

# ADDENDUM TO DESIGN AND ACCESS STATEMENT

## GARAGES TO THE SOUTH OF 27A WEST END LANE

February 2021



Stanhope  
Gate  
Architecture

Stanhope Gate Architecture  
5 St James's Square, London, SW1Y 4JU, UK  
[www.stanhopegatearchitecture.com](http://www.stanhopegatearchitecture.com)

---

# Table of Contents

|          |                                    |          |
|----------|------------------------------------|----------|
| <b>1</b> | <b>Introduction</b>                | <b>1</b> |
| 1.1      | Executive Summary                  | 1        |
| 1.2      | Revision to Proposals              | 1        |
| 1.3      | Site Location and Photos           | 2        |
| <b>2</b> | <b>Design Proposals</b>            | <b>3</b> |
| 2.1      | Proposed Elevations - Street Level | 3        |
| 2.2      | Proposed Elevations                | 4        |
| 2.3      | Proposed Plans                     | 5        |
| 2.4      | Proposed Sections                  | 7        |
| 2.5      | Massing                            | 8        |
| 2.6      | Cycle and Waste Storage            | 9        |
| 2.7      | Amenity Space                      | 10       |
| 2.8      | Façade Details and Materials       | 14       |



# 1 Introduction

## 1.1 Executive Summary

This document is being submitted as an addendum to the Design and Access Statement in support of the planning application for planning consent (REF. 2020/2782/P) for development proposals to the garages to the south of 27a West End Lane, West Hampstead, NW6 4QJ located in the Borough of Camden.

This document is to be read in conjunction with the drawings provided by Stanhope Gate Architecture, and supporting documents of the other consultants.

The development proposes the demolition of the existing garages and its replacement by a residential building comprising of 6 units, including one, two and three bedroom apartments, a basement and associated landscape works.

## 1.2 Revisions to Proposals

This statement incorporates the latest proposals which were revised following additional comments provided by Camden Planning Officers in early August 2020.

### Summary of comments:

- Too many units into a similar envelope than the existing consent for 3 homes.
- Concerns about the quality of residential accommodation at basement level.
- Issues with the outlook from the living spaces.
- Privacy issues of ground floor windows/terraces areas.
- Issue of privacy of surrounding properties.
- Some cycle parking spaces not enclosed within a shelter.

### Key considerations - L.B.C. Comments and SGA Response

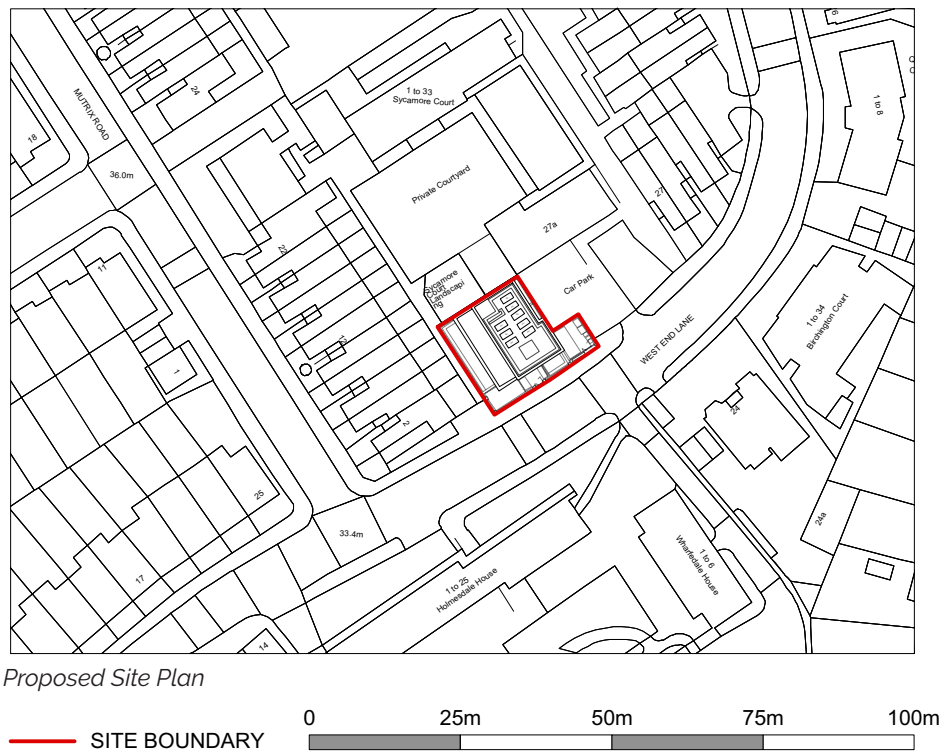
- *L.B.C. Comment: The fundamental problem is there is too many units being squeezed into a similar envelope than the existing consent for 3 homes.*
- SGA Response – This has been addressed with the reduction of the number of units from 8 to 6 (1x1 bedroom, 4x2bedroom, 1x3 bedroom)

