



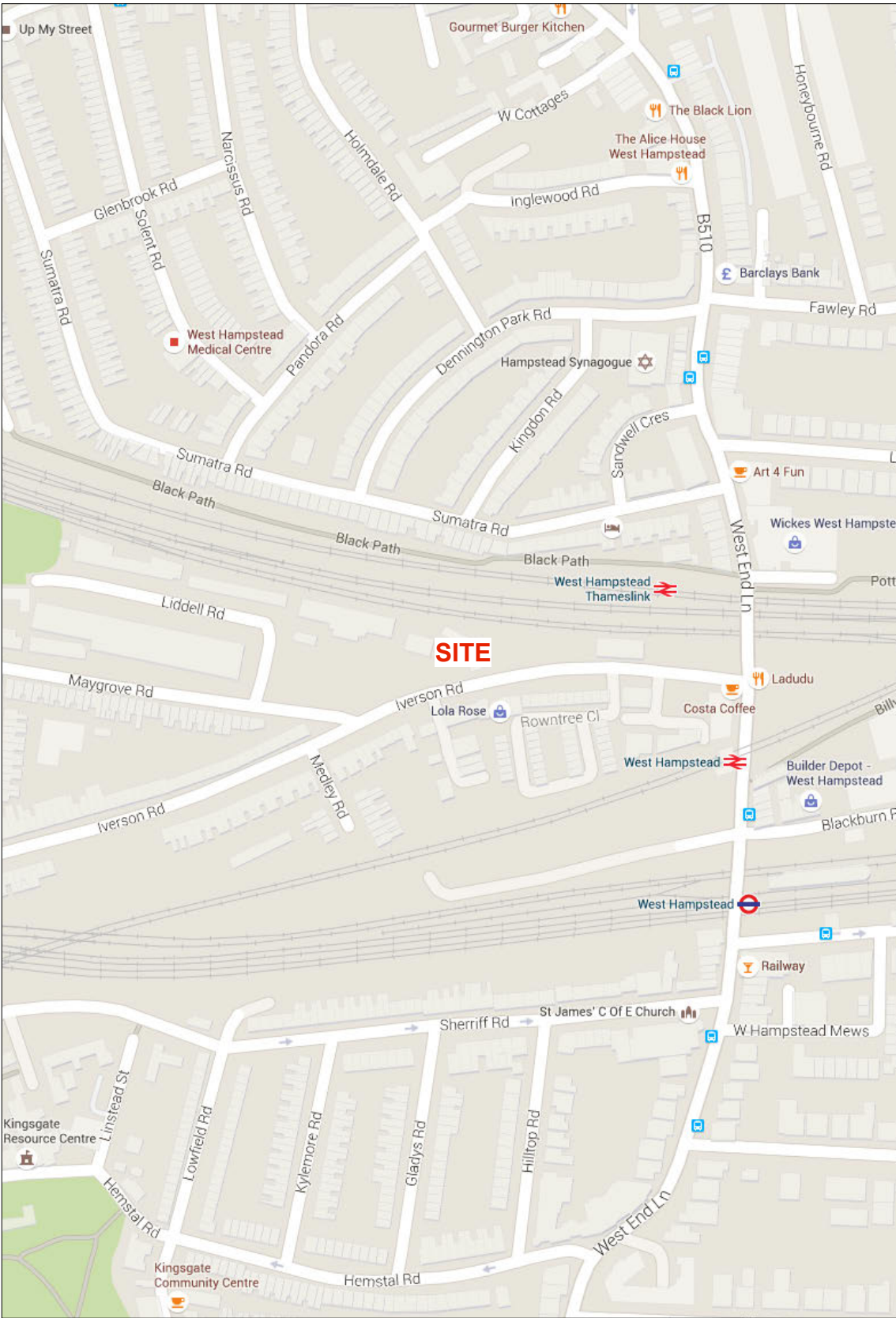
**163 IVERSON ROAD, HAMPSTEAD**

[www.chassaystudio.com](http://www.chassaystudio.com)

**DESIGN & ACCESS STATEMENT**

AUGUST 2021

**CHASSAY**  
studio



INTRODUCTION

163 Iverson Road, London

This Design and Access Statement is in support of a planning application for a revised roof to the recently completed building at 163 Iverson Road, West Hampstead, which would remodel the existing roof over the whole building, would conceal the rooftop plant and would provide four more flats.

This report should be read in combination with the following reports:

- Planning Statement
- Daylight & Sunlight Report
- Energy / Renewable Energy Report
- Acoustics Technical Note

TEAM

Developer

Grosvenor Freeholds Limited  
5 Elstree Gate, Elstree Way, Borehamwood, WD6 1JD

Architects

Chassay Studio Ltd  
108 Palace Gardens Terrace, London W8 4RT

Planning Consultant

DWD LLP  
6 New Bridge Street, London EC4V 6AB

Energy Cousultant

Envision Ltd. Consultancy

Daylight & Sunlight Cousultant

Hodkinson Consultancy

Noise & Vibration Cousultant

Aulos Acoustics

CONTENTS

1. Introduction
2. Site History
3. Design Approach
4. Dynamism along the Railway
5. Visibility Along Iverson Road
6. Identity Against The New Neighbour
7. Materials and Details
8. Accommodation & Access
9. Energy & Sustainability
10. Privacy & Overlooking
11. Refuse & Bicycle Storage
12. Computer Generated Images
15. Conclusion



SITE HISTORY

The building at 163 Iverson Road was designed by Dexter Moren Associates in 2011, and was built with technical design by Waugh Thistleton Architects. The scheme comprises of 36 units, 33 of which are apartments and 3 of which are houses.

