dexter
moren
associates

architecture urban design
interior design creative media

www.dextermoren.com

dma@dextermoren.com
t +44 (0)20 7267 4440
f +44 (0)20 7267 6044

57d
jamestown road
london nw1 7db
uk

03/03/2016

19 Cholmeley Crescent, London N6 5EZ

Design & Access Statement

The accompanying planning application is for alterations to my own home and encompasses two aspects:

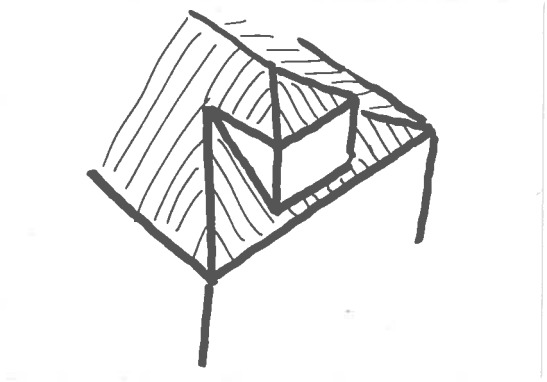
1: Extension of the roof-space to create a Study & Bathroom at second floor.

2: Creation of an off street parking space to facilitate electric vehicle charging.

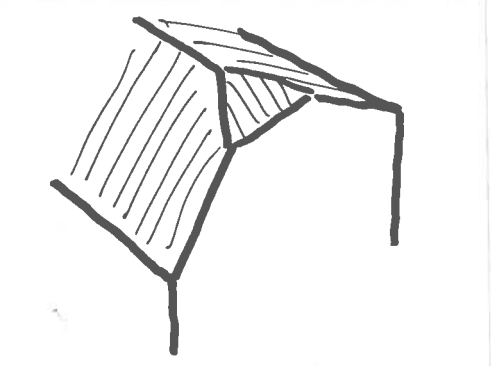
The application was subject to a pre-application submission, meeting held on 09/02/16 and follows the formal response from Tobias Finlayson dated 24/02/16 (Appendix 1)

1: Roof Extension:

Appendix 2 (analysis of roof extension precedent) was discussed at pre-application stage and following officer advice in respect of a submitted full gable ended solution the following 2 options A & B were additionally sketched up at the meeting:



A: Hipped Roofed Extension as recently constructed at 9 & 11 Cholmeley Crescent



B: Half Hipped Design as suggested by the Planning Officer

associated offices
austria
belgium
czech republic
france
germany
netherlands
poland
portugal
romania
south africa
spain
sweden
switzerland
united states

RIBA Chartered Practice
ociates ltd.
no. 06460009

dexter
moren
associates

From Appendix 1, formal Haringey pre-application recommendation was as follows:

Of the two options proposed option B, being the half hipped design would be most likely be viewed favourably should a planning application be submitted.

The application also proposes a dormer window, which has been modelled strictly in accordance with general street precedent, matching the width and line of windows immediately below:



as opposed to precedent where dormers don't line with windows below:



It is noted that the proposal matches that approved and implemented at 30 Cholmeley Crescent in 2003, 49 Cholmeley Crescent in 2009, approved at 63 Cholmeley Crescent in 2014 and recently submitted for planning at neighbouring 21 Cholmeley Crescent (February 2016)

dexter
moren
associates

1: Off Street Electric Vehicle Parking & Charging space:

I presently own an electrically chargeable vehicle for which I have a resident permit but no ability to charge in Cholmeley Crescent without endangering pedestrians with an electric cable over the pavement.

There is considerable precedent of driveways in Cholmeley Crescent as follows:
(properties with crossovers & driveways in green)



From Appendix 2, formal Haringey pre-application recommendation was as follows:

On initial consideration, the location of the crossover would not pose any significant parking or highway safety issues however, this will need to be confirmed upon a site visit as part of assessment of any forthcoming planning application. In addition, the creation of the car parking space at the front of the property would not look out of character with the surrounding conservation area or represent a visual intrusion to the street scene given there are multiple examples in the street.

