

ambigram architects

DESIGN AND ACCESS STATEMENT FOR

31 REDINGTON ROAD
HAMPSTEAD , NW3 7QY

13 OCTOBER 2022

REV PL-A



EXECUTIVE SUMMARY:

This application document has been prepared to demonstrate the design analysis, objectives, and proposal for rebuilding the front driveway, alterations to existing garden staircase and proposed new porch enclosure for an existing single dwelling with off street parking located at 31 Redington Road, NW3 7QY.

PROJECT TEAM:

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DATE:
13 October 2022

Document Revision :

PL-A	13 October 2022
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OUR PRACTICE | AMBIGRAM ARCHITECTS

ambigram architects is an architecture and interior design studio founded as a collaborative research and innovative design-led practice that celebrates craftsmanship, product & interior design, architecture and master planning.

Our designs draw on our wealth of expertise both in terms of architectural design and pragmatism to deliver outstanding residential and hospitality projects in the UK and internationally. We are of the opinion that the future of healthy cities lies in the collective contribution of well-designed buildings that are durable & inclusive. These essential collective building blocks will help cities become sustainable and ultimately provide the important ingredients that will balance the well-being of future urban citizens. Based in central London, we serve a varied client base, from families and homeowners to property developers and wealth managers. Our projects include private homes, residential developments and commercial properties within the hospitality sector, complex extensions, conversions, refurbishments and new build schemes. Our design ethos is demonstrated in our portfolio of completed works where we have maintained an active architectural design and detailing role during construction.

We have a wealth of residential design experience, working closely with clients on a one to one basis to working with a corporate board, and have developed a skill set applicable to creating high quality homes whose design furthers the well-being of the occupants through careful consideration of light, views, materials and space. This progresses our approach to the effectiveness of design creating a lasting sense of homecoming. We believe the site specific place-making that characterises our work will combine this sense of homecoming with the creation of lasting memories connected to place.



Bayham Place (Residences) Exterior



7abc Bayham Street (Hotel) Exterior



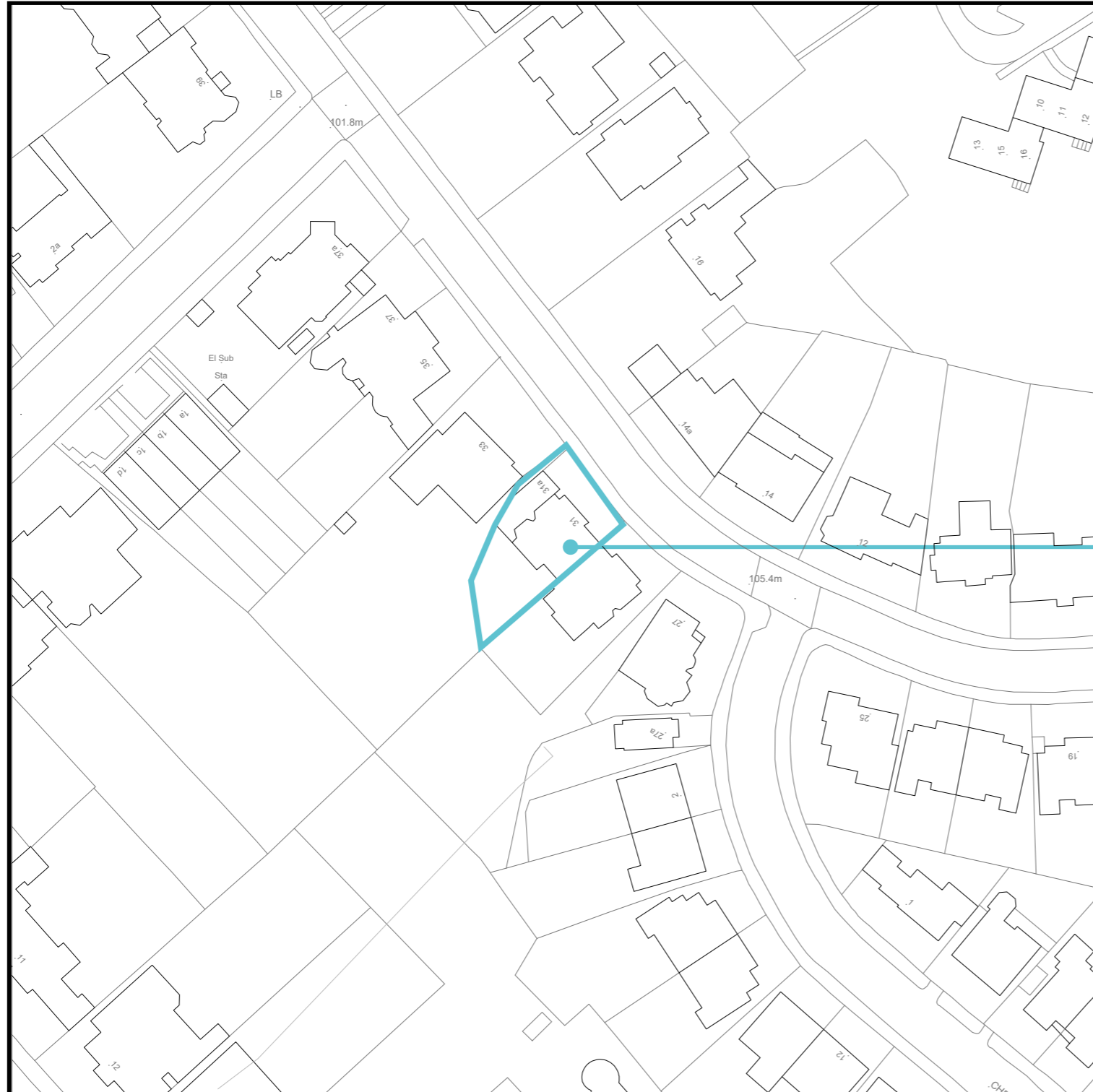
Bayham Place (Residences) Interior



21 Greek Street (Residences) Interior

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SITE ANALYSIS

The Site
31 Redington Road

SITE ANALYSIS

SITE AND LOCATION

The site, located at 31 Redington Road is close to the junction of Redington Road with Chesterfold Gardens, is a red brick and clay tiled building typical of the road and Redington and Frognal conservation area. The property is within the Hampstead area of Camden, located within 10 minutes' walk of Hampstead station.



Hampstead

The Site

31 Redington Road

Finchley Road &
Frognal

West Hampstead

FIG. GOOGLE MAPS 3D VIEW



The Site

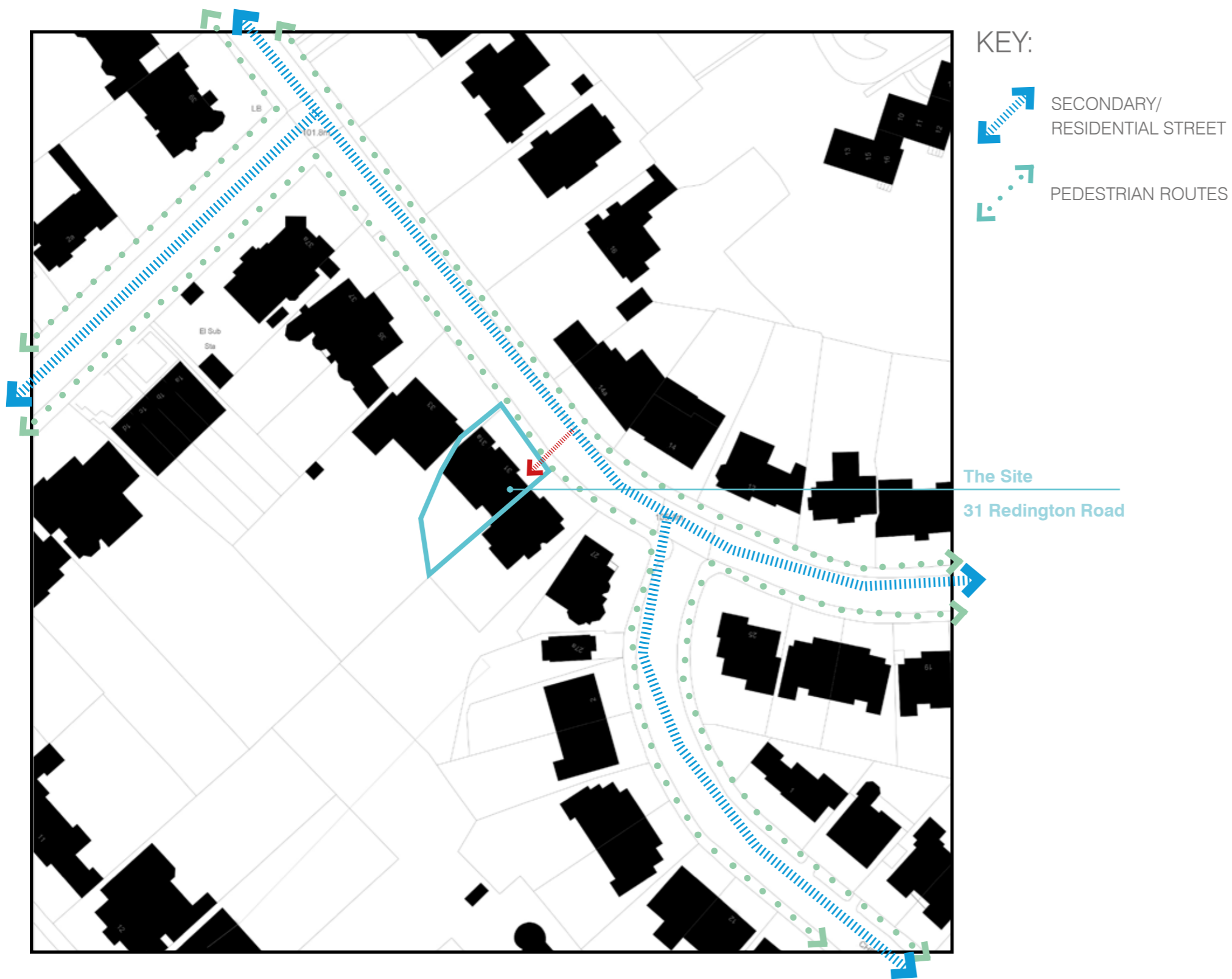
31 Redington Road

FIG. GOOGLE MAPS 3D VIEW

SITE ANALYSIS

ACCESSIBILITY

Redington Road is a secondary road in nature. It functions primarily as a residential road, with mostly pedestrian foot and domestic vehicular traffic.



SITE ANALYSIS

ACCESSIBILITY

The property is accessed principally via the upper ground floor, which is at a similar level to the street. There is a secondary access to the lower ground floor level of the house, which is via a steep staircase from the street through the front lightwell. There is no direct access to the private garden to the rear from the road.



KEY:

-  SECONDARY/
RESIDENTIAL STREET
-  PEDESTRIAN ROUTES
-  LEVEL
ACCESS GF
-  STEPPED
ACCESS TO
LGF

SITE ANALYSIS

ACCESSIBILITY

As demonstrated across, the local area of NW3 7QY has a PTAL rating of 3, much of central London can be accessed within a 30 - 40 minute commute time.

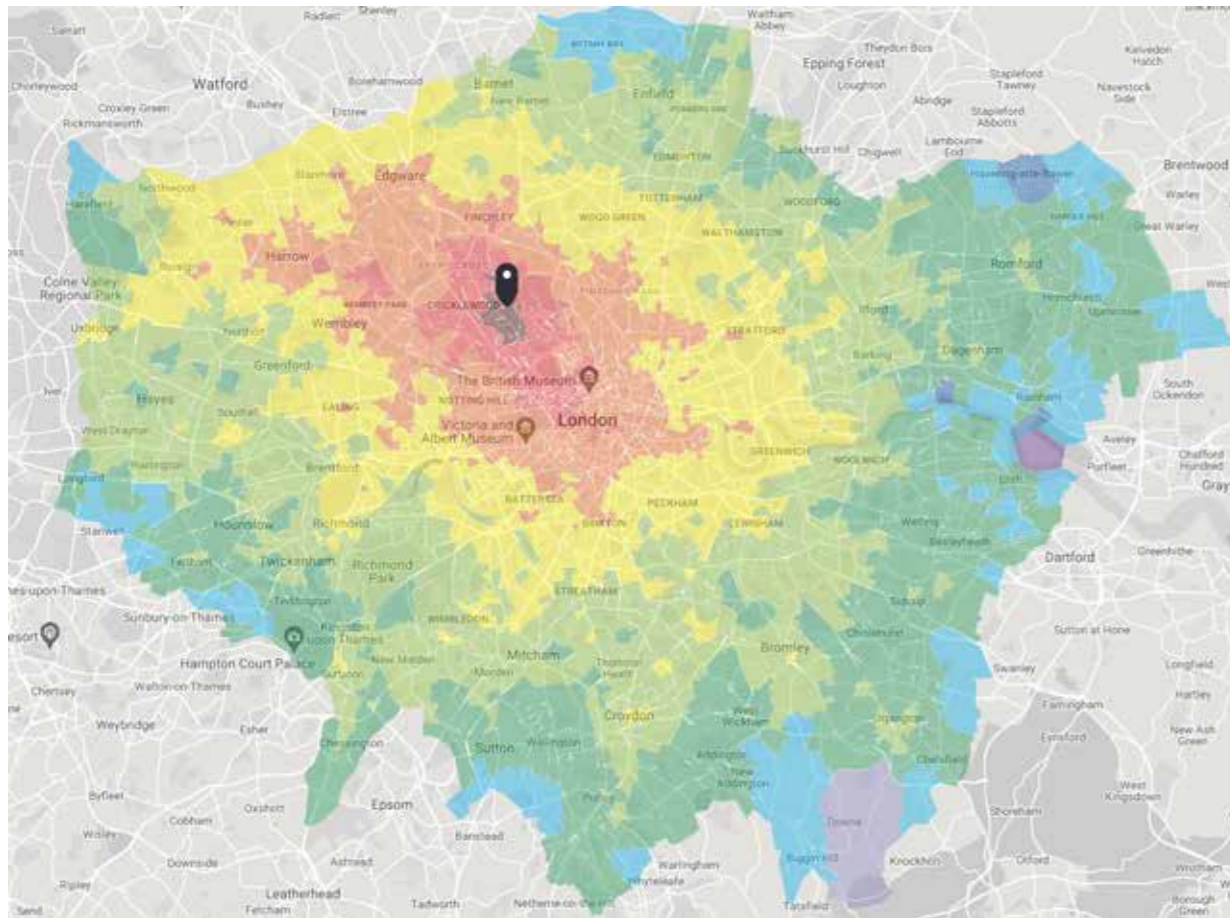


FIG. TFL WEBCAT TIME MAPPING SCREEN CAPTURE

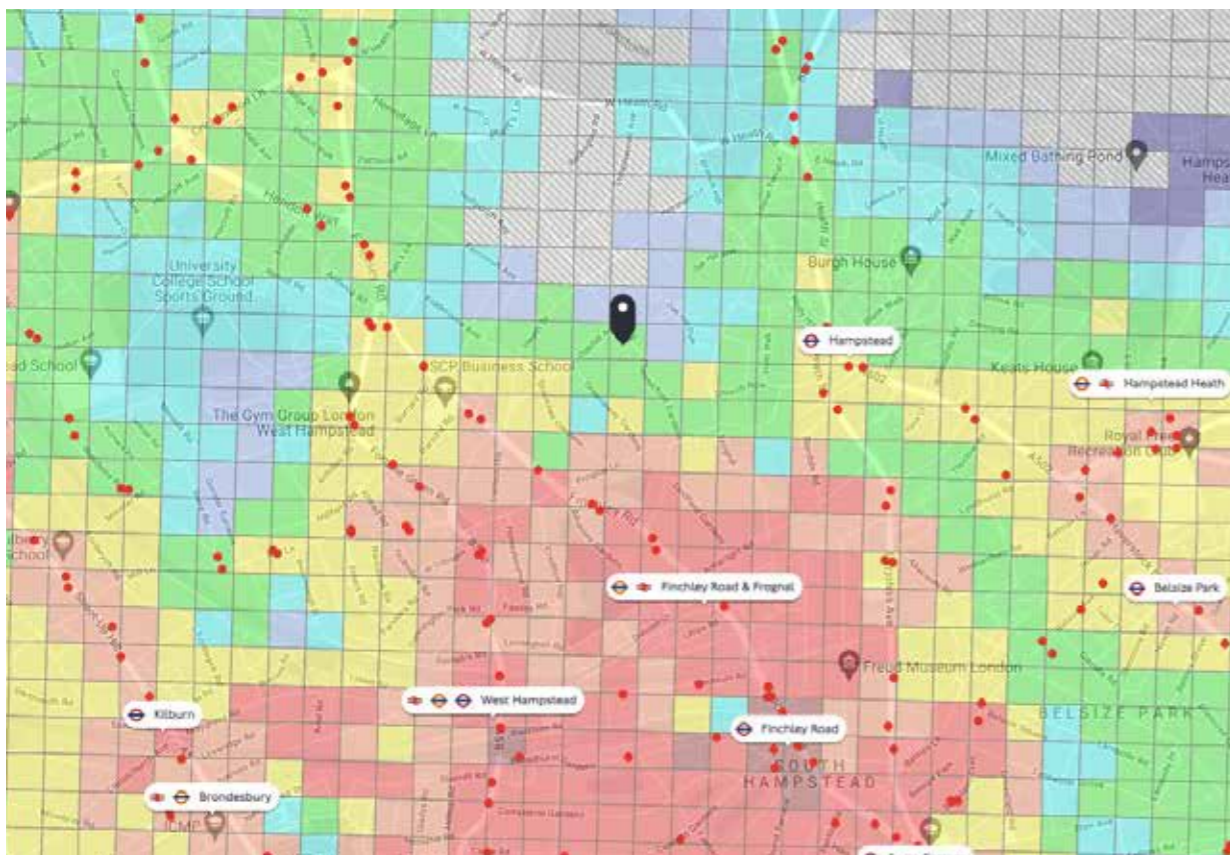
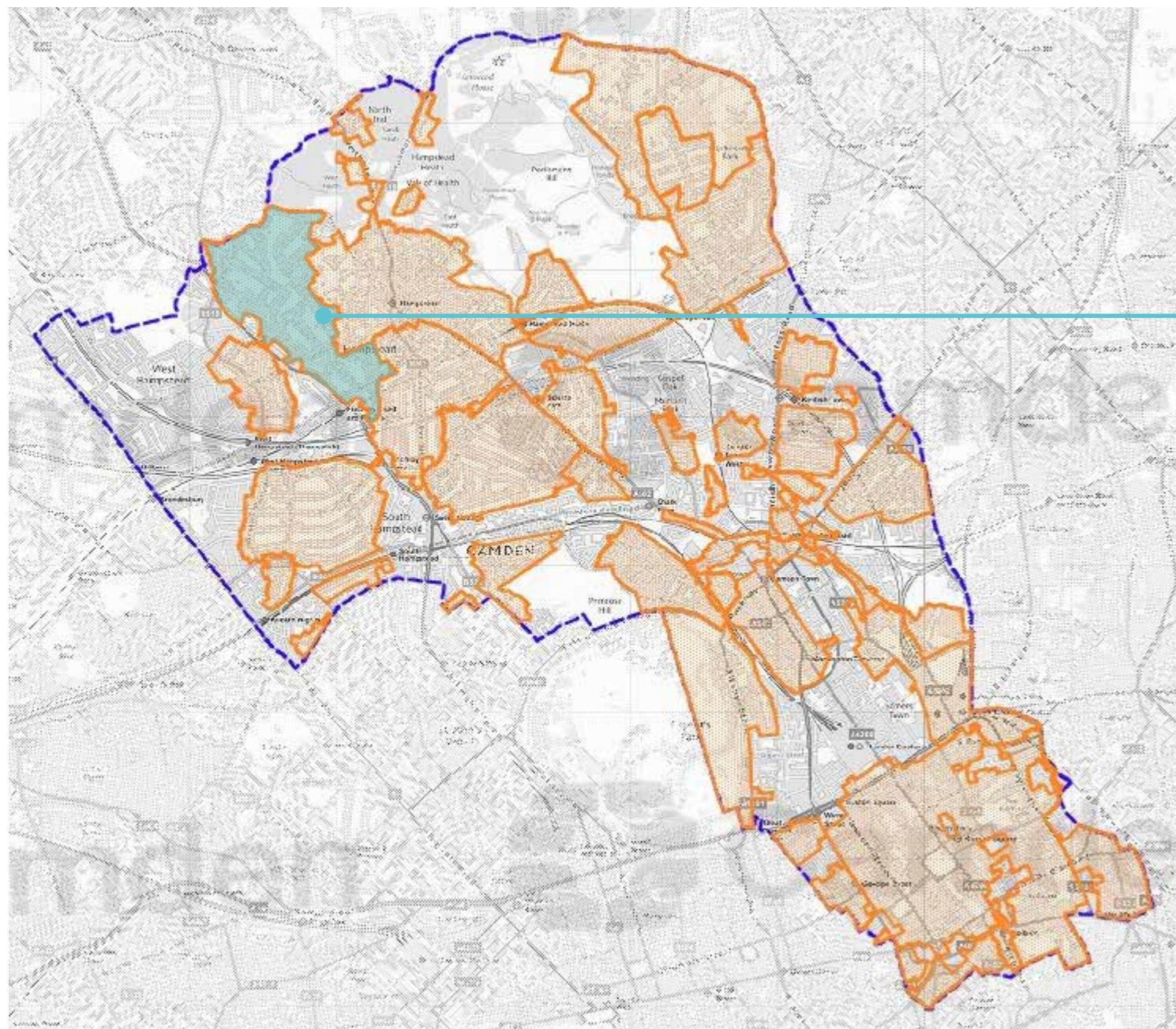