It is situated between Iverson Road and West Hampstead rail station, with the railway to the north and the station building to the east. To the west, a new development has been built at 159-161 Iverson Road, which has rather changed the context from that of the original design.

During construction there were a number of technical difficulties with the approved design which led to a series of minor changes to shapes and proportions, somewhat diluting the original design flair. Following protracted negotiations with borough planning officers, a minor material amendment (S73) application was approved in 2015. This application retained the original roof design. However, it was not possible to built that 'wing' roof.

The client came to Chassay Studio to bring a fresh approach to the building and to propose revisions to the roof element which would pull the building together visually and enhance the sense of identity.

Chassay Studio propose to redesign the approved roof in order to regain the dynamism and visibility of the original concept design (as per the sketches within Dexter Moren Associates Design (DMA) and Access Statement (2012) for the original scheme) which was lost from the approved roof.

Full details are to be found in the accompanying planning statement by DWD LLP



163 IVERSON ROAD AS BUILT - SEEN FROM WEST HAMPSTED THAMESLINK STATION



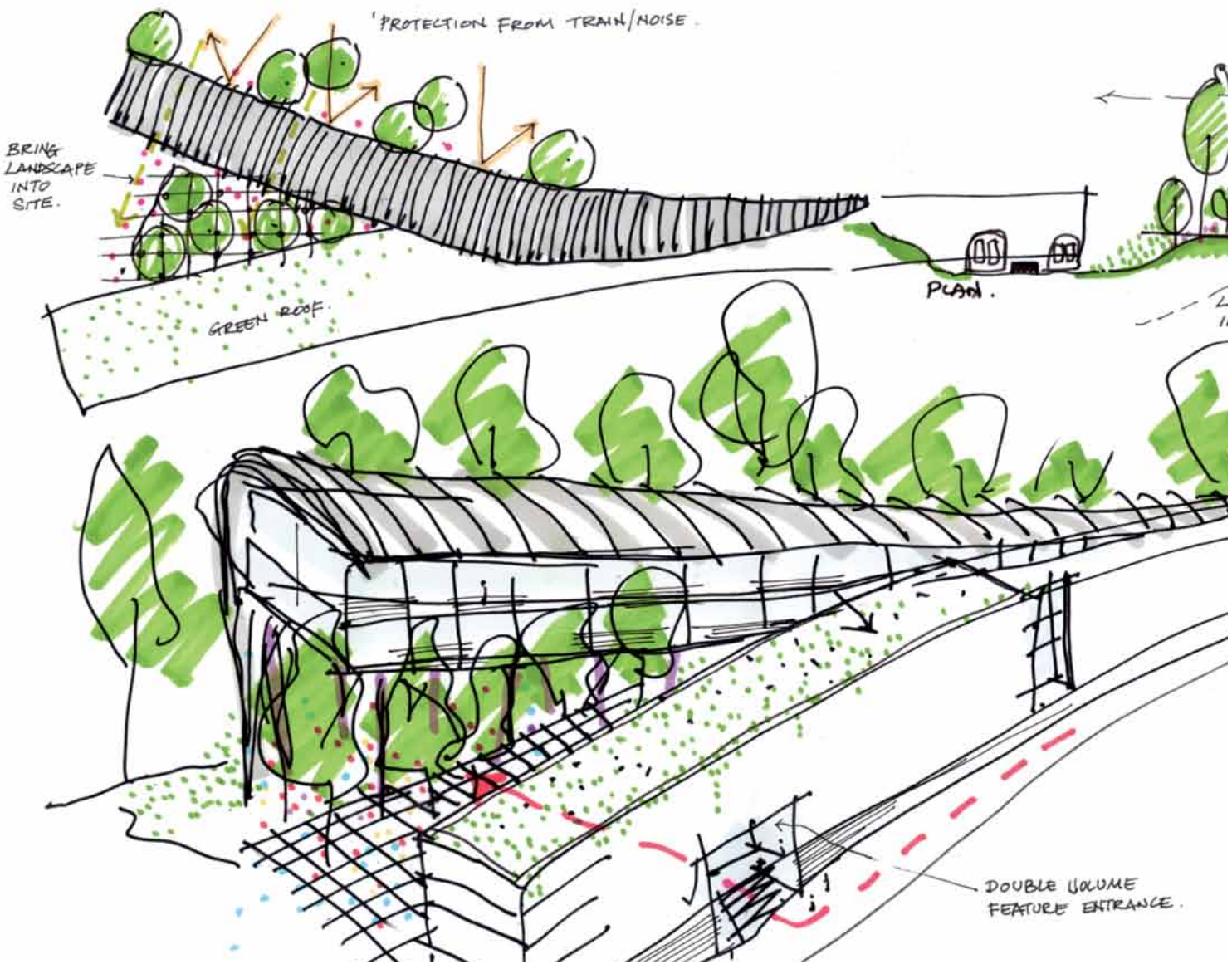
163 IVERSON ROAD AS BUILT - SEEN FROM IVERSON ROAD





ROOF AS BUILT

photo credit <https://anonw.com/2019/07/31/a-design-crime-at-west-hampstead-thameslink-station/>



CONCEPT SKETCH FOR ORIGINALLY APPROVED DESIGN

## DESIGN APPROACH

No change is proposed to the existing building below roof level, except minor amendments to the cladding where it makes the interface with the roof.

