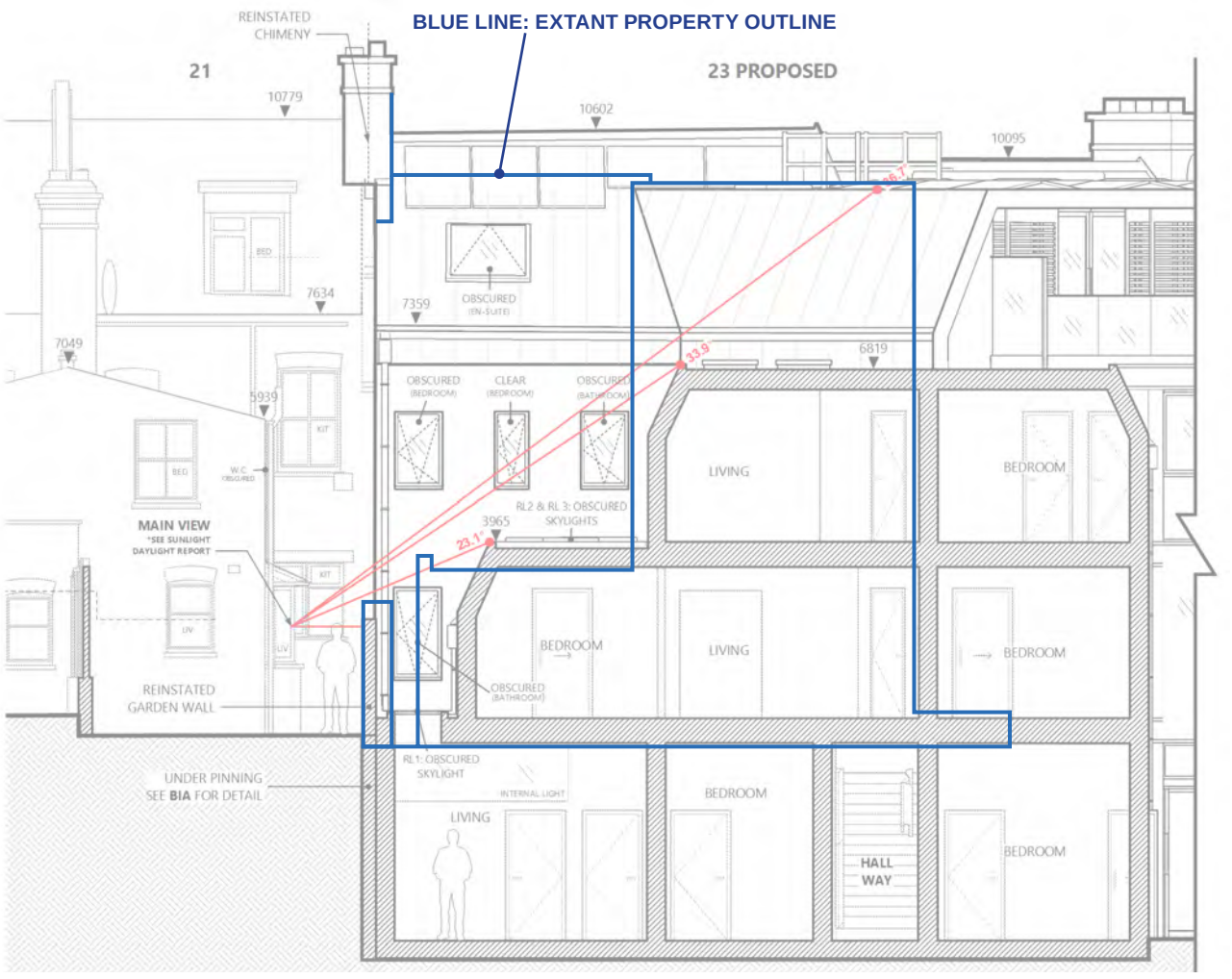



*Fig.1 Rear View Section Adjoining No.21: Showing outline of existing house in blue.*

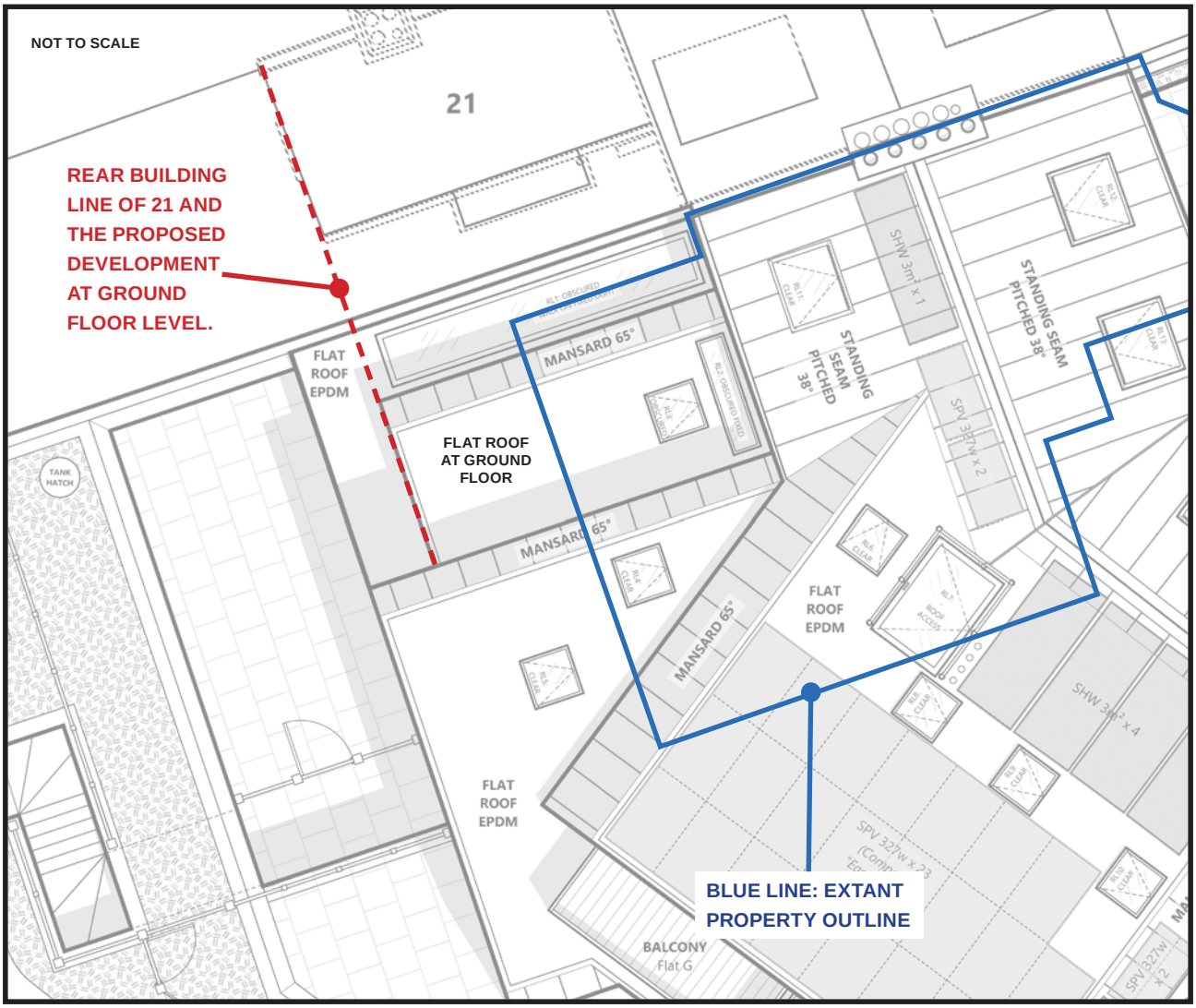



*Fig.1 Rear plan showing rear of No. 21 in relation to the extant and proposed development.*