FIG. TFL WEBCAT PTAL SCREEN CAPTURE



The Site
31 Redington Road

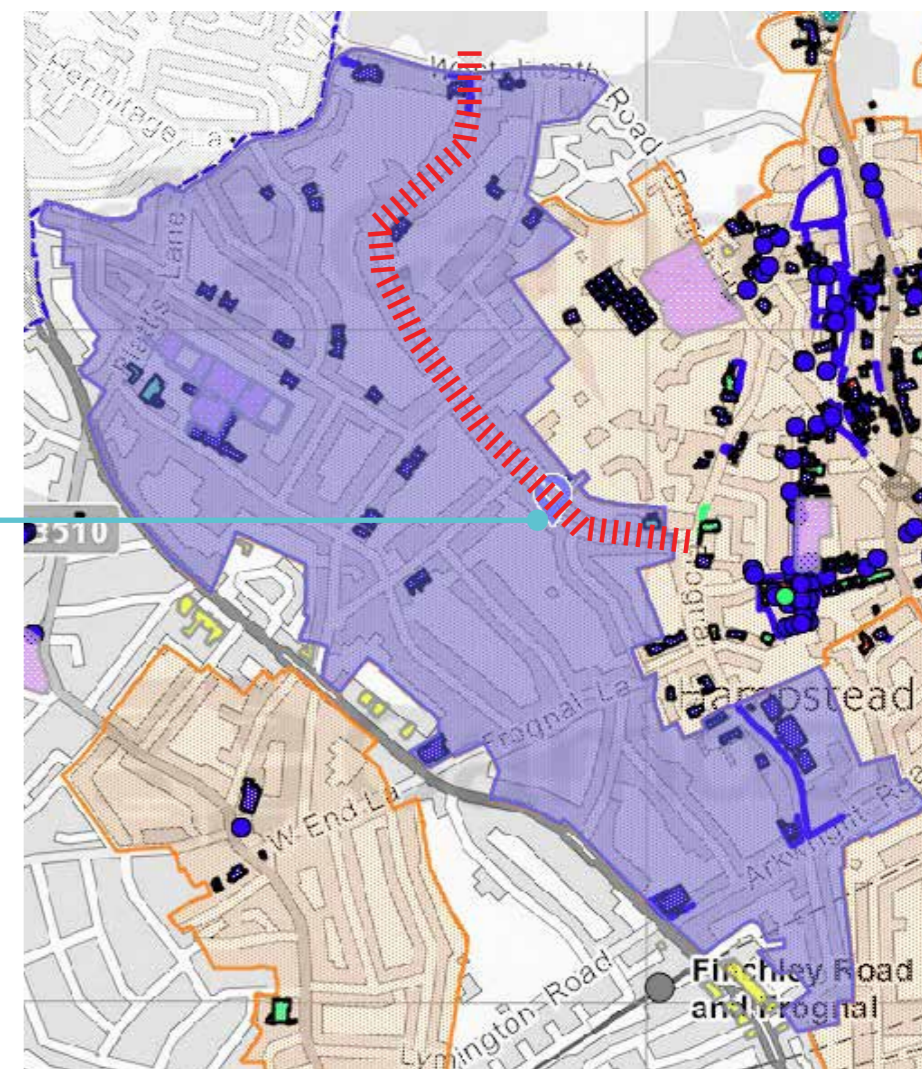


FIG. SCREENSHOT FROM [HTTPS://SSA.CAMDEN.GOV.UK/CONNECT/ANALYST/MOBILE/#/MAIN?MAPCFG=CAMDENCONSERVATION&LANG=EN-GB](https://ssa.camden.gov.uk/connect/analyst/mobile/#/MAIN?MAPCFG=CAMDENCONSERVATION&LANG=EN-GB)

SITE ANALYSIS

REDINGTON AND FROGNAL CONSERVATION AREA

The below extract has been taken from the Redington + Frognal character area appraisal and describes Redington road:

“Redington Road was laid out in 1875 and developed slowly starting from the Frognal (southern) end. It is the longest road in the Conservation Area and features a wide range of primarily early 20th century domestic architecture along its length. Whilst there is no consistent architectural style, red brickwork, clay tiles, dormer and sash windows are common elements to Arts and Crafts, Queen Anne, Edwardian, and neo-Georgian houses alike. Of particular interest on Redington road are Nos 2 & 4 designed by Philip Webb in 1876 in a rural Arts and Crafts style (listed II); No 16 One Oak, a fine example of the work of Arthur H. Mackmurdo (listed); Nos 35 – 37 by Horace Field, No 39, a well embellished house designed by W.W Bull; No 66, The Wabe, an eclectic mix of styles and elements designed by for himself by the educational advisor Dr William Garnett and Nos. 54 & 56 (listed) by Quennell. The main stretches of Redington Road are of consistent architectural styles are those sections designed by Quennell at Nos 41 – 49 and Nos 71 – 77. The former are typical examples of the Quennell / Hart Partnership between 1898 and 1914 mixing orange and red brickwork with gables, oriels, and occasional classical features to create a relaxed style loosely reminiscent of English architecture of the mid-17th and early 18th centuries. The latter houses are in a formal neo-Georgian style and indicate that the northern part of the road was the latest developed.”*



FIG. 2 REDINGTON ROAD



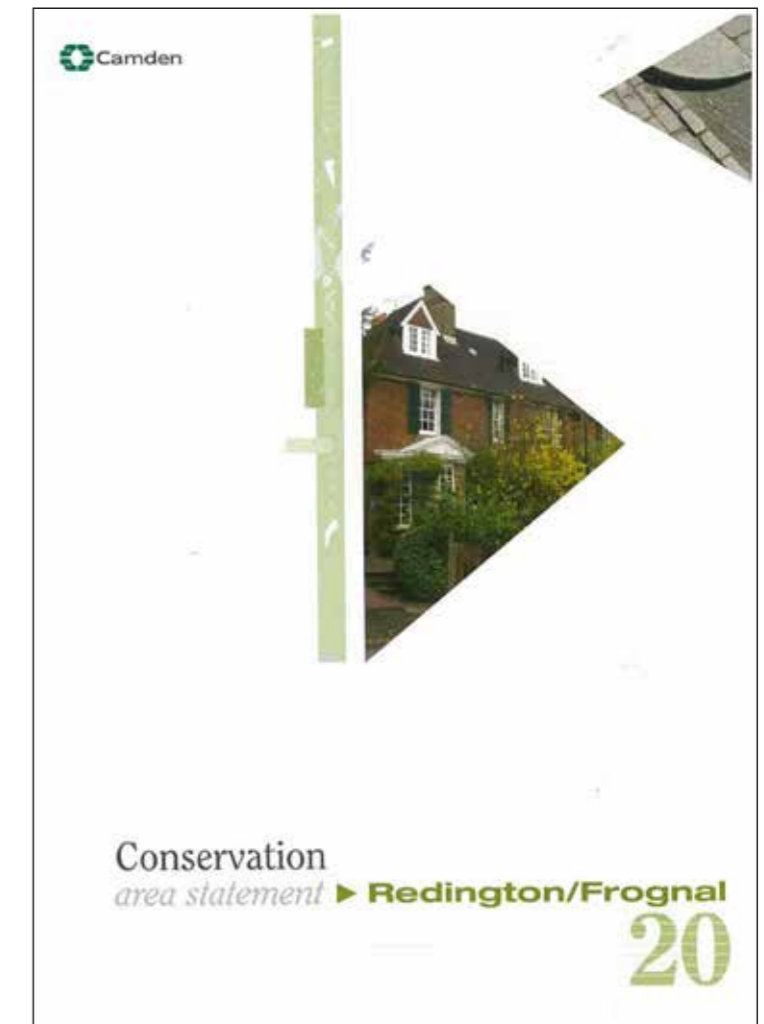
FIG. B - NOS 35 - 37 REDINGTON ROAD



FIG. 39 REDINGTON ROAD



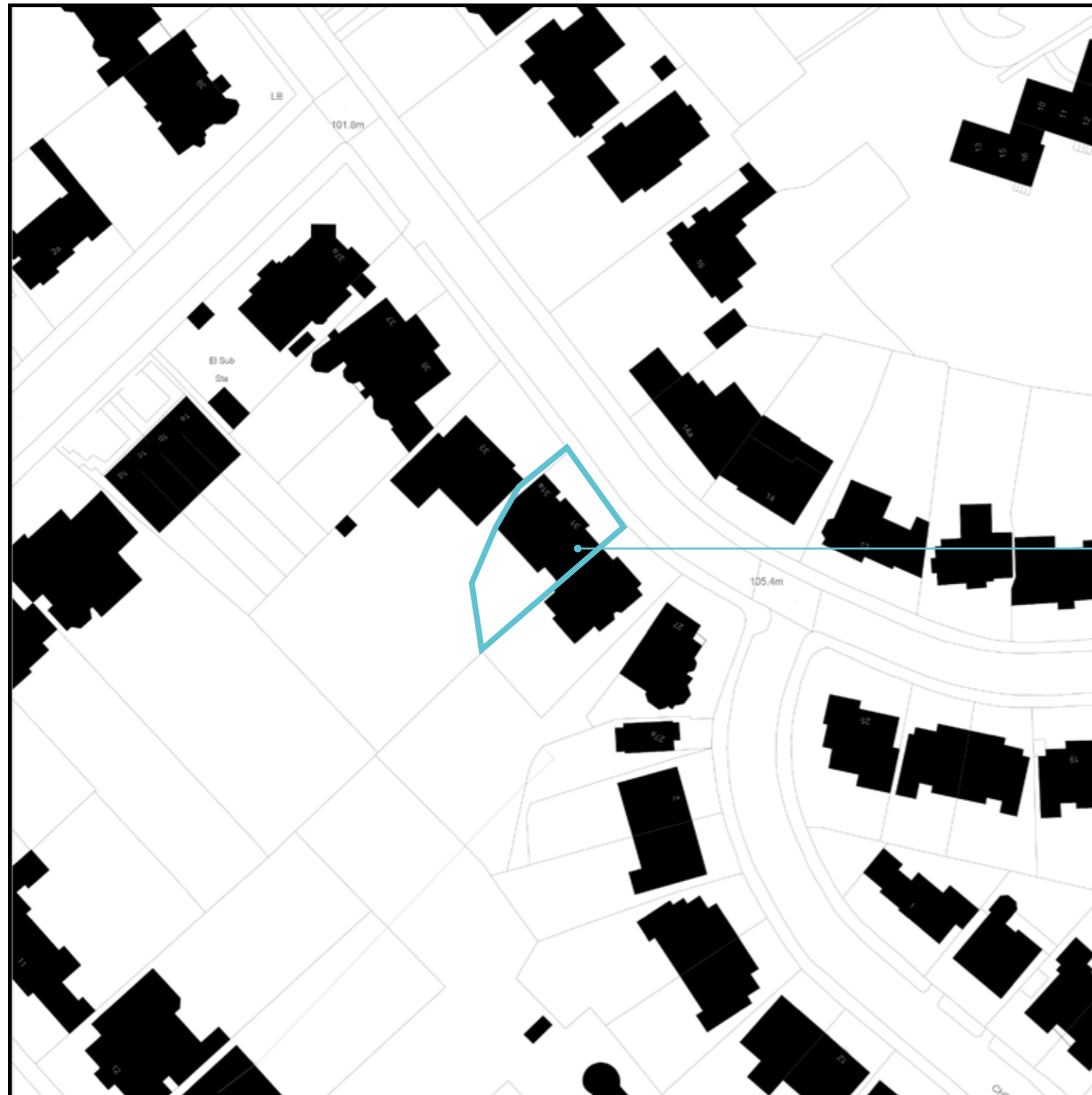
FIG. B - NOS 54 - 56 REDINGTON ROAD



SITE ANALYSIS

URBAN GRAIN

As demonstrated in the figure ground diagram across, the site local area is sparsely developed with much open space between buildings. The properties within the area are typically large detached or semi-detached houses.



The Site
31 Redington Road

SITE ANALYSIS

LAND USE

The local area is residential in nature, with some examples of residential outbuildings located within the large gardens typical of the area.



KEY:



RESIDENTIAL USE



RESIDENTIAL OUTBUILDINGS

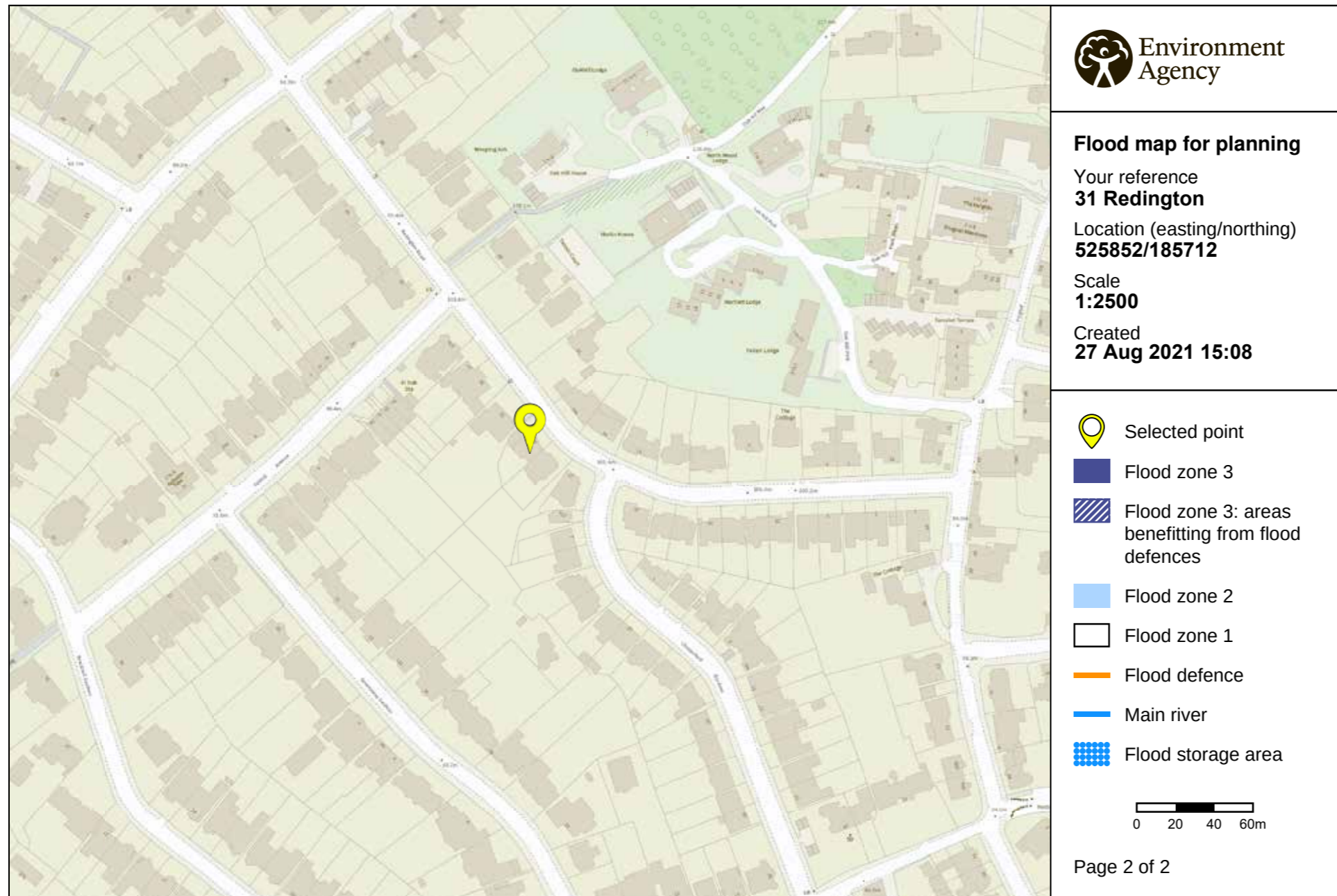
The Site

31 Redington Road

SITE ANALYSIS

FLOODING

The local area of NW3 7QY is not defined as being prone to flooding by the Environment Agency, as is not sited within any flood zone.