To develop the design we went back to the original concept sketches in the Dexter Moren Associates (DMA) Design and Access Statement of 2012. These show how the roof element was intended to sweep around the line of the track and move upward towards the west end, where the unfinished path of movement generates in a dynamic sense of movement.

The sequence of revisions to the roof design which occurred during the pre-application stages of the original scheme (as explained in the DMA DAS) have, we feel, resulted in a roof which is not as elegant or striking as the original concept design. It gives the impression of just flopping over the side of the penthouse to the north. The material of the roof itself has become irrelevant, as it can't be seen from any reasonable viewpoint.

Therefore, our aim here is to amend the design of the approved roof and to reinstate the sense of dynamism along the railway, improve the visibility along Iverson Road, reinforce the building's identity against the new neighbour at 159-161 Iverson Road and in doing so create four additional residential units.

This proposal also solves the structural problem in the previously approved rear 'wing' roof on the existing building. My client's structural engineers advise that the 2012 design (as retained in the S73 application) has serious structural shortcomings due to the extent of its overhang and the slenderness of the design. For this reason the 'wing' was never built, the roof is flat creating box-like shapes.



LOST SENSE OF DYNAMIC ROOF FORM





PROPOSED VIEW FROM WEST HAMPSTEAD STATION  
NOTE: Image show lower floors reclad, not as existing.



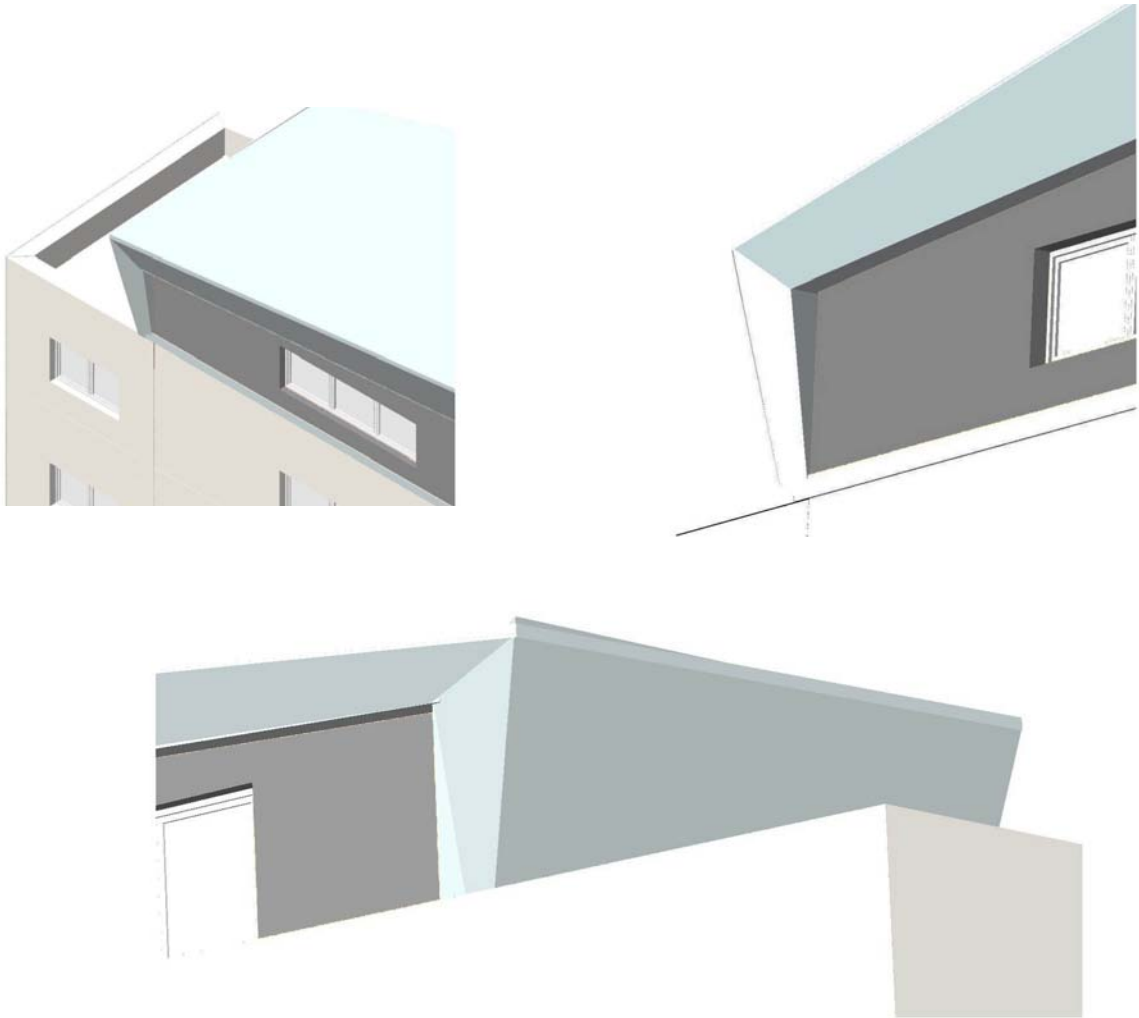
EXISTING VIEW FROM WEST HAMPSTEAD STATION

### DYNAMISM ALONG THE RAILWAY

The building is seen clearly from the trains and platforms at West Hampstead Station, which was part of the original inspiration for the roof form. In fact the roof element follows the line of the railway, 'branching-off' from the street facade.