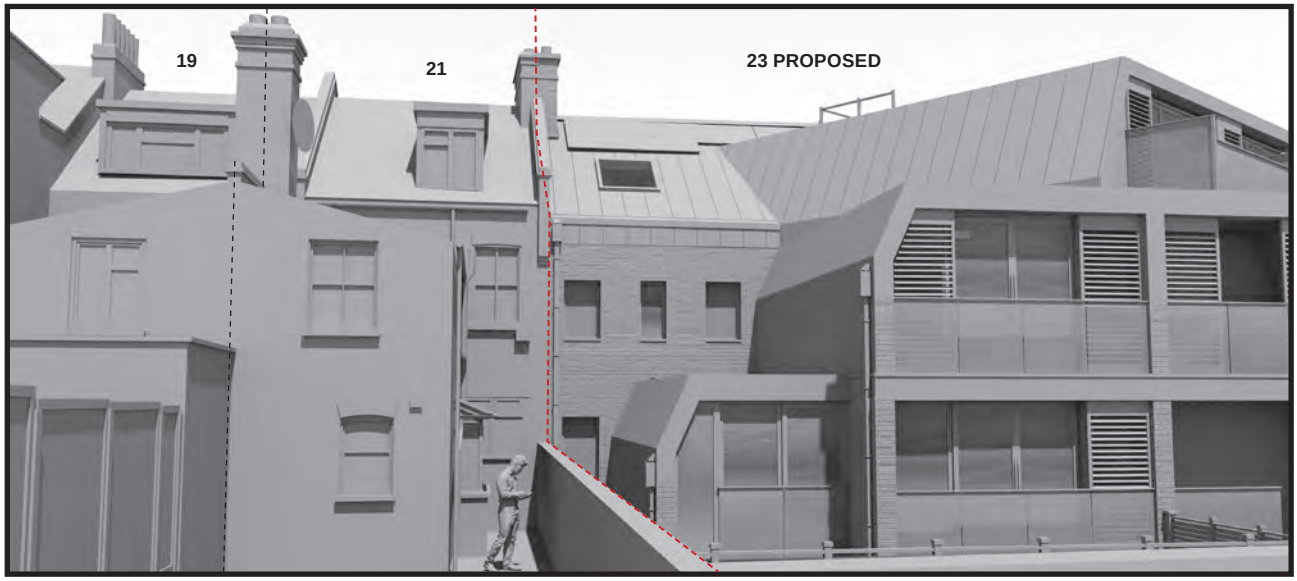



*Fig.2 Rear view 3D showing massing of proposed in relationionship to No.21.*

# 5.4 Impact on No.25

None of 25A or B's views are obstructed by the proposal; and due mainly to No. 25 being south of the new development, we can't see any real issues with sunlight/daylight with respect to this property. Also, as the new building extends no further back than the rear of 25 until it is at least 7.9m away from the boundary line; even then the limited projecting flank wall it is just 1.75m in depth and veers away at 125 Deg.: reducing to a minimum any sense of enclosure or overbearing.

