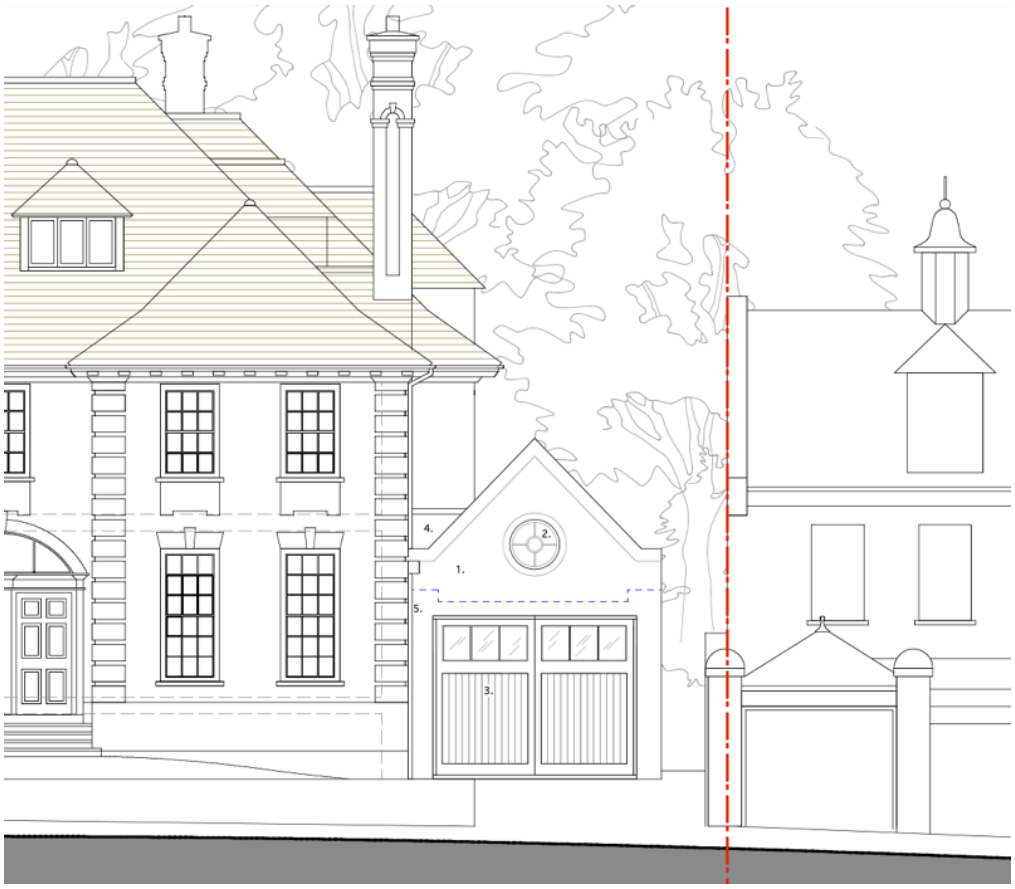
CHARLTON
BUILDING
DESIGN

PLANNING

95 REDINGTON ROAD, NW3 7RR

DESIGN AND ACCESS STATEMENT

01/03/2023



CONTENTS

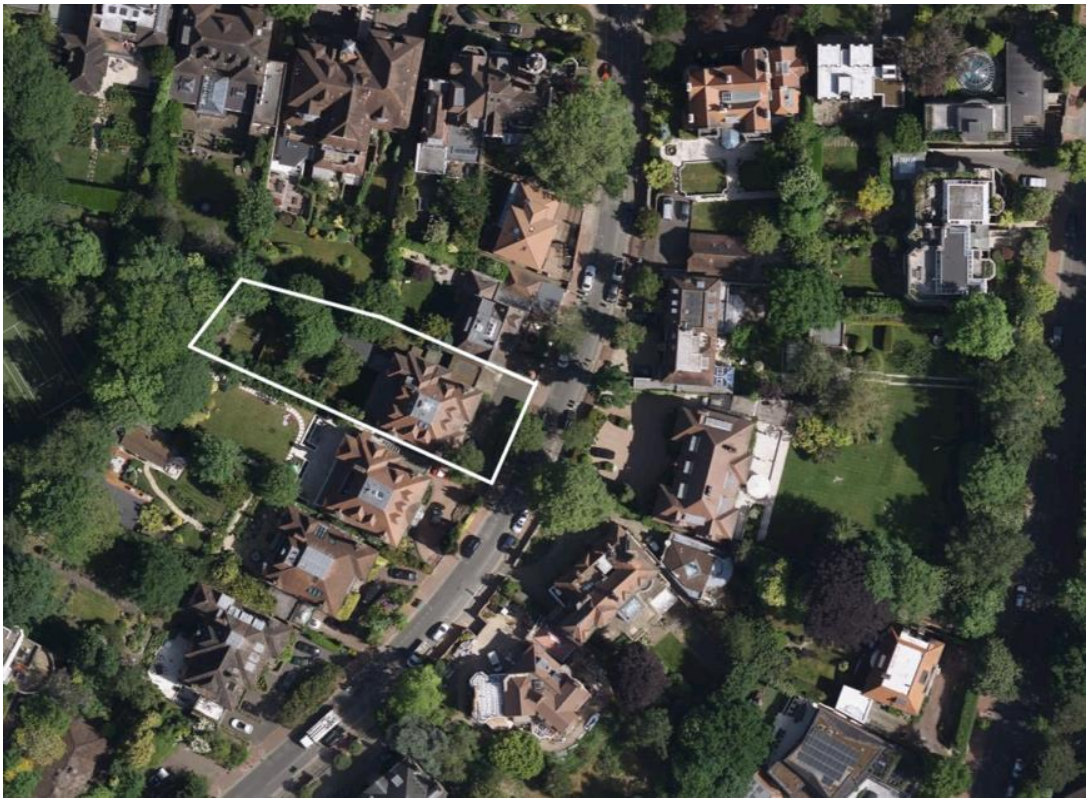
Summary of proposed works

- Erection of single storey side extension following demolition of the garage.
- For use as a gym/playroom.

This statement has been prepared by Charlton Building Design to provide additional information in support of a Full Planning application.

The document should be read alongside the following submitted drawings:

- Site and Location Plans @1:1250 and 1:500
