32 Willoughby Road

Design Report
02.02.2023

30-38 Willoughby Road

Rear of No.s 30/32 Willoughby Road seen from Carlingford Road

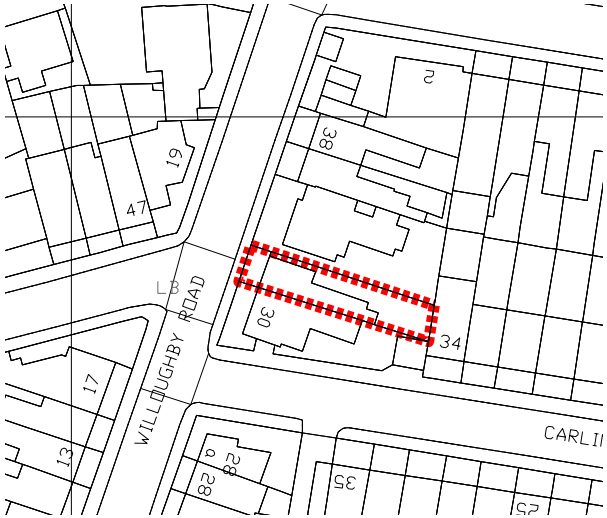
Aerial view

Introduction
This Design Report accompanies a householder planning application for the replacement of the existing two-storey rear outrigger and a two-storey part-width rear infill extension, and refurbishment at 32 Willoughby Road, NW3.

Site and Context
Willoughby Road is mainly residential in character. The street slopes down from Hampstead High Street at the south-west end to Willow Road at the north-east end. The houses along the street vary in style and form, with a mix of older residential properties and more contemporary housing. This creates a rich and interesting street scene.

The property is in the London Borough of Camden. It falls within the Hampstead Conservation Area and is noted in the CA Statement as making a positive contribution to the character and appearance of the CA.

The house was built when the surrounding streets were developed on the grounds of Carlisle House. In the late Victorian period, towards the end of the 19th century.



Site plan

No.s 9-17 Willoughby Road

19 Willoughby Road

No.s 29-33 Willoughby Road

Corner with Kemplay Road and No.s 12-16 Willoughby Road

28 Willoughby Road

44 Willoughby Road

Birds-eye view from the South

Birds-eye view from the East

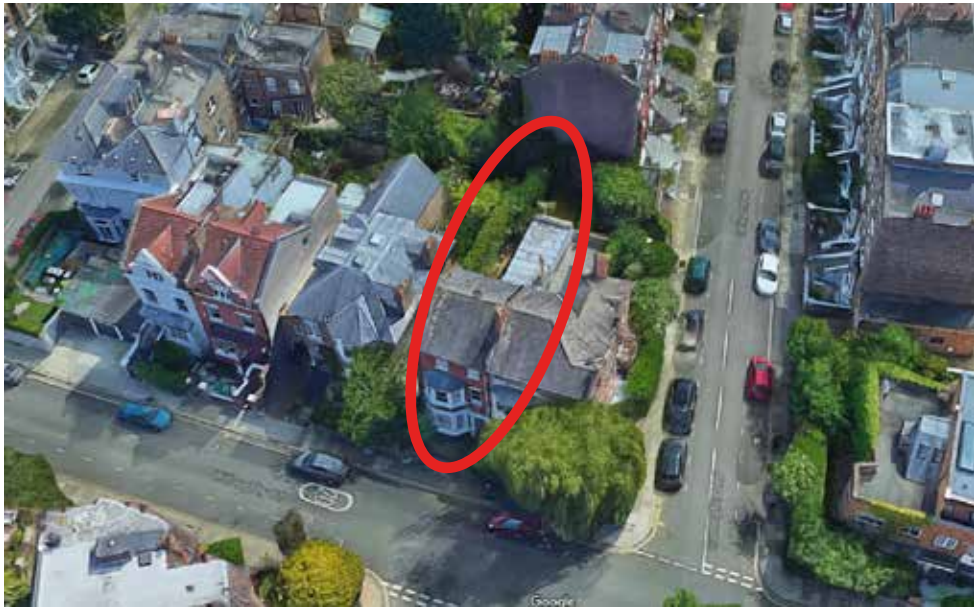
Existing Building
The existing building is a three-storey, four-bedroom semi-detached house.

The house sits on the east side of Willoughby Road opposite the end of Rudall Crescent. The rear garden faces east on to the gable wall of No 34 Carlingford Road. The garden contains a small shed and beds with mature planting. A side passage links the rear garden to the street, separated by a high security fence.