SITE ANALYSIS

PLANNING HISTORY

The table below captures the recent planning history of 31 Redington Road, prior to the current occupants taking ownership. The images demonstrated across are from a single story rear extension which was consented in 1993 to enclose the rear swimming pool.

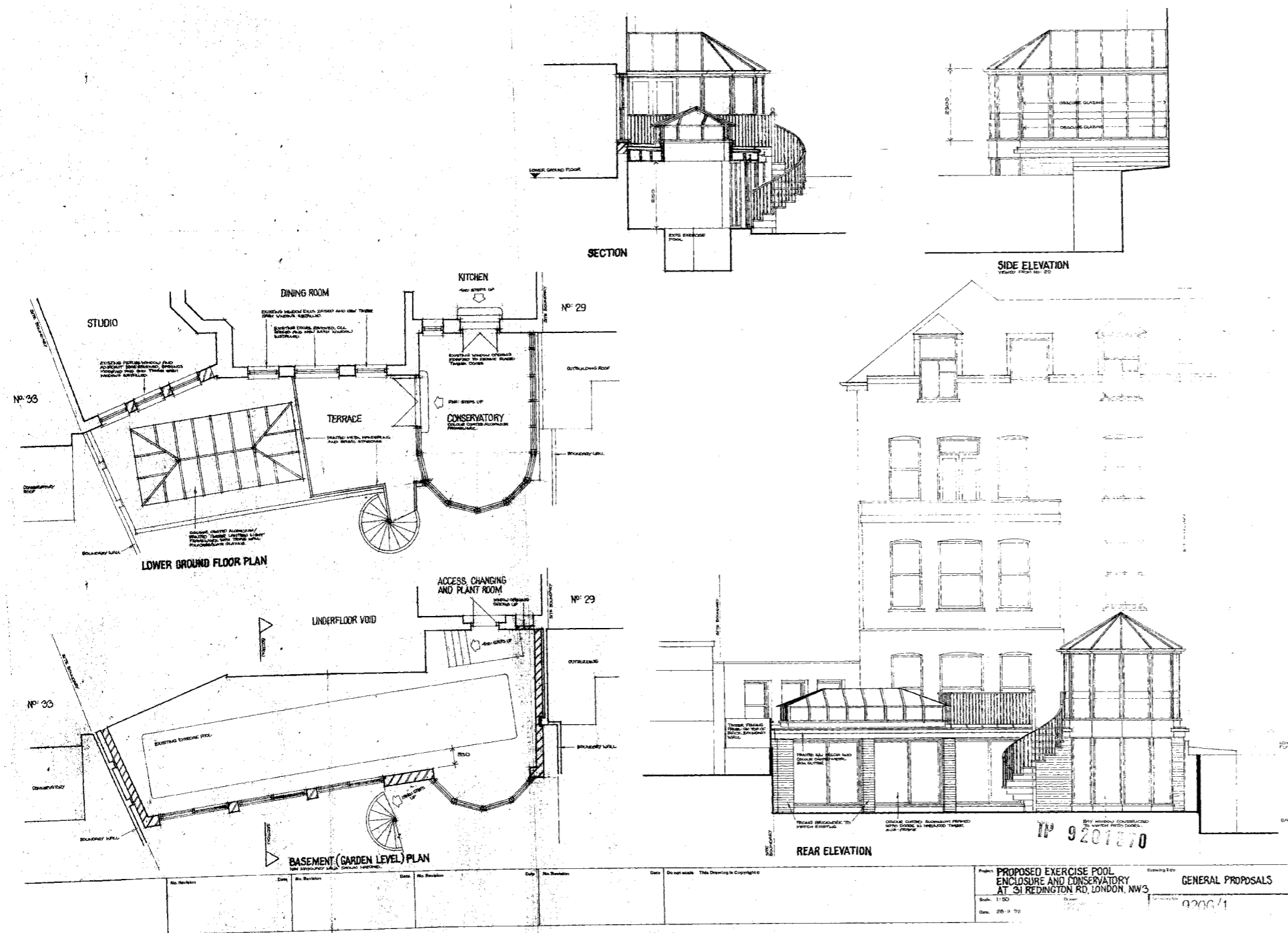


FIG. PROPOSED DRAWINGS FROM 1993 CONSENTED SWIMMING POOL ENCLOSURE.

APPLICATION REF	DEVELOPMENT DESCRIPTION	DECISION
2003/2943/T	REAR GARDEN 1 x Leyland Cypress - reduce in height by 4.5m and trim garden side.	No Objection to Works to Tree(s) in CA 01-12-2003
2003/1081/T	REAR GARDEN 1 x Dead tree - remove	Approve Emergency Works (TPO) 14-08-2003
9201370	Erection of a single storey glazed rear conservatory extension to enclose swimming pool as shown on drawing no 9206/01 as revised on 10.05.93	Grant Full or Outline Planning Permissn. 10-06-1993
TP/33732 /Nw (8 May 1957)	The erection of a studio extension to the lower. maisonette at No. 31, Redington Road Hampstead, as shown on drawing submitted.	Permission for Development. (Condition
13 September 1956	The erection of a studio extension to the lower. maisonette at No. 31, Redington Road Hampstead,	Permission granted

SITE ANALYSIS

PLANNING HISTORY PERMITTED DEVELOPMENTS

6 permitted development applications and a full planning application have been submitted in the last year to gain consent for individual items. These applications have been appended to the planning history table below.

APPLICATION REF	DEVELOPMENT DESCRIPTION	DECISION
2003/2943/T	REAR GARDEN 1 x Leyland Cypress - reduce in height by 4.5m and trim garden side.	No Objection to Works to Tree(s) in CA
2003/1081/T	REAR GARDEN 1 x Dead tree - remove	Approve Emergency Works
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13 September 1956	The erection of a studio extension to the lower. maisonette at No. 31, Redington Road Hampstead,	Permission granted
2021/3939/P	Infilling of front canopy to form porch.	Granted
2021/3940/P	New window opening to side elevation.	Granted
2021/3933/P	Enlarged window openings at first floor.	Granted
2021/3935/P	Replacement and amalgamation of rear lower ground and upper ground floor windows.	Refused
2021/3934/P	Replacement of rear lower ground and upper ground floor window with a single window.	Refused
2021/4522/P	Replacement and enlargement of rear lower ground and upper ground floor windows.	Refused
2021/3941/P	Installation of powder coated aluminum framed rooflight to the front and side facing roof slope.	Granted
2022/1422/P	Continued use of the property as a single dwelling house, the infilling of front canopy to form porch, installation of new front door at basement level, and the installation front, side and rear rooflights on the main roofslope. Enclosing the swimming pool to create a plant room, installation of a green roof on the existing flat of the side extension and three rooflights. Replacement of windows at the rear elevation and external alternations.	Pending



Existing Side Elevation
Drawing 01



Proposed Side Elevation
Drawing 02

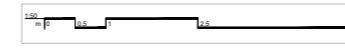
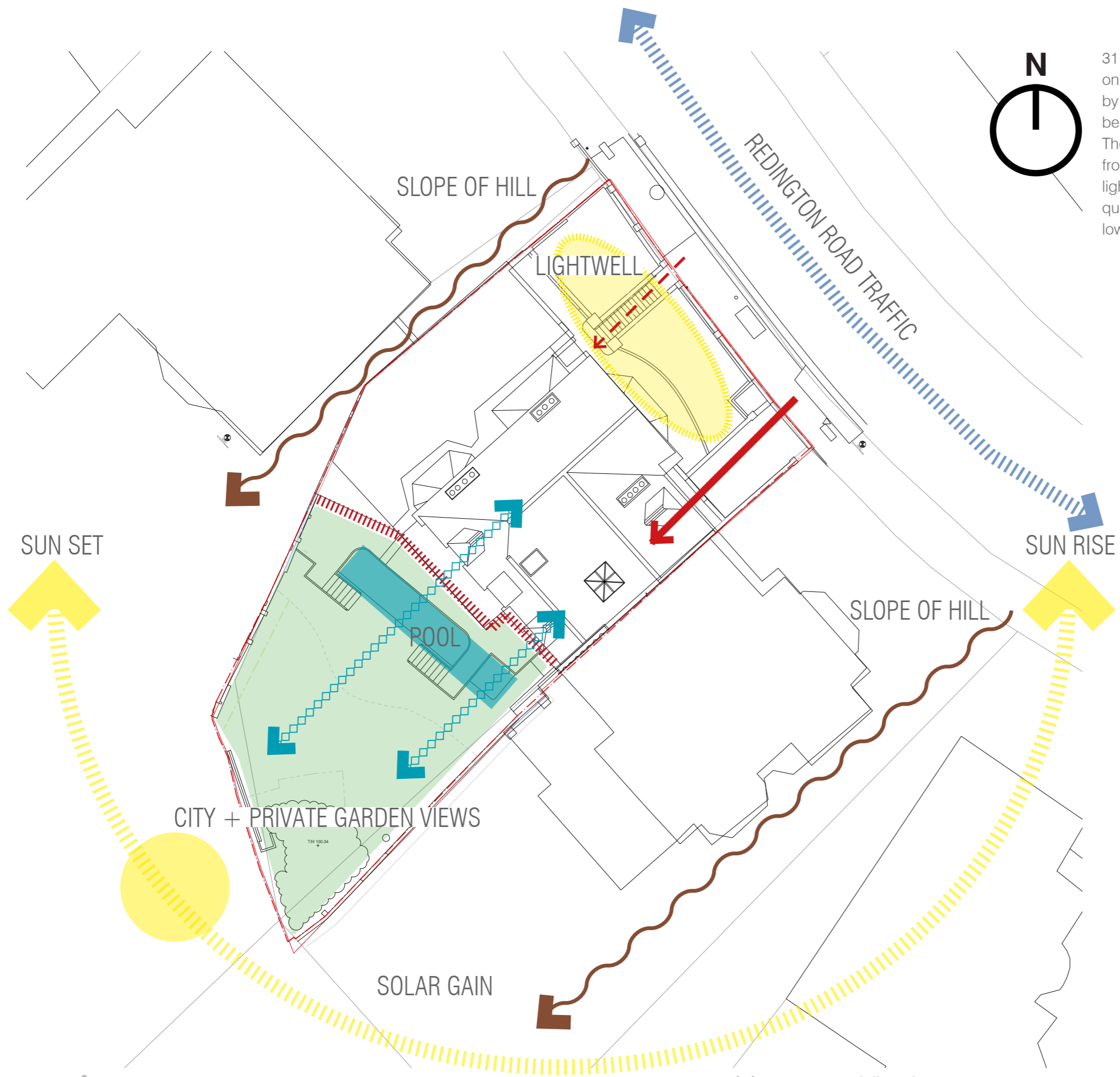


FIG. 2021/3940/P CONSENTED DRAWINGS

SITE ANALYSIS

EXISTING PROPERTY ANALYSIS

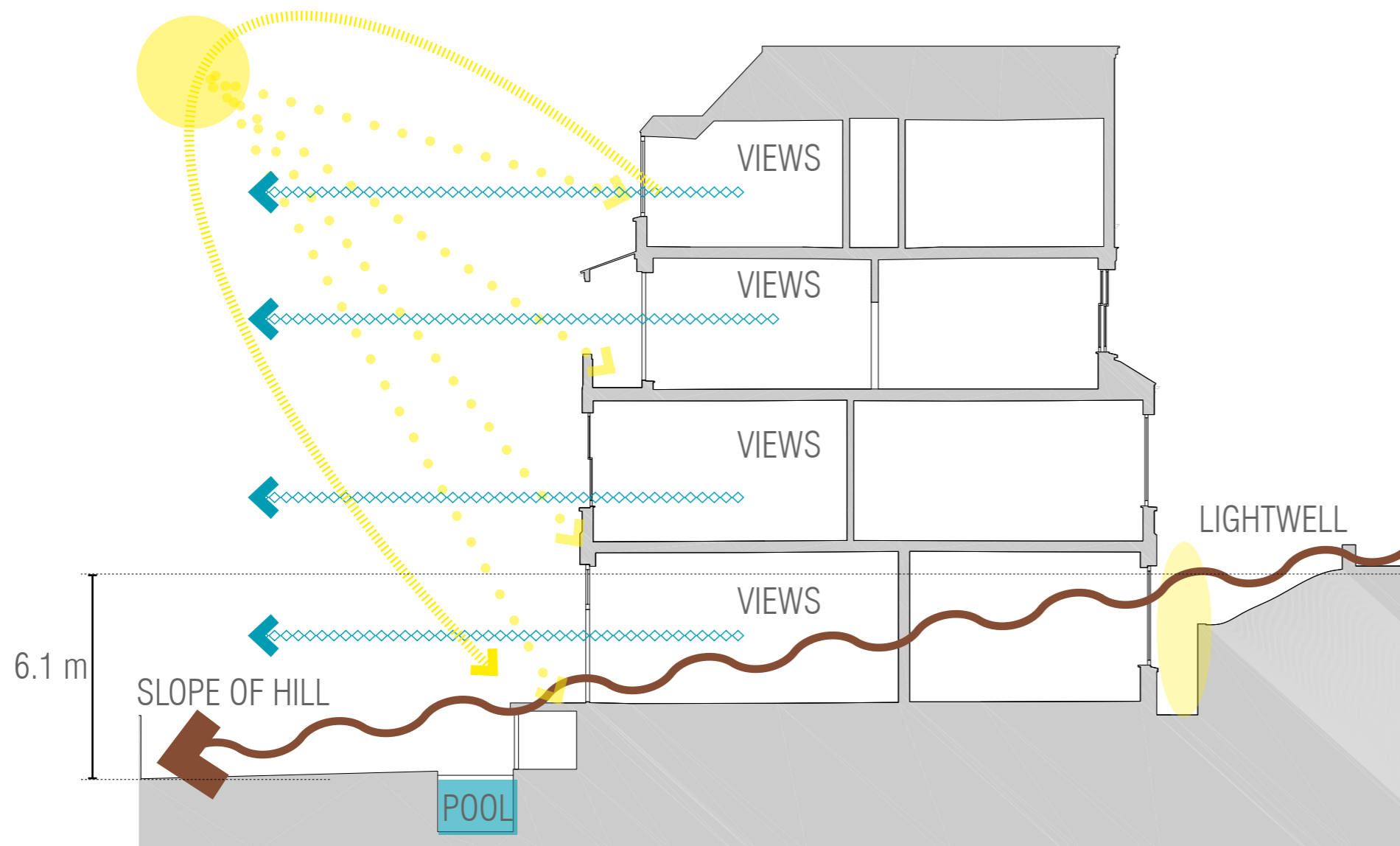
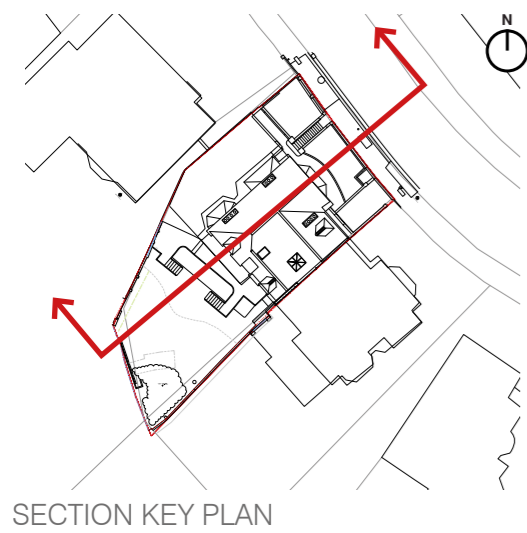
31 Redington Road is located on the south side of the road. The site is located on a hill slope, which drops from the pavement towards the rear of the Garden by approximately 6.1 meters. Because of the hillside location the property benefits from excellent views of the city of London, over its own private garden. The rear elevation of the building, which provides views to the city, benefits from a southern orientation affording opportunity for passive solar gain. A lightwell has been formed to the front of the property, which affords a good quality of natural light to rooms located on the north-eastern front elevation at lower ground level.



SITE ANALYSIS

EXISTING PROPERTY ANALYSIS

The images and diagrams demonstrate the 6.1-meter slope from street level to rear of the Garden. The southwest orientation of the rear façade provides an excellent opportunity for natural sunlight to enter the building and the elevated position of the property on the hill, provides excellent views of the city from within the dwelling.