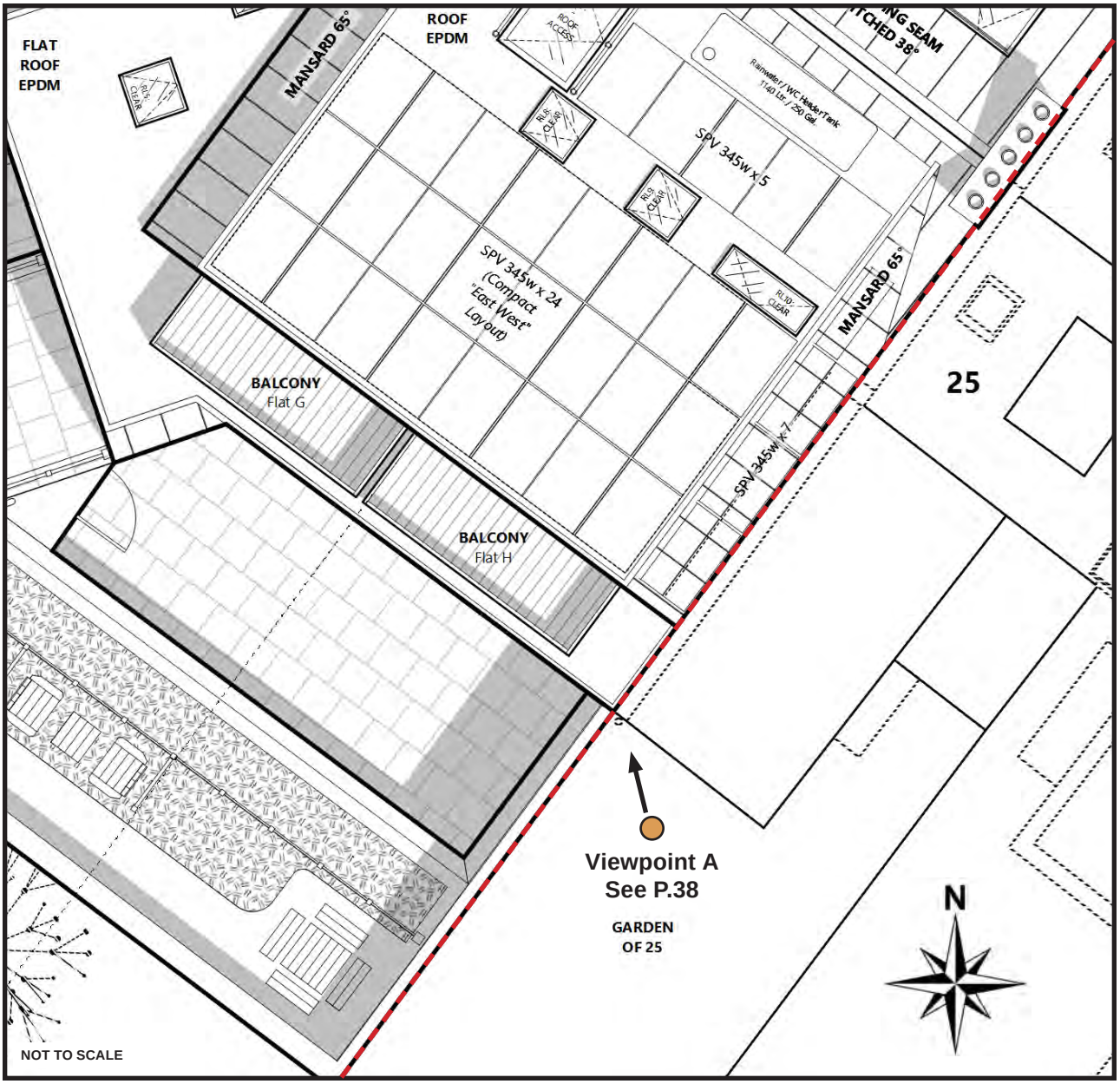



*Fig.1 Detail of rear of proposed adjacent to No.25.*

While occupants of balconies of flats D and F would have a view of the back half of 25A's garden, these balconies are recessed, and very well screened by the balcony wall and by the fully adjustable plantation shutters. Occupants of 25A only really get a clear view of the second floor mansard roof of the proposed building some 2-3 thirds down the garden. Occupants standing on the balcony of flat H, even at the extreme, can still only look into the rear half of 25A's garden. Looking at our model we can't see how this quiet modest degree of overlooking would cause any great level of material harm to the amenity of 25A. 25B has no use of the garden.

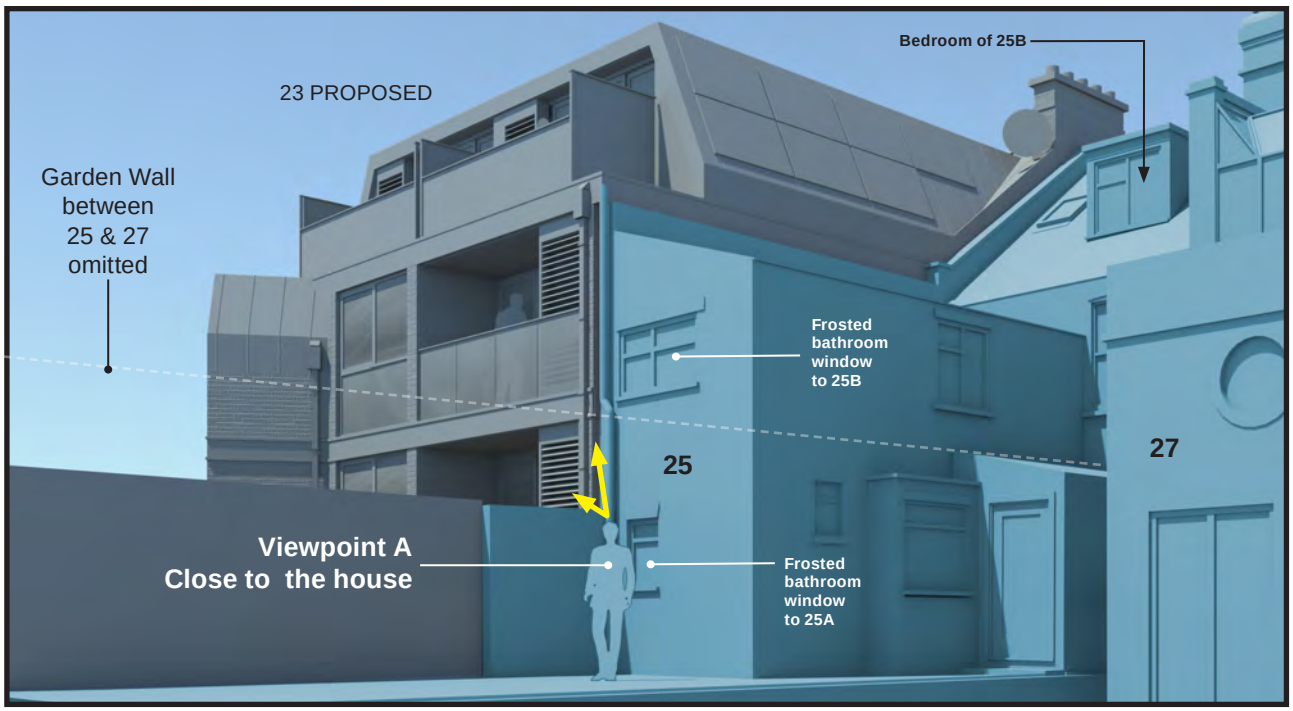



*Fig.1 3D of proposed adjacent to rear of No.25. Garden walls omitted for clarity.*


*Fig.2 View from Viewpoint A in Fig.1*

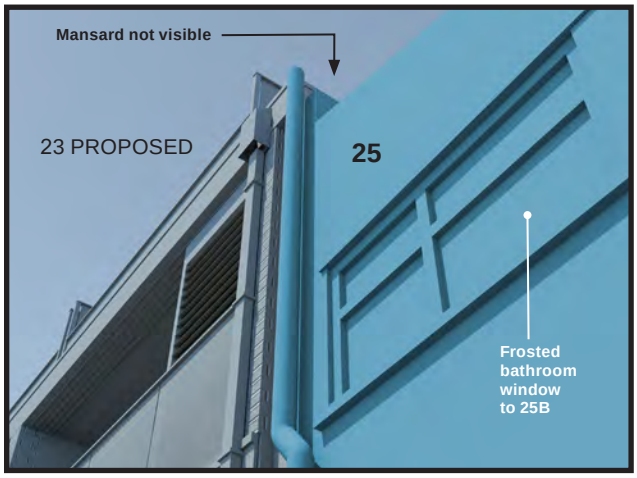



*Fig.3 View from Viewpoint A in Fig.1*

# 6. Landscaping and Planting

Sensitivity to the grain of development in retaining the appearance of front gardens has been a key design objective. We've also sought to at least retain, if not increase, that area of the site currently given over to fully permeable planted garden space. Importantly, we are seeking to ensure that the communal garden space provides a welcoming yet functional recreation area for residents to spend time in.

## 6.1 Front 'Garden' Planters

A great deal of planning has gone into ensuring that the interface between the development and the public realm is as sympathetic and in keeping with the grain of the existing properties as possible.

The primary design objective was to achieve the appearance of two front gardens, ensuring that the presence of light wells did not disturb the broader street scene; but of course ensuring sufficient daylight illumination to basement-habitable rooms. Deep irrigated planters and evergreen shrubs will be employed to ensure that the appearance of front gardens is maintained throughout the year.