In conclusion, as outlined in Haringey's pre application advice, these proposals fulfil Haringey's planning requirements in this conservation area by:

1: Not impacting negatively on the character and appearance of the conservation area.

2: Not resulting in the loss of any trees.

3: Not impacting on the amenity of adjoining occupiers.

4: Not impacting on parking & highways safety.

dexter
moren
associates

APPENDIX 1:
Haringey Pre-application advice

From: Finlayson Tobias <Tobias.Finlayson@haringey.gov.uk>
Sent: 24 February 2016 12:22
To: Dexter Moren
Subject: RE: 19 Cholmeley Crescent (PRE/2016/0025

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Dexter

Further to our meeting on the 9th February and your email of the 10th February (As below), I provide the following pre-application advice.

The main planning issues raised by the proposed development and which would be assessed should a planning application be submitted are:
1. The impact on the character and appearance of the conservation area;
2. The impact on the amenity of adjoining occupiers; and
3. The imact on parking and highway safety

Character and appearance of the conservation area

Of the two options proposed option B, being the half hipped design would be most likely be viewed favourably should a planning application be submitted. This is particularly the case if, as you say in your email below, the adjoining semi (#17) wishes to extend the roof also. This is because #17 has an existing flat-roofed two storey side extension and a full hip to gable immediately adjacent would appear overly bulk and incongruous. Furthermore, any proposal would need to be of matching materials so as not to harm the character and appearance of the conservation area.

Impact on the amenity of adjoining occupiers

Given location of the proposed extensions within the existing roof and that they will not extend past the existing flank walls, it is not considered that either option A or B would result in any unduly harmful loss of outlook or increased sense of enclosure for the occupants of adjoining properties. Depending on the nature of the flank windows in adjoining properties, any proposed flank windows may need to be obscure glazed. The need or otherwise would be assessed upon site visit as part of assessment of any forthcoming planning application.

Parking and highway safety

On initial consideration, the location of the crossover would not pose any significant parking or highway safety issues however, this will need to be confirmed upon a site visit as part of assessment of any forthcoming planning application. In addition, the creation of the car parking space at the front of the property would not look out of character with the surrounding conservation area or represent a visual intrusion to the street scene given there are multiple examples in the street.

Please be advised that this response is given at officer level and does not form a formal response or decision of the Council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the Council.

I trust this is of assistance and thank you for using the Council's pre-application advice service.

Regards

Tobias Finlayson | Planning Officer
Development Management | Planning Services | Haringey Council
6th Floor | River Park House | 225 High Road | London | N22 8HQ
Tel: (020) 8489 3456
www.haringey.gov.uk

dexter
moren
associates

APPENDIX 2:
Pre-application analysis of roof extension precedent in Cholmeley Crescent