- *L.B.C. Comment: This has resulted in some very poor residential accommodation at basement level, with seriously limited outlook and daylight, as highlighted very clearly by the submitted internal daylight + sunlight assessment. The ADF values might meet the minimum but it is not difficult to achieve these levels and we try to aspire for higher where possible, especially in new builds. Outlook is very poor especially from the living spaces. There is no objection to having some accommodation at basement level but you are strongly encouraged to explore a duplex arrangement.*
- SGA Response – The introduction of duplexes with living areas at ground floor and bedrooms at basement level improves outlook and daylight for these units.
- *L.B.C. Comment: privacy issues as currently the ground floor windows/terrace areas look straight down into the basement's lightwell areas.*
- SGA Response – As the units are duplex units, ground floor windows belong to the same flats as the basement amenity space. We have also added privacy screens at first floor.
- *L.B.C. Comment: The other issue is privacy of surrounding properties. The consented scheme went to great lengths to protect privacy of those properties on Mutrix Road via louvres on the windows at first floor and obscure glazing at second.*
- SGA Response – We followed the same approach of the consented scheme with regards to privacy of the surrounding properties, especially for the windows facing Murtrix road, where we reintroduced louvres at first floor and translucent glazing at second floor.
- *L.B.C. Comment: Could you also clarify the cycle parking situation – some spaces appear to not be enclosed within a shelter*
- SGA Response – All cycle parking spaces are sheltered in a dedicated enclosure.





1.3 Site Location and Photos



Looking south east to the existing row of garages



Gated private alleyway down the western site boundary, currently neglected and showing signs of collapse



View looking South along West End Lane



Garages looked from West End Lane



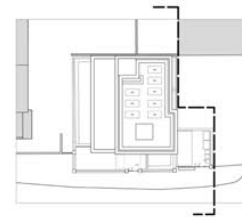


## 2 Design Proposals

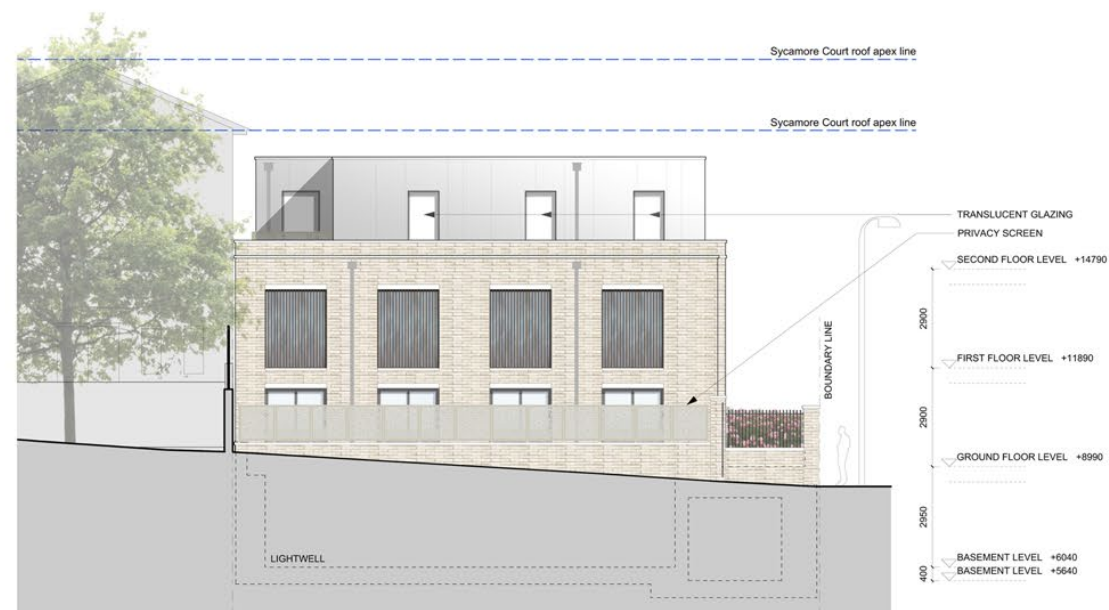
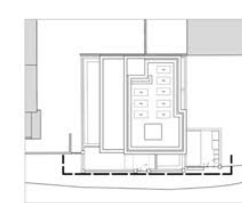
### 2.1 Proposed Elevations - Street Level



