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Building Record - Level 3 Survey

In respect of

Hollybank Cottage and Garages, Muswell Hill, London N10 3TH

On behalf of
Solid Foundations Ltd.

AHC REF: PB/9436

February 2016

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1.0 INTRODUCTION AND SCOPE OF REPORT

1.1 The purpose of this report is to record and analyse the architectural and historic significance of Hollybank Cottage and garages prior to redevelopment of the site. The report has been prepared by Peter Bell BA, MA, PDD, IHBC, Heritage Adviser with Asset Heritage Consulting Ltd.

1.2 The requirement to record the building arises from a condition 13 attached to the Planning Inspector's decision to permit the redevelopment of the site (ref APP/Y5420/W/15/3004833 dated 27 Oct 2015).

1.3 Condition 13 requires that no demolition of the existing buildings including the garages, cottage and the air raid shelter shall take place until the applicant has secured the implementation of a programme of historic building recording and analysis (RCHME Level 3 minimum).

1.4 RCHM 'Recording Historic Buildings a Descriptive Specification' defines Level 3 as follows:

'A Level 3 is fully analytical, and will comprise an introductory written description followed by a systematic account of the building's origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined. It will also include all visual data that may be required to illustrate the building's appearance and structure and support an historical analysis. The information will for the most part will have been obtained through an examination of the building itself, without extensive use of other sources, and will not normally discuss at any length the building's broader stylistic or historical cotext and importance. The record may, however, form a part of an extended survey of a number of buildings which will aim at an overall synthesis, such as a thematic or regional publication, when the use of additional source material may be necessary as well as a broader historical and architectural discussion of the buildings as a group.'

The RCHM guide was superseded in 2006 by English Heritage in '*Understanding Historic Buildings, A guide to good recording practice*' however the definition of recording Level 3 has not substantially changed from the now obsolete RCHM definition.

1.5 The assessment is based on a site inspection carried out on 23 February 2016 and from desk top research.

2.0 DESCRIPTION OF THE BUILDINGS

2.1 The site is located at the rear of Hollybank, Muswell Hill and is surrounded by the rear gardens of residential housing on Etheldene Avenue, Rookfield Avenue and Cranmore Way. The site is an elongated triangle and slopes down from the north to the south.

2.2 There are three buildings on the site: Block A, a group of 7 garages (numbered 1 to 7) along the eastern boundary of the site; Block B, a group of 11 garages (numbered 8 to 18) along the north-west boundary; and Block C, a V-shaped group of 14 garages (numbered 19 to 32) along the east and south-east boundaries with a two-storeyed caretaker's cottage at the intersection of the two ranges.

2.3 All the buildings date from 1931 and were designed by WB Collins to serve houses on the Rookfield Estate. The buildings remain largely unaltered and all share similar materials and architectural details.

2.4 Block A (garages 1 to 7) is constructed in Flemish bond brickwork (**plates K and L and Fig. 5**). It consists of a long rectangular plan divided into 7 garages by cross-walls. The pitched roof spans from front to rear and is covered with double-roll clay pantiles. In his Heritage Assessment, Anthony Walker speculates that the tiles are possibly not the original roof covering but this is far from conclusive. The eaves are constructed with a small fascia and soffit above a single brick corbel. The brick corbel is continued across the gable ends and on the brick piers between the garage doors, giving the appearance of a vestigial capital (**Plate H**). Timber garage doors are hung on steel strap hinges and are framed with a louvred detail in the upper section to allow ventilation and vertical boarding in the lower section (**plate H**). The building steps down by approximately 300mm at its mid-point to accommodate the fall in levels.

2.5 Block B (garages 8 to 18) shares all the same architectural details and characteristics as Block A (**plates E, F, G and H and Fig. 4**). However, unlike Block A, it is set away from the rear site boundary leaving scope for rear window and door openings. There are multi-paned casement windows in the rear elevation, some of which have been removed or blocked up. There is also a number of blocked semi-circular arched openings in the rear with brick keystones which appear originally to have been doors

(**plate G**). There are also small 2-pane casement windows in the north east gable end and blocked windows within both gables.