dexter
moren
associates

19 Cholmeley Crescent N6 5EZ
Pre-Application Enquiry

architecture urban design
interior design creative media

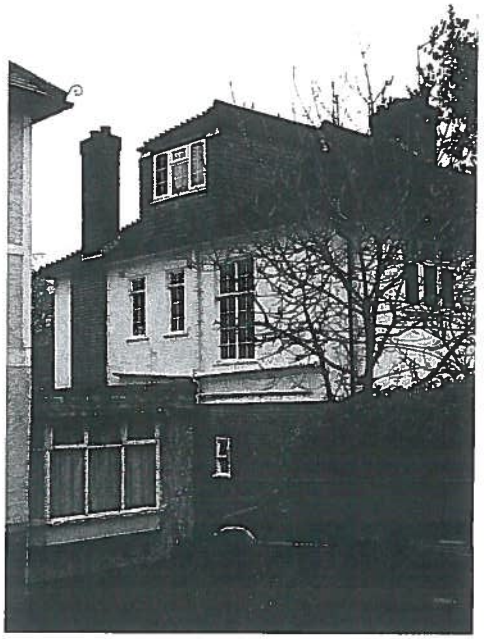
www.dextermoren.com

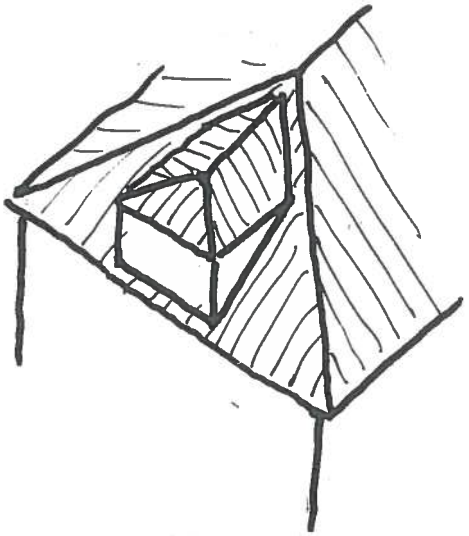
dma@dextermoren.com
t +44 (0)20 7267 4440
f +44 (0)20 7267 6044

57d
jamestown road
london nw1 7db
uk

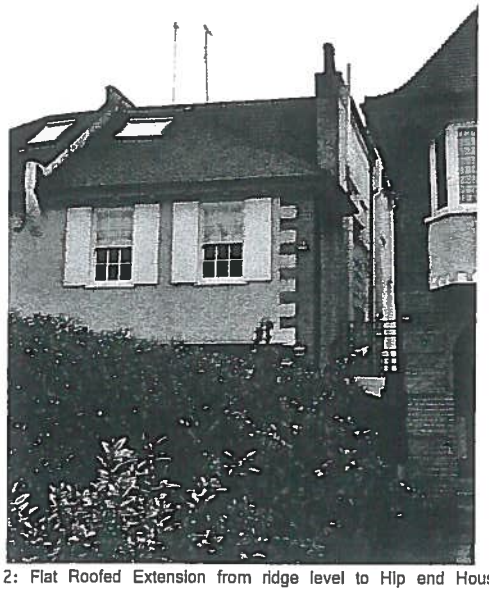
Pictures of Roof Extension Precedents in Cholmeley Crescent

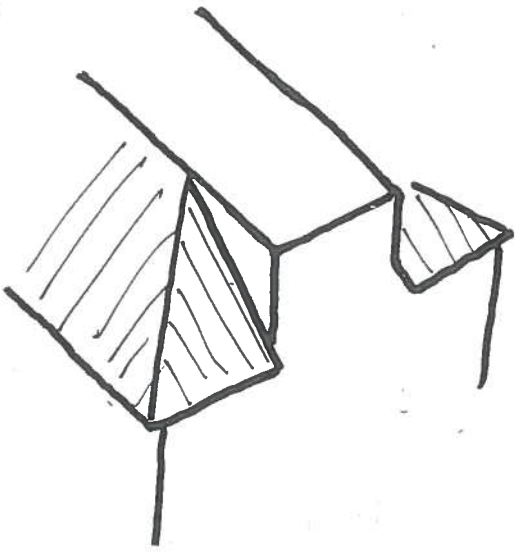
There are a wide variety of approaches, with various examples of all shown here:





1: Hip Roofed Extension extended from below ridge level





2: Flat Roofed Extension from ridge level to Hip end House

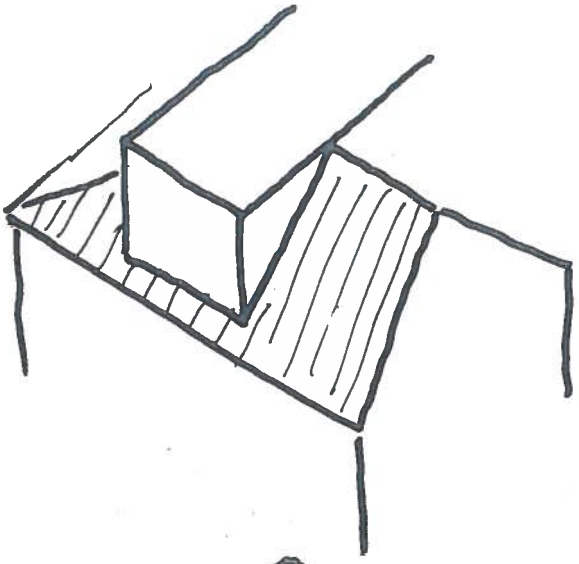
associated offices
austria
belgium
czech republic
france
germany
netherlands
poland
portugal
romania
south africa
spain
sweden
switzerland
united states

