



DESIGN AND ACCESS STATEMENT

108-110 Colney Hatch Lane,
London,
N10 1EA

“Change of use to 2no.dwellings to create a 9-units development, extension to create lower ground floor level (basement) and lightwells, rear and side roof and dormer extensions and alterations, single storey rear extension, replacement of single storey front extensions, new, altered and replacement windows and doors, alterations to cladding, landscaping, rear terraces and provision of cycle stores”

Existing Building

Conley Hatch Lane runs north to south connecting Friern Barnet Road with Muswell Hill roundabout just west of Alexandra Palace and its park. The site is located to the south of the street, close to the intersection with Alexandra Palace Road and Hollickwood Park.

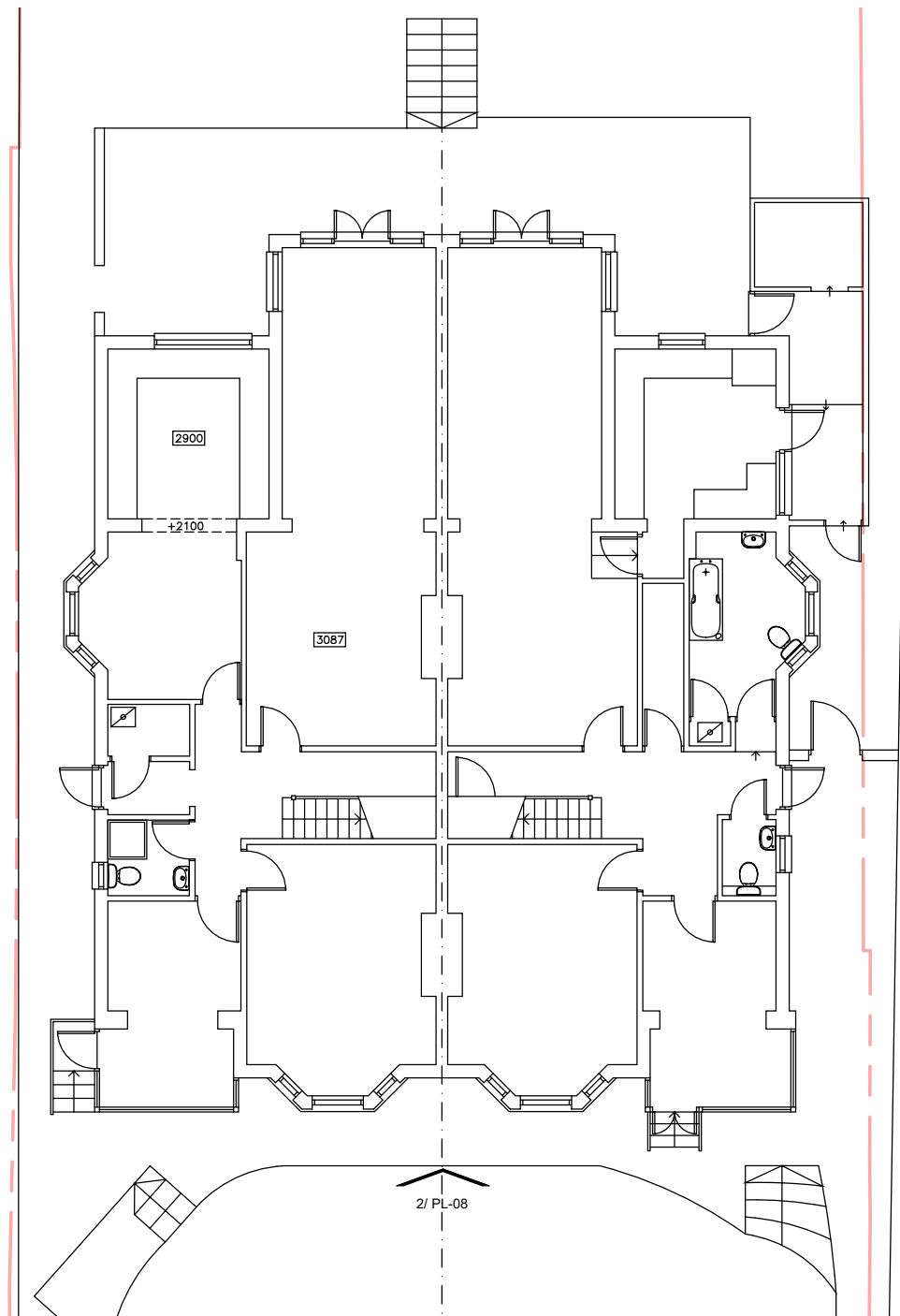
The existing property consists of a detached three storeys house, divided into two residential units with two distinct house number (108 and 110). The intent would be to bring the properties back to their original use of single family homes. Given the site ground level, sloping down from the back to the front, the brief also explores the enlargement by excavation to accommodate one additional floor to the front of the building.