2.6 Block C (garage 19 to 32 and Hollybank Cottage) consists of two ranges each of 7 garages set in an obtuse angle which follows the boundary of the site (**plates A, B, C and D and Fig. 3**). The garages are similar in appearance and detail to blocks A and B but block C incorporates a caretaker's cottage. Steps in the line of the roof reflect the slope in the site from north to south. The cottage sits at the centre of the ranges resulting in a 'butterfly' plan form. The elevations are symmetrical and there is a degree of classical formality. The elevation of the two-storey cottage has three facets which are reflected in the geometry of the roof. The front door is centrally placed and has a classical surround with pilasters and a flat hood. The cottage is raised above two garages to right and left. One and two-light multi-paned cottage casement windows are symmetrically placed on the first elevation and all the windows and corners are dressed with red bricks in slight contrast to the yellow/pink bricks used on the rest of the elevation. A recessed panel above the front door reflects a similar detail on the front elevation of Hollybank House. Small windows punctuate the gable elevations each of which has a chimney stack. The rear elevation is less formal although it is still close to symmetrical and has a variety of 1, 2 and 3-light multi-pane casement windows (some replaced) below double header brick arches on the ground floor. Internally there are no features of significance.

2.7 One other feature that deserves mention is the swept walls, piers and light fittings which provide enclosure to the garage courtyard between Blocks B and C (**plates M, N and O**). It is such features which provide architectural interest.

2.8 A WW2 air raid shelter sits along the northern boundary but is inaccessible and permanently boarded up for security and safety (**plate P**). It has not been surveyed as it is not affected by the proposed development.

3.0 HISTORICAL AND ARCHITECTURAL CONTEXT

3.1 Hollybank Cottage and garages at were built to serve the Rookfield Estate in 1931. Their architectural and historic context, in relation to the Estate, is important to understanding their architectural and historic significance. The history and development of the estate is well described by Anthony Walker in his Heritage Assessment. His description reads as follows:

3.2 'C.J. Collins was a successful builder/developer who was very active in the area and he was responsible for several developments there before moving on to Southampton. His two sons, Herbert and William, joined their father's business starting at the bottom as carpenters and attending evening classes in architecture. Herbert lived at 31 Rookfield Avenue from 1909 to 1922. As a young architect he had been involved with the group responsible for setting up Welwyn Garden City which was started in 1920. C.J. Collins moved to Southampton in 1912, leaving his sons to complete projects in the Hornsey area.

'In 1899 C J Collins bought 23 acres of land at the foot of Muswell Hill and by 1901 the Rookfield Estate had been planned. At the time he was living at Fortismore and in 1900 he bought Rookfield which had been owned by A.W. Gamage, the owner of the department store of that name. The OS Map of 1896 shows three houses on the slopes which became the Rookfield Estate: these were Avenue House, Rookfield and 'Lalla Rookh'. The last of these had a drive from beside the Victoria Public House at the foot of Muswell Hill which is the line of the existing spur of garden behind Hollywood Cottage. A small building is shown in approximately the location of the smaller eastern block of existing garages. An equivalent map from 1913 shows the development of Etheldene Avenue having cut off that drive with access to Lalla Rookh shown to be provided from the drive into Rookfield from Muswell Hill.

'The building of the Rookfield Estate started in 1906 at the northern end of Rookfield Avenue and was the responsibility of Herbert Collins between 1906 and 1911 with a series of asymmetric villas which are described by Pevsner as being of Baillie Scott derivation. Etheldene Avenue was already established and is a conventionally straight road with narrow terrace frontages detailed in the Shaw tradition with casements and tile hanging. In the early stages the Rookfield Avenue houses were designed with garages.

'William Collins established the Rookfield Garden Village Company in 1912 and built Cranmore Way and Rookfield Close which were completed in 1915 after the demolition of the family home Rookfield House. The flats in the close bear the date of 1915. Cascade Avenue, numbers 1-29, were completed by 1922. The wide grass verges which make a significant contribution to the character of the Estate did not comply with the byelaws at the time and prevented adoption of the roads. By this stage William Collins wanted to avoid the visual impact of the growth in private cars and provided 32 garages on the land between Cranmore Way and Etheldene Avenue. It is clear that the boundaries of this land were established simply by virtue of the back boundaries of the properties in the adjoining roads. Apart from any visual considerations this was clearly a good commercial decision since the only other use for this land would probably have been to provide deeper gardens to the adjoining properties. There are more garages constructed in the Cascade Avenue and the Chine part of the estate.