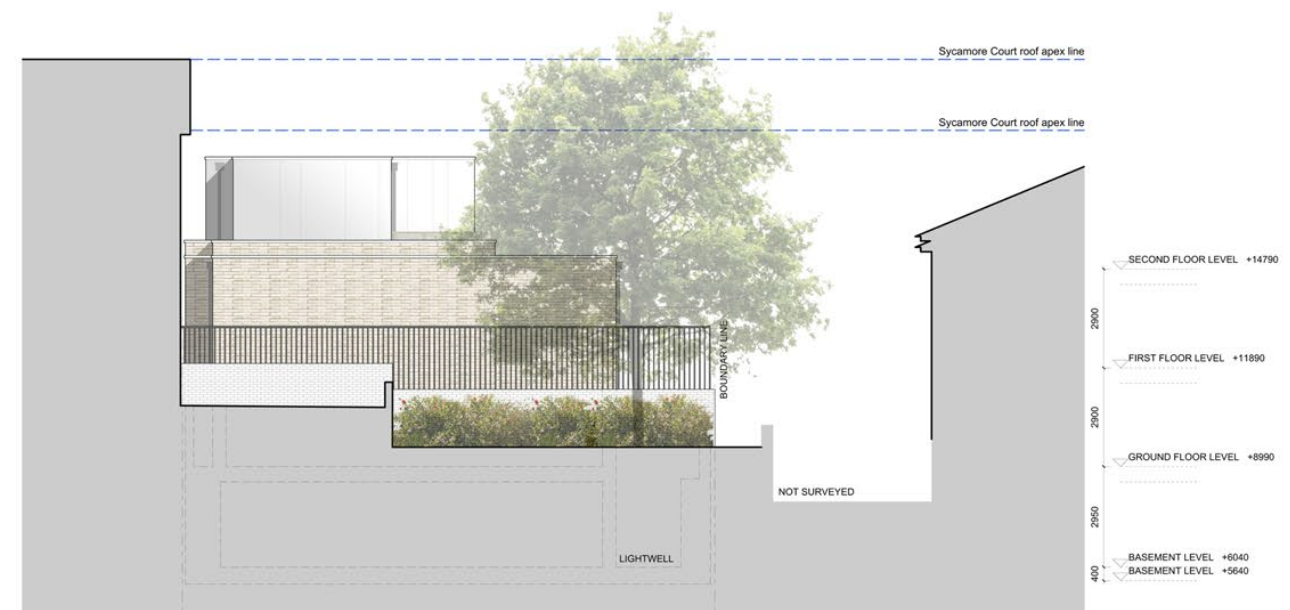
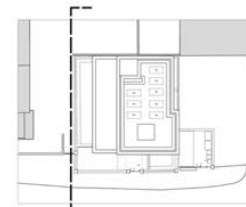
1 EAST ELEVATION - STREET LEVEL  
Scale: 1:100



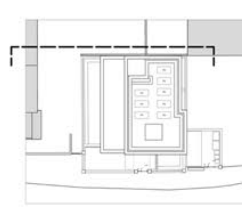
2 SOUTH ELEVATION - STREET LEVEL  
Scale: 1:100