View from lower ground floor over garden

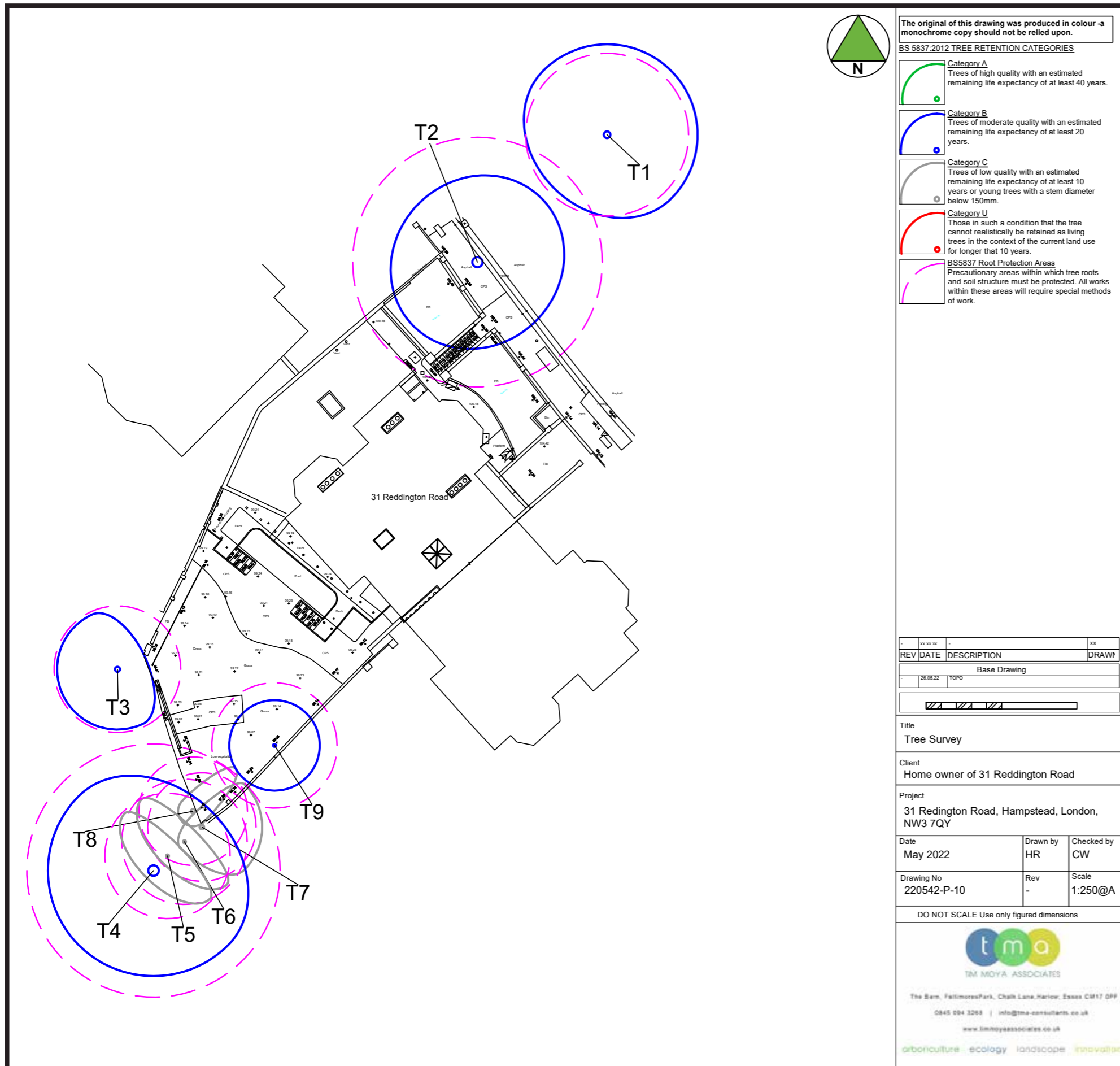


31 Redington front garden lightwell - demonstrating slope



29 Redington front garden lightwell - demonstrating slope

There is one tree within the boundary of the site (T9 as identified in the tree survey across). There is a large horse chestnut tree (T2) in front of the property located in the footpath / pavement area.



SITE ANALYSIS

EXISTING PROPERTY _ FRONT GARDEN + DRIVE



FIG. FRONT ELEVATION DRIVEWAY - IMAGE 01



FIG. FRONT LIGHTWELL BOUNDARY WALL - IMAGE 02

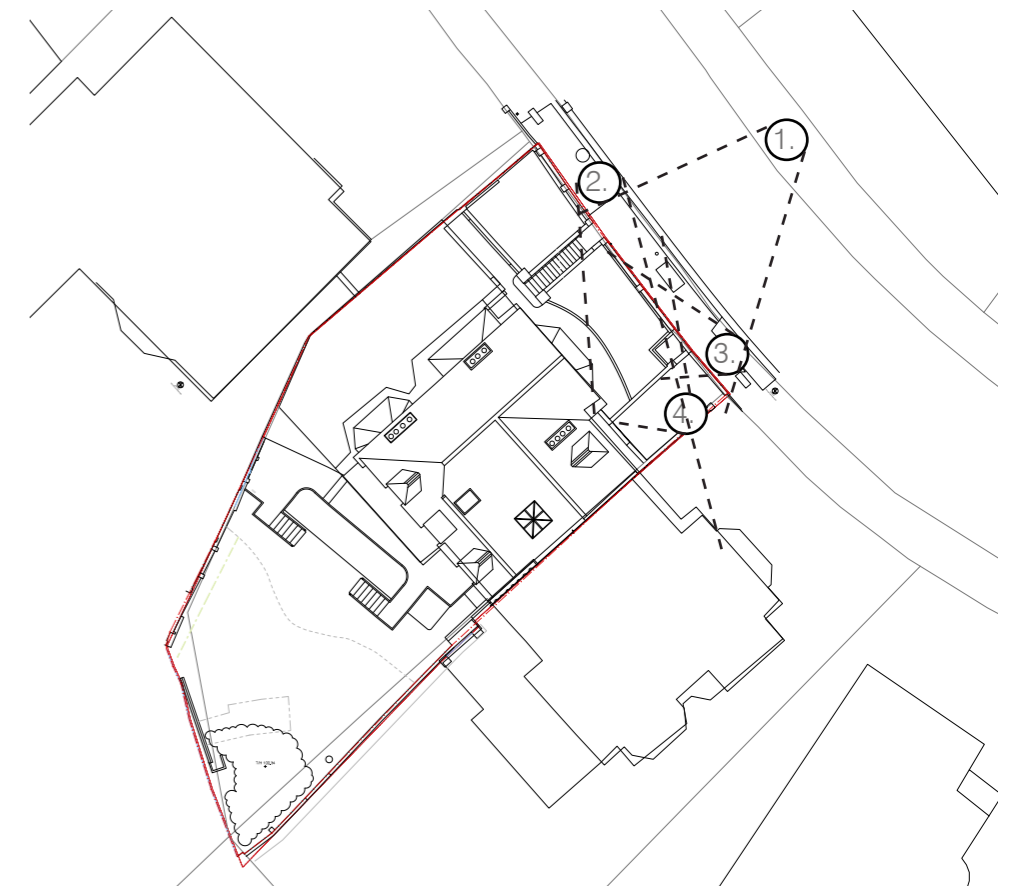


FIG. EXISTING SITE PLAN - KEY PLAN



FIG. FRONT LIGHTWELL BOUNDARY WALL - IMAGE 03



FIG. FRONT LIGHTWELL BOUNDARY WALL - IMAGE 03

SITE ANALYSIS

EXISTING PROPERTY _ FRONT GARDEN + DRIVE



FIG. FRONT LIGHTWELL - IMAGE 01



FIG. FRONT LIGHTWELL FROM ABOVE - IMAGE 02

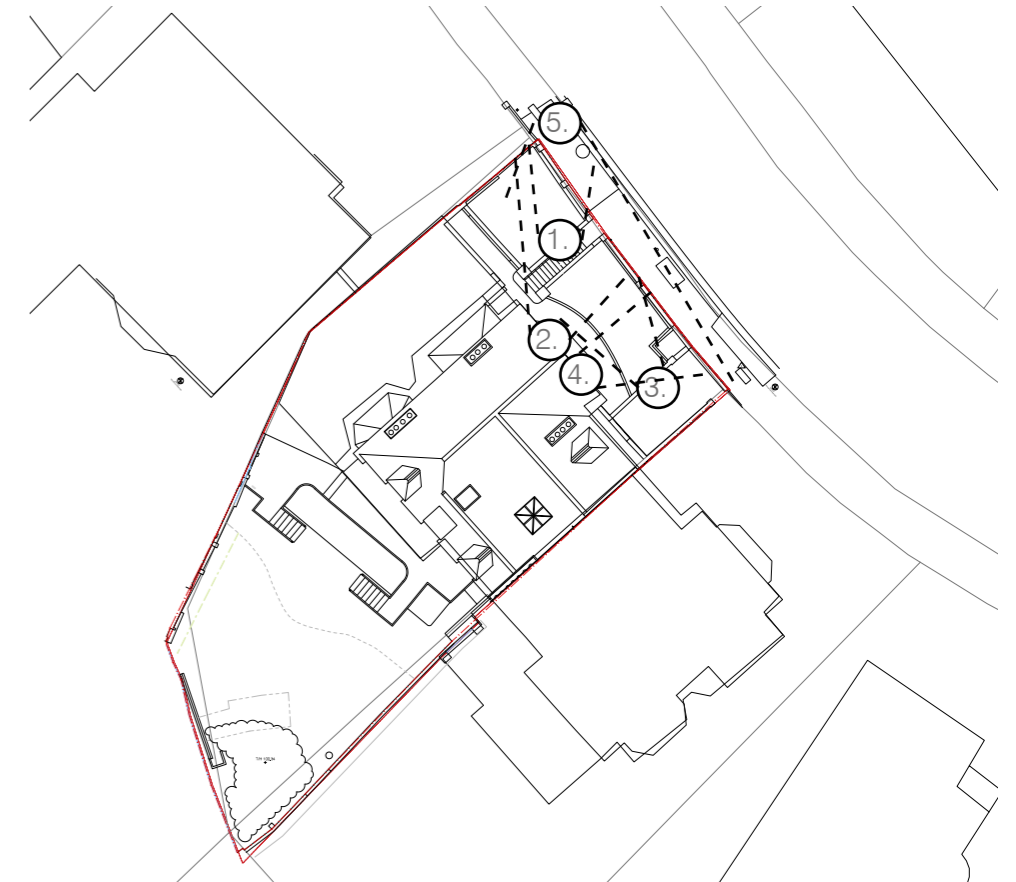


FIG. EXISTING SITE PLAN - KEY PLAN

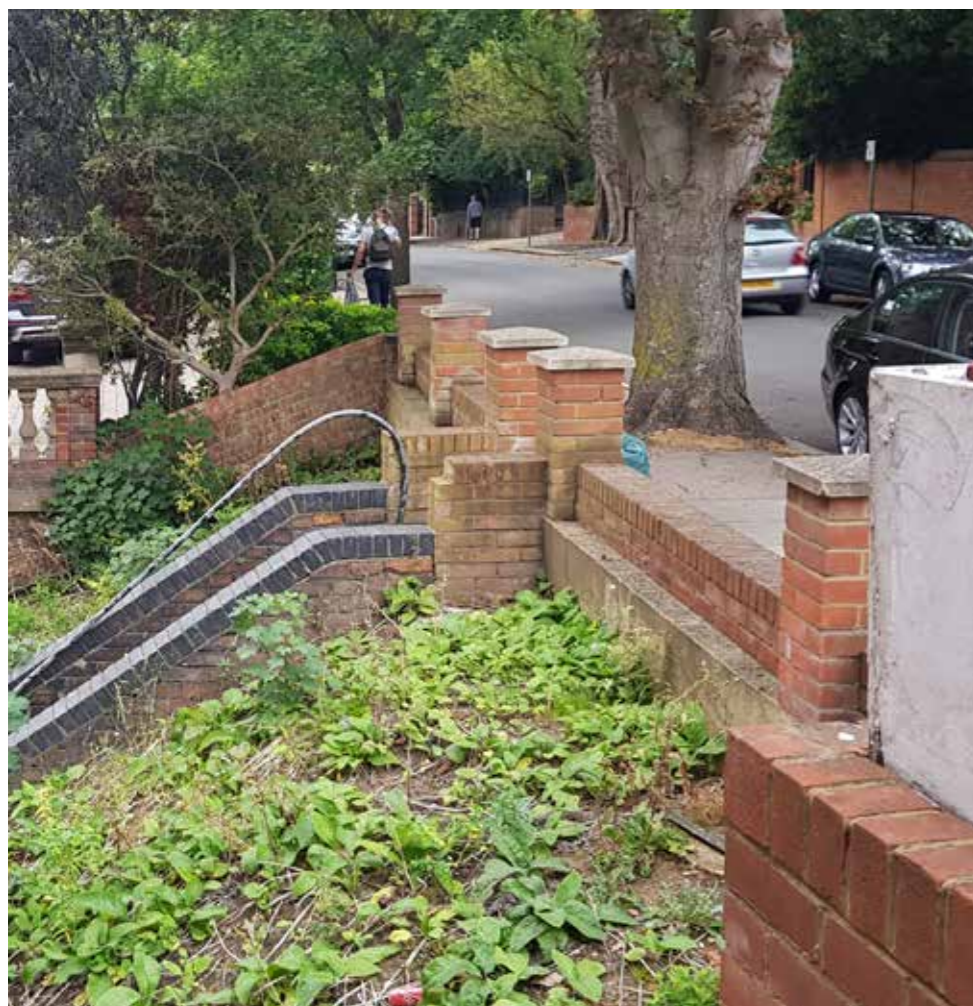


FIG. FRONT LIGHTWELL - IMAGE 03

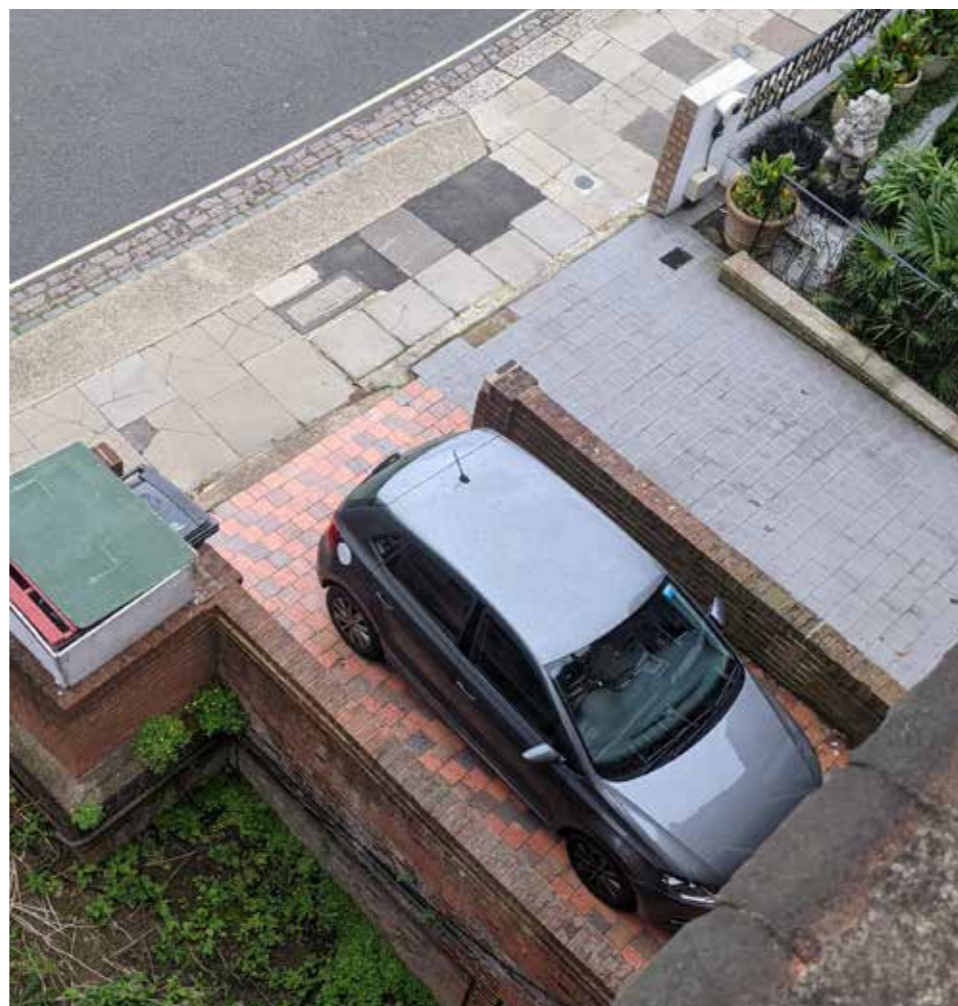


FIG. FRONT DRIVEWAY - IMAGE 04



FIG. FRONT LIGHTWELL - IMAGE 05

PRE APPLICATION ADVICE

PRE APPLICATION ADVICE

ADVICE NOTE

Pre-application advice was sought in September 2021, with a meeting held on 22 November, and advice note provided on 04 February 2022. The development proposed in the pre-app concerned:

1. Alterations to front garden, amended staircase from street to lower ground floor, and introduction of storage within bank.
2. Alterations to general arrangement layout.
3. Remedial works to structure and works to increase accessibility of existing driveway.
4. Proposed introduction of a new glazed front porch to match neighbours, at 29 Redington Road
5. Refurbishment of existing lower ground floor annex and increase in roof height to create a roof terrace, level with upper ground floor.
6. Introduction of a spiral staircase from rear garden to roof terrace of upper ground floor level.
7. Introduction of rooflights in annex.
8. Introduction of walkway from street to roof terrace.
9. Creation of swimming pool enclosure at the rear
10. Excavation works to extend the existing basement

The main issues considered in the pre-application advice note were:

- Design and Heritage
- Basement works
- Amenity
- Transport
- Trees and landscaping
- Sustainability
- Planning Obligations

Much of the works proposed in the pre-app are covered in planning application, 2022/1422/P.