RIBA ociates ltd.
Chartered Practice
no. 06460009

dexter
moren
associates

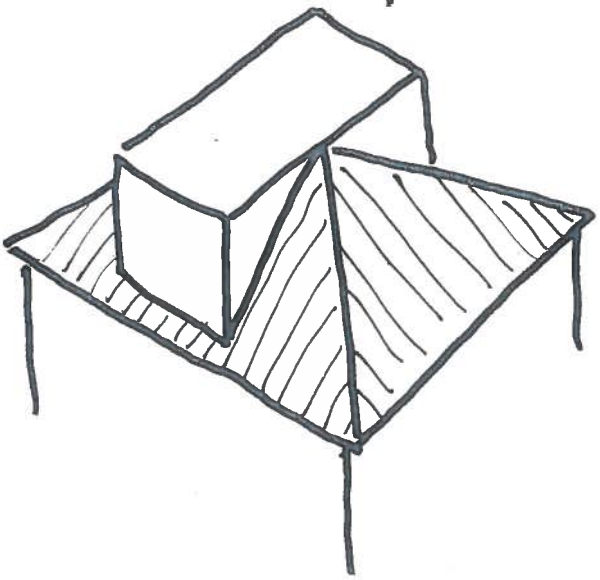


3: Flat Roofed Extension from ridge level to Gable end House



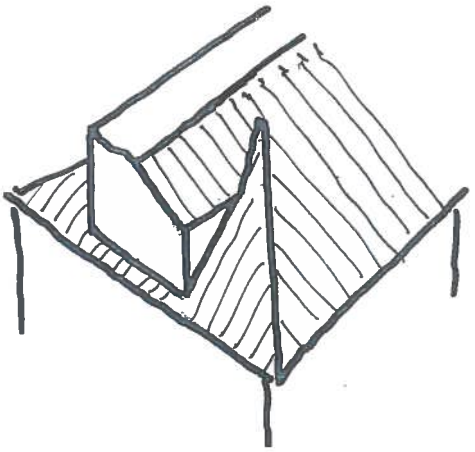


4: Flat Roofed Extension from ridge level





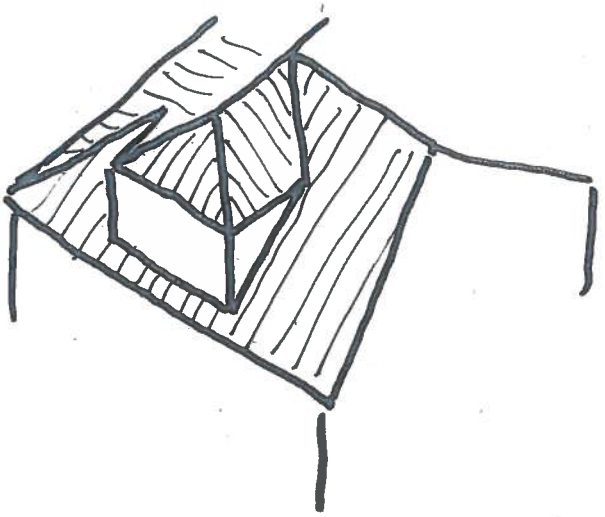
5: Hybrid Flat & Sloping roof Extension



dexter
moren
associates

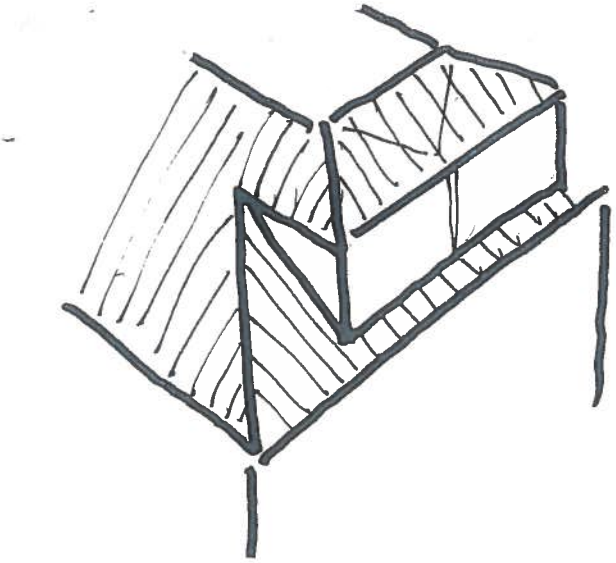