We have taken our inspiration from this path of movement, creating a roof which slopes up gently but relentlessly, like a railway gradient, turning as it rises. This allows us to build up the sense of movement up to the west end where, just as the upper floors press out beyond the base, the roof element reaches out for the sky.

The roof element covers the existing penthouse towards the east, but as it rises up it reveals additional accommodation to the west end. This means that the west end wall can have a stronger zinc element, and can create a hierarchical pattern of window proportions, enhancing the sense of uplift.



DETAILS OF 3D MODELLING OF THE ZINC ROOF



VISIBILITY ALONG IVERSON ROAD



NOTE: Images show lower floors re-clad, not as existing.

From Iverson Road, near the entrance to the station, the roof had become barely visible in the approved schemes. We want to bring it back into the family of zinc-clad roof forms already built into the houses (Block C). By wrapping the zinc down over the west end of the penthouse it takes its place in this line of zinc walls. The roof does not have a sharp edge, the zinc is folded back to create an attractive three-dimensional shape which both protects the walls from rain and visually encloses them.

The difference is that this new roof is more than a box. Seen in perspective, the approved roof is partly hidden behind the facade. With the new rising form it can be seen, and the dynamism is enhanced by jettying out the corner at the change in orientation. The three-dimensional shape of this corner re-creates the reaching-out effect seen on the railway side. This is not clear to see in the elevations, but these computer images show how the modelling creates a beautiful effect.

NOTE: an application has been made to re-clad the existing building to improve fire performance. This is outside the current application so the images are provisional. The wall cladding in this application will match the floor below when that it confirmed.



VIEWS FROM THE EAST — THE CULMINATION OF A SEQUENCE OF ZINC ROOF ELEMENTS





IDENTITY AGAINST THE NEW NEIGHBOUR

When the building was designed, the neighbouring plot was empty, and the west end jettied-out into open space. That effect is diminished by the new building at 159-161, leaving the 'tree-house' looking rather squat.

We note that Camden refused an application which proposed an additional floor to the approved scheme at no 159-161 due to its height, mass and scale. This is addressed in detail in the Planning Statement section 3. It is also noted in the planning officer's report that "the adjacent 'tree house' block at No.163 should read as a slightly taller element than the block in question, in line with the architectural hierarchy and the topography of the two adjacent sites." (from the officer's delegated report to application 2014/5341/P).

We feel that this hierarchy had been lost, but the rising form of the proposed roof restores the proportions both within No. 163 and across the view from the station. Comparing the two views here clearly makes the point about how the proposals strengthen the aesthetics at this end.

The roof element covers the existing penthouse towards the east, but as it rises up it reveals additional accommodation to the west end. This means that the west end wall can have a stronger zinc element, and a hierarchical pattern of window proportions created, enhancing the sense of uplift.



VIEW FROM THE WEST — THE RISING END RE-PROPORTIONED APPEAR TO FLY ABOVE SUBSIDIARY BUILDINGS  
NOTE: Images show lower floors reclad, not as existing.





OPENINGS TO THE SOUTH - CUT ACROSS TO CREATE THE RELENTLESSLY RISING ROOF

MATERIALS & DETAILS

The existing building uses a palate of high-quality materials; Pale bricks, natural timber and dark metal, with lighter coloured metal used in contrasting panels.

We have picked up on the pale zinc cladding for the remodelling of the roof, with the dark metal used on the new wall surfaces. The existing walls are to be re-clad, due to fire concerns with the existing cladding. The new cladding to the lower part is likely to be metal cladding which will integrate with this proposal.

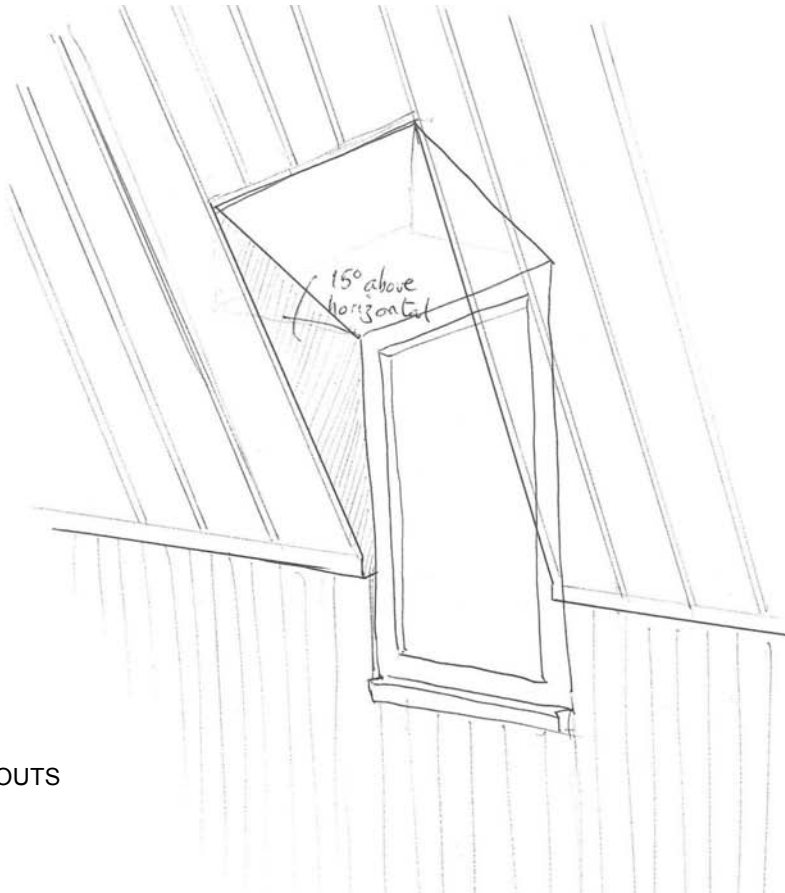
We will match the wall cladding below, but the main part of this application is the roof element, which will float over all the existing materials. This is emphasized by using light-coloured zinc for the roof, wrapping around the dark metal penthouse and picking up on the pale metal panels below.