3 WEST ELEVATION - STREET LEVEL  
Scale: 1:100



4 NORTH ELEVATION  
Scale: 1:100



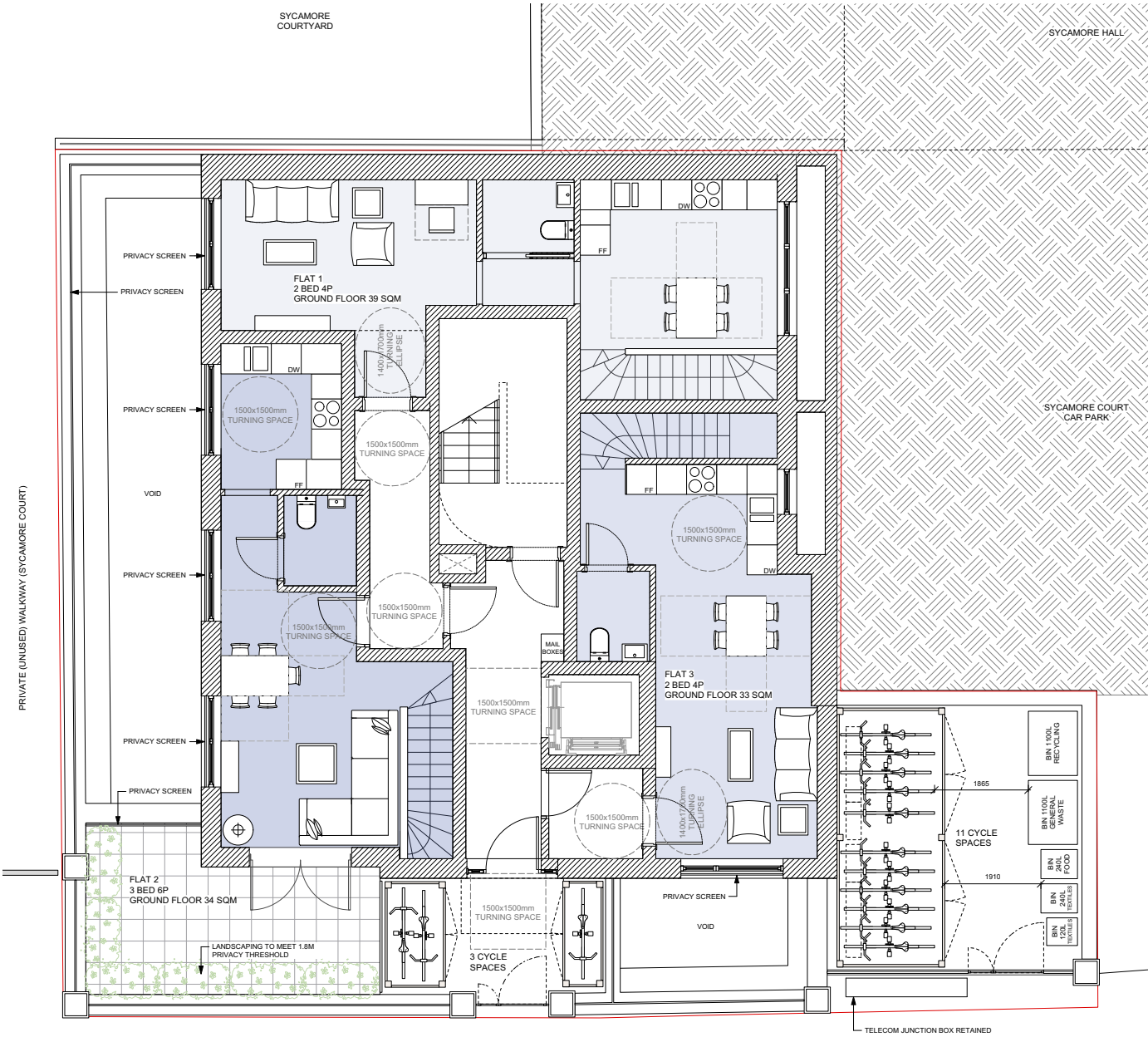


2.2 Proposed Elevations





2.3 Proposed Plans



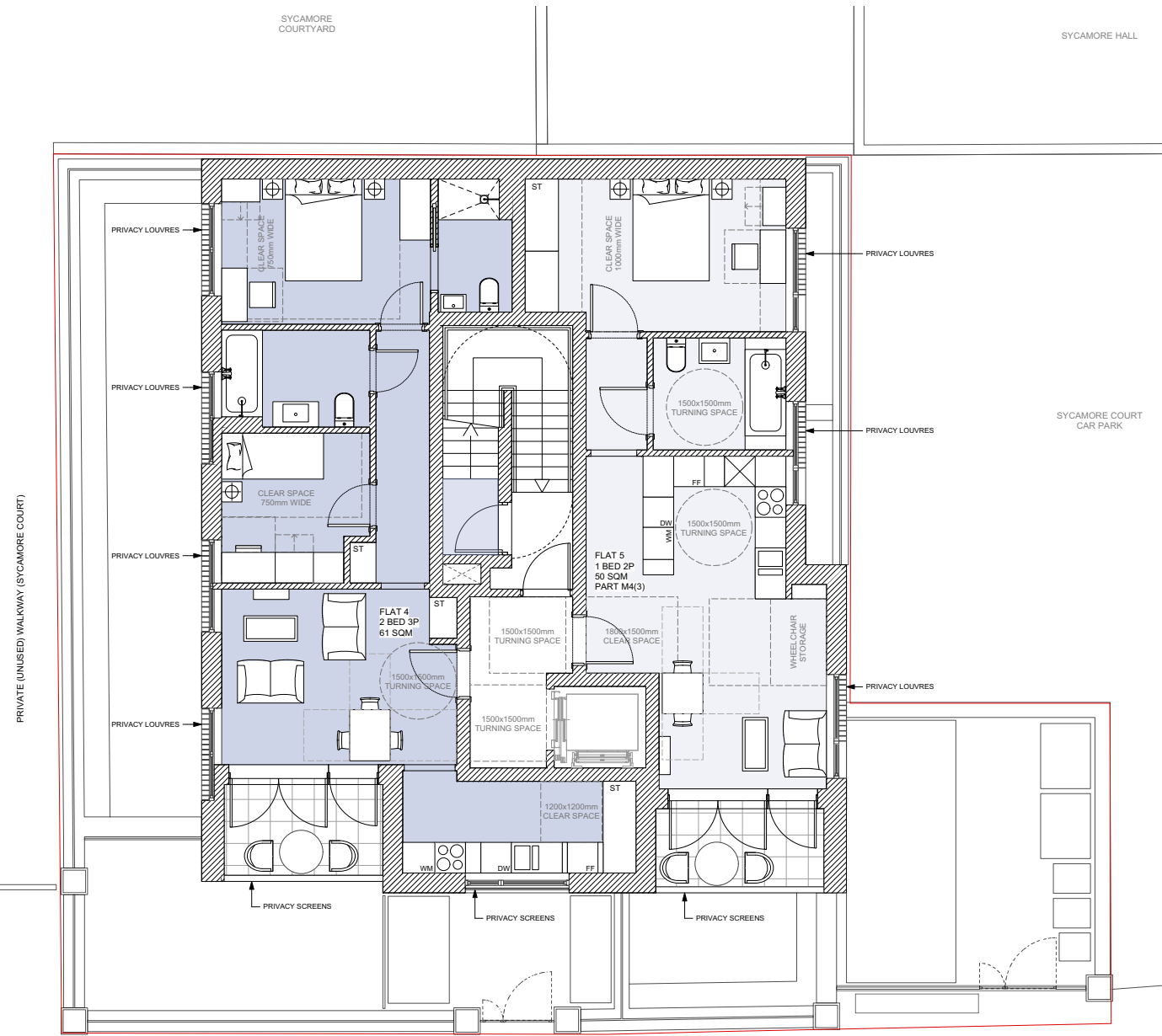
Proposed Ground Floor Plan



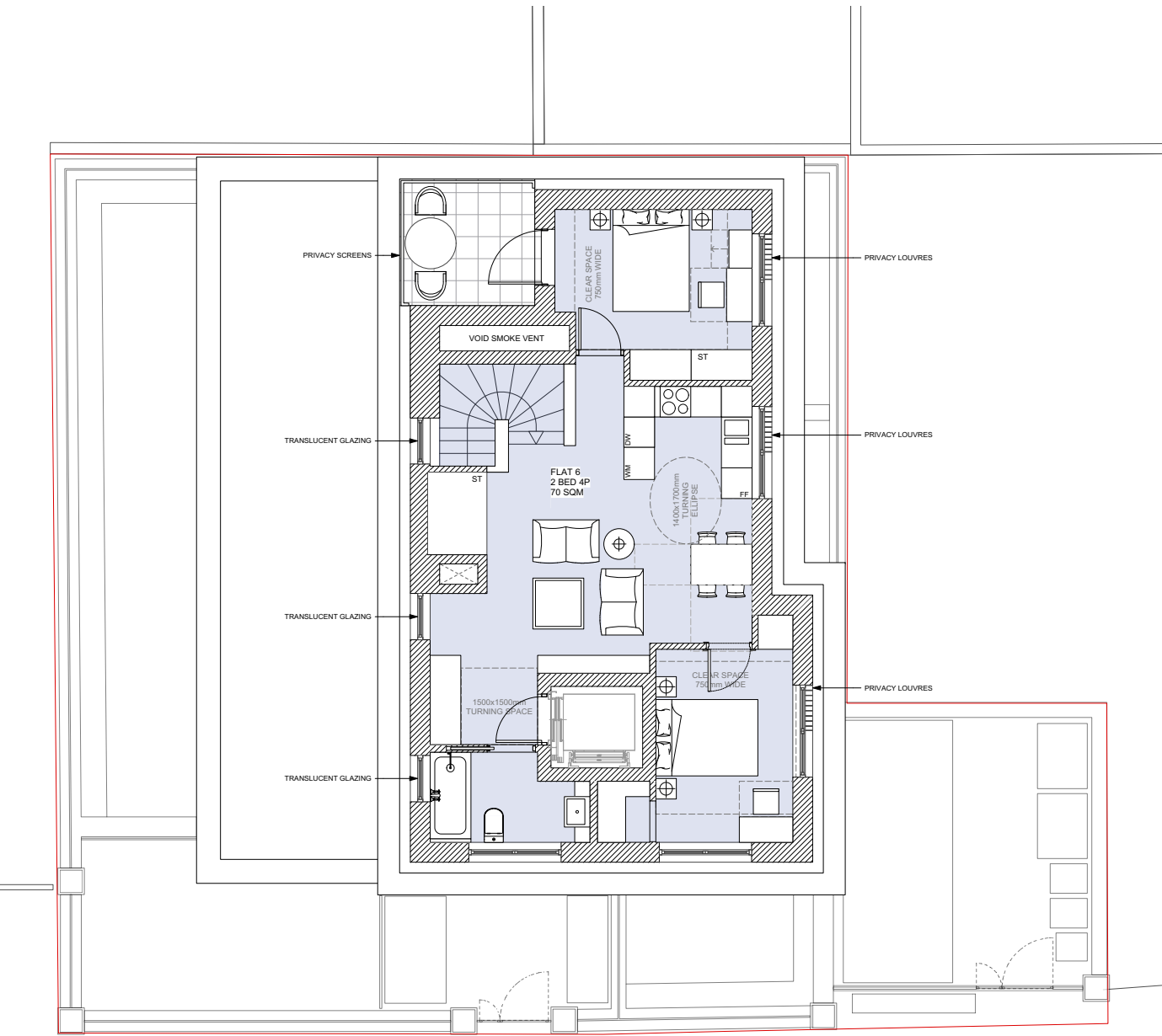
Proposed Basement Plan







Proposed First Floor Plan



Proposed Second Floor Plan

The internal accommodation has been designed to meet the requirements of Approved Document Part M4 (2). A wheelchair adaptable unit will be provided in accordance with Approved Document Part M4 (3) and this is Flat 5.

