DESIGN AND ACCESS STATEMENT

FOR

AN UNDERGROUND GARAGE TO RETAIN 3NO. OFF-STREET CAR-PARKING SPACES AND RESTORATION OF THE HOUSE FRONT AND GARDEN TO THIER ORIGINAL FORM

AT

NO.111 CANFIELD GARDENS, LONDON NW6 3DY

BY

WILLINGALE ASSOCIATES
56 CLERKENWELL ROAD
LONDON EC1M 5PX

JULY 2021

1 INTRODUCTION

↑ Panoramic view of No.111 Canfield Gardens and its surrounding context

1 Introduction

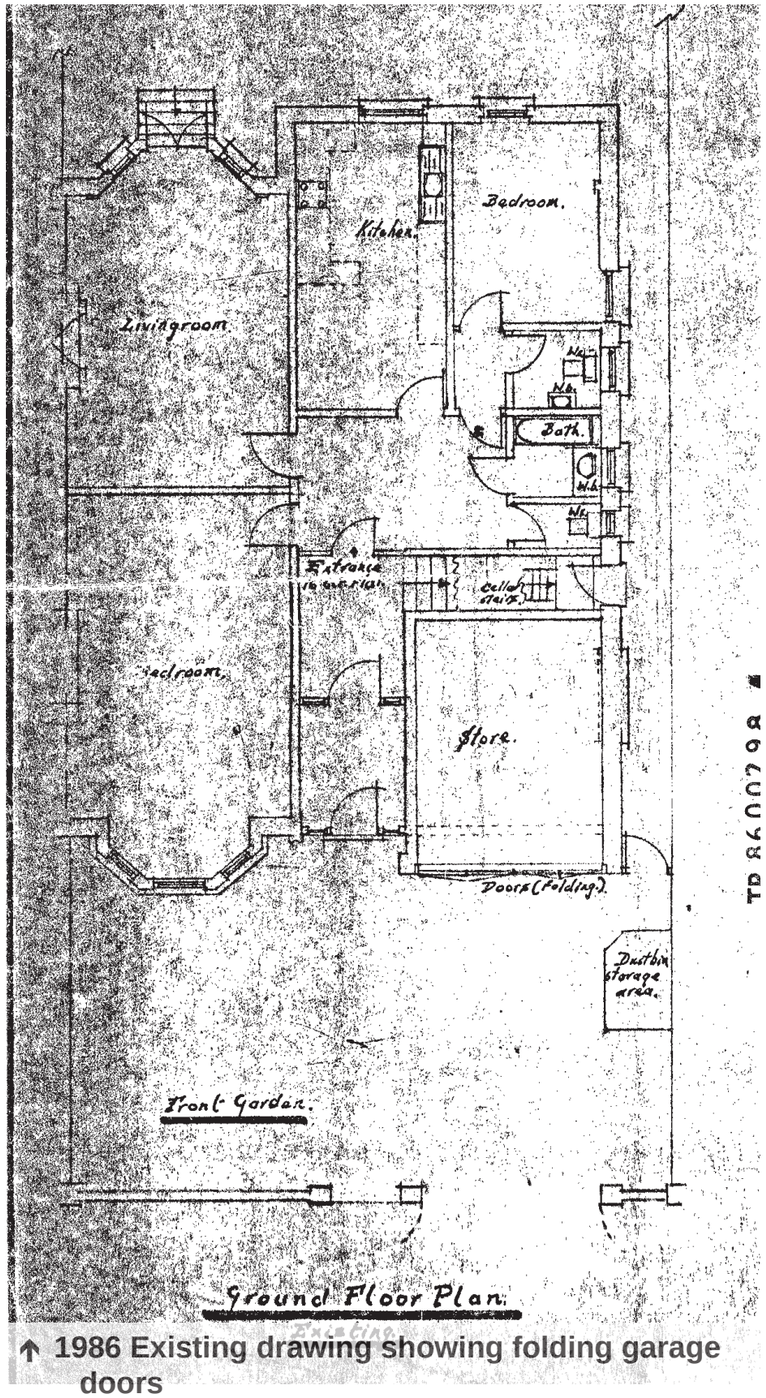
This design and access statement accompanies a full-planning application for an underground garage to retain 3No. off-street car-parking spaces and restoration of the house front and garden to their original form, at No.111 Canfield Gardens, London NW6 3DY.