Openings are treated in different ways on different sides. On the north side, the dramatic rising line of the roof soffit is maintained as it crosses the access balconies, reinforcing this dynamic thrust. On the south side there are windows to individual rooms which are cut into the widest part of the roof element. This modelling shows off the solid shapes created by the roof.

The new zinc roof will be built on steel framing and insulated with Rockwool, so as to be entirely fire resistant - see drawing 1502-39 "fireproof cladding details"



WINDOW TREATMENT TO THE SOUTH - SOLID MODELLING SHOWN BY CUT-OUTS  
NOTE: Images show lower floors re-clad, not as existing.



PALE BLUE-GREY PRE-WEATHERED ZINC



UNIT	AS EXISTING				AS PROPOSED		
	bedrms	persons	sq.m		bedrms	persons	sq.m
G.01	3	5	109		3	5	109
G.02	3	5	103		3	5	103
G.03	2	4	99		2	4	99
G.04	2	4	99		2	4	99
G.05	2	3	72		2	3	72
G.06	2	3	66		2	3	66
1.01	2	4	70		2	4	70
1.02	2	4	70		2	4	70
1.03	2	4	70		2	4	70
1.04	studio		42		studio		42
1.05	2	4	70		2	4	70
1.06	3	4	78		3	4	78
1.07	3	4	79		3	4	79
2.01	2	4	70		2	4	70
2.02	2	4	70		2	4	70
2.03	2	4	70		2	4	70
2.04	studio		42		studio		42
2.05	2	4	70		2	4	70
2.06	3	4	78		3	4	78
2.07	3	4	79		3	4	79
3.01	2	4	70		2	4	70
3.02	2	4	70		2	4	70
3.03	2	4	70		2	4	70
3.04	studio		42		studio		42
3.05	2	4	67		2	4	67
3.06	2	4	74		2	4	74
3.07	3	4	78		3	4	78
3.08	3	4	79		3	4	79
4.01	2	4	67		2	4	67
4.02	2	4	71		2	4	71
4.03	3	4	75		3	4	75
4.04	2	3	68		2	3	68
4.05	1	2	50		1	2	50
5.01					2	4	83
5.02					1	2	57
5.03					1	2	53
5.04					3	5	99
TOTALS	68	117	2387		75	130	2679
	bedrms	persons	sq.m		bedrms	persons	sq.m

SCHEDULE OF ACCOMMODATION FOR EXISTING AND PROPOSED BUILDING

ACCOMMODATION & ACCESS

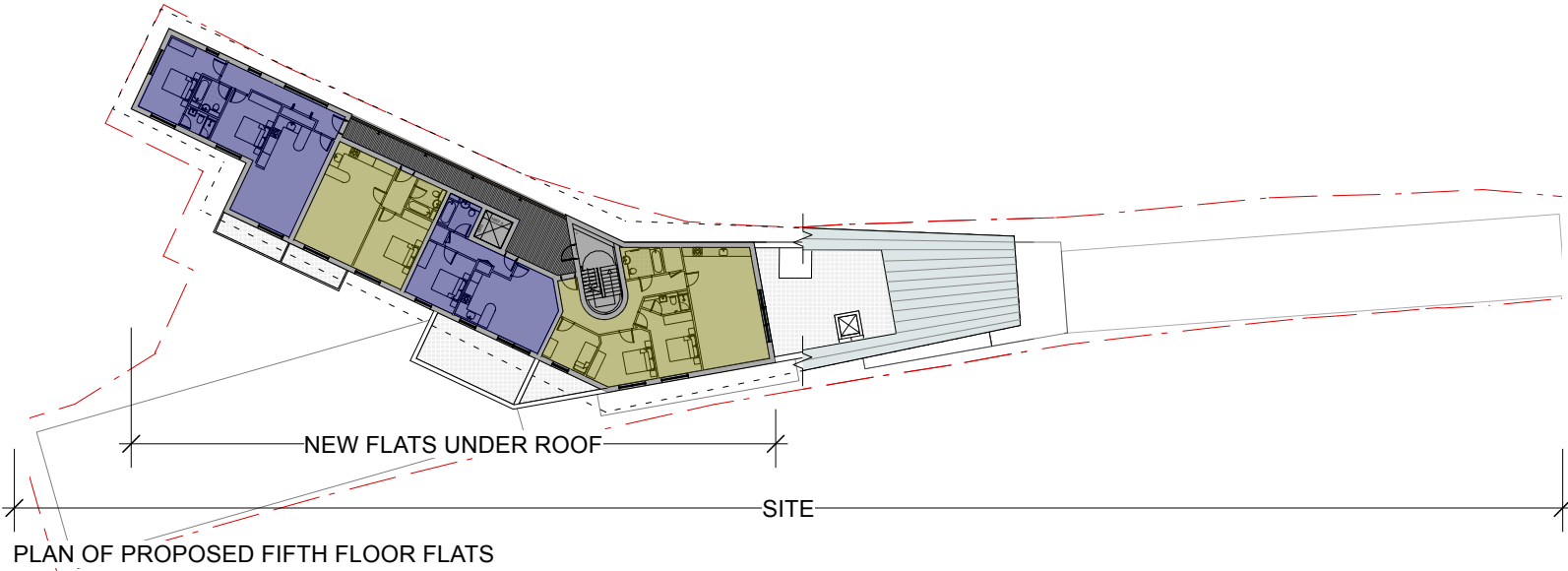
The space under the rising roof becomes sufficient for additional accommodation at Block A, where we propose three new flats, two one-bedroom and one two-bedroom. A small amount of space spills over above Block B, and we propose a 3-bedroom family flat which is straddles the blocks, with the entrance still from Block A.