6: Hip Roofed Extension extended from ridge level – Gable ended house



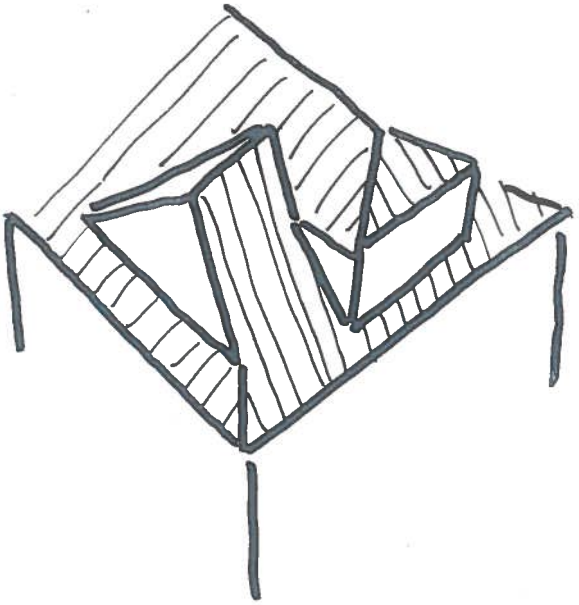


7: Hip Roofed Extension extended from ridge level – Hip ended house



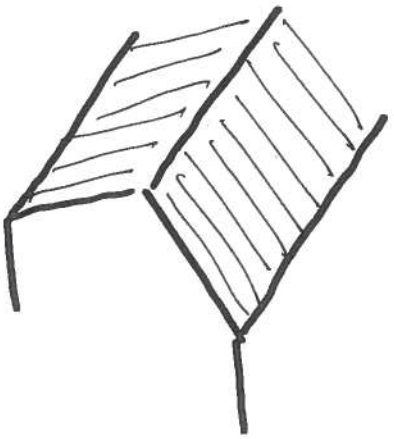


8: Hip Roofed Extension extended above ridge level with Gable/Hip combo.



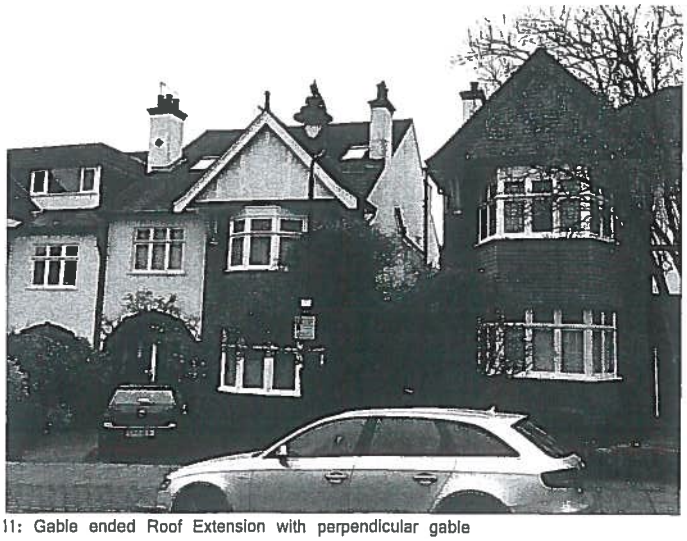


9: Series of Gabled Roofs





10: Gable ended Roof Extension



11: Gable ended Roof Extension with perpendicular gable