- Existing drawings: S_100, S_010, S_011, S_020, S_021, S_030
- Proposed drawings: P_100, P_010, P_011, P_020, P_021, P_030, P_020a

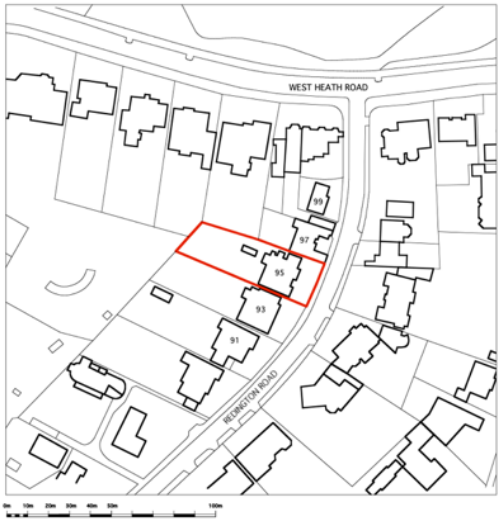


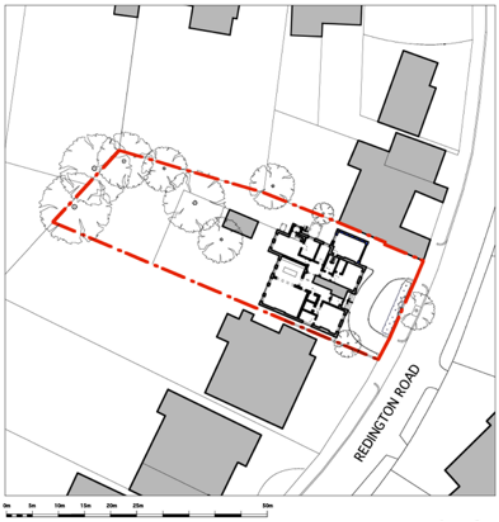
95 Redington Road site location

The site

The application site is located on the north part of Redington Road and lies within the Redington and Frognal Conservation Area (RFCA). The rising North part of the road tends to be large detached properties of 3-4 storeys. Materials are predominantly red-brick, terracotta and render. These have a range of bay and dormer window and gable types, some with brick quoins.