The house is accessed via a relatively narrow hall which kinks around the main stairs. At ground floor there are two reception rooms in the front area. The kitchen occupies part of the long, narrow rear closet wing. There are stairs from the kitchen up to the rear bedroom/study at 1st floor. This is linked to a 'Jack and Jill' family bathroom which is also accessed from the main landing. Also at first floor is the master bedroom suite with attached dressing area. At second floor there are two bedrooms. The loft space above has relatively low headroom. The house has retained some historic features, both inside and out but does require refurbishment and updating throughout. The external walls are solid blockwork and the singled-glazed windows suffer from condensation issues. The house requires significant energy use to maintain occupier comfort during the colder months,
The attached property No 30 Willoughby Road is three storeys in the shares a two-storey outrigger with No 32. It also has a three-storey element which wraps the corner of Carlingford Road and has a hipped roof. The end of terrace house at 34 Carlingford Road, adjoining the bottom of the garden of the subject properties is four-five storeys in height.

The detached property at No 34 Willoughby Road is three-storeys, including accommodation within the converted hipped roof, dropping to two storeys to the rear outrigger with a dual pitched roof over. Further along Willoughby Road, No.s 36 and 38 and No.s 4-12 Denning Road have rear outriggers which are three-storeys where they adjoin the main body of the buildings.

Birds-eye view from the North

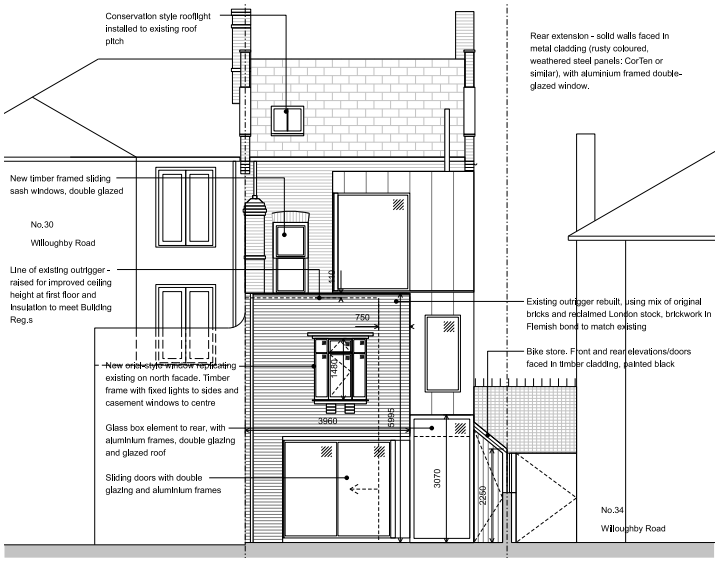


Birds-eye view from the West

Proposals:
The scope of the proposed project can be split into the following elements:

1. Replacement of the existing rear outrigger/ closet wing with a slightly wider building for better proportioned rooms and provision for home working, with amended fenestration
2. A three-storey rear extension consisting at side infill extension at ground and first floors, with a part-width extension at second floor.
3. Creation of a roof window to second floor.
4. New windows openings to the side gable.
5. Replacement of existing windows to the front elevation
6. Gate and fence to side passage for security/storage
7. Upgrade of the building fabric with significant improvements to insulation and airtightness

Rear elevation submitted for pre-app advice



Revised rear elevation - current application

Pre-Application Advice:
On the 16th of September 2002 approval was granted by LB Camden (reference 2022/2877/P) for the replacement of the existing rear outrigger/closet wing with a wider structure built in a traditional style and a contemporary styled side infill extension at ground floor finished in weathered steel. Plus a lean-to bike store in the side passage and a roof window to the main rear roof. On the 12th of December 2022, approval was granted for a subsequent submission (reference 2022/4631/P) which increased the height of the rear infill to two-storeys.

In the reasons for granting permission the case officer stated that the “development is considered to preserve the character and appearance of the Conservation Area.”

Prior to this approval pre-application advice had been requested from LB Camden on a number of proposed elements and a letter received on the 5th of April 2022 following an online meeting and a site visit. These proposals included a three-storey extension to the rear of the house with pitched/hipped roof design which the officers viewed as follows:

“*This means that the proposed extension would be over scaled and insubordinate relative to the house. Its pitched roof would have to be integrated into the existing pitched roof, and it would also be joined at second-floor level by an uncomfortably designed ad hoc link structure, again with a pitched roof. This would itself cut through a proposed pitched roof added to the two storey rear wing. All of this would result in clutter, bulk and atypical forms at high level which would overwhelm the rear elevation and thus not be supported in any incoming application*”.

In response to the pre-application advice, the three-storey extension was reconsidered, with the design substantially amended to a flat roof, sat below existing eaves level with a materiality to differentiate it from the original/rebuilt historic elements. The link off of the third floor landing has been omitted.

As noted above the ground and first floor elements of the rear extension already have planning permission.