'Rookfield House and Lalla Rookh were supposedly demolished by about 1913 allthough they do still appear on the 1920 OS map.

'In the development of the Estate they had to take into account the steep changes in level, the water courses and the changing market requirements but the overriding 'garden city' influence holds the estate together visually. Helen Long in The Edwardian House refers to the popularity of Hornsey as being due to its reputation as a healthy suburb, full of wide tree-lined streets. She comments that the most exclusive area was Muswell Hill where the hilly terrain and consequent remoteness had prevented its earlier development into an industrial suburb. There is a harmony in the use of materials and general detailing as set out the Conservation Area Statement, however despite that unity there is in fact considerable variation in detail. Some of the harmony can be attributed to the garden detailing, including the garden walls in Etheldene Avenue which follow a pattern apparently adopted elsewhere by Collins.'

3.3 The provision of blocks of lock-up garages for the middle classes were not uncommon by the 1920s. The combined provision of accommodation above garaging was unusual although examples of chauffeur's accommodation above garaging are well documented. The butterfly plan of Block C is interesting but had been pioneered in the preceding decades.

3.4 English Heritage considered the buildings for listing in March 2014 but it was rejected at their initial assessment stage. Their response adds further background to the history of the site as follows:

'The motorcar was introduced to England in the 1880s, and by the early-C20 modestly priced cars were entering the market, leading to increased car ownership amongst the middle classes. The cottage and garages were built to serve the Rookfield garden estate, adjacent to the north. WJ Collins was a developer responsible for a number of schemes local to Muswell Hill, and elsewhere, and worked on Rookfield with his two sons Herbert and William Brannan, constructing a low-density estate of c.6 hectares in phases between c.1901 and 1934. Collins and his sons were motoring enthusiasts, so were conscious that garaging was an increasingly necessary feature of housing aimed at their target demographic. The garages date from 1931, and were to the designs of WB Collins; an estate caretaker's cottage was part of the design.

'The buildings are tucked away from the Rookfield estate, as a method of keeping the streets car-free, in line with the garden estate aesthetic. The cottage itself consists of first-storey accommodation above two garages. Brick built and with a pantiled roof, it has a simple butterfly plan; the two-storey, three-bay cottage is at the central point, with a row of garages on either side, creating a shallow 'v' running roughly south-west to north-east.

'The principal elevation is north-facing, forming a loose courtyard with the row of eleven garages to the north. The butterfly plan gives the cottage three angled facets on the front and rear elevations. The north elevation has a central front door, half-glazed with nine lights, and a moulded timber architrave. There is a garage on either side with double doors of painted timber, louvered for ventilation. The first floor has single casement windows of six lights to the left and right, and a double casement to the central bay. The tiled roof has a brick chimney stack to either end.

'The garages to either side and to the north and east are single-storey ranges, also in brick, with tiled roofs and timber doors. The garage roof ridges step according to the slope of the site.'

4.0 SUMMARY

4.1 This report was prepared in order to fulfil the requirements of a Level 3 record of Hollybank Cottage and garages and to comply with a condition attached to the planning permission for redevelopment of the site.

4.2 This report is intended to provide a permanent analytical record of the buildings. It is not proposed that any further recording is required prior to demolition.

4.3 It is recommended that this report should be lodged in a permanent archive such as the Historic Environment Record and the Council's Planning Archive.

5.0 SOURCES

Anthony Walker, Heritage Assessment, May 2014 available as part of planning application ref HGY/2013/2606 on the London Borough of Haringey planning website.

David Frith, The Rookfield Estate: Muswell Hill's Garden Suburb, Hornsey Historical Society, London 2013.

Kathryn A Morrison and John Minnis, Carscapes: architecture and the landscape in England. Yale University Press, London 2012.

Nikolaus Pevsner and Bridget Cherry, The Buildings of England, London4:North. Yale University Press 1998.