*Fig.1 3D aerial view of left front light well showing deep, built-in steel planter.*

*Fig.2 Front walls, fence, bridge and entrances.*

*Fig.3 View down the street showing visual rhythm of garden walls stepping down the hill.*

# 6.2 Rear Communal Garden / Green Wall

Existing, planted, fully permeable area is shown on the site is 97.97 m². The proposed, fully permeable planted garden area will be approximately 99.1 m² . Most of that area will be communal garden amenity space, along with an additional screening zone or "no man's land" that will assist - along with specifically designed and sited trellis screens, in visually screening living rooms, and bedrooms from the communal garden area. Screened seating areas will provide privacy for a number of residents wishing to enjoy the garden at the same time.


*Fig.1 Communal Garden and Screening Zones.*

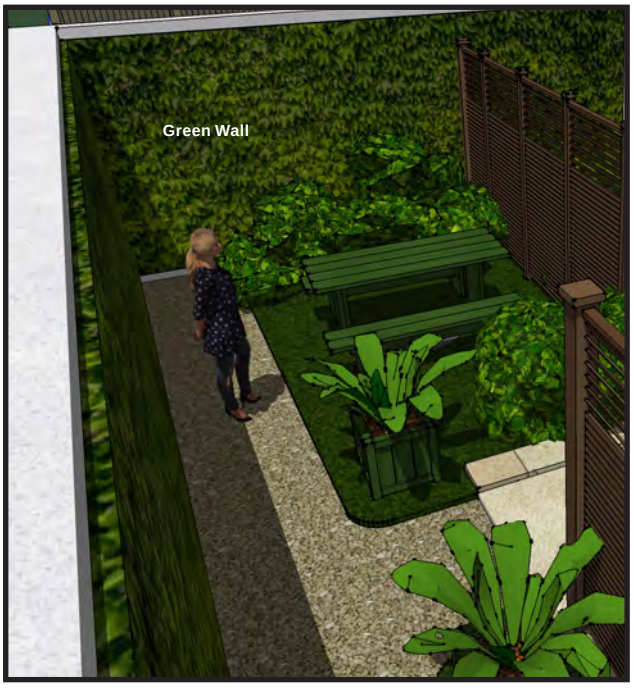



*Fig.2 Garden Furniture will be provided.*


*Fig.3 Screened off seating areas for privacy.*

*Fig.4 High slatted wooden fences for privacy.*

# 7. Materials and Details

This section covers many of the building materials and architectural details being specified in the application. We fully expect that some of the materials will be conditiond subject to material samples being provided.

## 7.1 Brick Work

The mix of brick colours, textures, renders and painted brick facades present in the houses on Ravenshaw Street are best described as eclectic. The brickwork of the existing house at 23, is principally red brick but quite varied in tone; with the various later additions and repairs to the building being in somewhat differing brick tones and textures. It all presents a somewhat haphazard and 'bodged together' impression, something hardly unusual for building of this age. To complicate matters, the rear facades and extensions of adjoining houses both employ different bricks or renders to those on the front.

*Fig.1 Facade treatments on Ravenshaw Street*

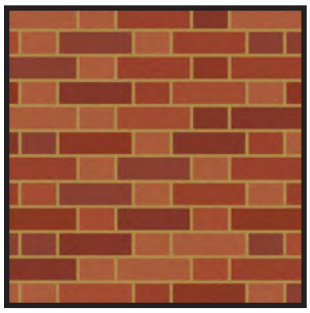


*Fig.2 Six Tones*

*Fig.3 Brick Slips*

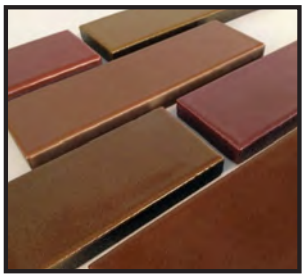


*Fig.4 Glazed slips are available in many custom colours. eg: http://www.thebrickcentre.co.uk/glazed-bricks.php*

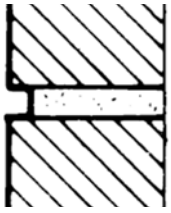


*Fig. 5 Recessed pointing to give a sharper contemporary impression.*

To achieve a treatment that we think will sit harmoniously in the Victorian street scene, but still, on closer inspection, present a sharper contemporary image, the proposed building will be principally clad in a bespoke blend of sharp-edged, smooth, glazed brick slips, in various tones, laid in Flemish Bond, as are those of the existing property. Up to six shades of terracotta to buff brown may be used to provide the necessary colour variegation. Brickwork and pointing to be conditioned until samples are provided.

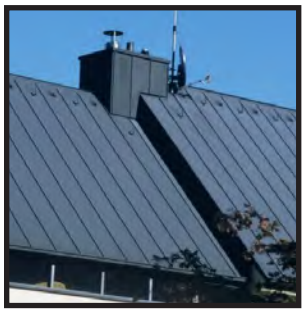
## 7.2 Stone Work and Wall Render

Portland Limestone: Coping and cap stones for walls, external steps, light well floors and main entrance threshold stone.

Textured K Rend K1 Spray Render White: Front and rear lightwell walls and rear garden wall render.

## 7.3 Roof, Roof Details, Facias, Guttering, Hoppers and Down Pipes

All pitched standing seam roofs, roof details facies guttering hoppers and downpipes will be either slate grey zinc, powder coated steel or aluminium. No PVC products will be used. We expect the exact materials and RAL colour to be conditioned.



## 7.4 Fenestration

All window frames including fixed lights, tilt and turn windows, centre pivot front elevation and pitched roof windows, along with any associate detailing, whether eventually specified specified in powder coated aluminium or wood, will be RAL coloured to match roof and guttering colour. No PVC windows or doors will will be specified anywhere in the development. Exact materials and colours will be conditioned.

## 7.5 Folding Patio Doors

All framed, hinged, sliding or folding patio doors whether eventually specified in powder coated aluminium or wood will be RAL coloured to match roof and guttering colour. No PVC windows or doors will be specified. All are double glazed. Exact materials and colours will be conditioned.

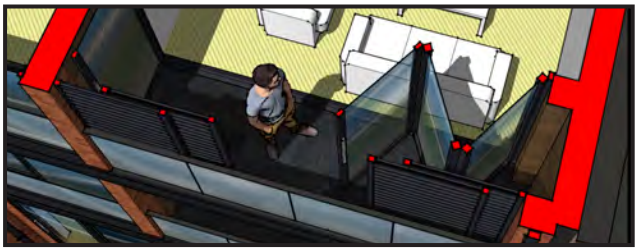


*Fig.1 Folding patio doors to balconies*

*Fig.2 Typical Sliding / Folding Patio Doors*

## 7.6 Bypass Storm Shutters

More common in tropical climates than in the UK, the rear elevation design - principally on balconies - makes extensive use of storm shutters. The purpose of the shutters has been described previously in this document. They will be manufactured from powder-coated aluminium to the same dark grey RAL colour to be specified for the fenestration and patio doors. We expect the material and colours to be conditioned subject to samples being provided.