Front elevation

Rear elevation

Side passage

Side access

Rear elevation from rear outrigger roof

Window detail

Design, Scale and Amount:
The replacement rear outrigger/closet wing and ground/ first floor infill extension are as previously approved under 2022/4631/P in terms of scale and layout. The proposed additional storey to the rear would occupy the same footprint at ground floor as that already approved.

The existing rear outrigger would be re-built widened slightly and the roof level raised slightly. This would improve the proportion of the rooms/spaces in the outrigger, providing an extra 6.7m2 floor space at ground and first floor levels.

The outrigger would increase in height to provide a better ceiling height at first floor and accommodate additional roof insulation to meet current building regulations.

The design of the wider outrigger would echo that of the existing, with the fenestration at first floor level detailed and styled to match the existing as closely as possible. At ground floor, which would be much less visible, the windows/doors would be modern in design - large full-height glazed panes.

The existing chimney stack over the rear outrigger would rebuilt to match the existing.

The existing outrigger measures circa 10.3m long by 3.1m wide externally. It is roughly 5.4m high at gutter level, with the rear parapet slightly higher at 6m. The proposed rebuilding of the outrigger would result in the width increasing to circa 3.7m, with the length remaining the same. The height at gutter level would be 5.7m and the rear parapet 6.1m.

The proposed three storey-rear extension has been designed to clearly differentiate it from the host building. It has been conceived as a cuboid form clad in metal, with punctures for glazing. It would be 1.55m wide at ground and first floors, extending over the outrigger at second floor with a total width of 3.35m. The extension would project from the existing rear elevation by 4.4m at ground floor sitting slightly back from the rear bay of No. 34. At first and second floors the extension would pro-

No.34 from Rear Outrigger roof

No.38 from Rear Outrigger roof

No.38 from Rear Outrigger roof

Carlingford Road from Rear Outrigger roof

Existing side passage with No 34

Rear outrigger

ject 3.2m from the existing rear elevation, again mirroring there wall of No. 34 next door. The extension would read as a elements, a metal clad box of 3.2m in length and At ground floor a 3.1m high glass box would project out of the metal element a further 1.2m into the garden. The total height of the extension would be 8.925m, 2.95m above the parapet wall of the rear outrigger. A side window would improve the daylight provision to the existing reception room. At first floor there would be one obscured glazed window facing No. 34 and one facing the rear garden. At second floor there would be windows facing the garden and No 30 (obscure glazed). The extension would provide 4.4m2 of additional floor space at ground and first floor levels, and 8.5m2 at second floor level.

In total the extensions would provide an additional 26.3m2 of floor space.

The replacement rear outrigger and the three-storey extension would have flat roofs. These would be finished in extensive sedum blanket to improve biodiversity, retain/slow rainwater run-off and provide visual amenity. The two roof areas would provide approximately 35sq of new green roof.

The new roof window to the existing main pitched roof over second floor would improve the daylight to the landing area. It would be a conservation style roof light to minimise impact.

New windows are proposed to the side elevations at first and second floors. The wider outrigger/rear extension would cover the existing rear first floor window - the room that this served would become an en-suite bathroom / dressing room therefore only a small replacement window would be required.

To the narrow side passage between No. 32 and 34. it is proposed to add a gate to the front and a fence over the boundary wall for security and to provide some external storage. The gate would be set back from the front elevation by circa 0.9m - to align with the facade of No. 34. The fence on the boundary wall would be 2m above floor level. The existing security fence in the line of the rear elevation would be retained.

Use of Corten steel and glass in London extensions

Use of Corten steel and glass in London extensions

Materials:
The wider rear outrigger would be extended/rebuilt in reclaimed London stock brick, laid in Flemish bond to match the existing. Original bricks reclaimed from the existing building would be used as far as possible.

The new / replacement windows to the first floor outrigger, the front elevation and the side gable would be traditionally styled and timber framed to match the existing. The glazing panes would be double-glazed for improved energy efficiency. The non-original oriel window to the existing rear outrigger would be replicated in the replacement in a similar position. An additional oriel window is proposed at the rear of the outrigger at first floor level, to the rear bedroom.

The new windows at ground floor would have painted aluminium frames and double-glazed units. The aluminium frames would incorporate modern profile shapes.

The three-storey rear extension would be faced in Corten steel (pre-oxidised) panels – aka weathered steel. While clearly a contemporary use of this material, it would sit comfortably next to the texture and colour of London Stock brick - as demonstrated by the examples on thi page. This material was approved for the ground floor infill extension under 2022/2877/P.