↑ Front elevation of No.111 Canfield Gardens

↑ Front door of No.111 Canfield Gardens

↑ Front elevation of No.111 Canfield Gardens

2 THE EXISTING HOUSE AND PLANNING CONTEXT



↑ 1986 Existing drawing showing folding garage doors

↑ Location Plan

↑ Existing frontage of No.111 Canfield Gardens

2

The Existing house and planning context

2.1

No.111 Canfield Gardens is a fine semi-detached house on the south side of a street of similar Victorian houses within the South Hampstead Conservation Area. In May 1986 planning consent was granted (PL/8600298 Case File H5/6/37; 16 May 1986) and works were subsequently implemented to convert a garage in the house frontage to an additional habitable room. Subsequent alterations, applications and appeals were resolved by Appeal decision reference T/APP/X521/A/98/293504/P6 of 3/11/1998 granting approval for works that had already formed a lightwell and front basement area for an additional habitable room in the basement on the west side below the former garage area along with the front garden hardstanding.

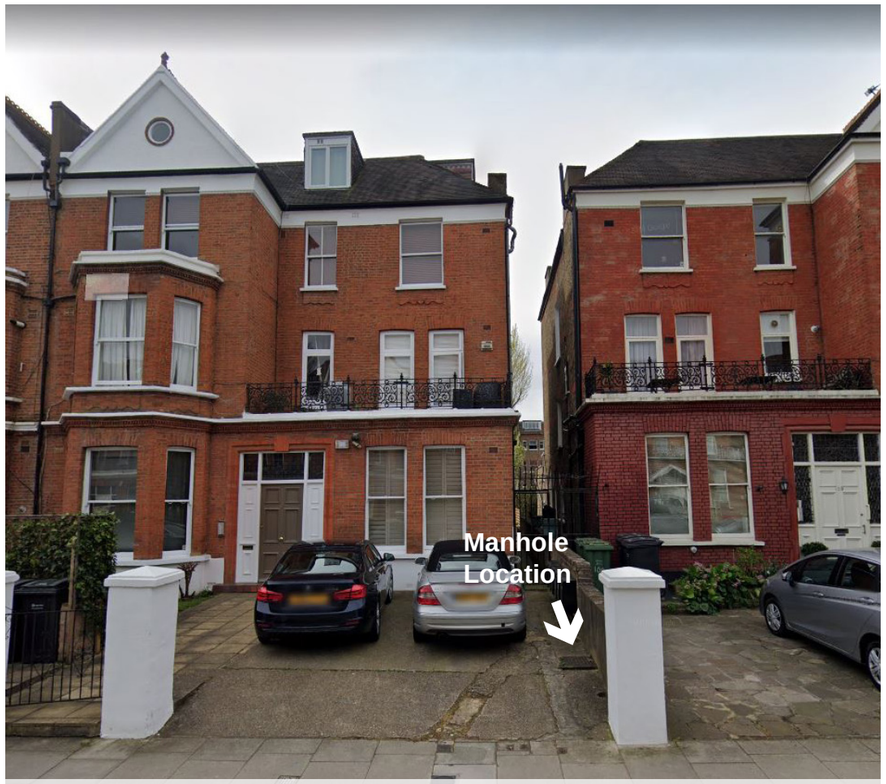
2.2

The existing drawings for the 1986 application indicate that the former garage with folding doors already projected in front of the original house elevation and projected across the original main entrance door architrave. This is further confirmed by comparing the frontage of No.111 with the similar houses in the street, for example No.107 Canfield Gardens, where the original form has a main entrance with symmetrical side lights surrounded by an architrave of red-rubber brickwork forming a flat-fronted composition flush with the main gabled frontage and set below a uniform first floor cornice surmounted by 5No. matching panels of balcony metalwork. The former garage at No.111 had removed the two windows and brought the garage enclosure forward, presumably to provide sufficient depth for parking a car, resulting in the awkward frontage brickwork projecting across the composition of the front door and sidelights surrounded by the architrave.