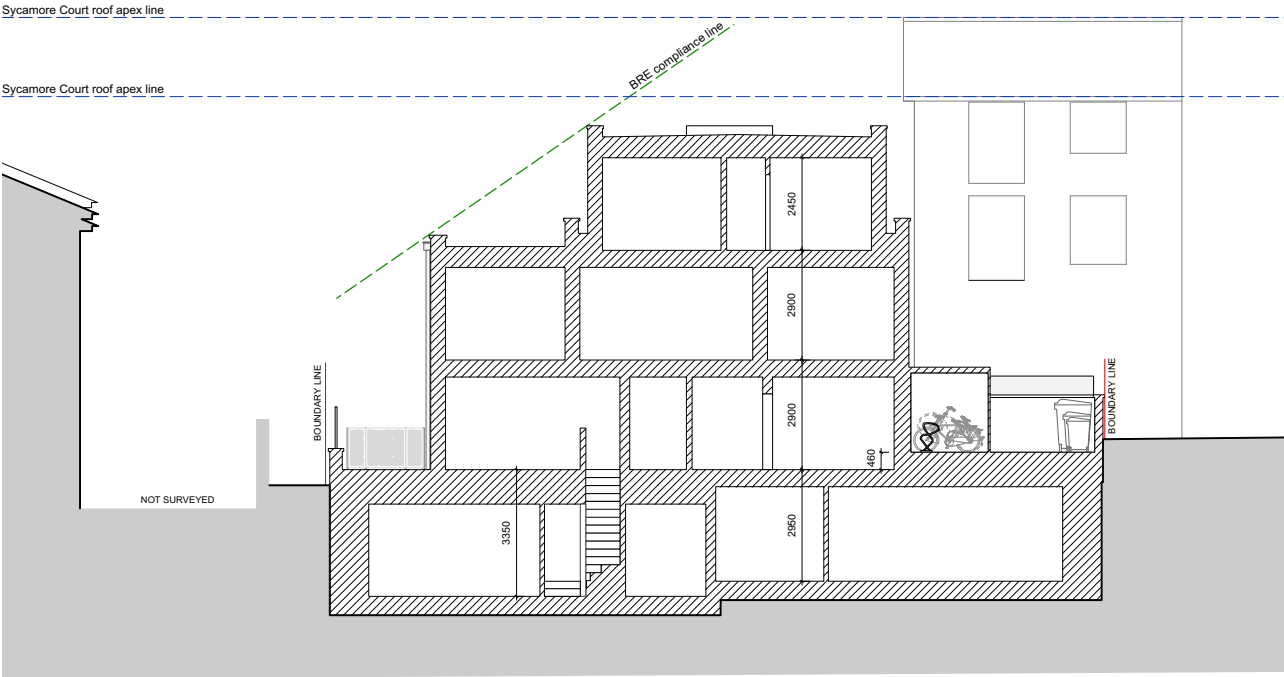
Accommodation Schedule and GIA area:

|        |           |         |
|--------|-----------|---------|
| FLAT 1 | 2 BED 4 P | 94 SQM  |
| FLAT 2 | 3 BED 5 P | 101 SQM |
| FLAT 3 | 2 BED 4 P | 86 SQM  |
| FLAT 4 | 2 BED 3 P | 61 SQM  |
| FLAT 5 | 1 BED 2 P | 50 SQM  |
| FLAT 6 | 2 BED 4 P | 70 SQM  |

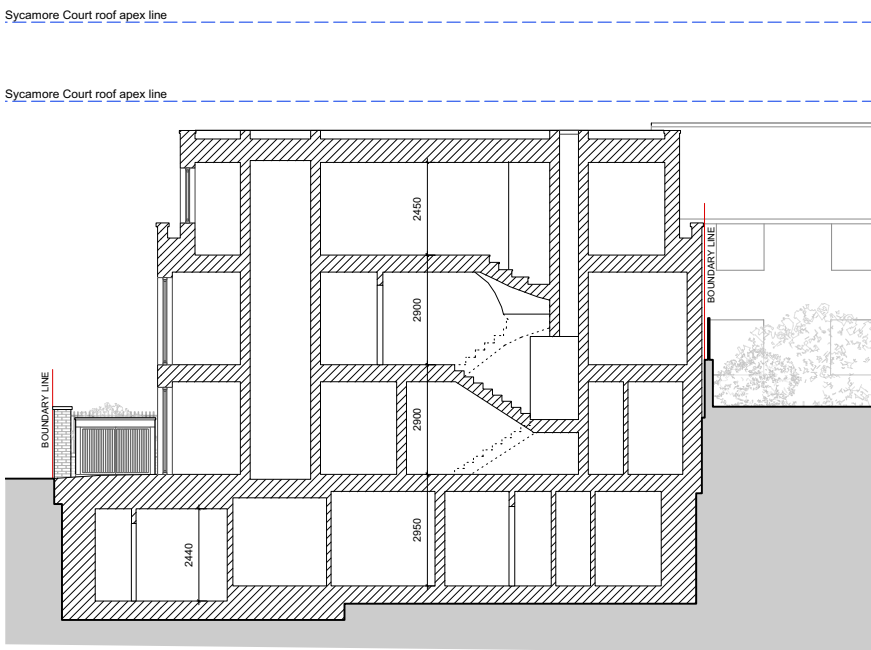
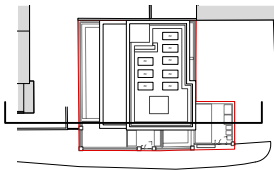




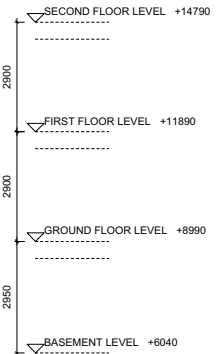
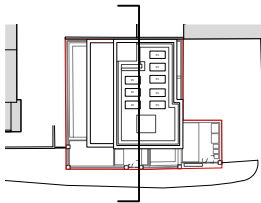
2.4 Proposed Sections