The application building was constructed as part of a group of imposing properties numbered 89 to 95 in the Queen Anne style in 1926. Subsequent unremarkable garages were added to each of the four buildings, two of which have been developed as noted below.





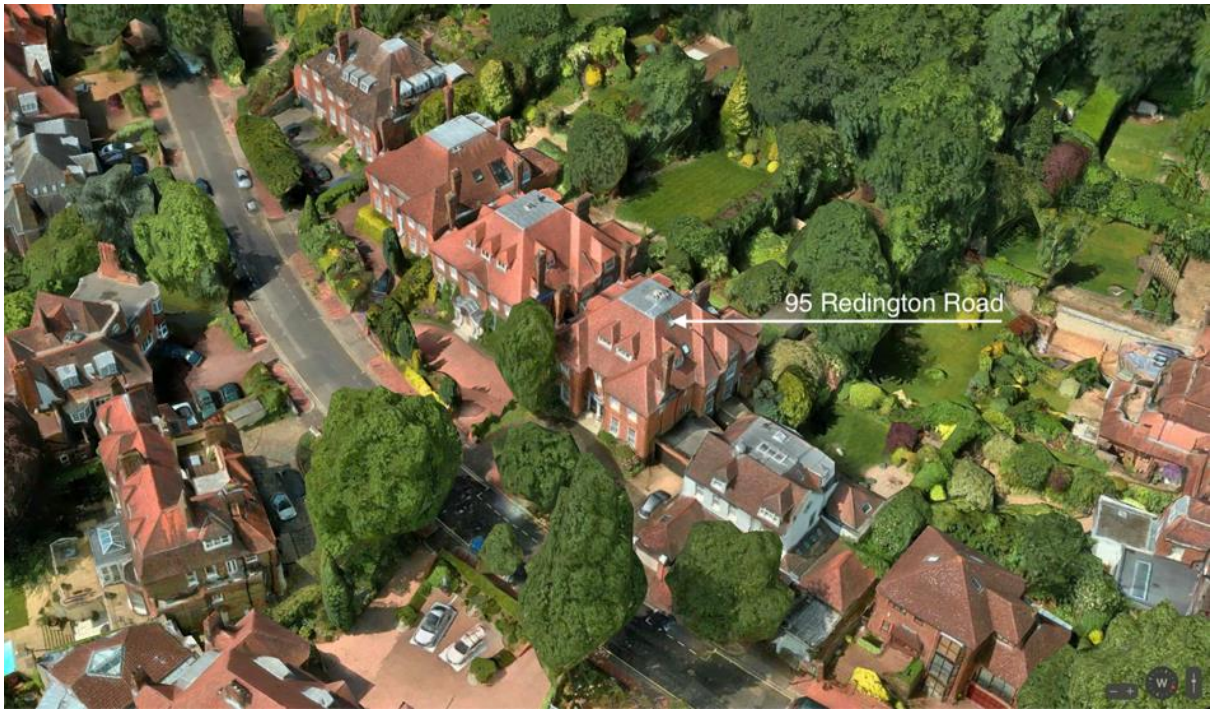
There is distinctive detailing to each building - quoined corners, sash fenestration with decorative brickwork, sizeable eaves overhangs to the front and sides, and tall prominent chimneys. The properties are spaced 5-6 metres apart and are staggered in relation to the road, increasing the visibility of the south facing sides which have been designed with generous fenestration. The side elevations to the north are plainer in character with fewer windows. The buildings are set back from the road leaving space for a front drive, each with dual entrances.