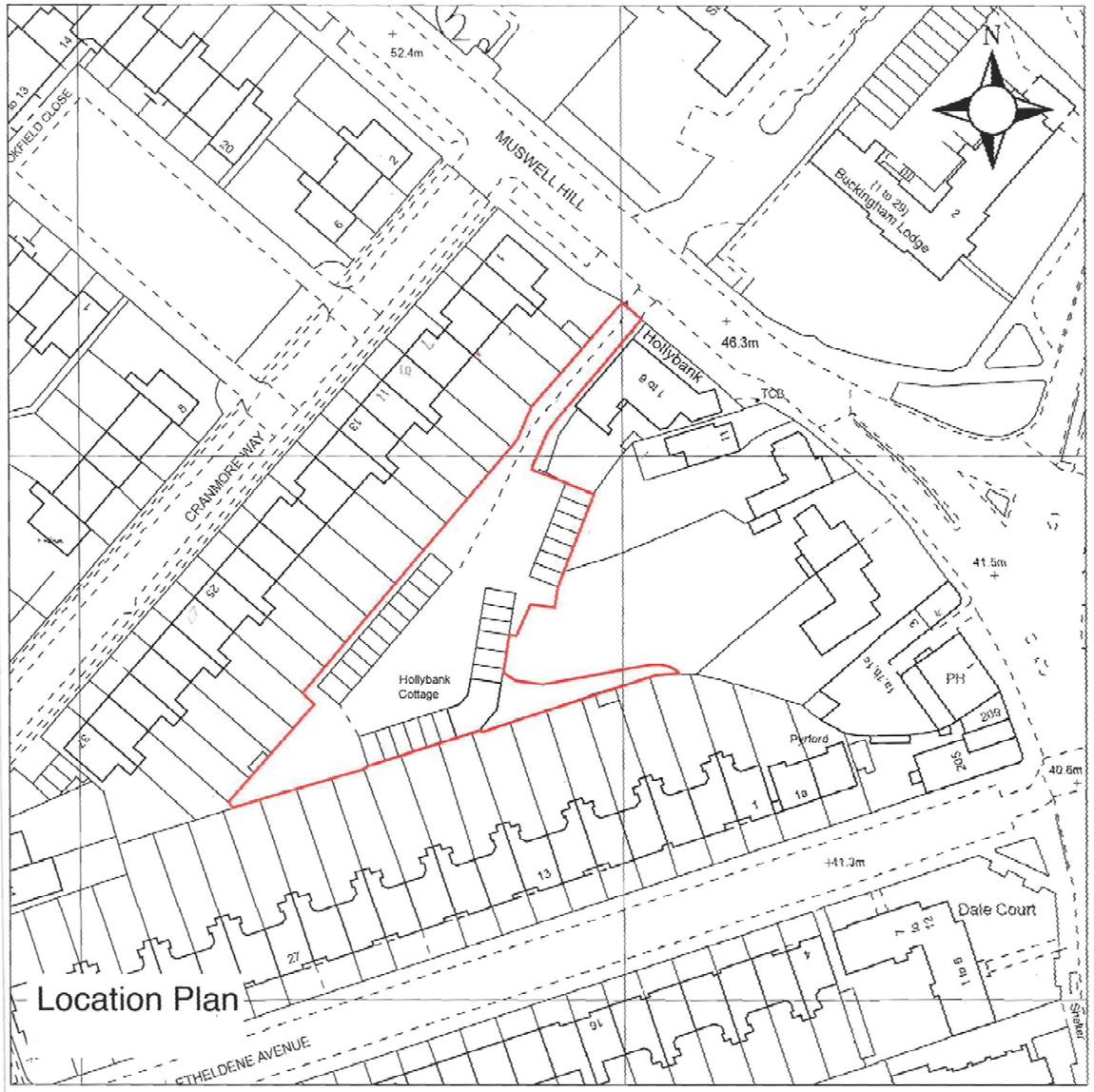
WB Collins, Plan for the Muswell Hill garages, 1931. Private collection of N Pullan.