This application seeks consent for works to the front driveway and front boundary wall only. A summary of the councils' comments made in the pre-app in relation to these, are below and will be covered in greater detail on the following pages:

- Alternations to the front garden staircase
- Works to the front driveway
- Transport
- Trees

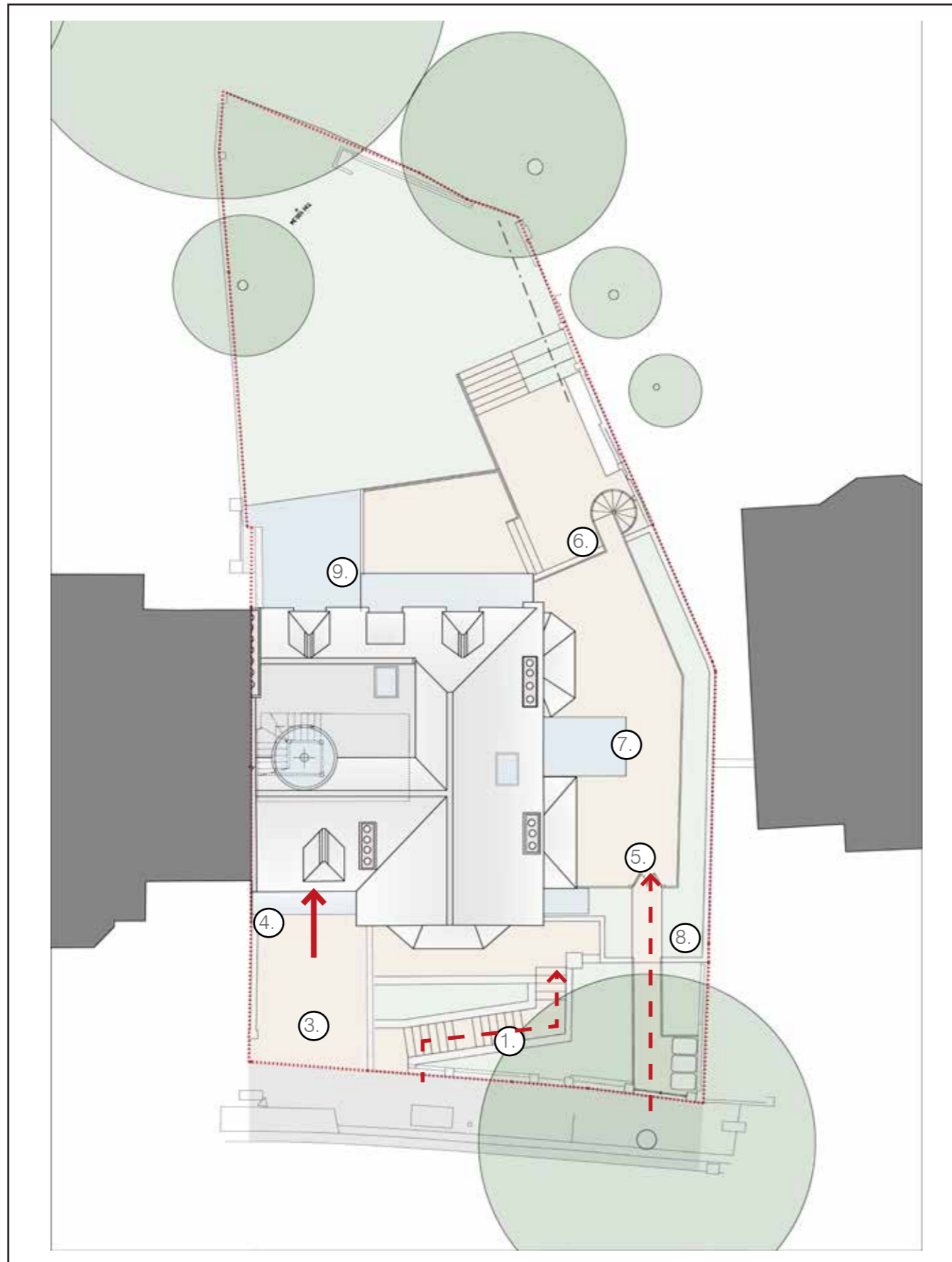


FIG. PRE-APP SITE PLAN

PRE APPLICATION ADVICE

ALTERNATIONS TO THE FRONT GARDEN STAIRCASE

Camden comments

The proposal includes amending the existing staircase at street level to lower ground floor level. It is noted that the proposed alteration, would not be visible from the street. Given the proposed location, the alteration is considered minor and would not harm the character and appearance of the host property and the conservation area.

Response

The existing staircase from street level to lower ground floor level has a steep inclination. The applicant wishes to seek consent for a staircase with a reduced angle. To achieve this the run needs to be altered. This application seeks consent to introduce a landing within the staircase and alter its trajectory so that the staircase lands where the current refuse store is located.

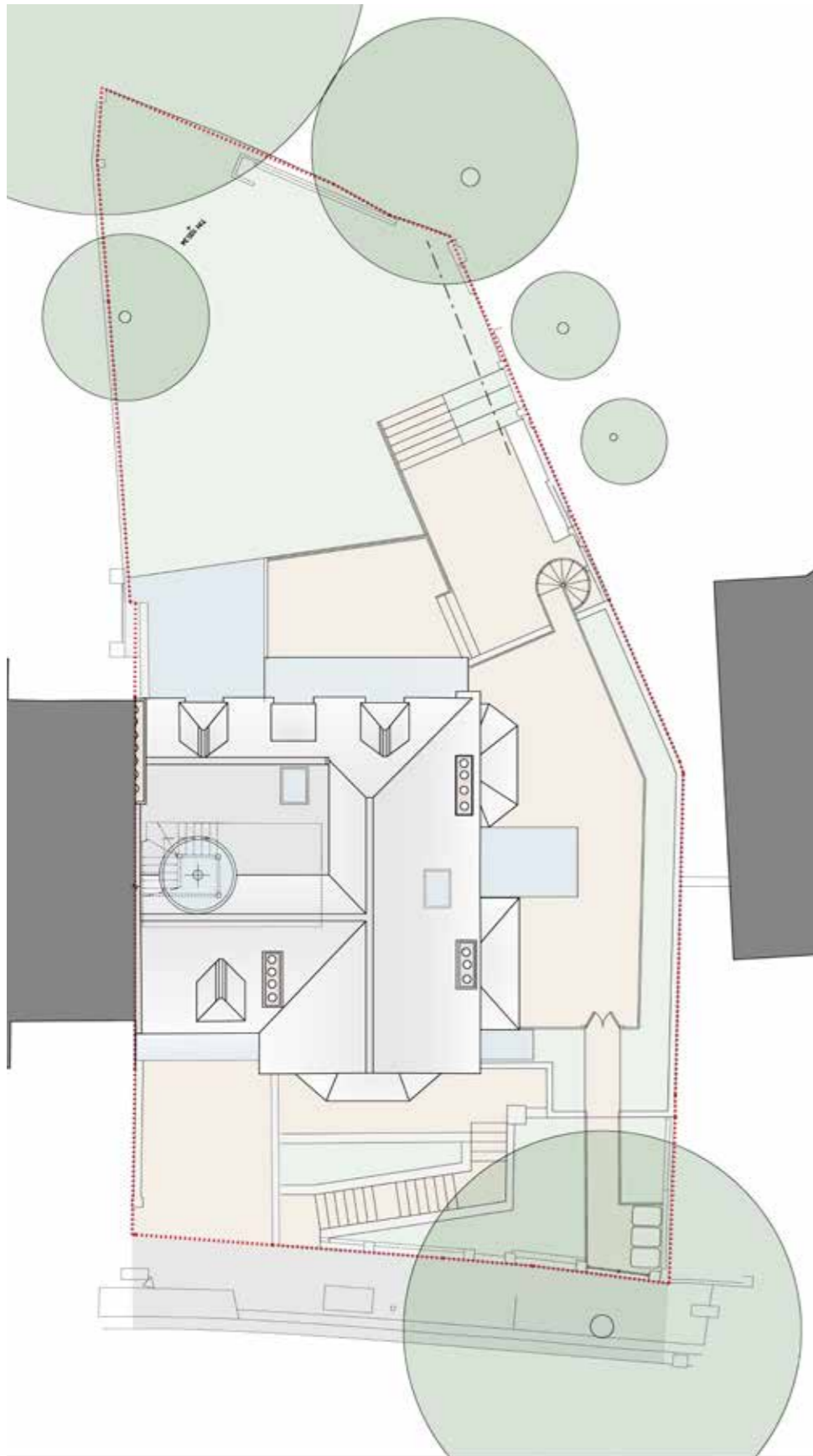


FIG. PRE-APP SITE PLAN

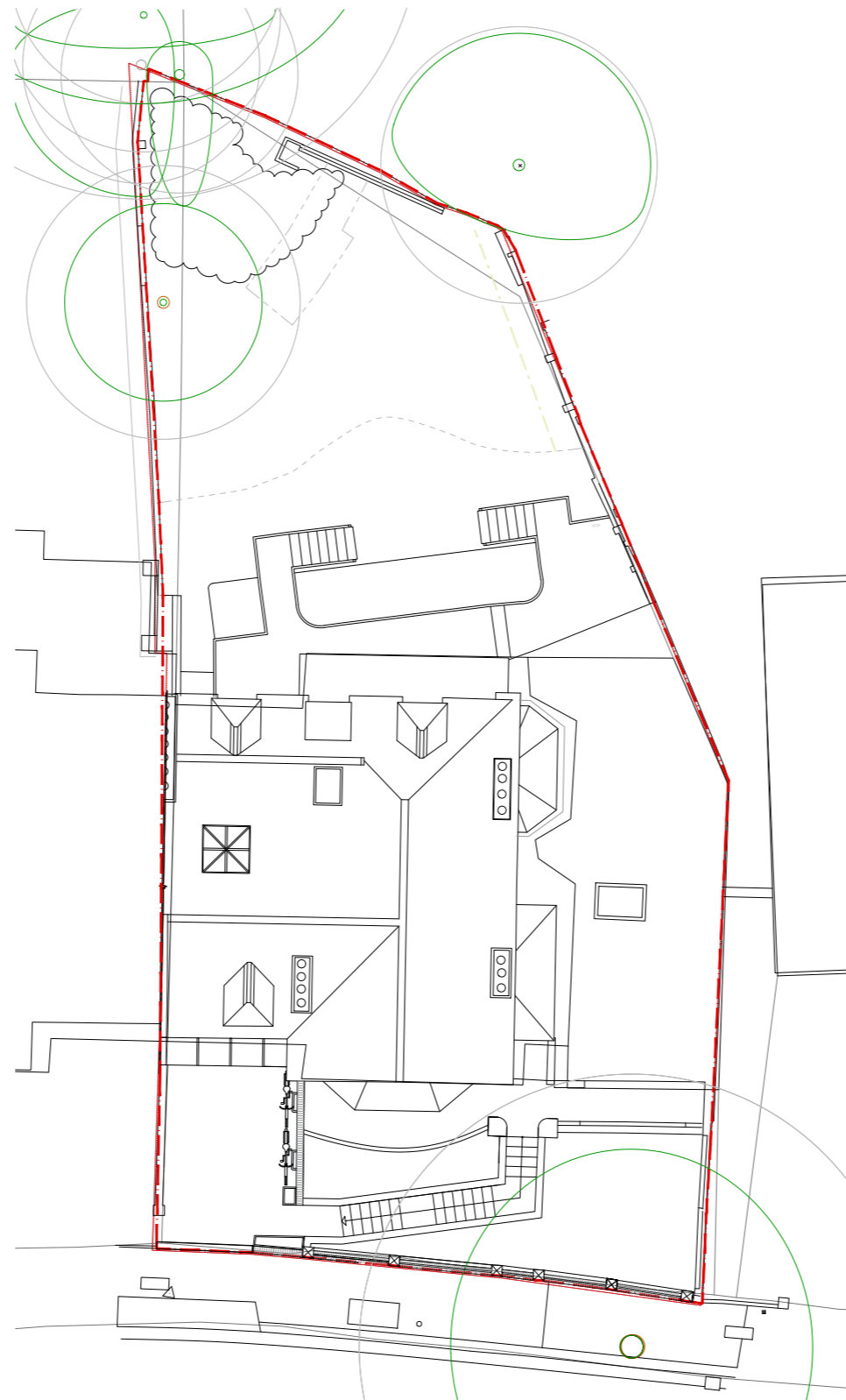


FIG. PROPOSED SITE PLAN

PRE APPLICATION ADVICE

EXISTING STAIRCASE COMPLIANCE

The existing staircase providing access from the street to the lower ground floor, via the lightwell, is very steep. The pitch is 40 degrees and is just within the maximum allowable pitch of a residential staircase (42°). The rise and going of each tread are inconsistent, the longest tread going is 260 mm and the shortest is 223mm, the biggest rise is 220 and the lowest is 180mm. This inconsistency increases the likelihood of tripping whilst climbing and descending the staircase. The brick guarding is below the recommended height of 900 – 1000 above the pitch line, and a metal handrail has been retrospectively added to the staircase as a safety measure.

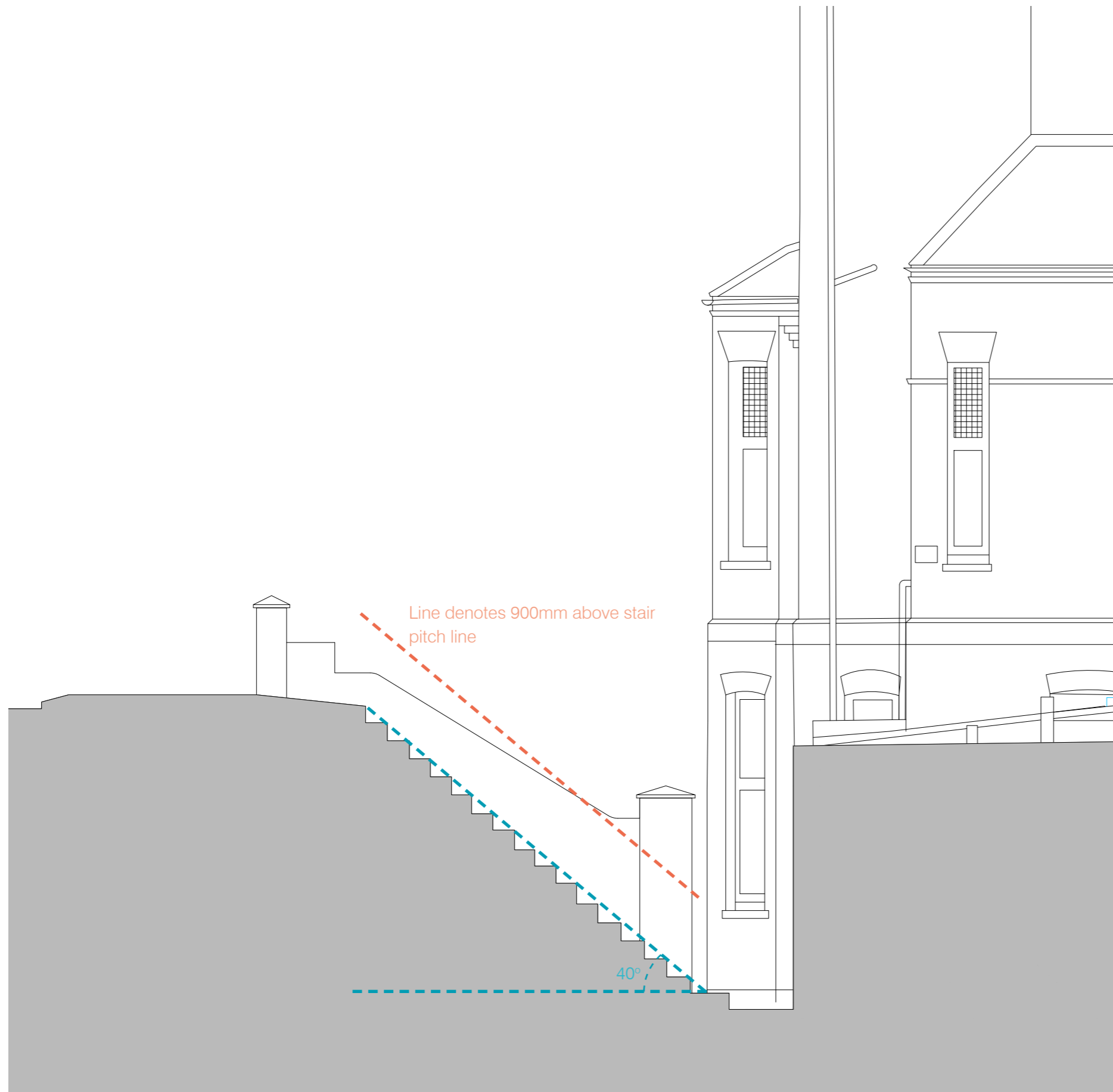


FIG. EXISTING STAIRCASE SECTION

- 1.3 In a flight of steps, for all steps use the measurements for rise and going given for the three stair categories in Table 1.1 below. Use any rise between the minimum and maximum with any going between the minimum and maximum, that complies with the relevant note contained in table 1.1.

Table 1.1 Rise and going

	Rise*		Going*	
	Minimum (mm)	Maximum (mm)	Minimum (mm)	Maximum (mm)
Private stair ^{1,2}	150	220	220	300
Utility stair	150	190	250	400
General access stair ³	150	170	250	400

Notes:

[1] The maximum pitch for a private stair is 42°.

[2] For dwellings, for external tapered steps and stairs that are part of the building the going of each step should be a minimum of 280mm.

[3] For school buildings, the preferred going is 280mm and rise is 150mm.

* The normal relationship between the dimensions of the rise and going is: twice the rise plus the going (2R + G) equals between 550mm and 700mm.

For existing buildings the dimensional requirements in Table 1.1 should be followed, unless due to dimensional constraints it is not possible. Any alternative proposal should be agreed with the relevant building control body and included in an access strategy (refer to Approved Document M).

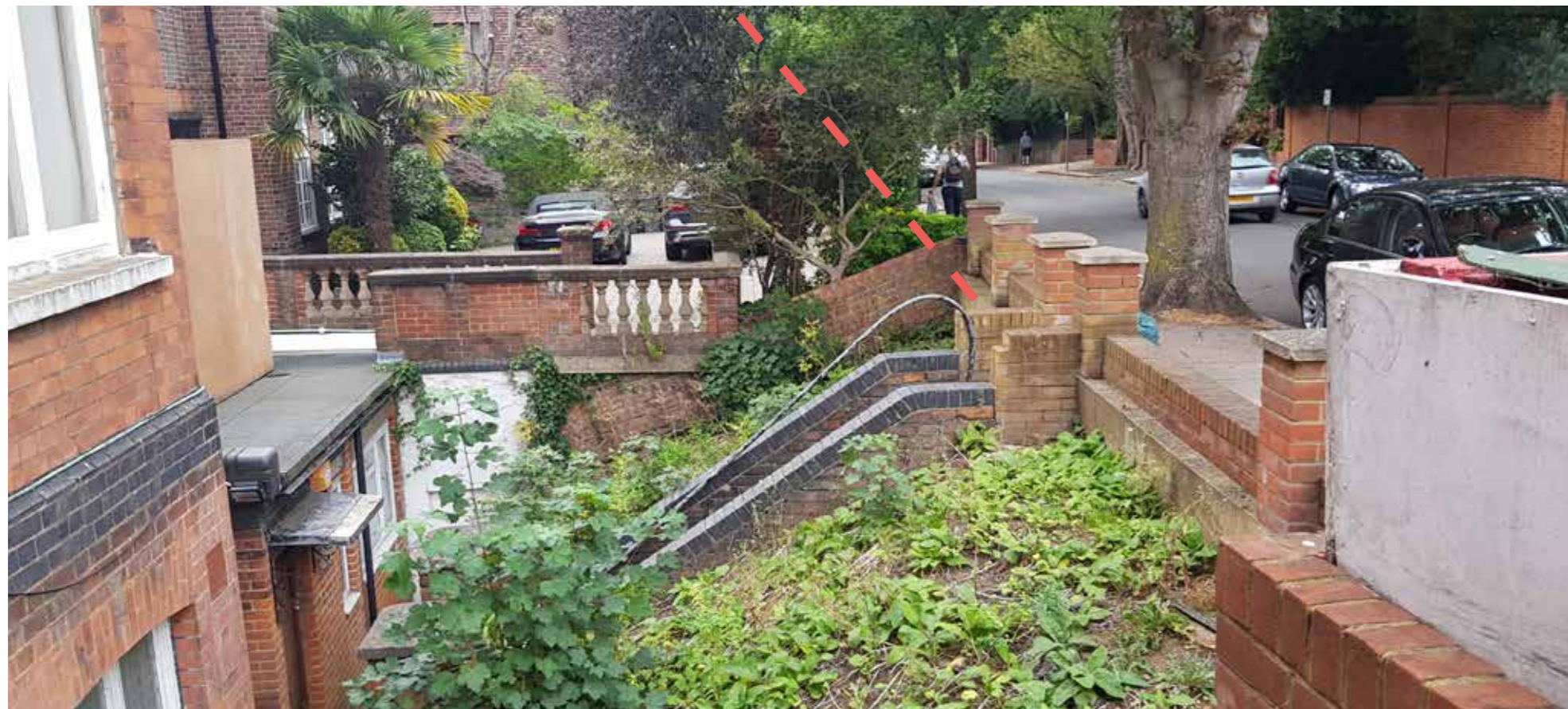
FIG. PART K - RECOMMENDED RISE AND GOING

PRE APPLICATION ADVICE

WORKS TO THE FRONT DRIVEWAY



THE WALLS ARE CRACKING AND THIS IS LIKELY TO BE RELATED TO THIS GROWING TREE. CRACK REPAIRS TO THE WALL ARE NEEDED.