*Fig.3 Rear elevation detail showing shutters*

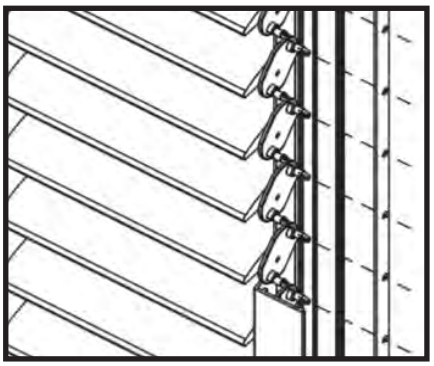


*Fig.4 Fully adjustable fins*

*Fig.5 Examples of bypass sliding shutters*

## 7.7 Metalwork to Front Elevation

The bridge and railings from the street to the main entrances will be a bespoke stainless steel design. A specialist architectural, metal work design and fabrication company will be employed to help design and manufacture this key part of the project. Work will of course comply with all necessary building and fire regulations.

*Fig.1 Front elevation stainless steel metal work*

*Fig.2 Similar examples of metalwork proposed*

## 7.8 Cladding: "Golded Oak"

Wooden cladding details, such as those lining the interior of balconies and panels on the second floor rear elevation faces, will be in Millboard enhanced grain "Golden Oak". A lightweight man-made composite resin-bonded material has been chosen for its superior weather resistance and minimal maintenance, as compared to natural timber.

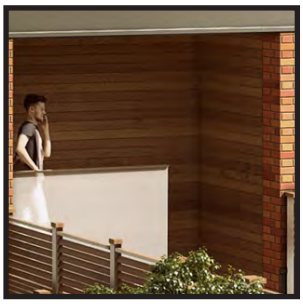
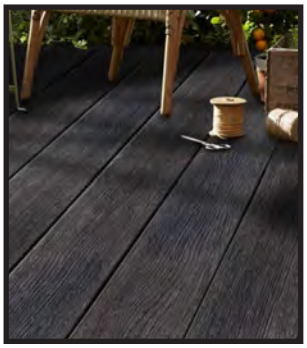



*Fig.3 Example of composite cladding*

## 7.9 Cladding: "Carbonised Charred"

Millboard-enhanced grain "Carbonised Charred" will be used to clad the front elevation service entrance.



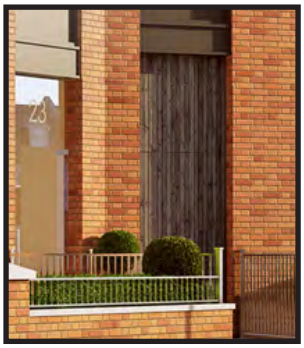



*Fig.4 Composite Cladding and it's proposed use*

## 7.10 Balcony Balustrading

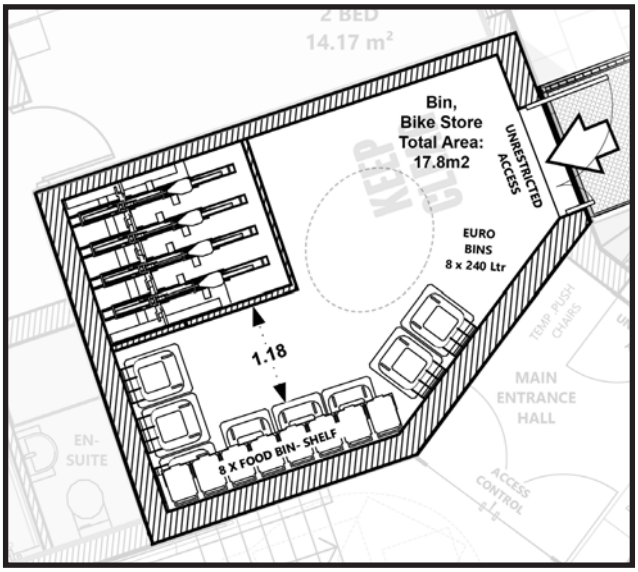
The glass patio balustrades used on the balconies on the rear elevation of the property will be frameless, frosted laminated glass topped with a stainless steel rail, set into a recessed base channel. The dividing privacy partition to the two areas of the front lightwell will also be satin-etched glass.

*Fig.1. Glass balustrades and satin etched glass*

## 7.11 Entrance Lobby, Post and Parcel Boxes

The main entrance lobby to the property will be equipped with eight secure post and parcel drop boxes similar to the ones shown here. They will be readily accessible 24 hours a day to facilitate ease of parcel delivery without delivery drivers having to access a secure part of the property.

## 7.12 Refuse and Recycling




*Bin and Bike Room 17.8m2*

The combined area of the Refuse, Recycling and Bike Rack Store is 17.8m$^2$. With the bike store door closed the store holds 8 x 240 Litre Euro Wheelie Bins quiet comfortably; 9 or 10 at a push. 8 x food bins are accommodated on a shelf over the bins. Access from the street is perfectly level. The robust entrance door will be will be open 24/7, hinged to swing gently both ways and be able to be pushed open/closed with the shoulder, or with the metal kick plate at the bottom. The bin area will be passively ventilated, separately from the bike store.

## 7.13 Front Bicycle Storage

The service door leads to a chamber which serves to host both bin storage, and bikes, within a separate, sealed, secure and eparately ventilated chamber. The chamber hosts a Josta Rack for eight bicycles. The door to the chamber will be designed to swing in and out, having a soft open/close action so as to make retrieving bicycles convenient, but not allow the door to be thrown open quickly for safety. The bike rack door have a pin acces lock.

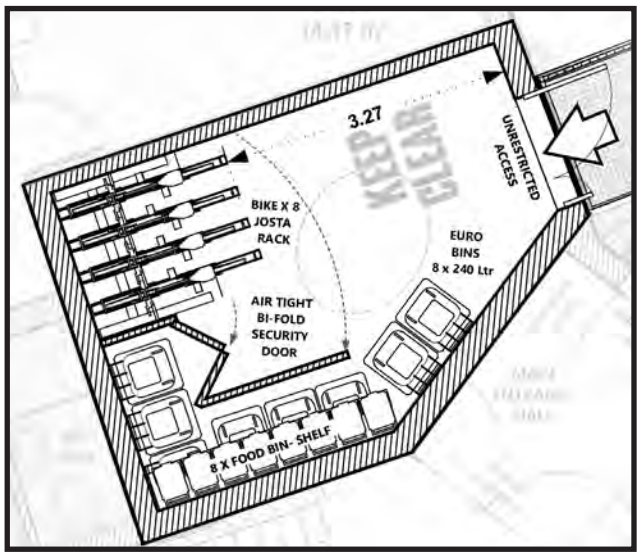



*Fig.1 8 x Bike Josta Rack in the front service chamber - shown with door swing open and plenty of space to add and remove bikes.*