English Heritage (Designation) Reject at Initial Assessment Report, March 2014

FIGURES

Figure 1: OS plan

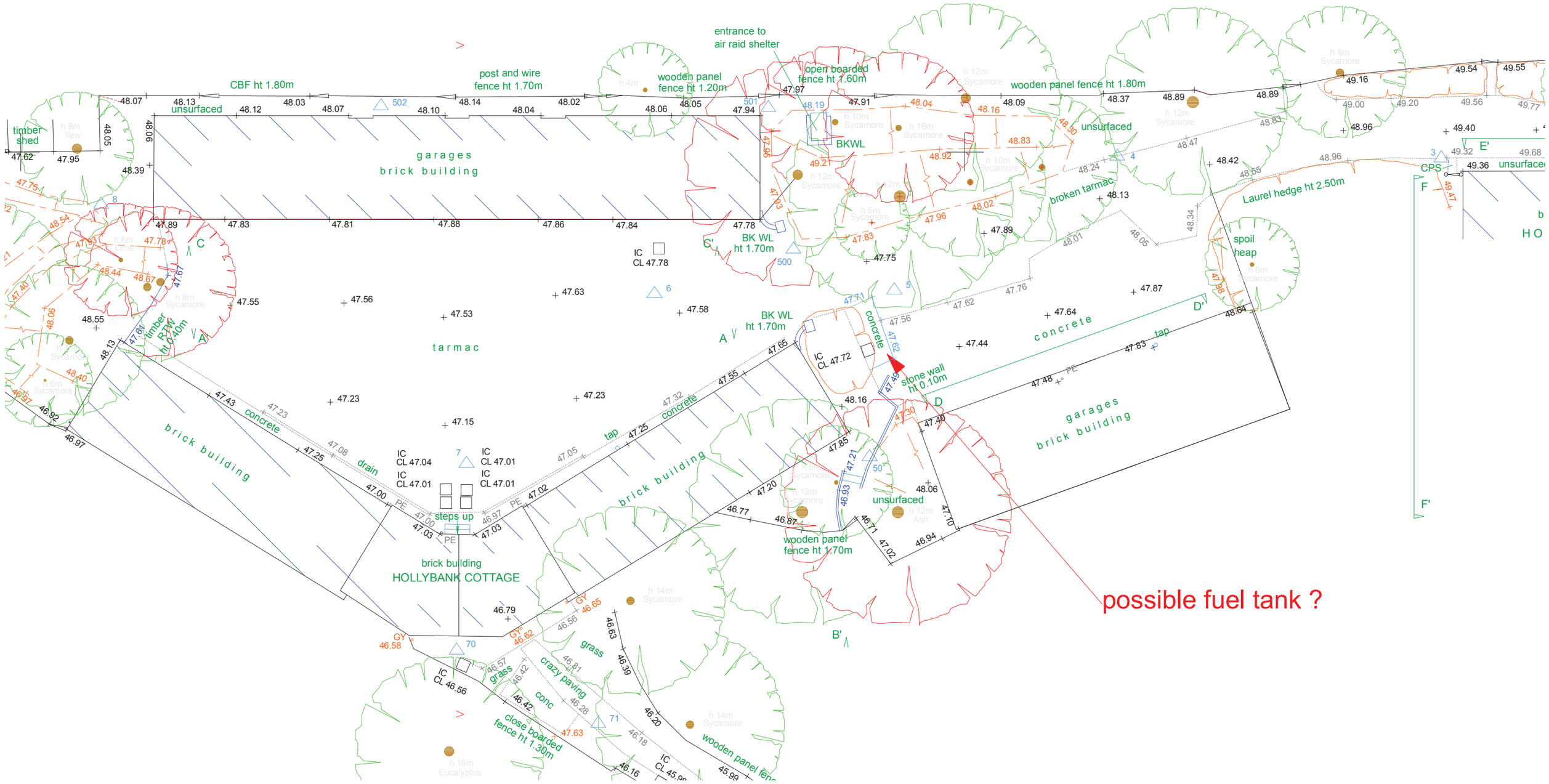
HOLLYBANK GARAGES
MUSWEL HILL
N10 3TN



crawford partnership architecture interior design RIBA Chartered Practice 1a Muswell Hill, London, N10 3TH Tel: 020 8444 2070 · Fax: 020 8444 1180 info@crawfordpartnership.co.uk www.crawfordpartnership.co.uk Company number 3499361	**OS PLAN HOLLYBANK**	SCALE: 1:1250 @ A3	REV: A		NOTES: Report all errors and discrepancies promptly to architects before proceeding with the works. Do not scale drawing. Figured dimensions to be worked to in all cases. The contractor is responsible for checking dimensions, tolerances and references. All structural information to be taken from engineers drawings.
	PROJECT: HOLLYBANK GARAGES	CLIENT: SPRING PROPERTIES	REV: B		
	DRAWING NO.: 2012-291-02/501 REV:	STATUS: Planning	REV: C		
	DRAWN: O.S. CHECKED: AC	DATE: SEPTEMBER 2013	REV: D		