No.97 To the north of the site is a lower converted coach house with subsequent pitched roof garage added to the front in the 1990's. Two ground floor windows were added to the side (south) elevation fitted with privacy glass in the 2000's. On the same elevation there is a first floor clear glazed sash window serving a bedroom.

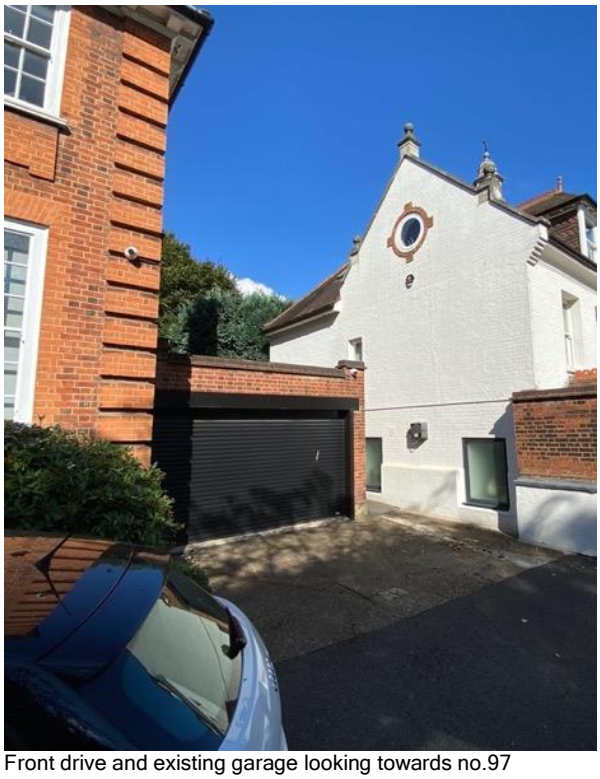
The application building has been divided in to 5 flats. Flat 1 occupies the whole of the ground floor and mature rear garden. The garage is located to the North side and is set back from the front of the building by 1.5 metres. It has vehicle access through a retractable roller garage door and internal access through a doorway in the utility room.

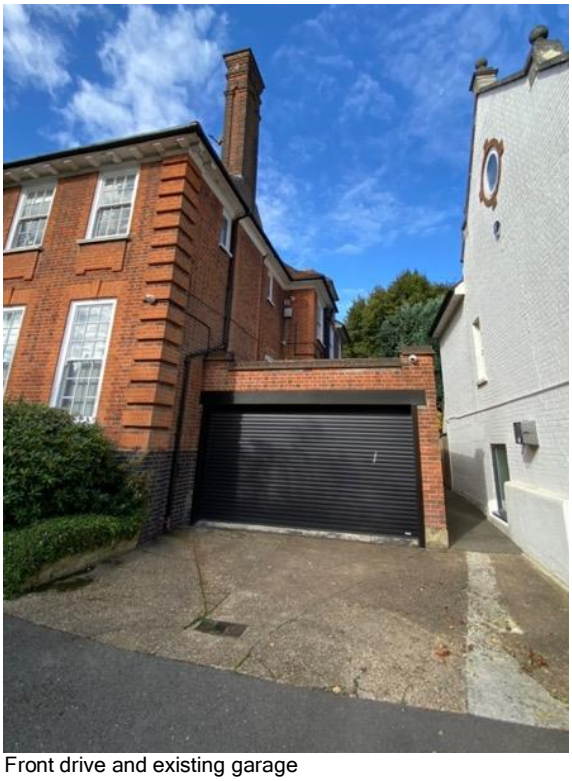

95 Redington Road front


95 Redington Road front



Redington Road aerial view


Front drive and existing garage looking towards no.97


Front drive and existing garage

Planning history (excluding tree works)

The following planning history exists at no.95:

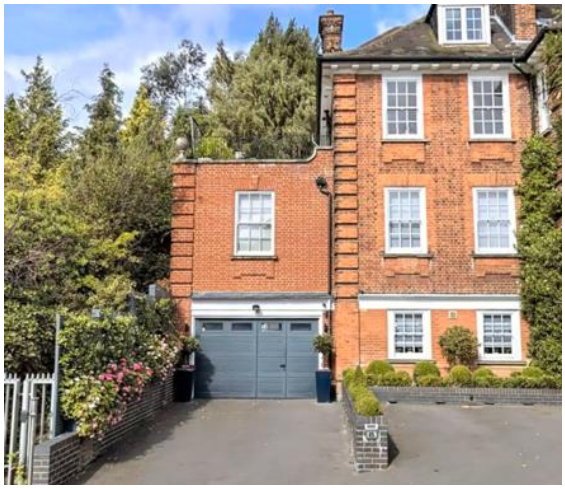
- 2015/7253/NEW - 95 Redington Road London London Camden NW37RR.
  Enlargement of basement, single storey, rear, ground floor extension, and associated internal and external alterations to the existing flat to provide additional residential accommodation. WITHDRAWN.
- 2005/2634/P - Flat 5 95 Redington Road London NW3 7RR
  The installation of two new rooflights on the front section of the south slope of the roof, behind a chimney stack. GRANTED.
- PW9802861- 95 Redington Road, NW3
  The installation of velux windows to the sides and rear and a lantern on the top of the roof in connection with the conversion of the upper part of the loft space into an additional room for the second floor flat, as shown on drawing numbers; CCN/AL/430 and one unnumbered. GRANTED.
- PW9802623 - 95 Redington Road, NW3
  The erection of roof alterations in connection with a loft conversion, including a front dormer with roof terrace, 3 side velux windows and a roof lantern, as shown on drawing numbers; 97/42/01. REFUSED.

Design Precedents

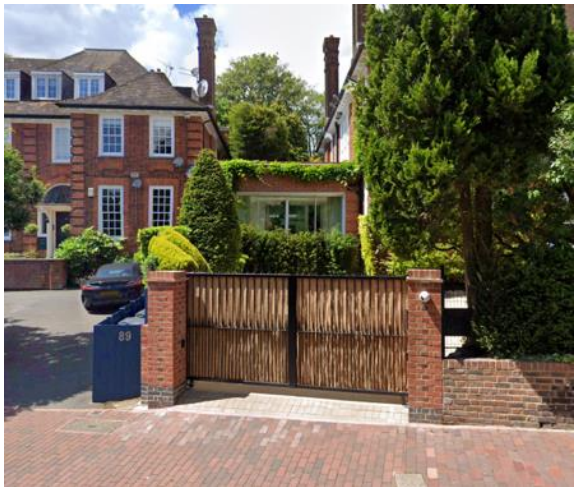
There are two existing precedents of adapted side garages within the same group of buildings – at no.89 and no.91 as follows:

- 2019/4548/P - 91 Redington Road London NW3 7RR
  Demolition of existing garage and erection of single storey side extension to create a recreation room to single dwelling house (class C3). GRANTED

- 2004/1319/P - Flat A 89 Redington Road London NW3 7RR
  Erection of 2 storey side extension to replace garage. APPEAL ALLOWED

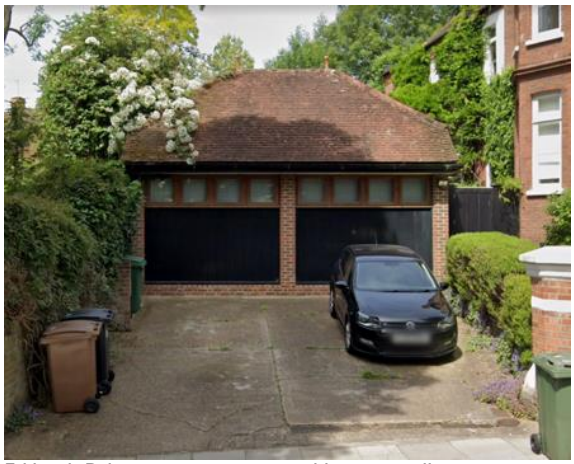


89 Redington Road – two storey extension



91 Redington Road – side extension

In the wider Conservation Area there are also examples of garages that have been adapted for office or dwelling use:



5 Heath Drive - garage converted in to a studio

11 West Heath Road - garage conversion

Planning policy

Relevant policies for this application:

- National Planning Policy Framework (2019)
- London Plan (2021)
- LB Camden Local Plan (2017)
- Policy A1 Managing the impact of development
- Policy D1 Design
- Policy D2 Heritage

Supplementary Guidance:

- Amenity CPG (2021)
- Design CPG (2021)
- Redington and Frognal Conservation Area Plan 2022.