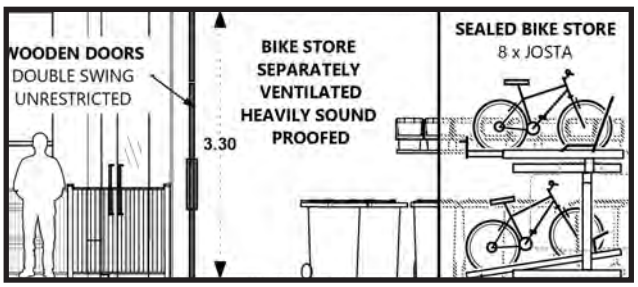



*Fig.2 Access is level from the street.*

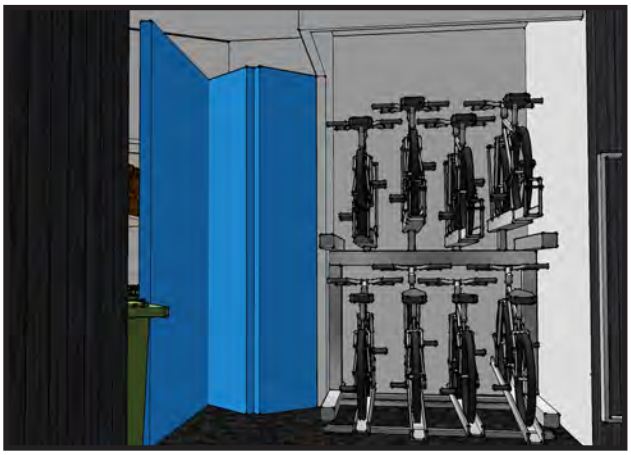


*Fig.2 Bike store door (in blue) shown open.*

*Fig.2 Bike store door shown closed.*

# 8. Sustainability

The proposal features in excess of 20% on-site renewable energy using 41 Sunpower X21-345w panels. In addition, rain water harvesting from 243 m² of impermeable surface area stored in a 7,500 Ltr. tank will be redirected for use in W.C.s and garden irrigation.

## 8.1 Photo Voltaic Solar Panels

The proposed development employs Sunpower X21-345w panels to acheive its on site renewable energy goals; most of which are arranged in a tight, low profile, NW/SE concertina arrangement, due to our making up for the restricted area of useful flat roof we have available.

| Yearly average | | | | | |
|---|---|---|---|---|---|
| Arrays | Color | Edy (kWh/day) | Emy (kWh/month) | Hdy (kWh/m²/day) | Hmy (kWh/m²/month) |
| 1 | | 10.40 | 316.00 | 2.84 | 86.50 |
| 2 | | 12.50 | 382.00 | 3.16 | 96.20 |
| 3 | | 5.45 | 166.00 | 2.94 | 89.40 |
| 4 | | 3.99 | 121.00 | 3.04 | 92.50 |
| ∑ or Mean | | 32.34 | 985.00 | 3.00 | 91.15 |

*Fig.1 Estimated output of Solar PV.*

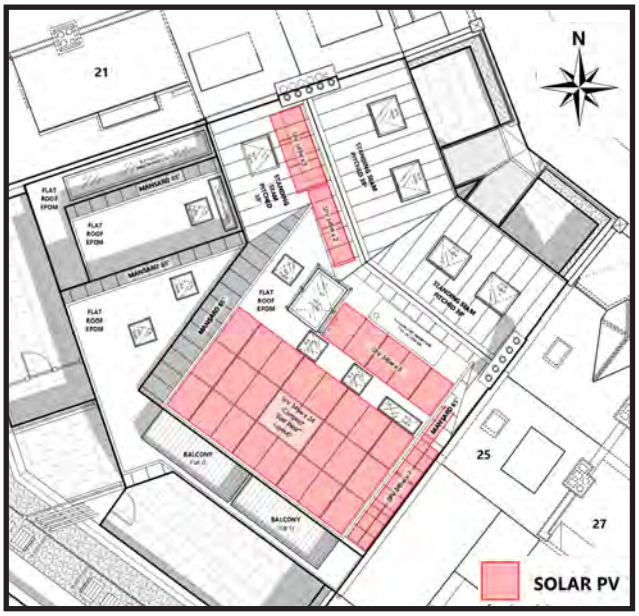



*Fig.2 Roof area suitable for Solar PV*

The Telegraph

Most solar panels are facing the wrong direction, say scientists

In northern hemisphere most solar panels point south. But west-facing panels are able to generate more even flow of electricity than spikes of energy at lunchtime

Professor Gottshalg is urging to the UK to follow Germany's recent policy of putting panels on east-west facing roofs to smooth the supply of power during the day and prevent spikes of power at midday. Photo: ALAMY

By Keith Perry
5:33PM BST 28 Jul 2014

Thousands of people have spent vast sums of money installing eco-friendly solar panels but most will have probably had them fitted facing the wrong way, according to energy experts.

The solar power industry is being urged to reconsider its approach to installing panels after one of the UK's leading experts, Professor Ralph Gottshalg of Loughborough University says too many solar panels are facing in the wrong direction.

Professor Gottshalg said Germany has too many solar panels which means that its grid is disrupted on sunny Summer lunchtimes with a flood of solar power so cheap it has to be almost given away.

He is urging to the UK to follow Germany's recent policy of putting panels on east-west facing roofs to smooth the supply of power during the day and prevent spikes of power at midday.

Conventional wisdom in the northern hemisphere is to face solar panels south so they get the most exposure to sunlight during the day.

*Continued on P.40*

*East West Style low profile layout.*

*Hinged mounts facilitate servicing access.*

*Continued from P.39*

Architects and installers, as a rule, use this approach all the time particularly on home solar panel installations.

In November, American research revealed that panels facing west may actually get more energy from the sun, and at more convenient times.

The study was carried out by the Pecan Street Research Institute, who studied homes with solar panels in Austin, Texas.

Scientists found that when homeowners faced their panels west they were able to generate more electricity each day.

They also generated more electricity in the afternoon, when power grids experience peak demand.

Though the increase was small - just two per cent - experts said it would certainly add up over the years.

Add to this the afternoon boost, reducing grid dependence during peak hours by 65 per cent as opposed to 54 per cent for south facing panels, could have widespread efficiency implications beyond single homes.

Professor Michael Walls, of Loughborough University said: "There are half a million installations in the UK facing south. To maximise the amount of power produced by those panels, facing south is correct.

"What we are saying that if you have the solar panels facing east-west then you can even out the power during the day. You may lose about 10 per cent of power if you go east-west but this addresses a problem that exists in Germany where because everything is facing south, you get this peak power at midday which is very difficult for the grid to cope with.

"So in Germany they are advising people to go east-west so they are smoothing out the supply of power from all these solar panels. We get similar spikes of power too, although it wouldn't make sense for people to change their solar panels if they have already been installed.

# 8.2 Solar PV: Use On-Site or FIT

With the tariffs being cut back, development of on-site battery systems has accelerated. We will certainly be implementing on-site storage in to development but at this stage, given the rate of change, it would be folly to commit to any given system right now. At the detailed design stage, we'll look at the market again and decide on a final system. However, a product like the new Hybrid Energy system, which flexibly services on-site demand, feeds over capacity into the grid but can top itself up on low rate electricity off-peak, looks very promising.