Camden comments

The proposal includes extending the existing front driveway and amending the front boundary all. This would increase the area of hardstanding to the front of the building. Policies SD1 and SD5 of the Redington Froggnal NP state that front garden walls and hedges which contribute to the character and appearance of the area should be preserved, retained, or reinstated. Policy SD6 advised that where front boundary walls that have been removed previously, applicants are encouraged to reinstatement them. The Redington Froggnal CAS states that front boundary treatments and vegetation contributes greatly to the areas quality, character, and appearance. It goes on to advise that further loss of front gardens to parking areas will be resisted. The importance of retaining and reinstating front gardens is also detailed in Home Improvements. Increasing the width of the hardstanding area to the front of the property and potentially removing the remaining element of a front boundary wall would not be supported by the Council. No elevation plans have been submitted to demonstrate how the proposal would affect the front boundary treatment.

Response

The existing front boundary masonry wall is retained in this proposal. Areas of this wall have started to buckle and lean due to movement of the ground below the concrete slab footing. Works will be undertaken to repair the masonry boundary wall to the front and introduce a small section of wall where the current staircase within the lightwell lands. All new additional masonry to closely match existing.

The front driveway structure needs repair, and there are signs within the lower ground level of the steel reinforcing bars rusting. It is proposed to demolish and rebuild this driveway structure to make it safe to continue its use as an off-street parking space. During these works it is proposed to widen the driveway structure to increase the space for residents existing the vehicle as this is currently very tight.

No alteration is proposed to the crossover or the front masonry boundary wall in this location, other than the removal of the bin store in this location.



CORRODED STEEL BELOW DRIVEWAY SEEN FROM BELOW

Camden comments

The site is in the Frognal (CA-H) controlled parking zone (CPZ). The CPZ operates on Monday to Friday between 0900 and 1900 hours. Parking bays are located directly adjacent and on the opposite side of the road of the property on Redington Road. The site benefits from a hardstanding driveway which provides parking for one vehicle.

The proposal includes amendments to the front boundary wall on Redington Road to increase the driveway opening. The application documents suggest that the enlargement of the entrance area would increase accessibility as doors can be open on both sides. While plans with measurements were not included in the pre-app, it can be seen from the Design and Access Statement images that the driveway is similar in size as the neighbouring driveway and space is not restricted. The application fails to indicate that widening the driveway entrance would lead to loss of on-street parking bays as the crossover would need to be widened as well.

Response

The amendments proposed in this application retain the existing boundary wall at the driveway entrance area and do not propose to widen the crossover. The diagrams across illustrate the existing and proposed driveway width and demonstrate that the proposed alterations would improve accessibility. In the existing situation car doors knock the low-level masonry wall and guarding either side and restrict access and egress to the vehicle. The existing condition poses a further safety risk of people falling from height into the open lightwell when exiting a parked vehicle.

The proposed alterations create additional space and additional guarding which will improve access to the property and prevent additional risk to health from falling into the lightwell.

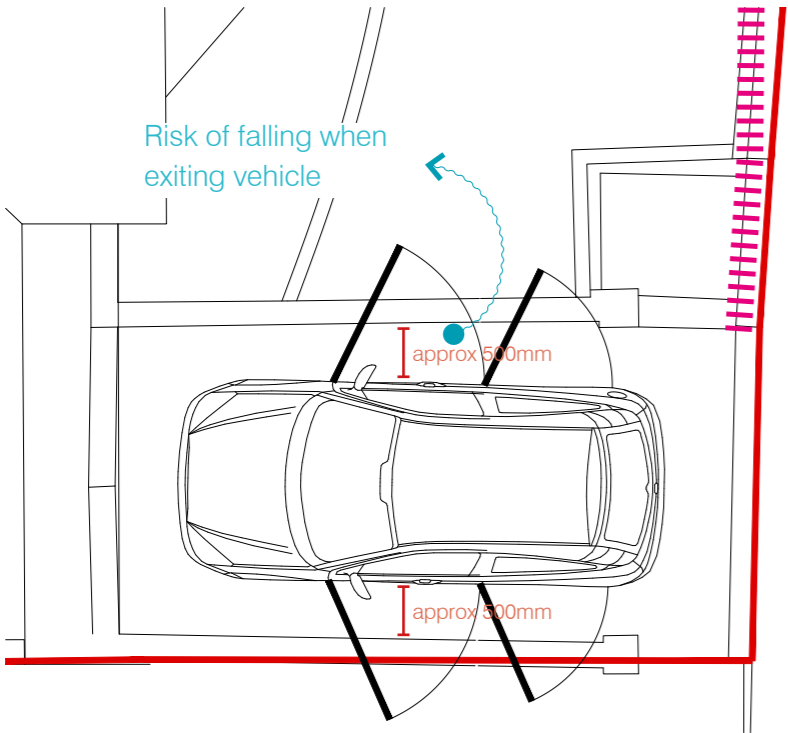


FIG. EXISTING DRIVEWAY

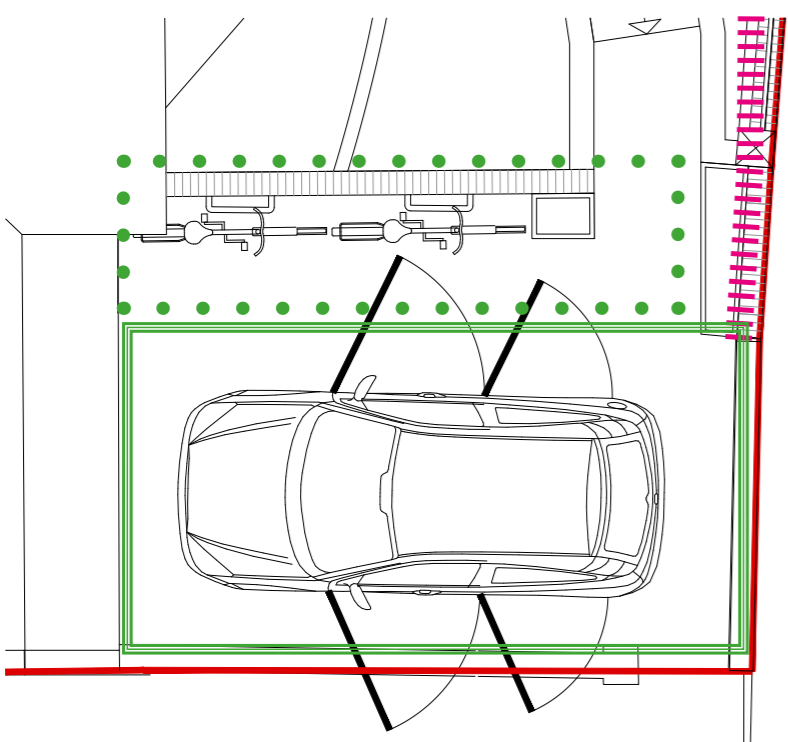
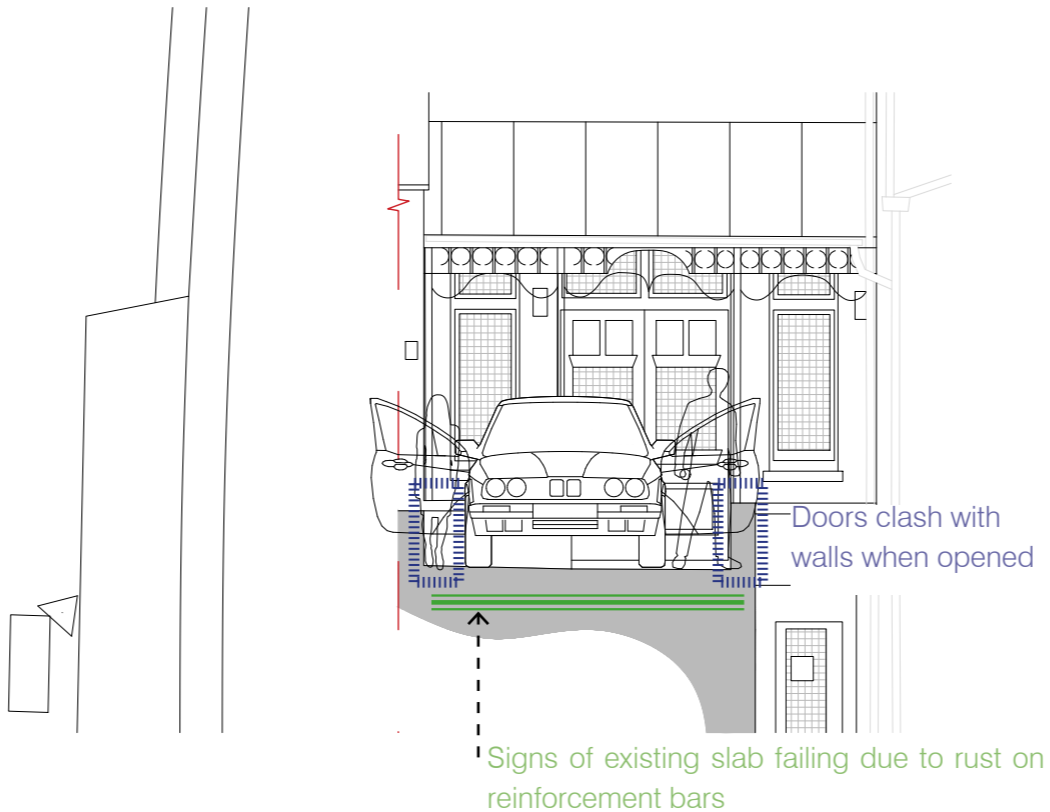
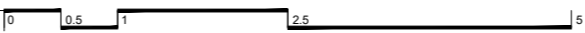
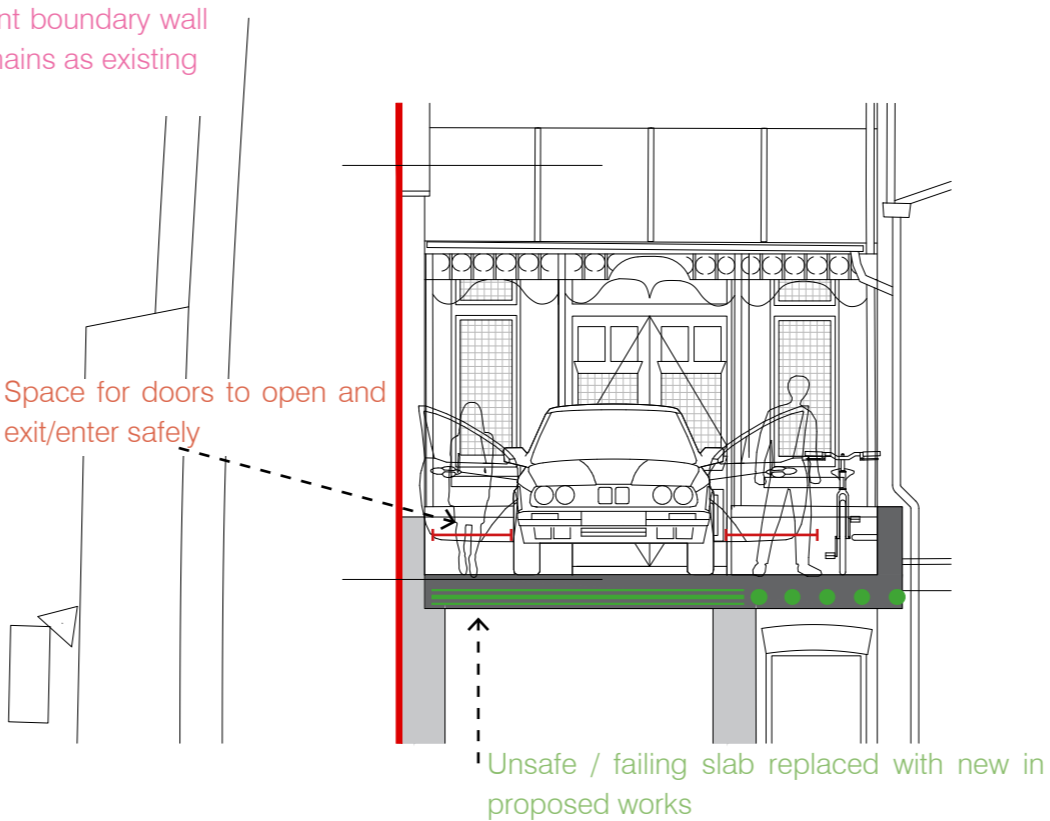


FIG. PROPOSED DRIVEWAY



This application aims to retain the existing crossover with no changes proposed.

This is as suggested in the pre-app advice note.