The lift and stair are brought up from below, so there is level access to every proposed flat. All homes are designed to comply with the requirements of ‘Category 2 – Accessible and Adaptable dwellings’ under Part M of the Building Regulations (2015)

All the flats are designed to meet the requirements of the London Plan, the flat sizes and room sizes are in excess of requirements, and each has suitable private outdoor space, all open to the south to enjoy maximum sunshine.

- Flat 5.01 balcony of 7 sq.m directly replicates the one on the floor below
- Flat 5.02 balcony of 5 sq.m directly replicates the one on the floor below
- Flat 5.03 roof terrace of 12 sq.m is set back from the edge for privacy
- Flat 5.04 roof terrace of 45 sq.m is cut out of the pitched roof which acts as a balustrade, so that it is not seen from outside.

The impact of the proposal for daylight and sunlight has been examined by Hodkinson Consultancy and found to meet requirements - see accompanying report.



	AS EXISTING				AS PROPOSED		
studios	3	9%		studios	3	8%	
one-bed	1	3%		one-bed	3	8%	
two-bed	20	61%		two-bed	21	57%	
three-bed	9	27%		three-bed	10	27%	
TOTAL FLATS	33	100%		TOTAL FLATS	37	100%	

SUMMARY OF ACCOMMODATION EXISTING AND PROPOSED



## ENERGY & SUSTAINABILITY

The energy strategy is set out in the Energy Statement by Envision Ltd. energy consultancy dated 28th May 2021 accompanying this application. This shows that the proposed alterations will achieve more than the current requirements in energy, water and in wider sustainability.

Insulation: to match the rest of the building, the following thermal insulation standards will be met:

- Roof U-Values will be improved to 0.11
- External Wall U-Values will be improved to 0.15
- Party walls to be fully insulated and effectively sealed to achieve an effective U-Value of zero.
- Windows to have low E glazing with a U-Value of 1.1
- External doors to be insulated to achieve a U-Value of 1.6

A design air permeability rate less than 3m3/hm2 will further reduce space heating requirements.

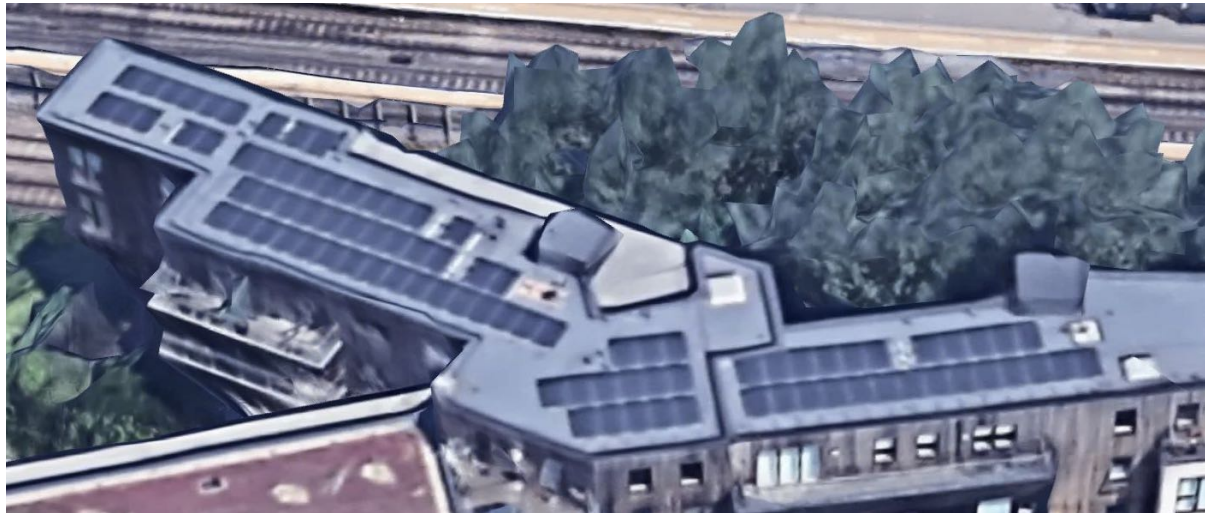
All the proposed dwellings have living-rooms facing south, except for flat 5.4 which faces south-east. When the sun is lower in the sky in the winter, heat gains will reduce the space heating demand, and enhanced mechanical ventilation with heat recovery will prevent summer overheating and maintain sound insulation. Internal blinds will be provided to all bedrooms and living areas to encourage occupants to limit solar gains.