EXISTING SITE

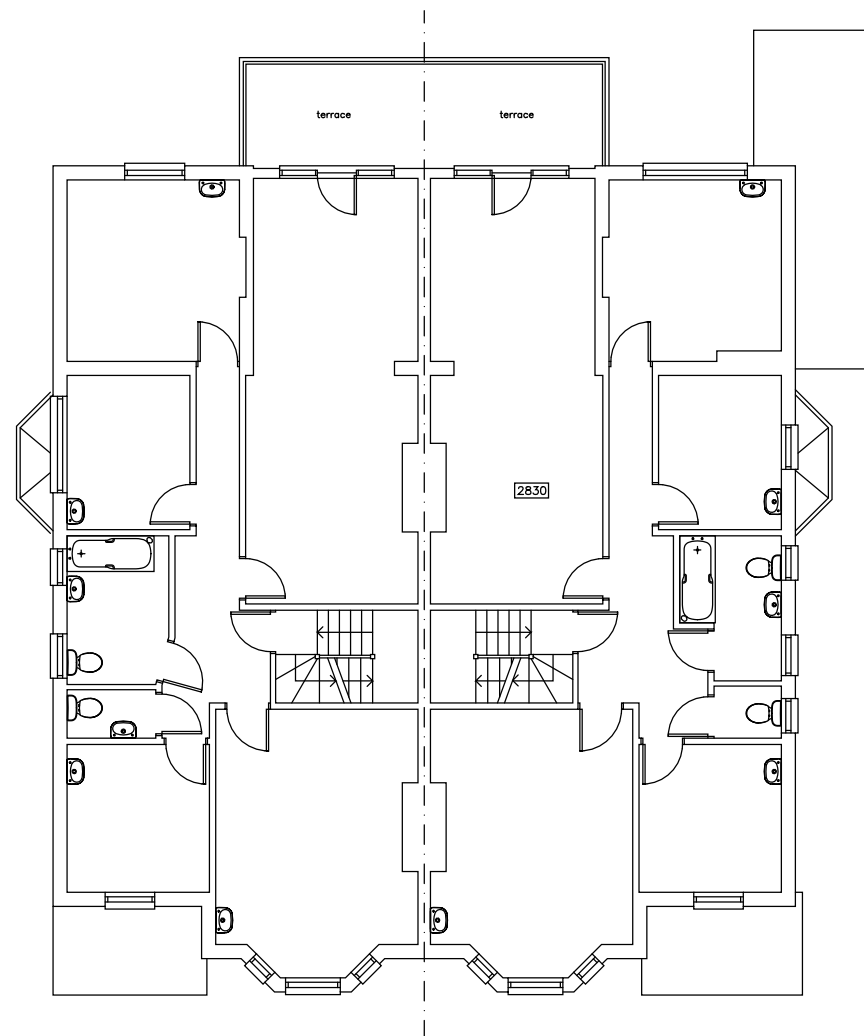


EXISTING GIA:	
<u>Unit 01</u>	248 m ²
<u>Unit 02</u>	248 m ²
TOTAL GIA:	497 m ²

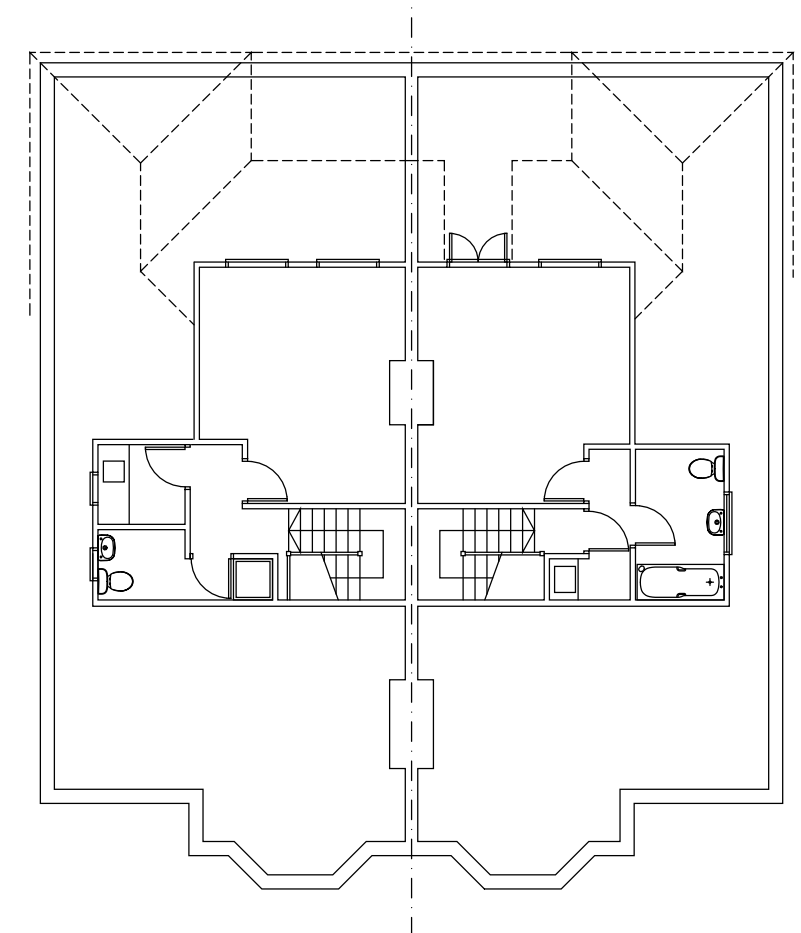




EXISTING GROUND FLOOR



EXISTING FIRST FLOOR



EXISTING LOFT FLOOR



Trinity Road architectural style analysis

Early Considerations

Site analysis

The site is located in the Muswell Hill Conservation Area, essentially an Edwardian suburb that developed around a once rural village settlement on high ground and have preserved a considerable consistency of character and appearance.

The ground is sloping down diagonally to Colney Hatch Lane from East to West, therefore the level of the rear gardens is significantly higher than the one to the front.

The property is situated on Conley Hatch Lane, in a residential area composed by three to four storey buildings; it is worth to note that the north-east side of the road, where the property and the conservation area is located, has detached and semi-detached buildings of Edwardian origin arranged perpendicularly to the street, while the south-west side is characterized by modern post-war apartment blocks arranged parallel to the street.

The surrounding of the property are mainly constructed of both yellow and red brick with gabled frontages and attic stories. Two-storey canted bays predominate with white stone string courses and stone quoins. The majority of the front gardens around the property were lost to create car parking, despite this, some sort of low plantation is still in place; in some rare occasion they are used to create privacy screens.