During full sunny days, Hybrid will automatically power the house and simultaneously charge the batteries. If the solar panels generate more power than the load can use and/or that can be charged to the batteries, the excess power will be sold to the power grid. When full sun is not or partly available, Hybrid distributes its energy to power the load first and send all additional power to the charge batteries.

When the batteries are fully charged, and the load is sufficiently powered, any additional power will be sold to the grid. If the solar panels can't generate sufficient energy to power the load or charge the batteries, the grid will be engaged to power the load during off-peak times and all the power from the panels will be used to charge the batteries for use during on-peak times. **http://www.hybrid.energy**

# 8.3 Rainwater: Run-Off and Harvesting

The proposed development increases the permeable area on the site by 5% and, due to a 7,500 litre rainwater collection tank feeding W.C.'s from a header tank on the roof, irrigation and garden taps decrease the potential area subject to rainwater run-off from 381.13 m² to 112.65 m²; a 70%. reduction.

**Site Area: 484.1 m²**

Extant Permeable Area: 97.97 m²
Extant Impermeable Area: 386.13 m²
Rainwater Collection Area: 0 m²

**Total Run Off Area: 386.13 m²**

Proposed Permeable Area: 102.97 m²
Proposed Impermeable Area: 381.13 m²
Proposed Rainwater Collection Area: 243 m²
(100% to be collected in 7,500 Ltr Tank)

**Total Run Off Area: 95.39 m²**

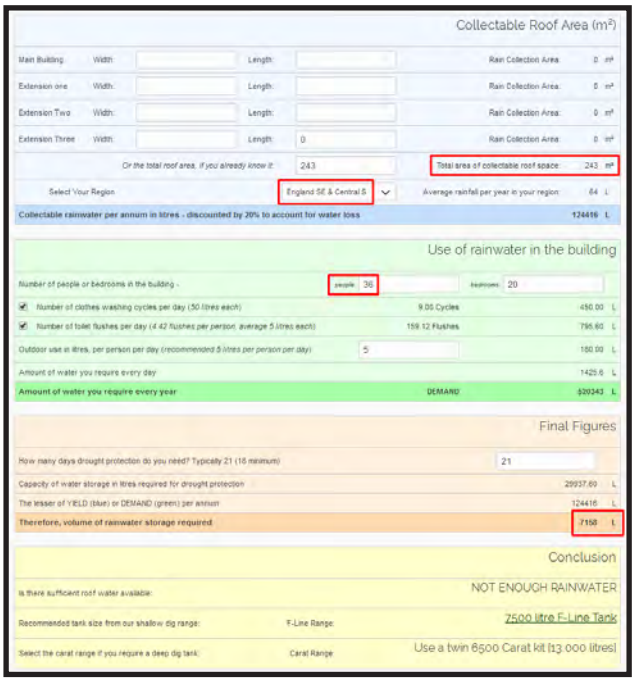



*Fig.1 Rainwater harvesting storage*

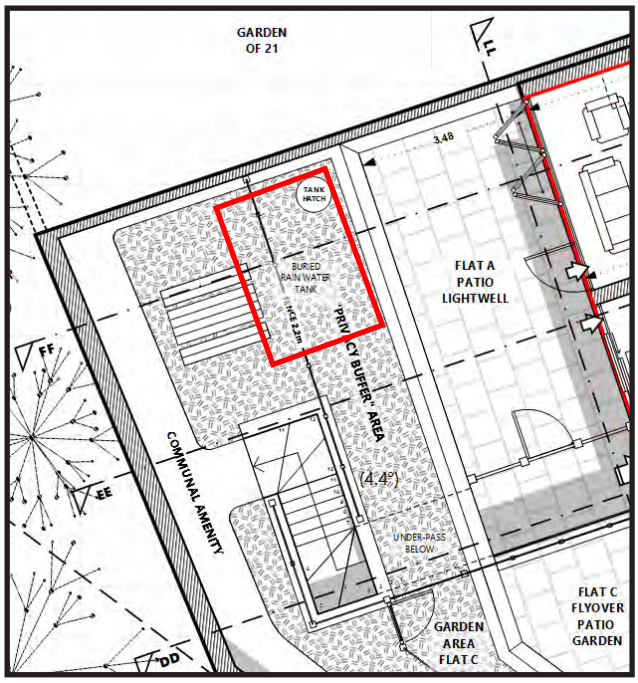



*Fig.2 Rainwater harvesting tank - rear garden.*

*Fig.3 F-line 7,500 Liter Underground water*

# 9. Access

West Hampstead as a whole is well know for having it first rate public transport links and Ravenshaw Street is no exeption. The proposal is car free, provides level access to the main entance lobby and 16 Bicycle spaces.

## 9.1 Transport Links

With excellent public transport links, the site is within 980m Kilburn Tube station on the Jubilee line and 1200m of Brondesbury train station which runs between Euston and Watford mainline stations. West Hampstead Thameslink is 700m away, West Hampstead Overground 840m and West Hampstead Jubilee Line 840m from the application site.

**West Hampstead Thameslink:**
The station is served at all times of the day with an hourly service at night between Bedford and Three Bridges. Off-peak trains run between Luton/St Albans to Sutton and Bedford to Brighton. Sevenoaks, Rochester and Ashford International trains also serve the station.