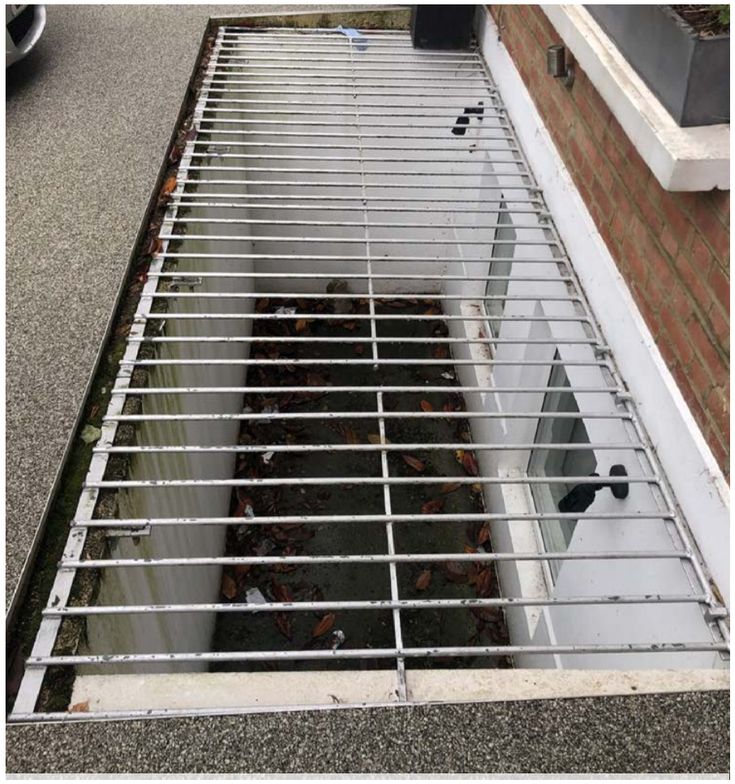
2.3

A manhole is located within the frontage parking area as indicated on the existing survey drawing. The unaltered houses in the street have manholes a little further back from the pavement line and set close to their side boundary walls, for example at No.107.

2 THE EXISTING HOUSE AND PLANNING CONTEXT



↑ Manhole location at No.107 Canfield Gardens



↑ Existing grills on front elevation at No.111

↑ Existing front elevation at No.111

↑ Existing manhole at No.111 Canfield Gardens

3 THE PROPOSALS

3 The Proposals

This application proposes to restore the original character and appearance of this house and front garden in the South Hampstead Conservation Area without an increase in the number of visible parking spaces. The design reduces the number of parked cars visible from the street to 1No. space while maintaining the existing 3No.car parking space within the forecourt area by relocating 2No. spaces underground

3 THE PROPOSALS

Underground garage parking

The design restores an area of landscaping to the front garden by moving two of the three existing parking spaces below ground by means of a Car Dock system, a modern technological solution to the existing clutter of off-street parked cars along Canfield Gardens that harms the character of the Conservation Area. Use of the Car Dock parking system will be infrequent and only apparent for short periods when raising the platform to move vehicles.

The applicant proposes to use the 2No. underground spaces for secure parking of cars following their conversion from combustion to all electric motors, accordingly, electric charging points will also be installed as part of the works.

Re-instatement of the historic front elevation

The works include restoring the original front elevation of the hous by removing the projecting brickwork; carefully dismantling the 2No. windows, cill, cornice and metalwork above projecting brickwork and reassembling to reform the frontage flush with main entrance door, sidelights and architrave of the original pattern.

Re-instatement of front garden landscaping and hardstanding improvements

Reducing the number of parked cars provides space for a new front garden measuring a third of the area of the forecourt. Soft landscaping will include a lawn, shrubs screening the retained lightwell and a new hedge replacing the existing Leylandii.

Associated with the new soft landscaping will be 2No. defined areas of improved hardstanding; one marking the pedestrain route from the newly aligned brick piers and gate to the house entrance; the other area defining the car parking and refuse bin storage areas. The existing resin bonded hardstanding will be replaced with permeable block paving to all areas except the roof of the Car Dock platform which will be finished with matching block paving.

Re-instatement and re-alignment of the front brickwork piers

Improvements to the forecourt include the re-alignment of the two central gate piers with the house entrance and replacemnt of the front boundary wall and piers with fare-faced red brick piers and dwarf walls to match the original arrangements except for the pier on the party wall with No.169 which will have repairs carried out to the existing render.

↑ Example in operation - lowered

↑ Example in operation - raising

↑ Example in operation - raised

New railings and gates

New black painted mild-steel railings and gates are proposed. Two gates are proposed; one a twin leaf pedestrian gate between the newly aligned piers; the other a sliding vehicular gate the full width of the vehicular crossover. This gate is designed to slide behind the west half of the forecourt, between the new forecourt boundary piers and wall and the hedge on the raised bed, similar to the system with planning consent at No.71 Canfield Gardens.

Inter-linking the operation of the vehicular gate with the Car Dock will prevent conflicts between the applicant's use of the Car Dock and passing pedestrians and cyclists. Only when the gate is closed can the Car Dock platform be lowered or raised. Once the Car Dock is fixed in either the raised or lowered position, the gate can be opened to allow movement of vehicles on and off the forecourt.

4 SUSTAINABILITY

4 Sustainability

The basement parking spaces will include charging points for electric vehicles.

5 TRANSPORT/SERVICING/ACCESS

5 Transport/Servicing/Access

The proposed off-street parking makes use of the existing pavement crossover.

6 BASEMENT IMPACT ASSESSMENT

5 Transport/Servicing/Access

The revised application is accompanied by an updated Basement Impact Assessment.