106 and 104 Conley Hatch Lane



112 and 114 Conley Hatch Lane



92 and 90 Conley Hatch Lane



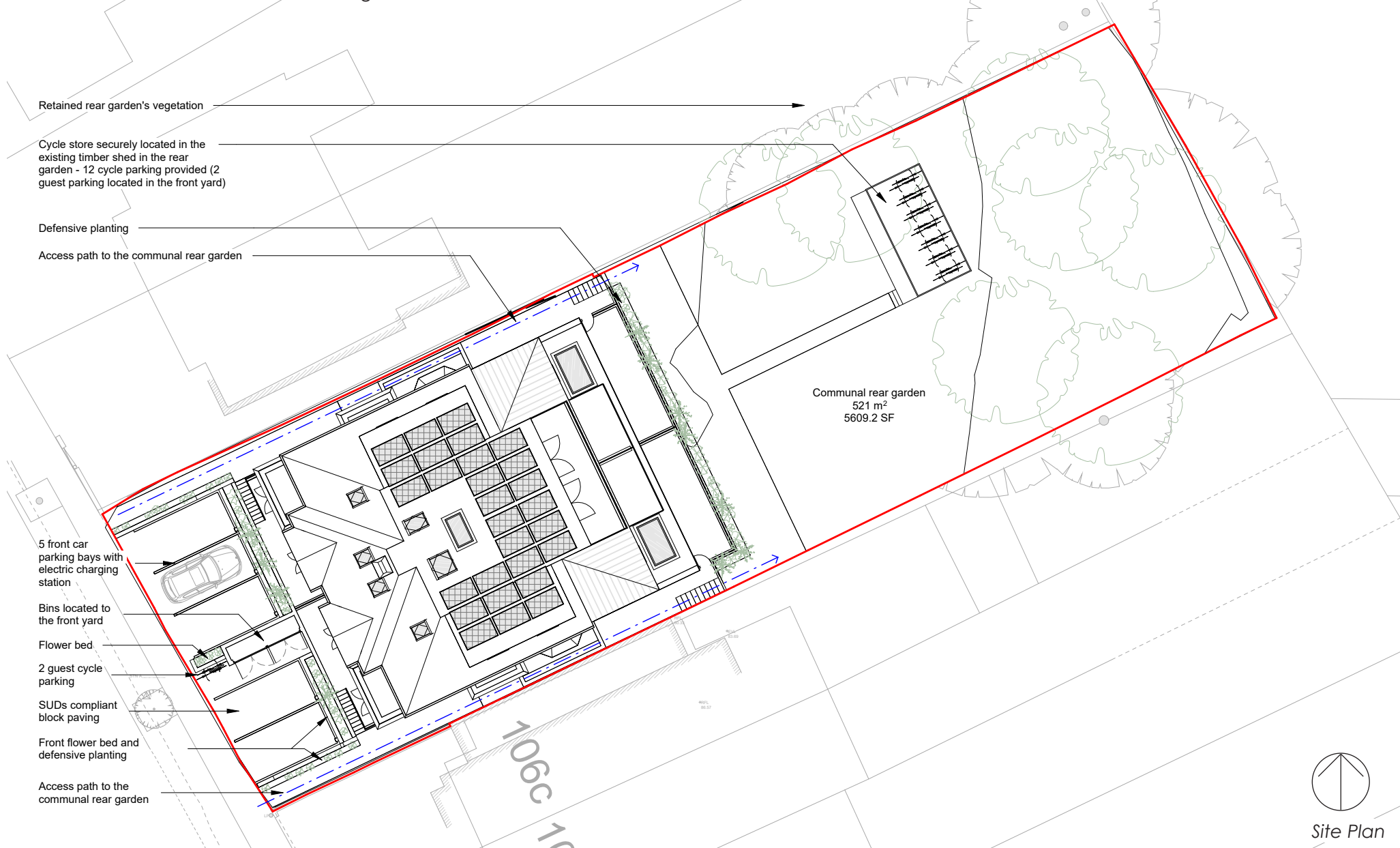
120, 118 and 116 Conley Hatch Lane



Precedent of materials and wall cladding



Precedent terraced rear elevation



Design

Response to the conservation area

From the previous analysis our design has been informed in a proposal which integrates with the character of the area.

The main elevation on Colney Hatch Lane is preserved and enhanced by replacing the two front outbuildings, which were late additions, with in-keeping ones; these will use the same elements and material of the rest of the facade (yellow bricks, white stone string courses and sash window). The main intervention is located to the rear of the property and in the new lower ground floor, remaining therefore mainly hidden from the street scene. The front garden will be restored to the original condition of use with the further addition of refuse bin store, 5 parking bays and new beds for defensible vegetation.