1 PROPOSED SECTION AA  
Scale: 1:100



2 PROPOSED SECTION BB  
Scale: 1:100



## 2.5 Massing



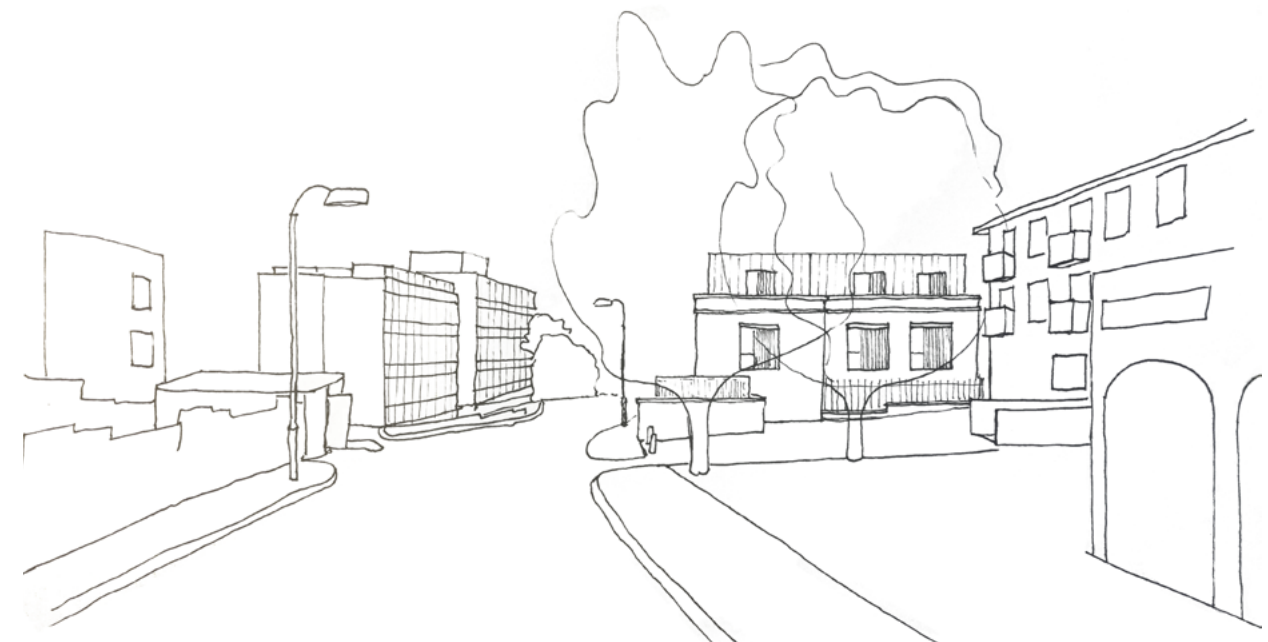
Sketch view looking North along West End Lane (consented scheme)



Sketch view looking North along West End Lane



Sketch view looking South along West End Lane (consented scheme)



Sketch view looking South along West End Lane





2.6 Cycle and waste storage

Cycle Storage Calculation:

| UNIT No. | No. OF BEDROOMS AND OCCUPANCY | CYCLE SPACES |
|----------|-------------------------------|--------------|
| Flat 1   | 2 Bed 4 Persons               | 2            |
| Flat 2   | 3 Bed 5 Persons               | 2            |
| Flat 3   | 2 Bed 4 Persons               | 2            |
| Flat 4   | 2 Bed 3 Persons               | 2            |
| Flat 5   | 1 Bed 2 Persons               | 1,5          |
| Flat 8   | 2 Bed 4 Persons               | 2            |