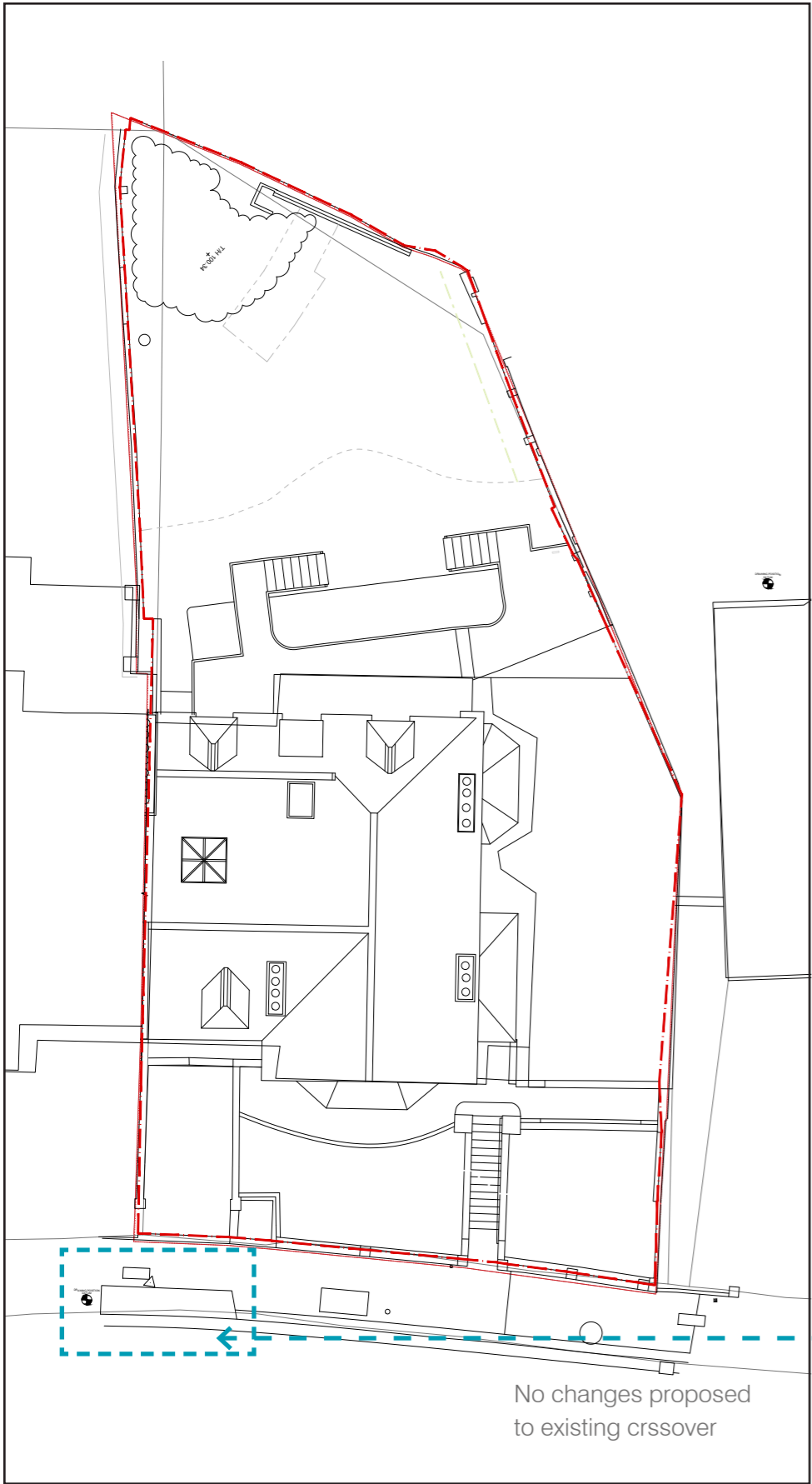


FIG. EXISTING SITE

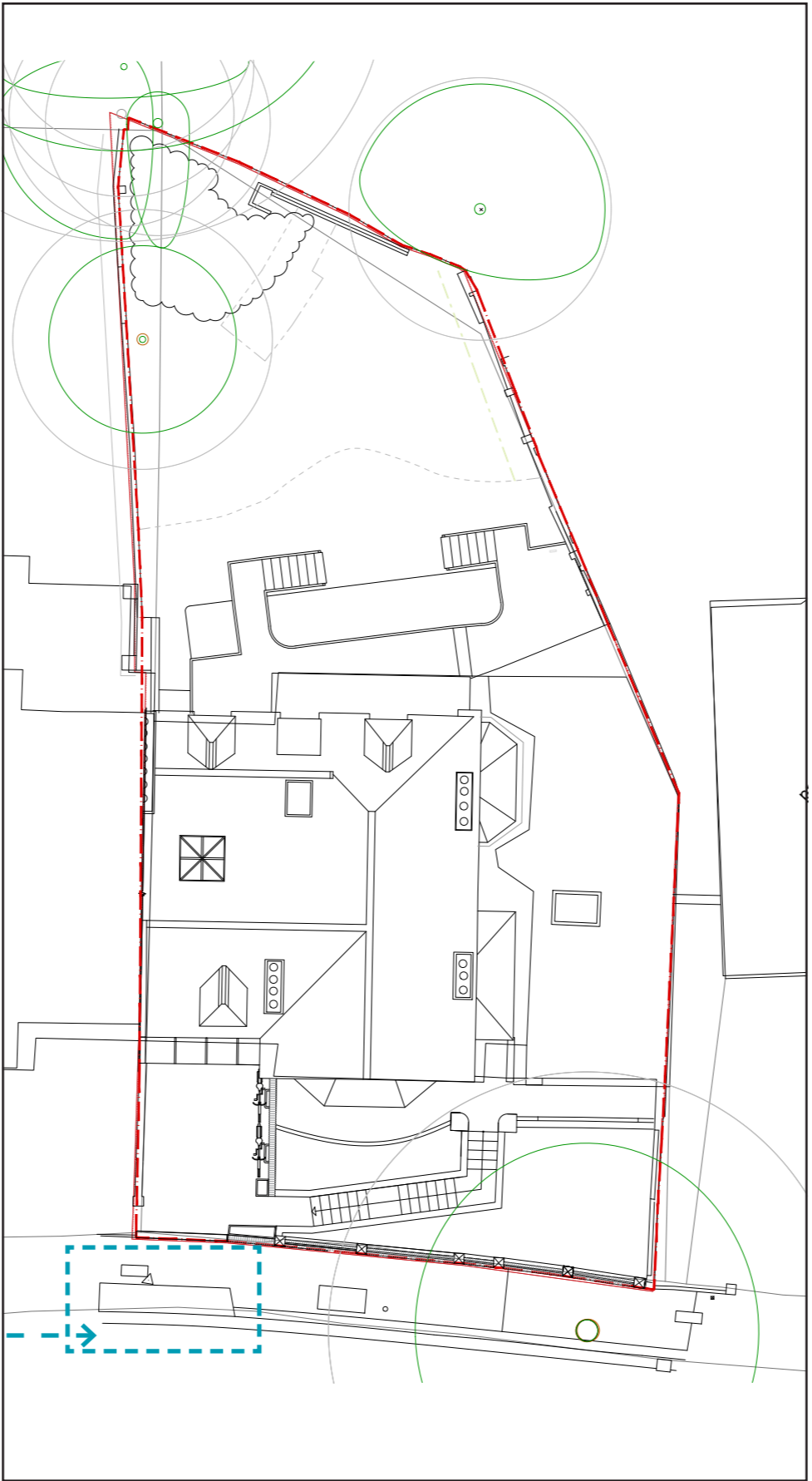


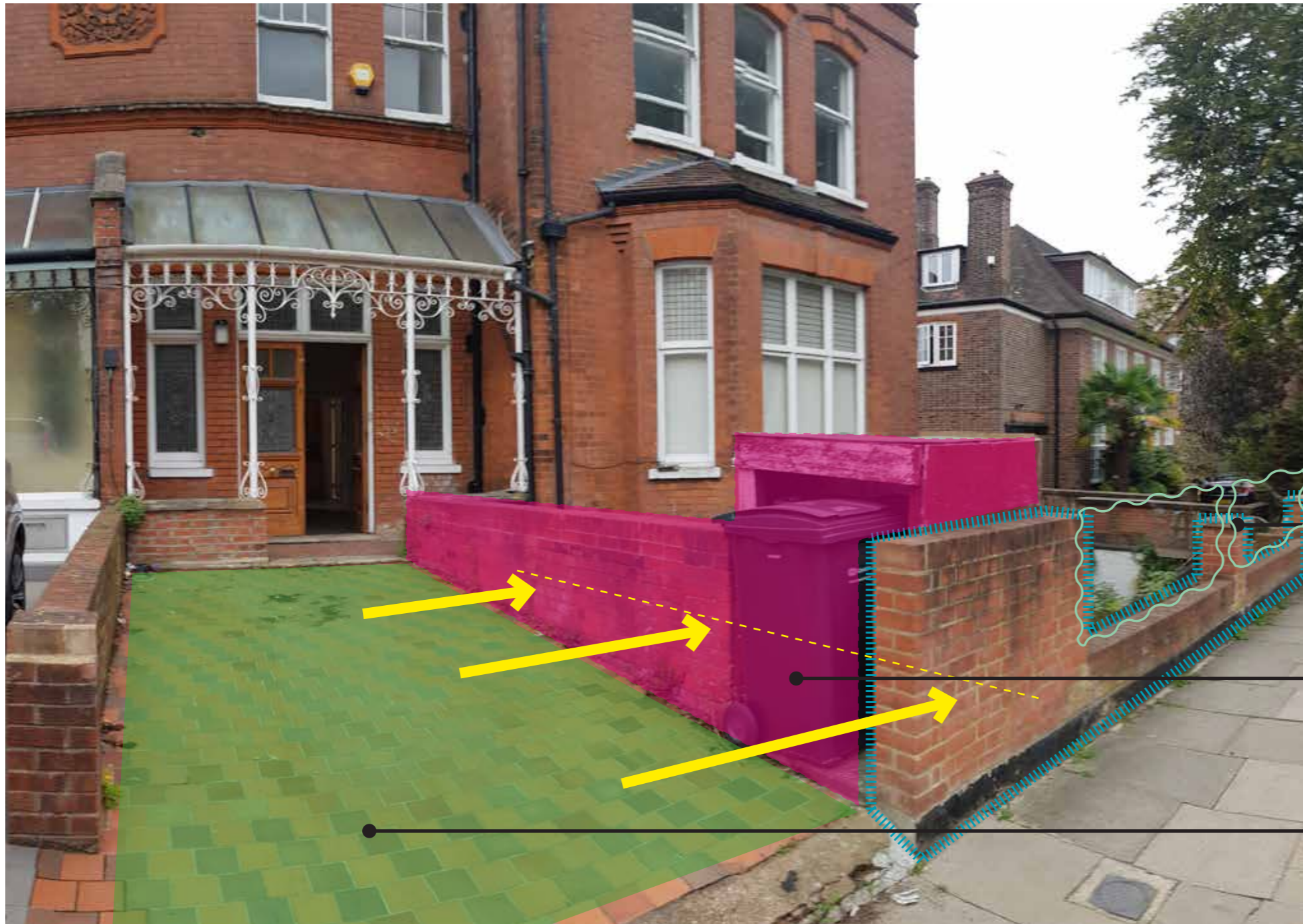
FIG. PROPOSED SITE



FIG. EXISTING SITE CROSSOVER

PRE APPLICATION ADVICE

DRIVEWAY WORKS



Front boundary wall repaired and retained. **Black metal rail added between brick piers.**

Existing side wall and refuse store removed, and rebuilt

Driveway rebuilt to repair damaged slab. Driveway to be rebuilt wider to improve access to vehicle and visitor cycle stand space added.

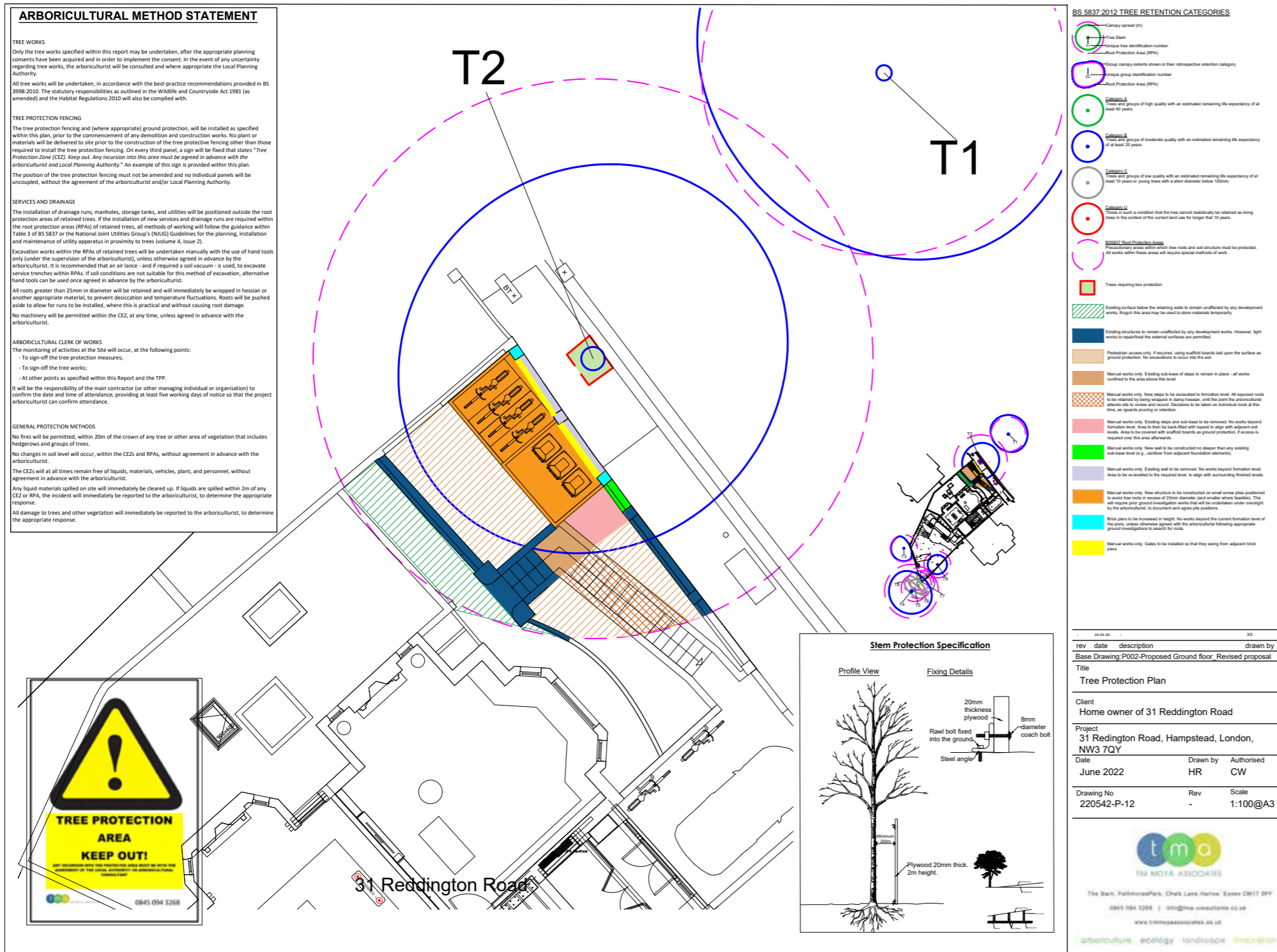
No changes proposed to crossover.

Camden comments

It is noted that an Arboricultural report has not been submitted as part of the application. However, it is considered due to the proposed works, an Arboricultural report is likely to be required at application stage to ensure that the trees in the rear gardens and any neighbouring street trees are not harmed because of the proposed development.

Response

An Arboricultural report has been prepared by Tim Moya Associates to demonstrate that the proposed works will not have an impact on the horse chestnut tree (T2) in the pavement.



DESIGN PROPOSAL



This planning application design and access statement seeks to explain the rationale behind the submitted proposal for external works to 31 Redington Road. The alterations are summarised below:

- Remove existing driveway slab and replace with new wider driveway.
- Alter trajectory of steps from pavement to lower ground floor to reduce the inclination of the stairs.