Taking advantage of the sloping ground of the site, we are proposing to create a lower ground floor which will extend for front-half of the footprint of the building. Here the rooms benefit from the natural light and ventilation of the openings onto the amenity spaces in the front and side of the building; this low level extension was designed to remain hidden from the frontage and therefore preserve the character of the conservation area. The remaining addition will take place in the back of the building, where we are proposing to square-off the ground floor without compromising the neighbour's privacy; the first floor terraces are indeed not enlarged. In addition to this, we are proposing to regularize the rear roof by mirroring the front hip-roof to the back. The new metal standing seams roof's cladding is taken down onto the walls; the separation between existing and new cladding is managed with a vertical metal 'C' profiles which doubles as rainwater pipe (*precedent photos to the side and front elevation*) The roof is completed by extending the existing side dormers, similarly to the one of the neighbouring property and by creating a new one on the rear elevation (*refer to the rear elevation*).

The proposal is characterized by a design which takes the architectural elements of the surroundings and uses them to create a building perfectly adapted to the conservation area.

Response to the brief

As part of the brief we were asked to add a floor whilst keeping the ceiling height at a minimum of 2.5m; along with that the client wanted to create large rooms, well lit and naturally ventilated. Taking into account also the previous consideration regarding privacy and appearance of the building, we decided to excavate the front garden, whilst retaining the existing floor levels. At the front are located no2 large 3bed duplex units divided between the lower ground and ground floor. The unit mix is completed by no2 2bed units at ground floor, no4 1bed units at first floor and no1 large 3bed units at loft level. All of them are dual aspect units and benefit from rooms exceeding the minimum area required by the standards. Private amenity has been provided to the majority of them, with only no2 1bed units missing it. This is however compensated by a large communal rear garden far exceeding the minimum required area.

To take advantage of this peculiarity, indeed, the rear facade opens itself to the back of the property thanks to the use of terraces stepping down into the rear garden. The back of the building is distinguished by a modern design with large openings and bold use of materials, underlining the new alterations; this contemporary part of the house, however, remains hidden and therefore does not impact the neighbourhood's character.

Another brief request was to create a grand entrance which wasn't achievable along with the rest of the design and would have altered the street frontage. Therefore we decided to enlarge the existing side one and equip it with an in-keeping porch. This also allowed the rationalization of the internal staircore and hallways.

The proposed design provides internal and external high quality spaces that utilize large amount of natural light and ventilation, whilst being respectful of the conservation area, neighbouring amenity and right of light.