|      |              |
|------|--------------|
| 11,5 | TOTAL        |
| 14   | TOTAL + 20%* |

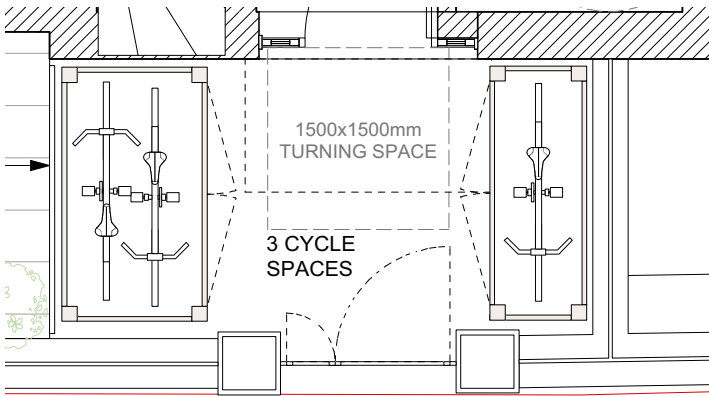
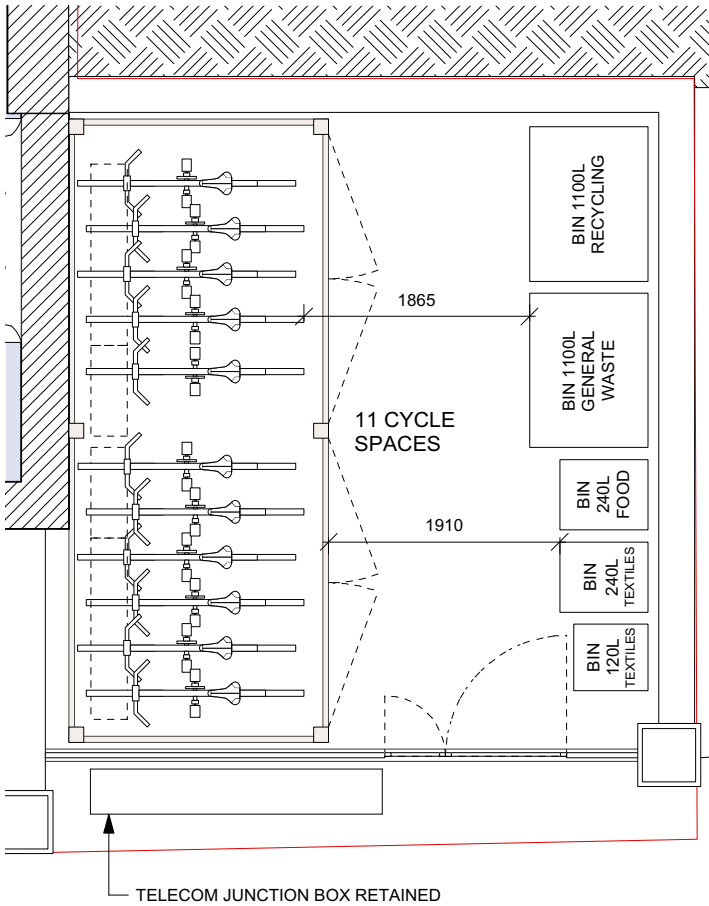
\* Extract from CPG -Transport - 8.6: The Council will also seek an additional 20% of spaces over and above the London Plan standard.

Waste Storage Calculation:

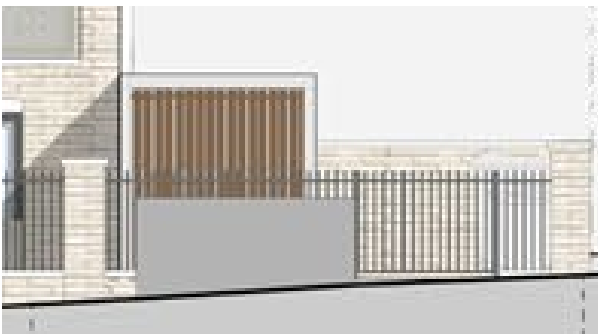
| WASTE         | NO. OF UNITS | LITRES p/week | TOTAL LITRES REQUIRED |
|---------------|--------------|---------------|-----------------------|
| General Waste | 6            | 120           | 720                   |
| Recycling     | 6            | 140           | 840                   |
| Food Waste    | 6            | 23            | 138                   |
| Textiles      | 6            | 55            | 330                   |

The waste bin provision will meet and exceed the requirements:

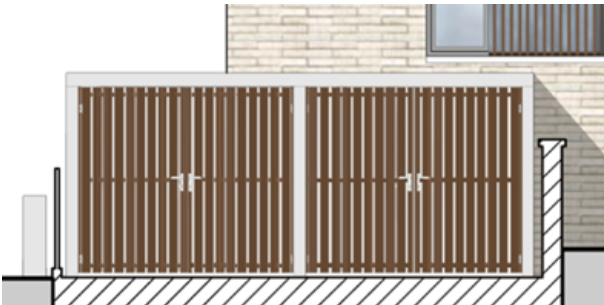
| WASTE         | BIN PROVISION     |
|---------------|-------------------|
| General Waste | 1 x 1100L         |
| Recycling     | 1 x 1100L         |
| Food Waste    | 1 x 240           |
| Textiles      | 1 x 240 + 1 x 120 |



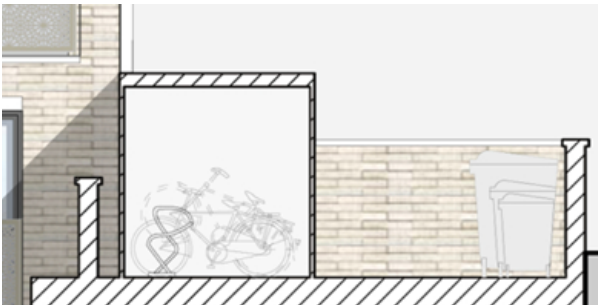
East Elevation from Sycamore Court Car Parking



South Elevation from West End Lane



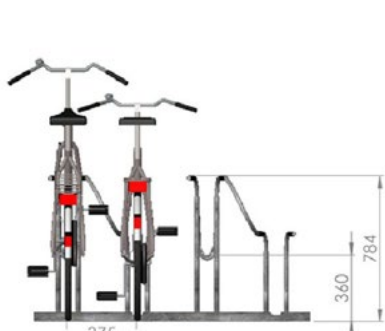
East Elevation



Section



Image of Cobra Cycle Rack



Elevation of Cobra Cycle Rack



Plan of Cobra Cycle Rack



South Elevation from West End Lane



South Elevation