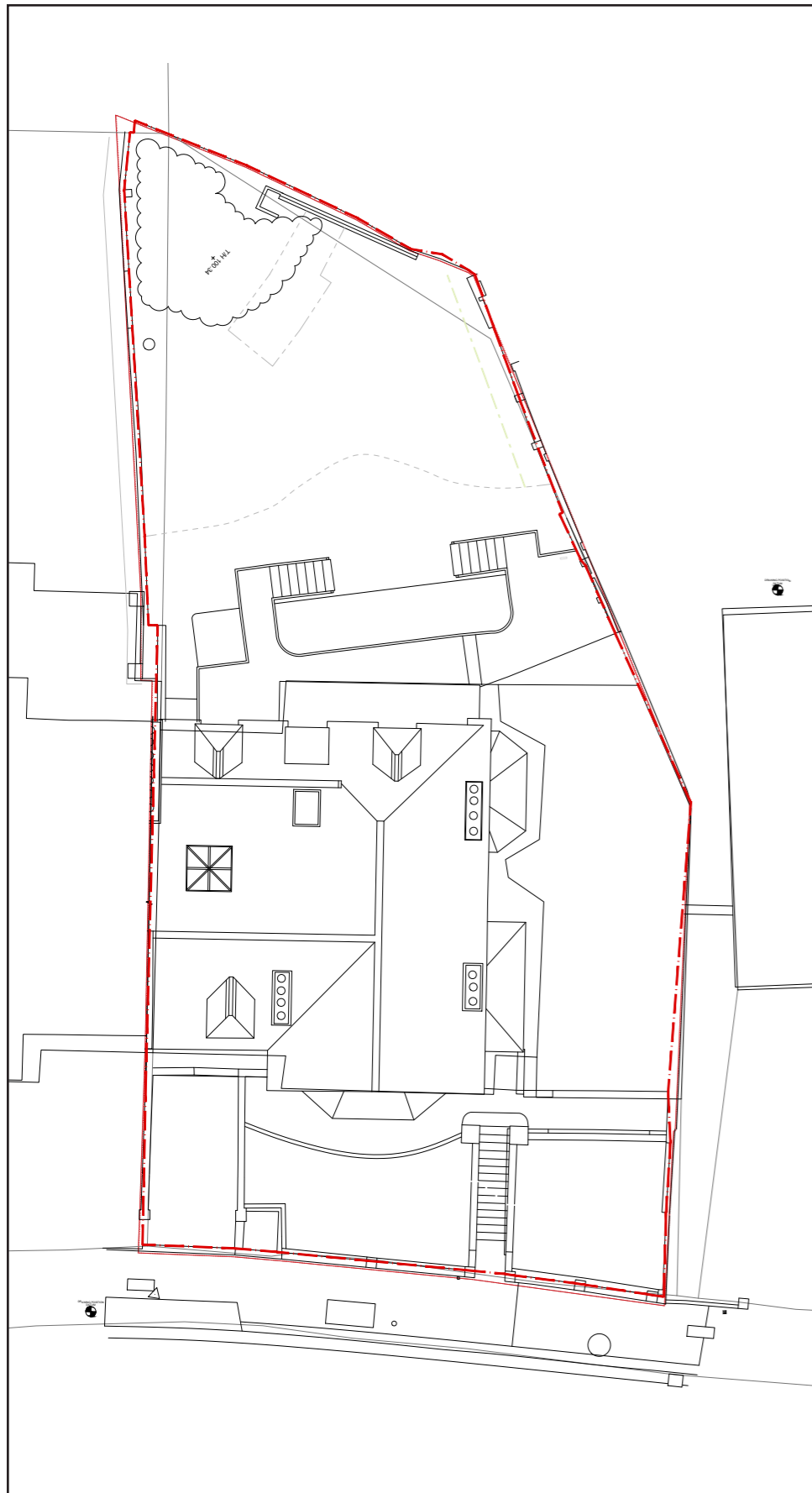


FIG. EXISTING SITE

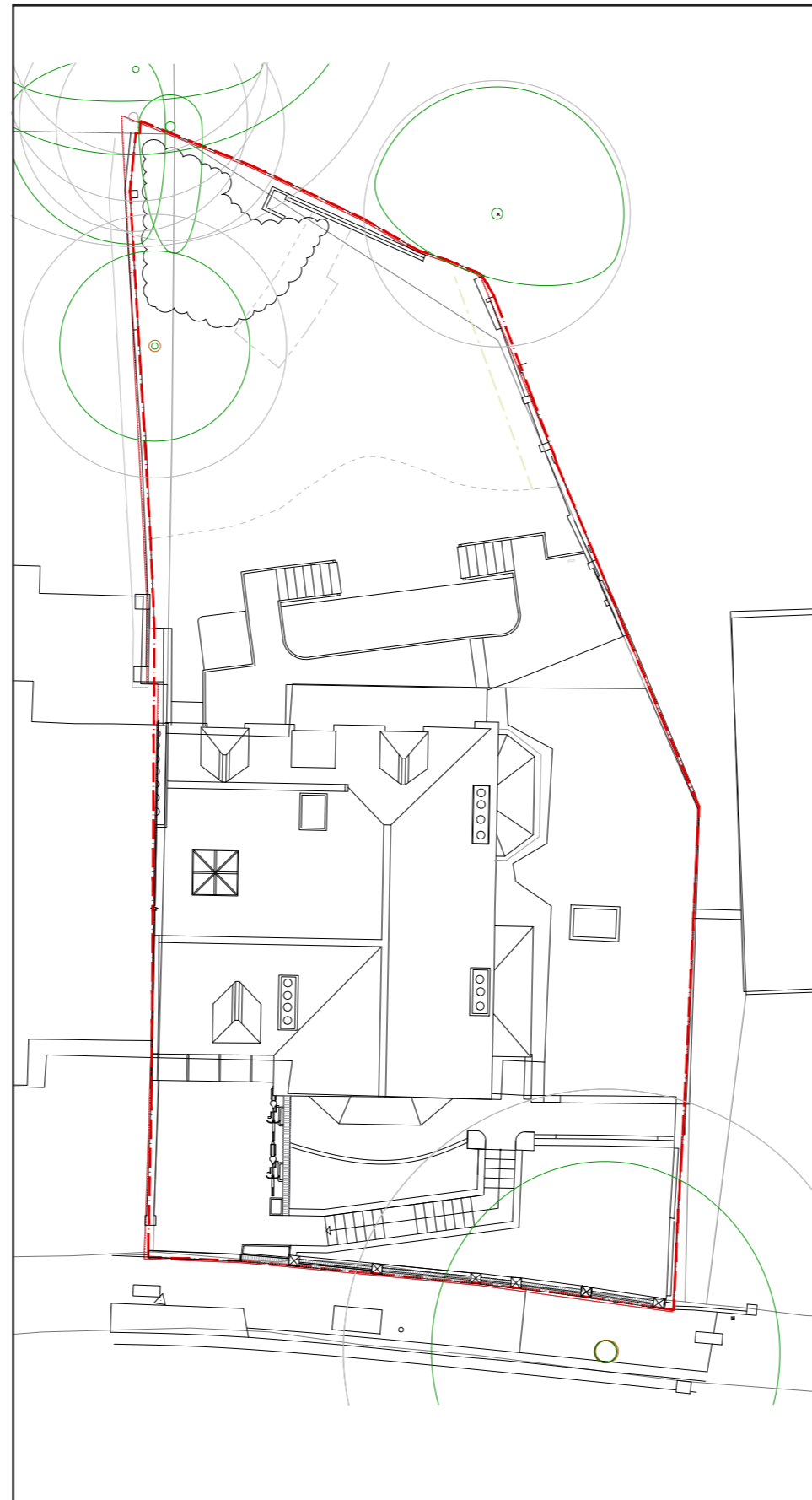
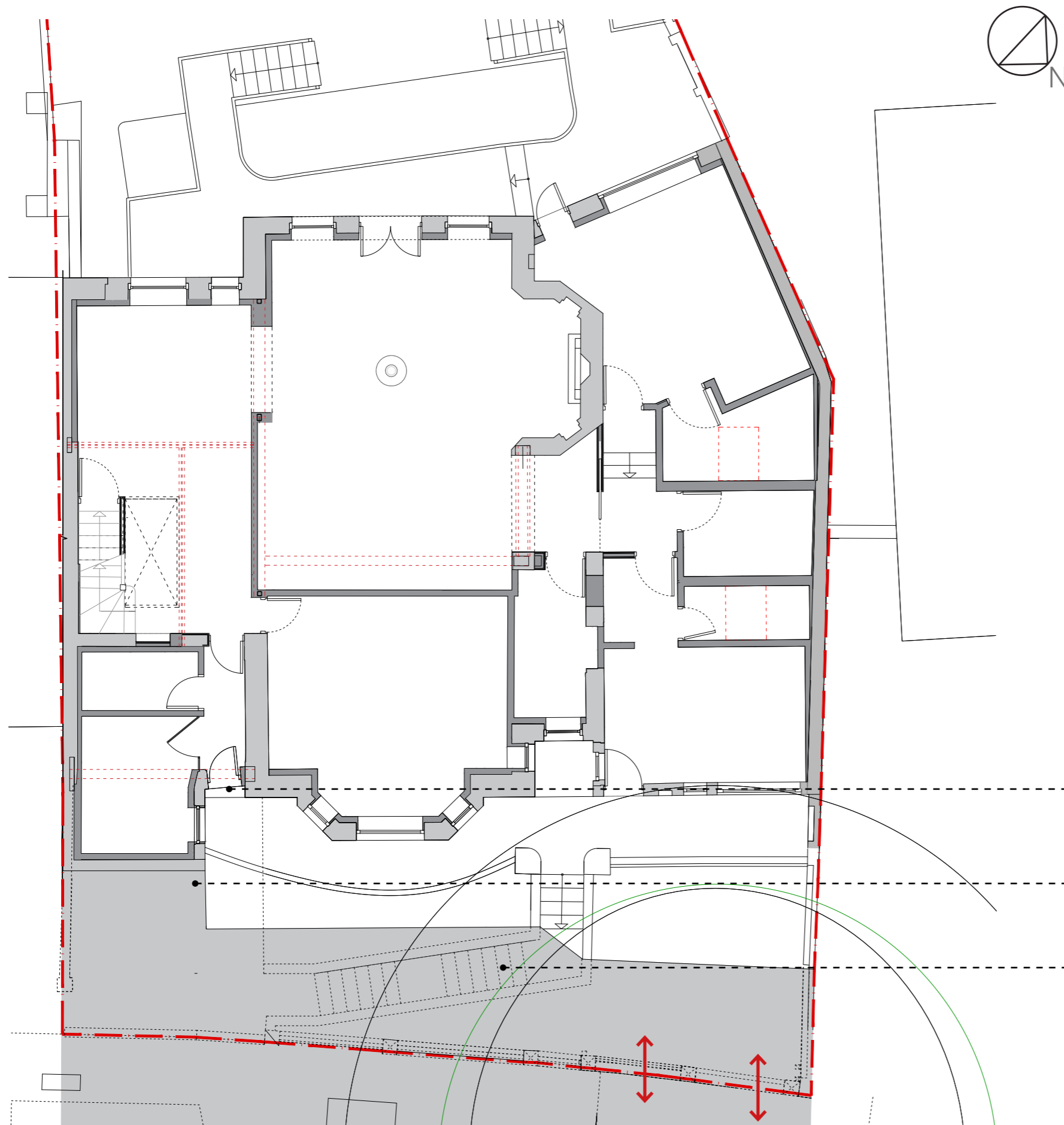


FIG. PROPOSED SITE

DESIGN PROPOSAL

LOWER GROUND FLOOR



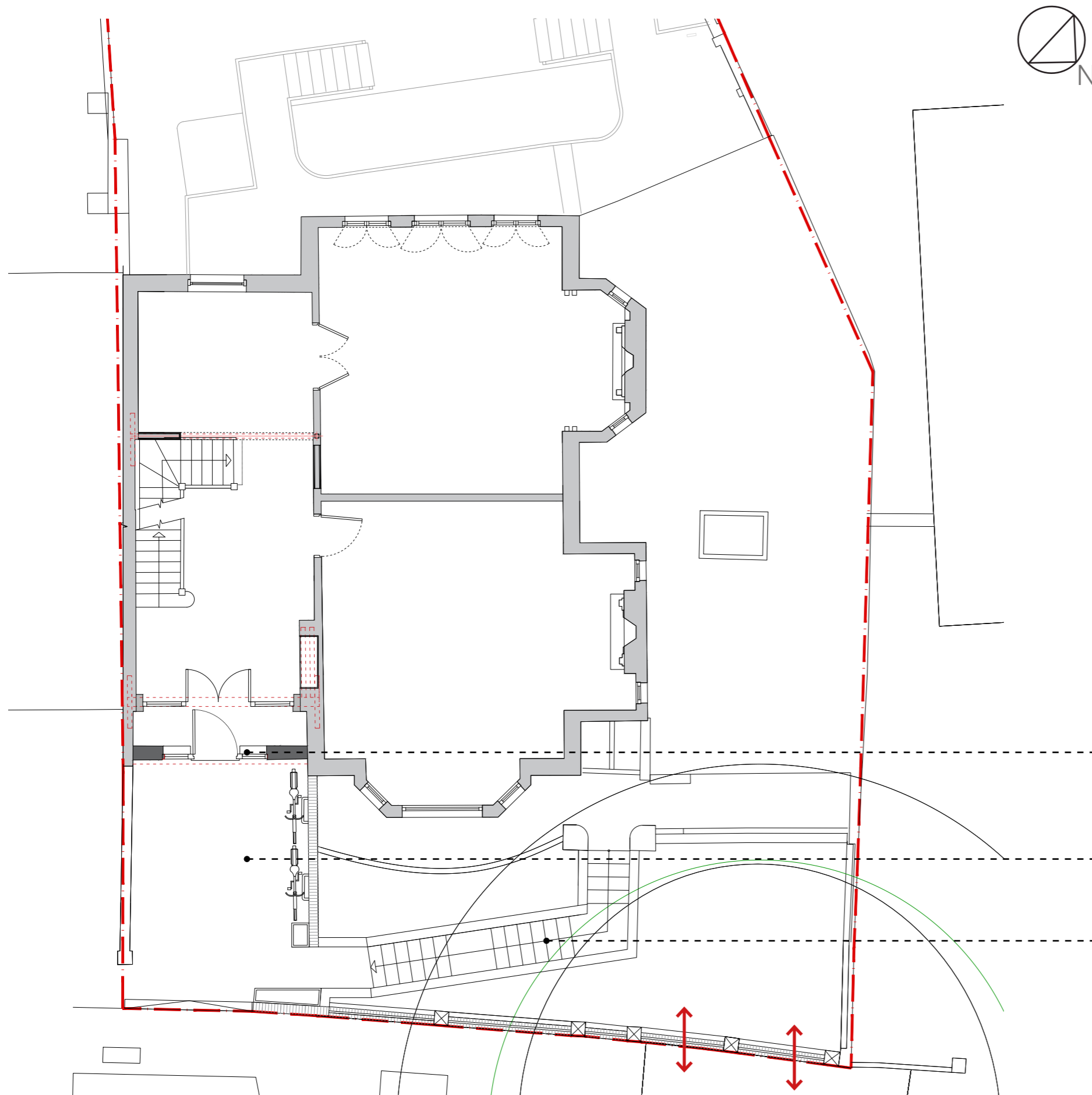
- Introduce new door, in position and width of existing window, to provide access to lower ground floor. Door with fan light above.

- Remove existing driveway slab above and replace with new wider driveway.

- Alter trajectory of steps from pavement to lower ground floor to reduce the inclination of the stairs.

DESIGN PROPOSAL

UPPER GROUND FLOOR



- Proposed new timber entrance door with fixed shut side panels, as consented in 2021/3939/P.

- Remove existing driveway slab and replace with new wider driveway.

- Alter trajectory of steps from pavement to lower ground floor to reduce the inclination of the stairs.



Remove existing driveway slab and replace with new wider driveway.

Alter trajectory of steps from pavement to lower ground floor to reduce the inclination of the stairs.



FIG. EXISTING NORTH EAST ELEVATION



Introduce new door, in position and width of existing window, to provide access to lower ground floor. Door with fan light above.

Remove existing driveway slab and replace with new wider driveway. Boundary wall retained to front.

FIG. PROPOSED NORTH EAST ELEVATION



FIG. EXISTING NORTH EAST ELEVATION (STREET)



- Proposed new timber entrance door with fixed shut side panels.
- Existing staircase opening of boundary wall filled in with masonry to match existing.
- Remove existing driveway slab and replace with new wider driveway. Boundary wall retained to front.
- Introduce new black railing between brick pillars.

FIG. PROPOSED NORTH EAST ELEVATION (STREET)



FIG. EXISTING SECTION AA



FIG. PROPOSED SECTION AA

DESIGN PROPOSAL

EXISTING FRONT BOUNDARY

The panoramic photograph below has been taken from the dropped kerb in front of the property. This demonstrates the variation in front boundary treatments between the two neighbouring properties. Number 29 has a low level rendered wall with black painted railing and brick piers. Number 31 has a low-level red brick wall with no metal guarding and brick piers.



NO. 29 REDINGTON ROAD

NO. 31 REDINGTON ROAD

DESIGN PROPOSAL

FRONT BOUNDARY RAILING

It is proposed to introduce painted black metal guarding rails between brick piers of the front boundary wall. This will enhance safety by creating a compliant guarding in front of the property lightwell which has a substantial drop. The guarding would also introduce a harmonious addition to the streetscape where many other properties currently have black railings fixed to low level masonry walls on the front boundary.



FIG. PROPOSED NORTH EAST LEVATION

Introduce new black powder coated railing between brick pillasters.



FIG. EXISTING 21 - 23 REDINGTON ROAD



FIG. EXISTING LOCAL STREETScape

DESIGN PROPOSAL

FRONT PORCH

It has previously been consented in application 2021/3939/P to introduce an enclosed porch within the existing canopy area. This application provides further design information on the proposed new porch area, on the following page

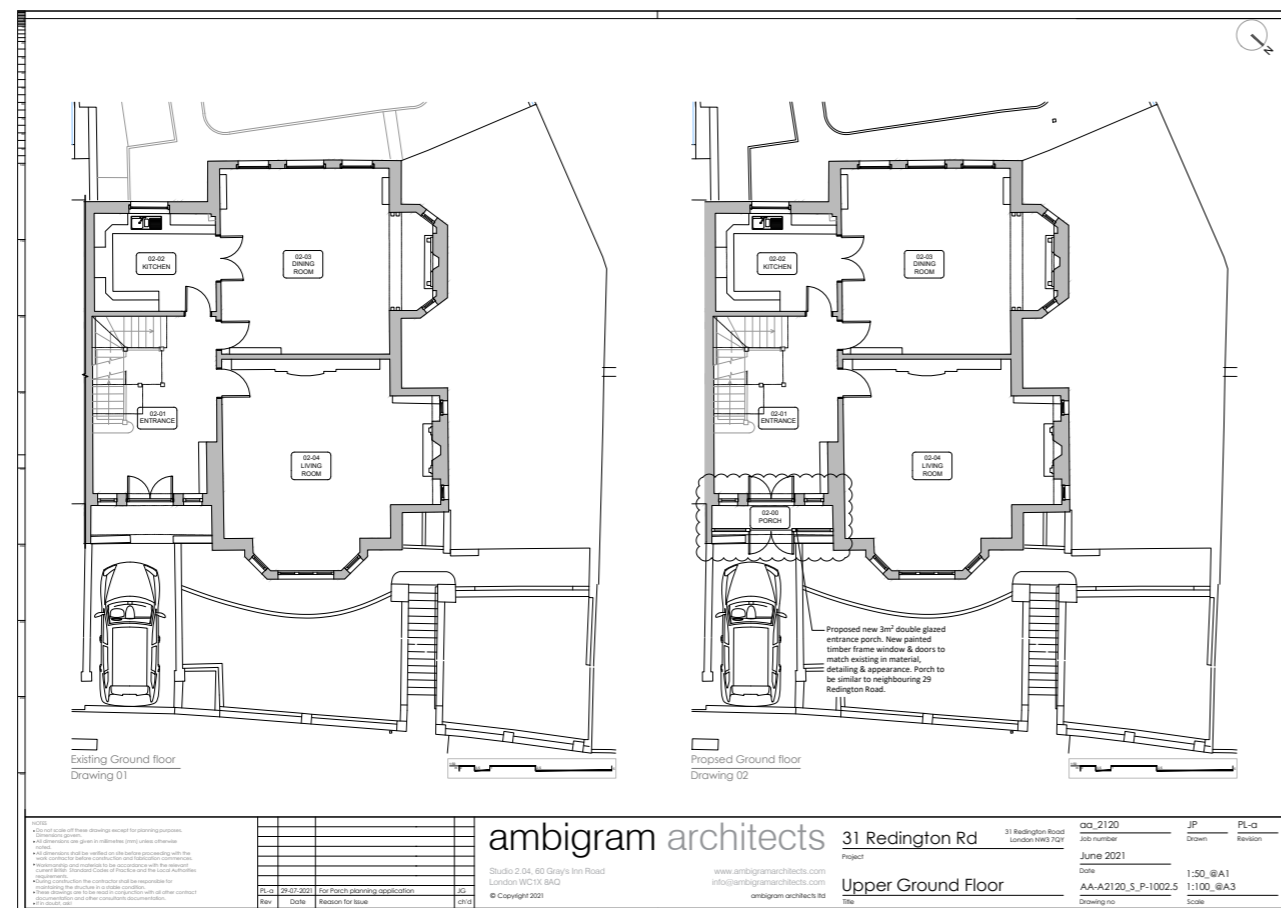


FIG. 2021/3939/P CONSENTED DRAWINGS

DESIGN PROPOSAL

FRONT PORCH

The new front porch will be constructed with a new single leaf front door to match the porch of number 29. New fixed shut side windows and fanlights proposed will include decorative detailing to emulate the existing leadwork of the existing side windows and fanlights. The proportion and width of the side windows and fanlights will match the existing side windows. The fanlight above the new single leaf front door will be altered to match the new door width.

A new access door is proposed within the lightwell at lower ground floor level. This will not be visible from the street level as it will be concealed within the lightwell, and the driveway above. This will provide access to the lower ground floor area from the front lightwell. A new solid timber door is proposed with fanlight above. The door will be introduced by dropping the window sill of an existing window to floor level and introducing a new masonry arch above the door to match the height of the neighbouring bay window arches.



FIG. EXISTING LIGHTWELL



FIG. FRONT PORCH ALTERATIONS
ambigram architects

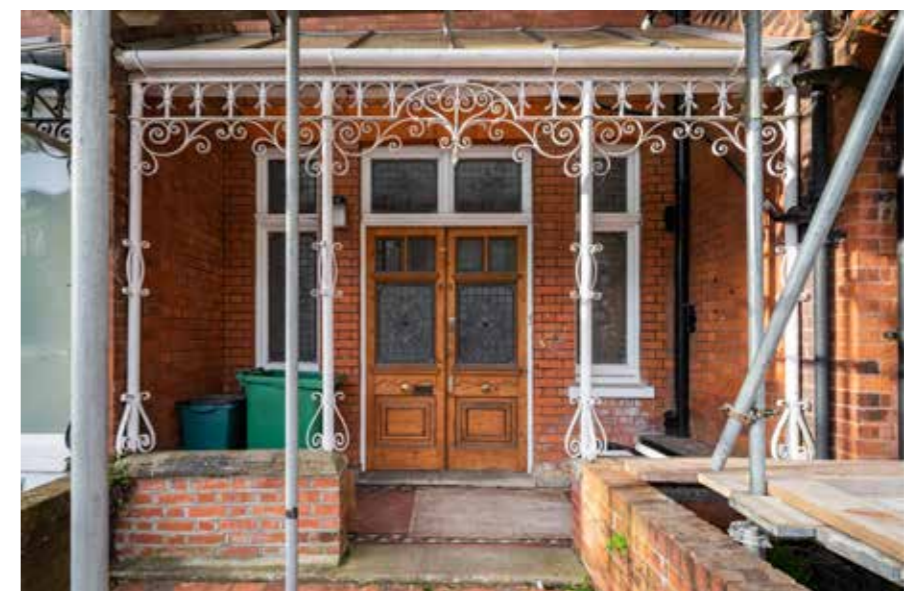


FIG. EXISTING FRONT PORCH

This planning application design and access statement seeks to explain the rationale behind the submitted proposal for external works to 31 Redington Road. The alterations are summarised below:

- Remove existing driveway slab and replace with new wider driveway.
- Alter trajectory of steps from pavement to lower ground floor to reduce the inclination of the stairs.

The application proposals will preserve and enhance the appearance and use of the existing building and its setting in the Conservation Area through this complementary and sympathetic design solution. The aim of this proposal is to minimise the impact on the host building while helping the owner adapt the property to suit their needs as a family and improve safety and access to the property. The application follows a previous pre-application meeting with the council where comments regarding impact made by the conservation and design officer have been considered and alternative solutions explored in this proposed design.

The alterations proposed are sensitive to the original building and local conservation area and are proportional with the building and the space around without infringing planning constraints on daylight, sunlight, privacy, and outlook for neighbouring properties.

The application is underpinned by the design team and applicants' commitment to the highest standards of design, detailing and choice of quality materials. We therefore conclude that the proposal meets with the policies and objectives at local, national levels and recommend the proposal to the council for approval.