The proposal

The proposal is to build on the footprint of the existing garage located on the north side of the building. The new accommodation would be used as an additional family gym/playroom.

Design and scale

The aim of this proposal is to improve the quality and form of the side addition while providing needed extra space for a growing family. The existing garage is of a mediocre design and does not represent a positive contribution to the RFCA. The Redington and Frognal Conservation Area Plan highlights unsympathetic garages and large metal doors as harmful to the area.

In terms of form the existing garage is low in relation to the imposing host building, and flat roofed. The proposed pitched roof and gable walls would correspond with building forms in the vicinity; clay tiled, pitched, gabled or hipped, and would enhance the street elevation. The pitch of the roof would match the main building.

The proposal is a simple composition maintaining the appearance of a garage while improving its form and detailing. The scale and profile of the new roof would provide a natural step down between no.95 and no.97 without filling the gap between the buildings. Gaps are important to the street scape giving glimpses through to the land behind. In this instance the rear gardens slope up to the West and contain tall mature trees. This ensures that the skyline and backcloth of mature tree cover remain a key characteristic of the conservation Area.

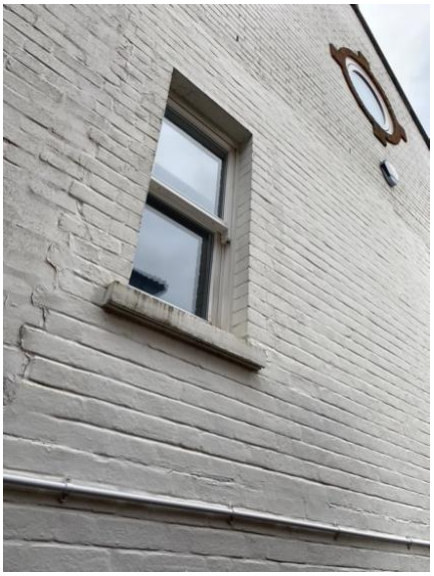
The pitched roof form allows new North facing rooflights to bring good levels of daylight into the accommodation. These are high level and would not be overlooked by the first floor window at no.97. The ceiling is full height stretching to the rafters to create a generous naturally lit room.

New fixed doors in timber joinery will replace the metal garage doors. Retaining this opening leaves the option of reverting to garage use in the future. Above the garage doors a new circular casement window supplements the two rooflights.

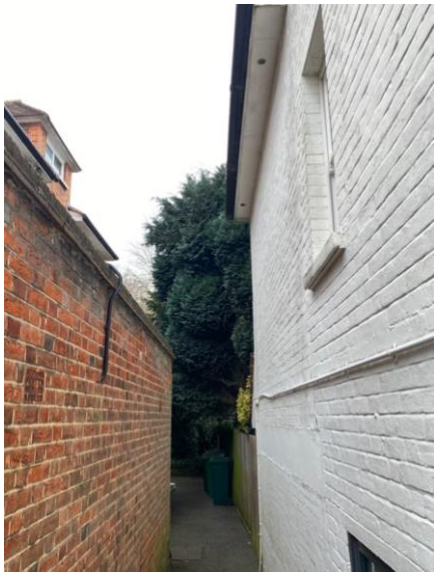
A linking dormer connects the roof structure to the main building and encloses the existing utility room window which is retained. The dormer is specified as lead clad and flat roofed, with a rooflight to allow natural light into the existing utility room.

Height

The rationale for the height increase is a) The ridge height will be below the level of the two first floor rectangular casement window cills at no.95. b) Eaves height will be the same level as the existing garage height, which is approximately 30cm higher than the first floor sash window cill at no.97 (this is a secondary bedroom window supplementing the two main windows to the front).