Site Map the new one.plnZ:\Company Data\0000 Crawford Partnership Projects\2012-286 (HOLLY BANK Garages)\000.04.PLANNING\PLANNING APPLICATION MAY 2013\Site Map the new one.pln

Figure 2: Site survey



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	PROJECT: HOLLYBANK GARAGES	CLIENT:	REV: B
	DRAWING NO.: 2012-291-26.55 REV:	STATUS: Planning	REV: C
	DRAWN: O.S. CHECKED: AC	DATE: MAY 2014	REV: D

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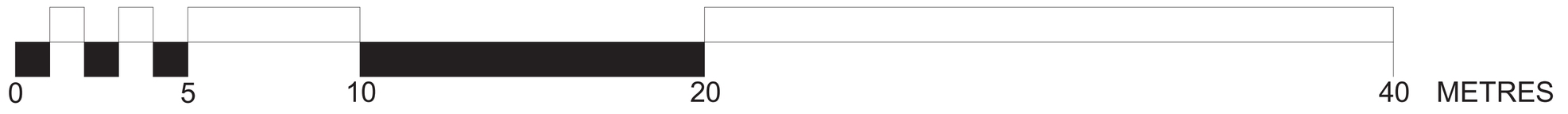
Figure 3: Measured survey elevations Block C (drawing 2.19)

EXISTING ELEVATIONS 'B&C'



Datum 45.00m





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All structural information to be taken from engineers drawings.
All relevant party wall agreements are to be entered into and agreed between owners prior to commencement of works.
All build over agreements with utility companies to be agreed and approved prior to works on site.

Revisions

EXISTING ELEVATIONS B & C		SCALE:	1:100 @ A2
PROJECT:	HOLLYBANK	CLIENT:	SPRING PROPERTIES
DRAWING NO.:	2012/286/02/201	REV:	
STATUS:	PLANNING		
DRAWN:	Author O.S.	CHECKED:	AC
DATE:	02.12.2013		

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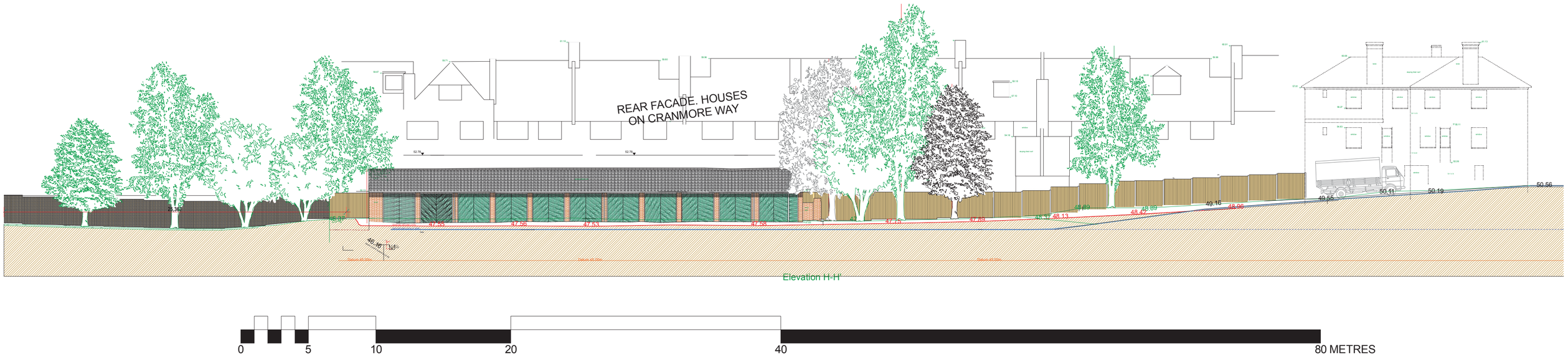
Site Map the new one.plnZ:\Company Data\0000 Crawford Partnership Projects\2012-286 (HOLLY BANK Garages)\000.04.PLANNING\PLANNING APPLICATION MAY 2013\Site Map the new one.pln