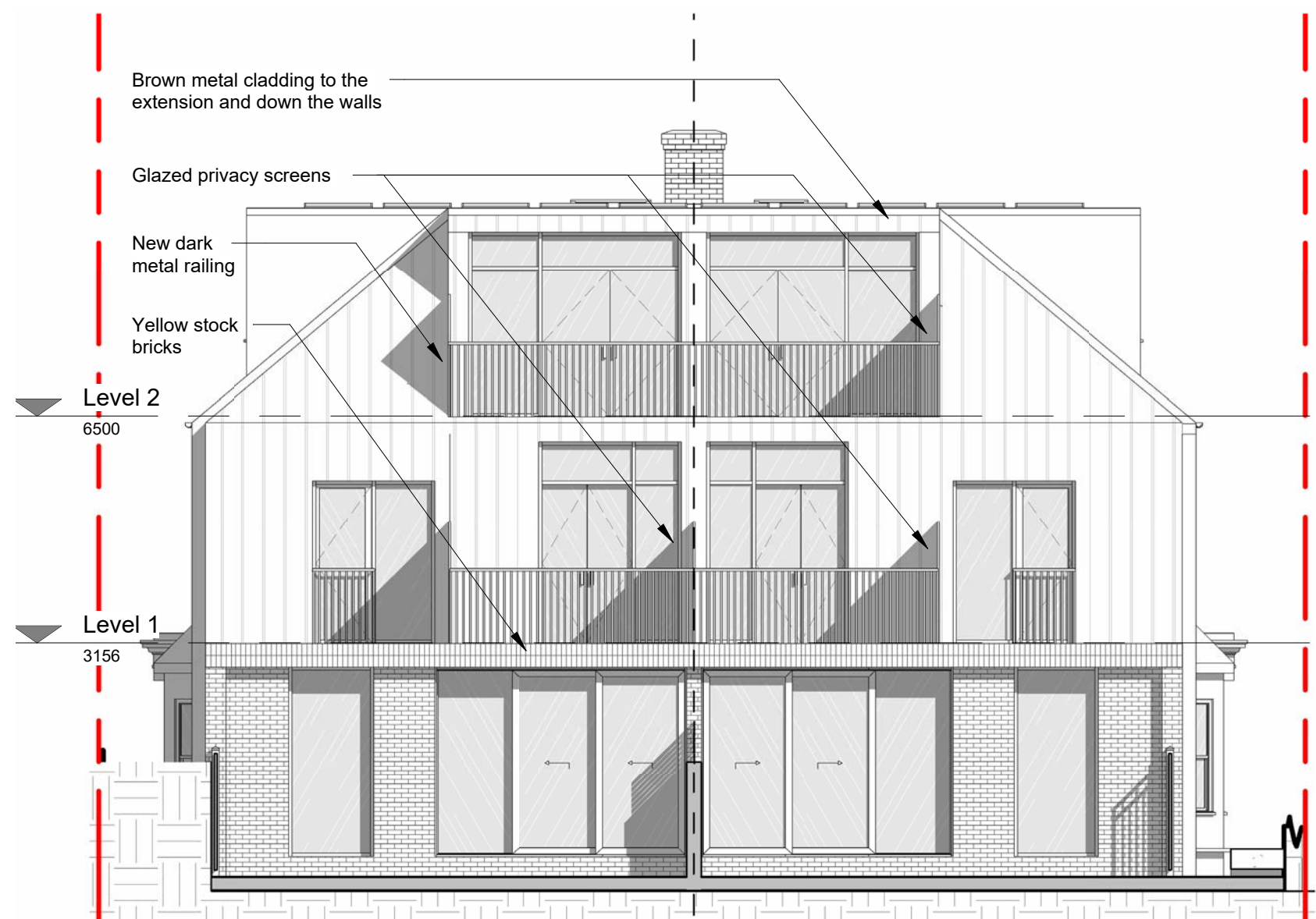
Access, Parking and Refuse

The existing site pedestrian and car access is retained, however the front yard treatment will be enhanced as described.

Along with that the minimum standard for cycle parking will be met by providing a total of 12 cycle spaces + 2 in the front for guests, covered



Side elevation



Rear elevation

and securely locked in the existing shed in the rear garden.

The refuse requirement will be met by the new large bin store , conveniently located close to the entrance.

All of the no5 car parking spaces will be provided with EV charging station.

Garden

We consider the existing plantation and grass area not just an added value for the property, but rather a specific character of the area; therefore we are retaining as much vegetation as possible across the whole site. In addition to that we have added defensible planting to the front and the back of the building to enhance the privacy of the tenants and restore

the street character of the neighbourhood.

Despite the site sloping level, careful consideration has been given to the permeability of the ground to reduce to the minimum the flood risk and soil erosion; all the external paving are proposed to be permeable, made in stone similar to the neighbour's current pavings.

Fire Strategy note

To comply with London Plan Policy for fire safety we have taken into consideration the fire strategy since the early stages of design development

As our dwellinghouse has more than two storeys and exceed 7.5m above ground level, the strategy include:

1. A protected stairway with direct escape outside - a stair

separated by fire resisting construction (minimum REI 30) at all storeys

2. A sprinkler system throughout, designed and installed in accordance with BS 9251.

In addition to it, a Grade A Category LD2 fire detection and alarm system will be fitted.

All external wall will be constructed as compartment walls.

Energy Statement

Regarding the energy consumption, the project is aiming to achieve compliance with the London Plan for carbon reduction, by adopting the use of Air Source Heat Pump and installing photovoltaic panels in the flat portion of the roof

The building was also designed to comply with the U-Values parameters required by the Part L 2021 Building Regulation for the existing thermal elements:

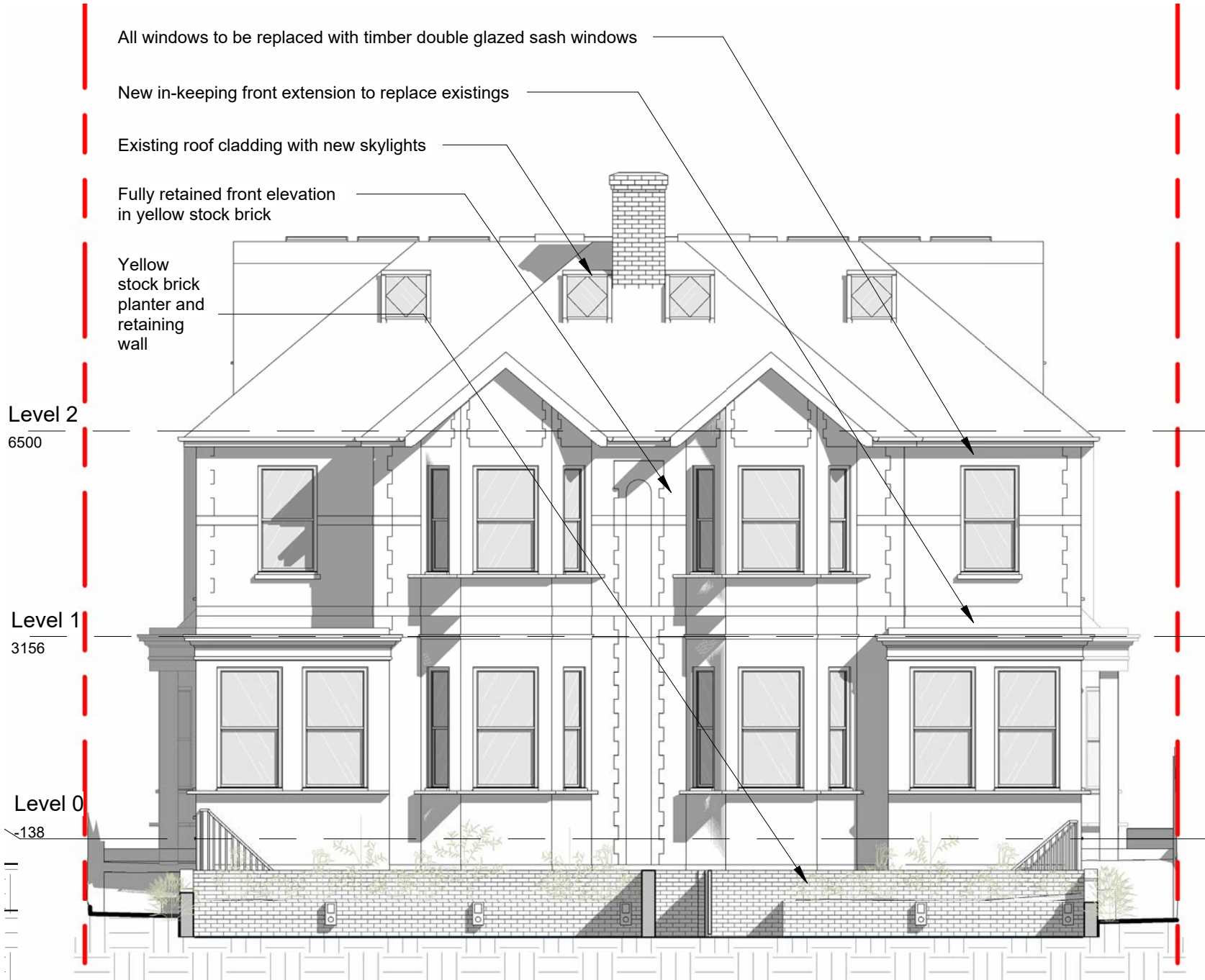
• Roof	0.36 W/(m²xK)
• Wall - cavity insulation	0.55 W/(m²xK)
• Wall - internal or external insulation	0.30 W/(m²xK)
• Floor	0.25 W/(m²xK)

- Other M&E specifications will include:
- Air Permeability: 5m³/(hm²) @50Pa
 - Ventilation: System 1 Ventilation
 - Heating Controls: Time and Temperature Zone Controls
 - Heat Emitters: Underfloor
 - Hot Water: 250ltr Mitsubishi Cylinder (1.80 kWh measured loss) or similar approved
 - Lighting: 75 (lm/w) luminous efficacy (min. 5 watt bulbs)

Conclusions

Because of the consideration given to the Conservation Area demonstrated by the careful design solutions adopted, the proposed residential extension would enhance and complete the existing building.

We therefore consider that the proposed development is acceptable in planning terms.



Front Elevation