The proposed flats will use air source heat pumps located on the roof directly above each unit, which are recommended in the new regulations. Appropriate controls, including time and temperature zone control in all dwellings will maximise energy efficiency in operation. Kitchen and other pre-installed appliances will be A+ or A++ rated for energy efficiency.

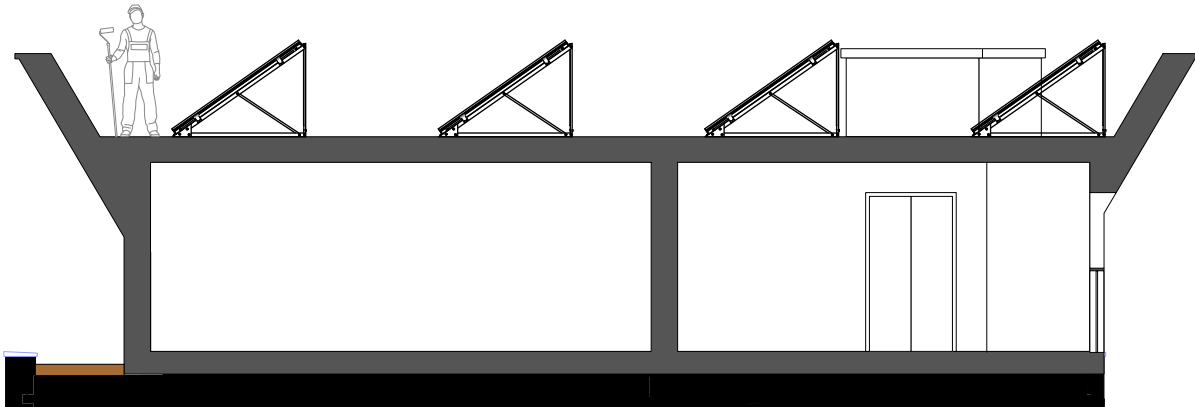
The existing building does not provide access to CHP, wind turbines and biomass boilers. Photovoltaic solar panels on the existing roof are relocated on the new roof - as detailed on existing & proposed roof plans.

While energy is important, the method of harvesting it should be safe and not deleterious to the appearance of the building. At present the panels are laid out horizontally on the flat roof with no parapet. This is not optimal for solar harvesting because it does not allow natural rain washing of dirt, and sits at a poor angle to the sun. The lack of parapet means that the regular maintenance must be made by using a fall-arrest system, which is inherently unsafe.

We have designed the roof with the upper part recessed, to provide a safe working area without any need for safety equipment. All the solar panels will be located in this area, re-mounted at an optimal 30° pitch, with safe stair access and no possibility of seeing the equipment from the surrounding area.

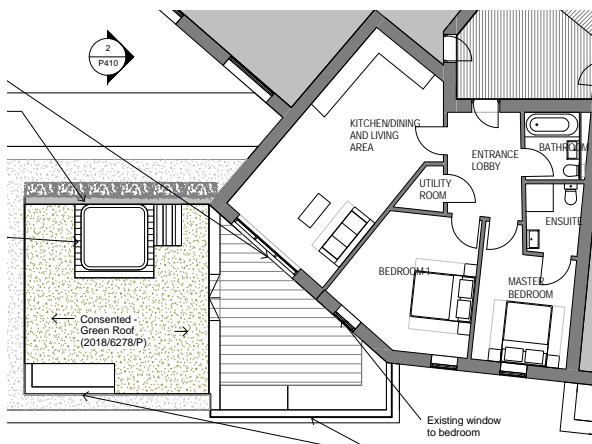


SOLAR PANELS AS EXISTING - FIXED TO FLAT SURFACE



SOLAR PANELS AS PROPOSED – CORRECTLY ANGLED, SAFE & CONCEALED





PRIVACY & OVERLOOKING

Since the building was completed in 2015 there have been planning applications from Flat 21 for a series of alterations:

2018/6276/P Installation of aluminium framed glazed flat rooflight to roof above flat 21

2018/6277/P Removal of existing patio doors & installation of glazed system to enlarged opening to flat 21

2018/6278/P Enlarged roof terrace to Flat 21 with glazed balustrade system and amendment to existing green roof

All applications have been permitted, but none have freeholder's permission as yet, so they have not been implemented, but we want to ensure that the proposed roof would not affect the privacy of Flat 21 were their changes to be allowed.

It is primarily their proposed extension onto existing communal green roof which would be visible from neighbouring flats, since Flat 21 at present faces towards Iverson Road.

To control overlooking we propose to install frosted glass louvres along the balcony edges of the proposed flats and to a couple of windows which would look towards the extended terrace to Flat 21. These are designed to control the outlook with frosted glass louvres, which prevent observation downwards towards the flats below, but permit views out to the wider view and have minimum effect on sunlight or daylight.

