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# 57 Westbere Rd

DESIGN & ACCESS STATEMENT: 0143-DAS-01C  
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PROJECT

Extension and renovations of two flats at 57 Westbere Road, West Hampstead, London NW2 3SP.

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## 1.0 INTRODUCTION

This design and access statement accompanies an application for full planning permission at the site of 57 Westbere Road, London, NW2 3SP. It supports the submission of extensions and renovations to the existing building consisting of 2 flats. The statement describes the way the scheme has been designed in relation to its context, the site constraints, the current structural failures in the property and the pre-application process entered into with the Local Authority.

The two storey semi-detached property currently contains two flats that are in need of structural attention and modernisation. To the rear of the property, the two storey flat roof 'saw tooth' element is in a state of disrepair after a number of structural failures have been uncovered and needs remedial works. Whilst carrying out the repair works to the property the redevelopment also includes a ground floor single storey extension and minor first floor side extension.

The resulting space allows for the reconfiguration of the internals to provide much improved flat layouts. It is hoped that this careful consideration can be seen to have resulted in a reasonable proposal for the site, and that the Local Authority can support the application agreed at Pre-App stage.



< Figure 01 –  
Rear brickwork failures



< Figure 02 –  
Internal disrepair



^ Figure 03 – Rear brickwork failures

v Figure 04 – Internal disrepair





## 2.0 SITE & CONTEXT

The property is situated on the Southern side and end of Westbere Road, close to the junction with Minster Road in West Hampstead. This end of Westbere Road is a residential area characterised by 2 and 3 storey semi-detached properties, with a mix of family dwellings, houses of multiple occupancy and those split into flats.

The properties are of traditional style and form with slate pitched roofs and mixture of brick and render cladding. They have small front and reasonable sized rear gardens that are accessed by passageways between the pairs of semis.

The houses are well served by local bus and train links (including the tube at Kilburn), a number of local convenience stores and the amenity spaces of Westbere Copse Nature Reserve just to the North West of the application site and Fortune Green Open Space to the North East. The site has a PTAL rating of 4, indicating a good level of accessibility, whilst on street visitor car parking is also useable.

Number 57 is semi-detached, backs onto the overland railway lines to the South and the building is not in or near a conservation area and is also not listed (see Figure 05 opposite).



Figure 05 – Google Earth Aerial view of the context from the West

### 3.0 USE, AMOUNT & SCALE

The use of the site for residential purposes as two separate flats is well established. The 2 existing flats are of unusual layouts across split levels with substandard accommodation; especially relating to the sizes of some of the bedrooms within the 'rear element'. The proposal presents an opportunity to make improvements to the flats whilst undertaking the necessary structural remedial works to the rear, leading the owner to consider making better use of the overall space available.

The scheme has been reworked and developed through the pre-application advice service with the Local Authority (2021/1227/PRE) and subsequent emails/comments following withdrawal of the initial scheme (2020/5066/P).

In line with the advice received, the proposal has now been greatly reduced; removing the principle of a third flat, the roof works of hip to gable conversion with rear dormer have been taken off, as has the larger first floor side extension and pitched roof.

Consequently, the proposal is now limited to a single storey wraparound at ground floor level and small side extension at first floor level to provide only extensions to the two existing flats resulting in a mix and areas of:

Flat 1 - 3b4p ground floor flat (GIA 93.8sqm).

Flat 2 - 2b4p first floor flat (GIA 76.1sqm)

The units meet the National Technical Space Standards as covered in CPG 2 (Housing), The Mayor of London's Housing Supplementary Planning Guidance (2012) and therefore the re-planned layouts will provide a more balanced and higher quality of accommodation than the 2 existing flats.

In accordance with the Camden Planning Guidance (CPG) 6 (Amenity), it is proposed for both flats to have over 24sqm of private garden amenity space.

The scale of the additions has now been kept to a minimum to improve the flats, are similar to the other properties in the immediate area, and compatible with the existing property form and massing.

The single storey rear addition and side infill provides more useable space without negatively impacting on neighbours, similar to several neighbours on the South side of Westbere Road. This single storey element

has purposefully been given a pitched roof to reduce any impact on the adjoining neighbour.

In repairing the existing two storey 'saw tooth' to the rear of the property, an energy efficient, highly insulated lightweight timber frame construction is proposed with render finish. The narrow width and long length proportion of the existing rear element creates awkward spaces at first floor level (see the existing bedroom layouts). Therefore, whilst the length of the first floor remains as existing, the minor (200mm) increase in the width agreed through the pre-application process allows for more efficient use of this element (allowing for a corridor past a bathroom meeting today's space standards).

The widening of the first floor rear element has been carefully considered in relation to the orientation of the rear of the property and to ensure no detriment to the adjoining neighbour (see 45 degree lines on the rear Elevation drawing). This is further justified by the existing pattern of the neighbours further down Westbere Road (numbers 1-51) which are generally longer projections at both ground and first floor level (shown previously in Figure 05). This element is proposed to have a new green roof as advised through the pre-application process.