First floor window on South elevation of no.97

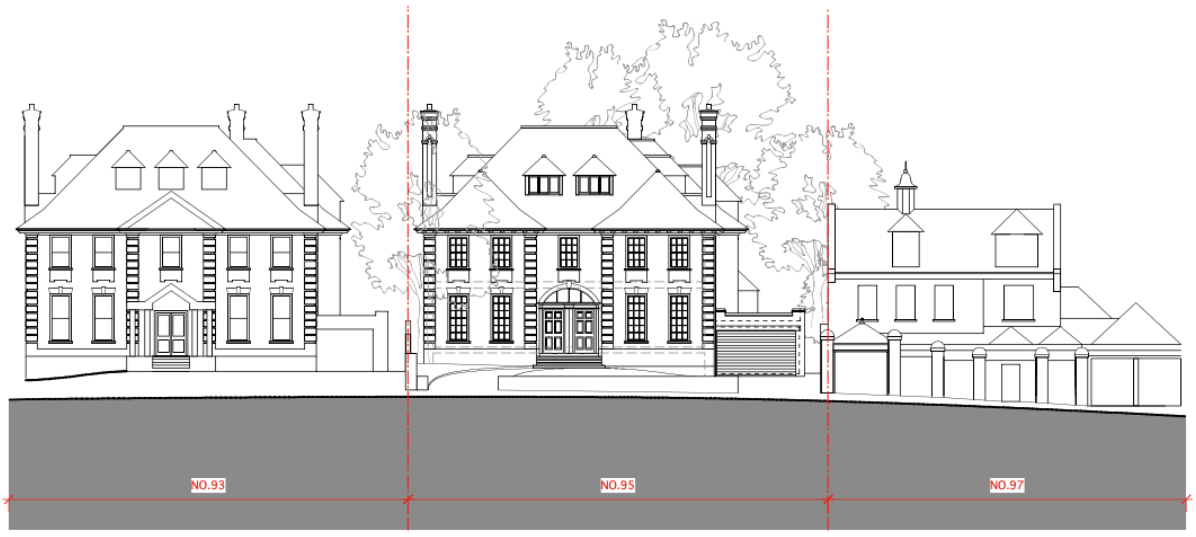


Alley between no.95 & 97.