Full details are given in drawings 1502-46 & 1502-47



AS EXISTING BLOCK A			AS PROPOSED BLOCK A		
UNIT	bedrms	sq.m		bedrms	sq.m
G.01	3	109		3	109
G.02	3	103		3	103
G.03	2	99		2	99
G.04	2	99		2	99
1.01	2	70		2	70
1.02	2	70		2	70
1.03	2	70		2	70
1.04	studio	42		studio	42
1.05	2	70		2	70
2.01	2	70		2	70
2.02	2	70		2	70
2.03	2	70		2	70
2.04	studio	42		studio	42
2.05	2	70		2	70
3.01	2	70		2	70
3.02	2	70		2	70
3.03	2	70		2	70
3.04	studio	42		studio	42
3.05	2	67		2	67
3.06	2	74		2	74
4.01	2	67		2	67
4.02	2	71		2	71
4.03	3	75		3	75
5.01				2	83
5.02				1	57
5.03				1	53
5.04				3	99
TOTALS	43	1660		50	1952
bedrms		sq.m	bedrms		sq.m

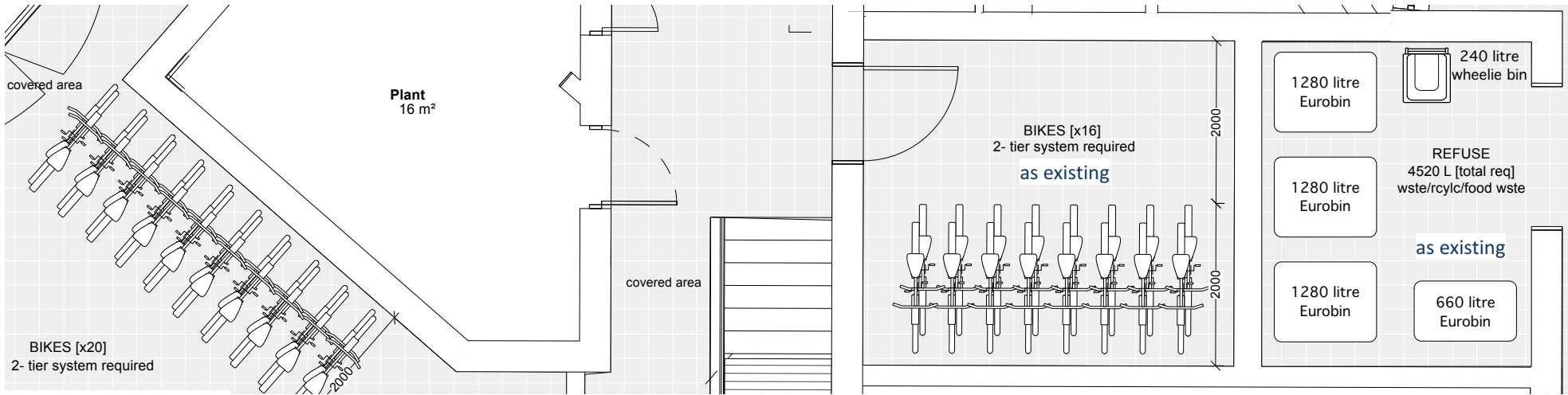
AS EXISTING BLOCK A			AS PROPOSED BLOCK A		
		litres			litres
studios	3	300	studios	3	300
one-bed	0	0	one-bed	2	200
two-bed	17	2890	two-bed	18	3060
three-bed	3	720	three-bed	4	960
	23	3910	litres required	27	4520
flats		refuse	flats		refuse

refuse calculation based on CPG1 part 10 Waste recycling and storage

BINS PROVIDED BLOCK A		
type		litres
recycling		1280
recycling		1280
general waste		1280
general waste		660
food		240
		4740

litres provided

REFUSE STORE CALCULATION



BICYCLE STORES AND BINSTORE AS PROPOSED

## BICYCLES & REFUSE

Bicycle storage and refuse storage for the new flats will be integrated into the existing bicycle and bin stores on the ground floor of Block 2, at the bottom of the lift and stairs which serve the new flats.

The existing and proposed layouts are shown on drawings 1502-40 and 1502-41 respectively.

The existing bicycle storage in in two locations; a closed bike store with 2-tier racks for 16 bikes, and a covered external circulation area with vertical racks for 12 more bikes.

The proposal is to convert the vertical racks to the two-tier system, which will provide secure storage for 20 bicycles in the external location (no change to the enclosed bike store), the additional 8 spaces being for the new flat's residents.

For refuse storage, we have calculated the existing requirement for the 23 flats in the block, and the altered requirement for 27 flats including the 4 proposed in this application. The method is based on CPG1 part 10.

The current requirement is 3,910 litres storage, and the new requirement will be 4,520 litres. The existing bin store holds 3x1280 litre Eurobins, a 660 litre wheeled bin and a 240 litre wheelie bin: total capacity 4,740 litres. This shows that the existing bin store is more than big enough for the additional 4 flats.





COMPUTER GENERATED IMAGE FROM NORTH WEST - WEST HAMPSTEAD STATION

NOTE: Images show lower floors reclad, not as existing.





COMPUTER GENERATED IMAGE FROM NORTH EAST - WEST HAMPSTEAD STATION

NOTE: Images show lower floors reclad, not as existing.





COMPUTER GENERATED IMAGE FROM SOUTH EAST - IVERSON ROAD  
NOTE: Images show lower floors reclad, not as existing.



CONCLUSION

The proposed changes to the roof of 163 Iverson Road are a small physical intervention to the existing building, but the subtle changes will be of enormous aesthetic benefit, as the 3D views below demonstrate.

The new roof will pull together the composition, reinstating the sense of rising movement when seen from the railway and repeating it when seen from Iverson Road.

The new design will conceal the roof plant and make maintenance safer, and it will provide four much needed new homes in a very sustainable location.



existing



proposed