**West Hampstead Overground:**
Served by the North London Line provides services between Richmond and Stratford.

**West Hampstead Tube Station:**
Situated on the Jubilee line, with services running between Stanmore and Stratford.

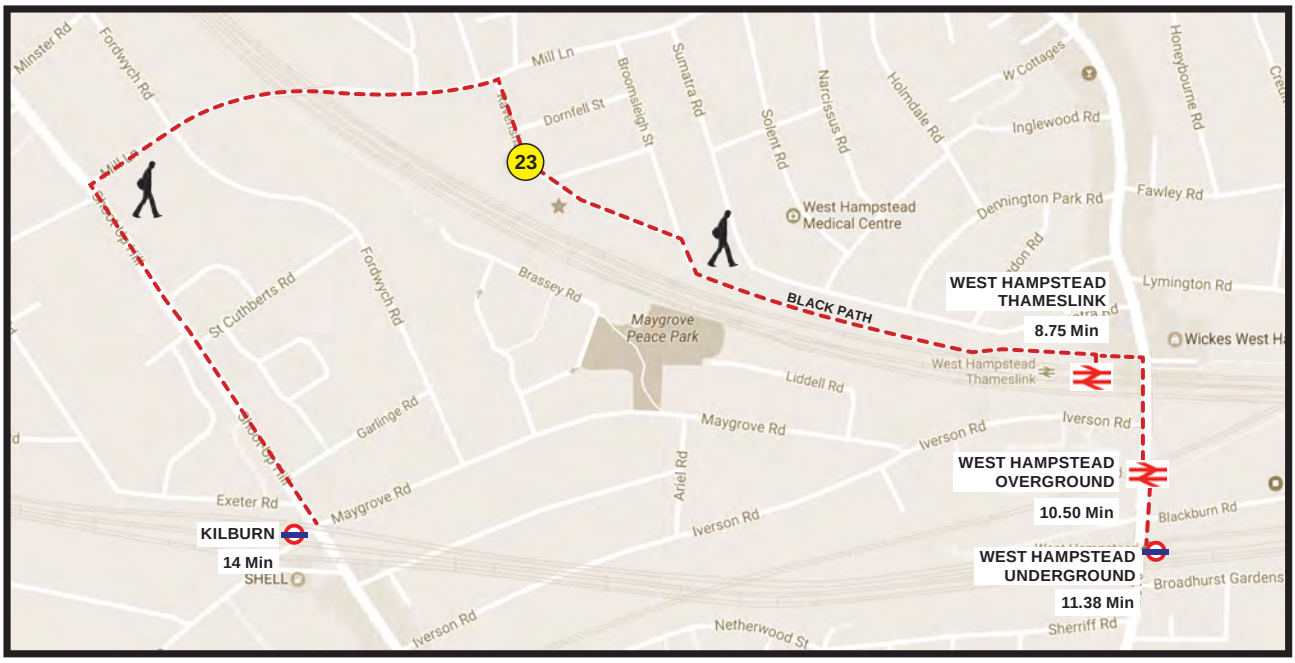



*Fig.1 Walking distances to main railway stations*

**Bus Stops:**
Westbere Road C11 150m
Mill Lane 16 630m
Mill Lane 32 630m
Mill Lane 189 630m
Mill Lane 316 630m
Mill Lane 332 630m

**Rail Stations:**
West Hampstead Thameslink 700m
West Hampstead Overground 840m
West Hampstead Jubilee Line 840m
Kilburn Jubilee Line 980m
Brondesbury Overground 1200m

**Car Club Sites:**
ZipCar Mill Lane Railway Bridge 196m
City Car Club 40, Sumatra Road 420m
City Car Club 61 Agamemnon Road 375m

Given the proximity of the proposal site, public transport routes and other services and facilities, and in line with preferences expressed in planning policy government guidance and the London plan, the application being proposed is car-free. There will be no on-site parking provision provided and no on-street parking permits are expected to be issued. However, due to the existing established crossover being removed new curb side parking space will be created sufficient accommodate two additional vehicles should the authority so wish.

*Fig.1 Cross-over to be removed*

## 9.2 Inclusive Access to the Property

**Front Entrance:** Pedestrian and wheelchair access to the development is via a level, forked stainless steel, walkway bridge. Due to Ravenshaw Street sloping at some 4.4° and the entrance being at the apex of the corner, and to avoid using a step, a precisely designed threshold/transition stone will be employed to provide the best possible transition from the pavement to the entrance walkway. For this entrance design to work well, the ground floor has to be exactly level with the apex of the corner.

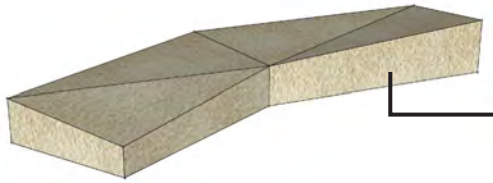


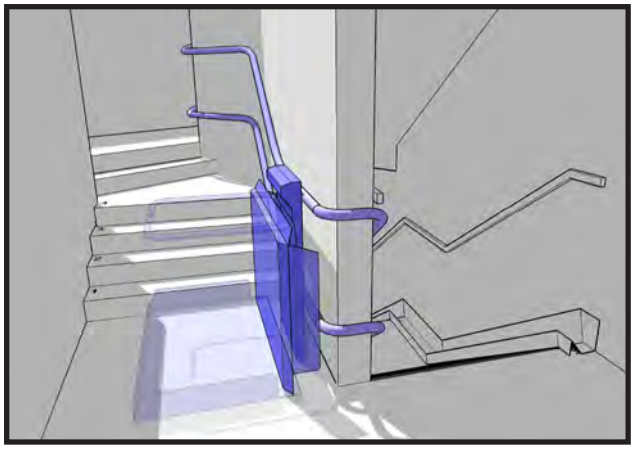
*Fig.2 Two way transition stone*


*Fig.3 Dual entrances and bridge*

**Ground Floor Level:** In order to ensure adequate ceiling heights and light levels to the basement apartments and avoid unnecessary additional excavation, the design employs a raised ground floor; a technique used in many Victorian properties, where external steps are often used *See Fig.1.*

*Fig.1 Victorian house with steps to raised ground floor and basement accommodation*

**Stairs to Ground Floor:** To avoid external steps and the inevitable problems that would arise for wheelchair access the application design deploys these stairs well inside the building, allowing wheelchair users to access the entrance lobby unhindered. *See Fig.2.*



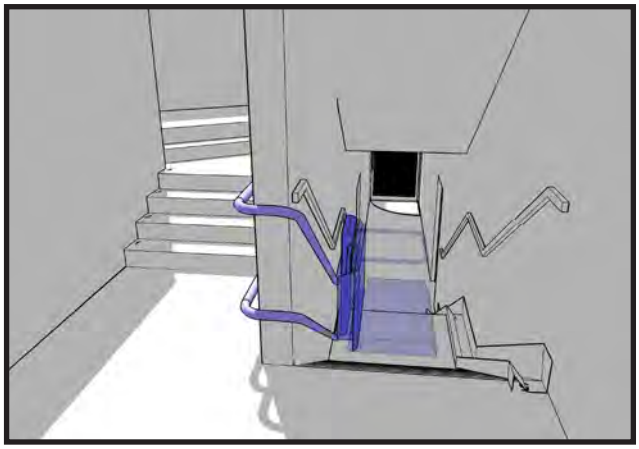


*Fig.2 Proposed application. Steps to raised ground floor and inclined platform lift to basement and all upper floors.*

**Lift:** While designing the building we looked many times at trying to incorporate a full-sized passenger lift. However, due to a number of factors, such as a very restrictive front entrance area, the apartment layouts, the necessity of having the apartments individual main entrances towards the core of building and the inordinate amount of additional space required on each level to accommodate not just the lift, but the additional circulation required: a full-sized passenger lift has not been incorporated into the design.

Instead, an inclined platform lift will be installed to enable wheelchair access to all eight of the apartments. See *Fig.3.*

*Fig.3 A typical inclined platform lift.*

For any further information you may require please contact the applicant:

Mr C S Taylor,
23A Ravenshaw Street,
London NW6 1NP
Tel: 07739108695
chris.stuart.taylor@gmail.com

s106 and other legal matters will be undertaken by our Solicitor

Ms Linda Felton
Fortune Green Legal Practice,
Golden Cross House,
8 Duncannon Street,
London WC2N 4JF
Tel: 0207 484 5190
l.felton@fglp.co.uk