## 4.0 ACCESS, LAYOUT & LANDSCAPING

Although on street parking is available for visitors, the scheme proposes a car free development. Cycle parking and recycling/refuse storage is also provided at ground floor level (a total of 4 secure cycle storage spaces are proposed; 2 for each unit). It is therefore considered that the proposal is in accordance with Policies, DP17, DP18, Appendix 2 and Transport CPG.

Like the majority of properties on Westbere Road, the site has pedestrian access only, and improvements to the front garden are proposed to create a more positive street frontage and entrance. Currently the bins are left loose in the front garden and there is a mixture of concrete and unkept grass. The proposal seeks to address the refuse and recycling storage by integrating this discreetly into a new timber front fence (Figure 06). From both street and house side this will hide the bins, of which there are 2No. 140l recycling and 2No. 120l refuse bins to adequately serve the 2 flats. The 2No. food bins will be able to be stored behind the existing brick wall, which will also provide some visual security for the proposed bike stand for Flat 2. The bike stands are currently proposed as 'Plantlock' combined planter and bike stands that can be bolted down to the concrete path (Figure 07).

The revised layouts have been designed to comply with as much of the Housing CPG, Lifetime Homes Criteria and Technical Space Standards as possible within the existing building constraints. The excellent ceiling heights in the front part of the building are used for the living spaces and both flats enjoy a dual aspect. The bathrooms have been stacked, and with new windows proposed, all those side facing at first floor level are to be obscure glazed and fixed shut to 1.7m above floor level (some existing are clear). These changes provide a positive cumulative effect on the layout of flats for both occupiers and neighbours and will allow them to be occupied comfortably into the future.

No environmental impact is proposed by this development as no trees or shrubs of any significance are to be removed from the currently overgrown garden. This will simply be renovated with low maintenance planting and grassed areas. It will be improved by the use of green roof on the existing flat roof area with a low maintenance sedum roof (Figure 08). This will improve the Urban Greening Factor and ecological credentials associated with the refurbishment. Therefore it is put that the provision is in accordance with the CPG (Amenity) and Policy DP26.



Figure 06 – example of 1.2m high timber clad bin store to hide the main refuse and recycling bins. The backside of this becomes the front fence and tidies the frontage.



Figure 07 – 'Plantlock' cycle locking point to reduce its visual impact. Both flats can also store bikes in rear gardens.

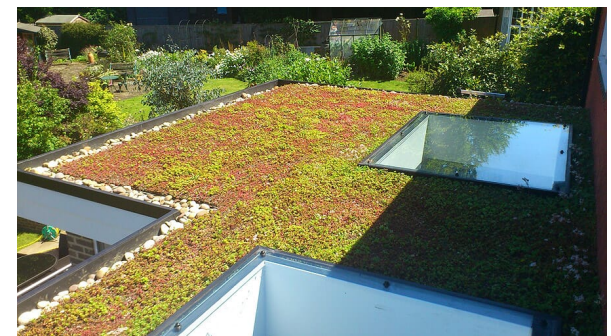


Figure 08 – Sedum green roof.

## 5.0 DESIGN & APPEARANCE

The frontage shares original features with a number of houses in close proximity (see Figure 09), all of which are intended to be retained as part of the proposal. The ironwork and render are to be repainted, and the windows replaced. To the front, proportionally, the new main windows will have the original square toplight forms, the first floor kitchen window will be fitted to look like an original sash window, whilst a traditional style composite front door with side and toplights to the entrance will harmonise with the character and look of the property. The renovation works will improve the unkempt frontage in the streetscene. The limited material palette used on the existing house is also to be maintained; a combination of brickwork and off-white render.

The main part of the house is to have new white aluminium or timber windows replacing the existing uPVC as requested through the pre-application process. The rear element will have new grey aluminium or timber windows and doors as a contrast to the render. Making good and repainting of the render on the flank elevation will improve this aspect as well.

At the rear, the first floor will visually match the rendered neighbouring properties, with the flat parapet roof design maintained and being softened with the green roof. The ground floor addition is designed to match the main pitched slate roof - reducing the bulk of this element.



Figure 09 – features of the frontage to be retained, with proposed material palette matching the existing to retain the character of the original property.

New white/grey timber/aluminium windows will improve the look and contrast with the slate and brickwork.



## 6.0 CONCLUSION

Whilst taking the opportunity of renovating the run-down property by the refurbishment of the structurally failed rear element, the reduced proposal presented puts forward minimal changes to the existing property with the benefit in the layouts of the accommodation maximised. The general refurbishment will ensure the longevity of the property, bring the living accommodation up to modern standards and also improve the overall visual impact of the property in the immediate context whilst retaining its character. Having been through an extended pre-application process and clarifying what is deemed reasonable for the Local Authority prior to submission, we now hope the proposal can be formally supported as presented.