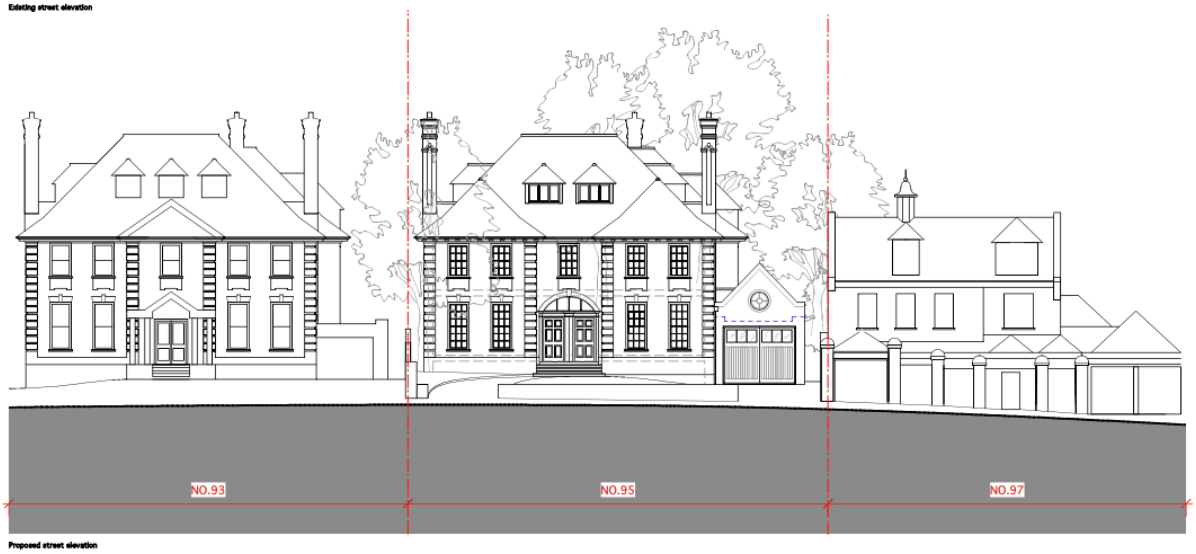
Materials

Building materials for the extension have been proposed with the above planning policies as a guide. They respect the construction methods of the application site and the context and age of the neighbouring properties and wider built environment.

- Exterior walls will be in matching red bricks with matching pointing and bonding. Brick detailing would include a soldier course lintel above the new fixed timber doors and around the circular front window, brick on edge gable tops with creasing tiles.
- Painted fixed Timber doors with high level windows
- Fenestration will be a painted circular timber fixed window
- Rooflights will be black powder coated conservation type fitted flush with the tiled roof surface.
- The pitched roof material is specified as clay tile to match the main roof.
- Rainwater goods and waste pipes with be in matching black upvc linked into existing downpipes.



Existing street elevation



Proposed street elevation

Visibility

The proposal will be visible from the front of the property, having the appearance of a well detailed pitched roof garage in a style suited to the host building.

Parking/cycles

One parking space will be removed, from within the garage. The front drive will remain unchanged.

Cycle storage to the side of the building will remain unchanged.

Waste management and Recycling

There will be no change to the existing dedicated refuse and recycling storage facilities to the side, or to rubbish removal services.

Sewage and Utilities

The proposed will connect to the existing hot water pipes and electricity connections.

Use

The design proposal changes the use from a garage to a gym.

Amount

The building footprint (29m²) remains unchanged. Internally accommodation is 24m².

Layout

The layout provides high quality living accommodation and maximises natural daylight.

Scale

The scale of the proposal is subordinate to the host building.

Landscaping

There is no change to the existing.

Accessibility

Access will be from flat 1 only.

Inclusive access – The proposed scheme extends an existing period residential property arranged on a raised ground floor. Whilst every effort to provide inclusive design features within the scheme will be made, the building is limited by the physical constraints of the steps down to the extension.

Sustainability

The extension will be well insulated, naturally lit and ventilated. There is no air conditioning proposed.

The scheme will match or exceed current energy conservation regulations, as required.

Construction management

Conventional construction is anticipated following site investigation and demolition. It is proposed that the structure will be load bearing masonry walls. New strip footings are not expected to be necessary – this will be confirmed by the structural engineer following trial pit inspection of existing foundations.

Wall construction will require a two-lift scaffold front and rear and a single-lift scaffold to the side.

Roof construction will be pitched timber framed cold-roof build-up spanning between masonry walls.

The site will be accessed via the front drive. Materials storage is available to the side and rear to keep the front drive clear. When required a skip will be positioned on the front drive. The working area is easily separated from the remainder of the building during construction.

Delivery vehicles will use the front drive for drop-offs. It is not anticipated that parking bay suspensions will be required.

Standard daily site hours will apply (8am-6pm weekdays and 8am-1pm Saturdays) to limit noise and disruption to local residents.

CIL applicable

The increase in internal floor area would not exceed 100m² and therefore the proposal is not liable for the Mayoral or Camden's CIL charge.

Freehold

The applicants have already obtained consent from the freehold company that owns the building to carry out the proposed works.

Conclusion

The applicants seek consent to improve an average garage building and create additional accommodation for their home. These proposals would constitute a modest but well-proportioned addition to a substantial Edwardian building, updating the layout and occupying an underused space.

The extension is carefully designed and detailed and would occupy the existing garage footprint. Specified traditional materials are sympathetic to the location.

These proposals comply with relevant planning policy and adhere to local and regional guidance. In its context the design respects local character and assets, being subordinate in mass and height to the original building and its neighbours, which have undertaken similar change of use conversions in recent years.

It is concluded that the proposals are entirely appropriate, and we therefore recommend the application for approval.