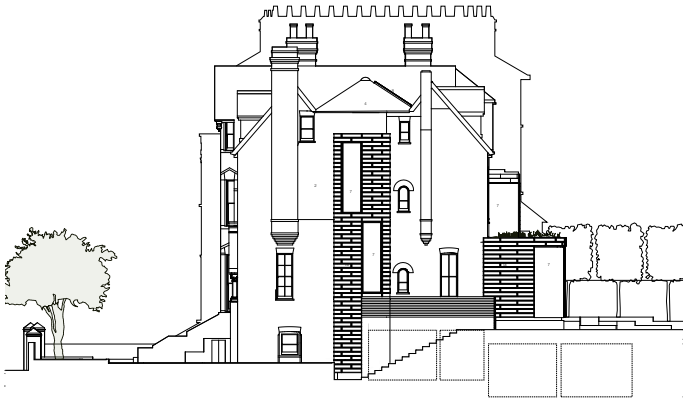
The new gate and fence to the side passage would be constructed in vertical timber, painted black.

Extensive sedum roof covering

Sustainability:
The design has been developed with consideration to reducing energy use whilst increasing occupier comfort. With regard to LB Camden's policies CC1 and CC2, CPG Energy efficiency and adaptation and the energy hierarchy, the following sustainable measures are proposed in the application:

- Fenestration design optimised to provide excellent daylight penetration to all habitable rooms.
- The existing solid brick external walls to the house will be lined internally with insulation, joisted ground floors and the roof will be insulated. The new extensions will incorporate insulation which exceeds current Building Regulations requirements.
- A continuous airtight membrane will be installed to external walls, ground floors and roofs throughout.
- Replacement of the existing single glazed, draughty windows with replacement double-glazed windows – matching the style and design of the existing.
- Ventilation would be provided using MVHR, minimising heat loss whilst providing continuous fresh air to the whole property in all weathers.
- The measures above will significantly reduce the energy required for space and water heating. At detail design stage analysis will be carried out explore options and compare whether a high-efficiency gas boiler or air-source heat pump would be best suited
- The roof window over main stair will allow natural ventilation via the stack effect and help to keep the house cool in the summer months.
- Incorporating 35m2 of green roof which will assist with temperature regulation, slow rainwater run-off and increase biodiversity.
- All artificial lighting and appliances will be low energy/high efficiency.
- It would not currently be viable to connect the property to a decentralised power network. However, the occupiers can choose energy suppliers and/or tariffs that use renewable sources.

The applicant is reviewing the viability of installing PV solar panels to the rear roof/s of the property to generate some power on site and offset that drawn from the grid. Any proposals for solar panels would be made in a separate application.



Metal clad 2-3 storey side and rear extension at 22 Thurlow Road - planning permission granted by LB Camden in January 2016 (2014/4264/P)

Metal clad 1-2 storey rear extension at 21 Willoughby Road - planning permission granted by LB Camden in June 2016 (2016/1086/P)

Planning Precedents:
There are several notable precedents within the local area to which have referenced in the design of this scheme:

- 22 Thurlow Road. Within Fitzjohns/Netherhall CA, metal clad 2-3 storey side and rear extension at - granted January 2016 (2014/4264/P)

- 21 Willoughby Road (diagonally opposite No. 32). Within the Hampstead CA, metal clad 1-2 storey rear extension - granted June 2016 (2016/1086/P)

Conclusion:
The alterations to the existing outrigger, including making it wider and slightly taller, would vastly improve the living space within this wing of the house. It would be rebuilt with finishes and upper windows to match the original, with the chimney stack rebuilt, therefore there would be no loss of character. There would be little impact on No 34. due to the space between the respective outriggers (over 8m).

The proposed three-storey rear infill extension has been designed to contrast with but complement the host building. The more solid element of this would sit in line with the principle rear elevation of No. 34 next door. At ground floor a more transparent glass element would project further to the rear - aligning with the rear bay to No. 34. The selection of weathered steel for the cladding material of this relatively modest extension would differentiate it from the larger original/traditionally elements finished in London stock brick, with the extension therefore reading subordinate.

Given its set back from the boundary and the tall boundary wall/fence this extension would have very little impact on No. 34, whilst improving the living accommodation of the house. The 45o test shows that the extension at third floor would not impact daylight to the rear windows of No 30 to the south.

The new window openings to the side gable would im-

prove daylight to the rooms they serve without overlooking the garden spaces to No 34. The roof window to the main rear roof pitch would be modest in size and traditionally styled. The replacement windows to the front elevation would match the existing in style and design but offer significant thermal improvement.

The modest scale and design of the proposed gate and fence to the existing side passage would make this element very discreet.

The proposed alterations to the fabric would offer significant improvements to the energy efficiency of the property. The green roofs would improvements in rainwater runoff and biodiversity.

All the proposed alterations have been carefully considered within the context of the host building and the character of the wider area.