Figure 4: Measured survey drawing Garage Block B (drawing 2.18)

EXISTING ELEVATION 'A'



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Revisions

The Crawford Partnership Ltd. 17 Redston Road, London N8 ,Company number 3499361

EXISTING ELEVATION A		SCALE:	1:200 @ A2
PROJECT: HOLLYBANK		CLIENT: SPRING PROPERTIES	
DRAWING NO.: 2012/286/02/200	REV:	STATUS: PLANNING	
DRAWN: Author O.S.	CHECKED: AC	DATE: 02.12.2013	

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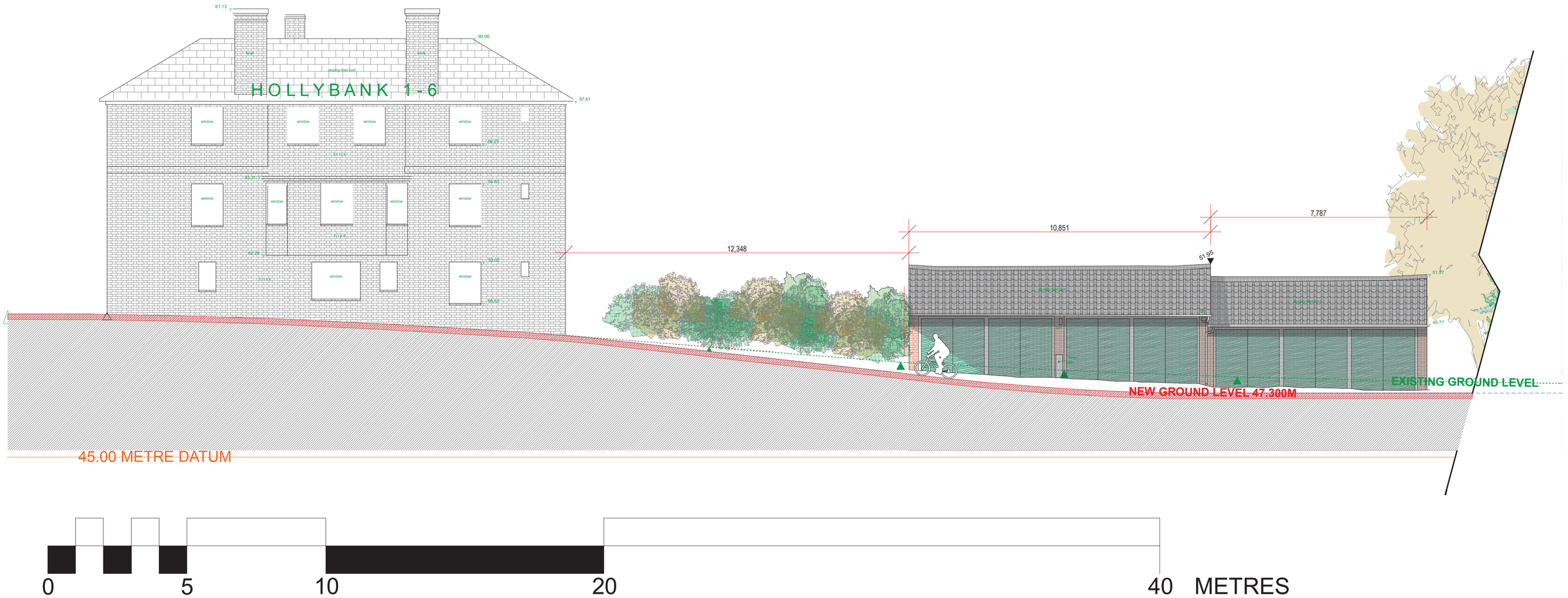
Figure 5: Measured survey drawing Garage Block A (drawing 2.20)

EXISTING ELEVATION 'D'



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Revisions

EXISTING ELEVATION D

SCALE: 1:100 @ A2

PROJECT: HOLLYBANK
CLIENT: SPRING PROPERTIES
DRAWING NO.: 2012/286/02/202
REV:
STATUS: PLANNING
DRAWN: Author O.S.
CHECKED: AC
DATE: 02.12.2013

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