

LYNTON ROAD, CROUCH END

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THE TEAM

ACKROYD LOWRIE

“ Being the first architectural practice to implement Virtual Reality sign off on every project they undertake is a great claim to make. This feels like the future. ”

PANEL, ACKROYD LOWRIE WINNERS OF “BEST USE OF INNOVATION”

ABOUT

Ackroyd Lowrie is an innovative architectural practice committed to delivering high quality, bespoke spaces for our clients. Our studio is known for design excellence and focus on effective delivery for our clients. The practice is led by Jon Ackroyd and Oliver Lowrie both of who have extensive experience designing and delivering award winning education sector projects. Ackroyd Lowrie are currently working on a wide range of projects in the UK across multiple sectors.

SERVICES

We provide a full range of architectural services from design to delivery. Our wider services include interior design, sustainable design, smart technologies and virtual reality. It is our mission to use modern technology alongside craftsmanship to add value to our clients and deliver remarkable spaces.

CLIENT RELATIONSHIPS

Our design process begins by listening to the client and establishing their vision, objectives and requirements. then test our designs using Virtual Reality to allow our clients to walk around different design options. We have developed this practice into an award-winning sign-off process that ensures our clients are totally happy with the design before we even submit a planning application. We pride ourselves on building productive, long lasting relationships with our clients; many of whom have been with us since our inception.



1.1 INTRODUCTION

THE CLIENT AND BRIEF

Ackroyd Lowrie has been appointed by Seemo Assets Ltd. to design a mixed-use proposal for planning application. The proposal seeks to demolish the existing warehouse and offices on Lynton Road Crouch End in order to provide commercial letting space and residential units with a mix of 1bed, 2 bed, and 3bed apartments and duplexes.



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LOCATION AND SITE

2.1 WIDER CONTEXT

CROUCH END CONTEXT

The site sits within the borough of Haringey along Lynton Road. The site is around 1.2km from Hornsey train station and 1.5km from Highgate underground station.

The site lies beside Lynton Road, a high street with some commercial and retail. The surrounding area is predominately residential with many nearby green spaces such as Crouch End Playing Fields and Priory Park.



2.2 SITE PHOTOS



1 The High-street corner was completed in 2018



2 The rear of the site awkwardly connects into the newer development and is poor quality



3 The existing newer development makes up a key part of the Park Road high-street

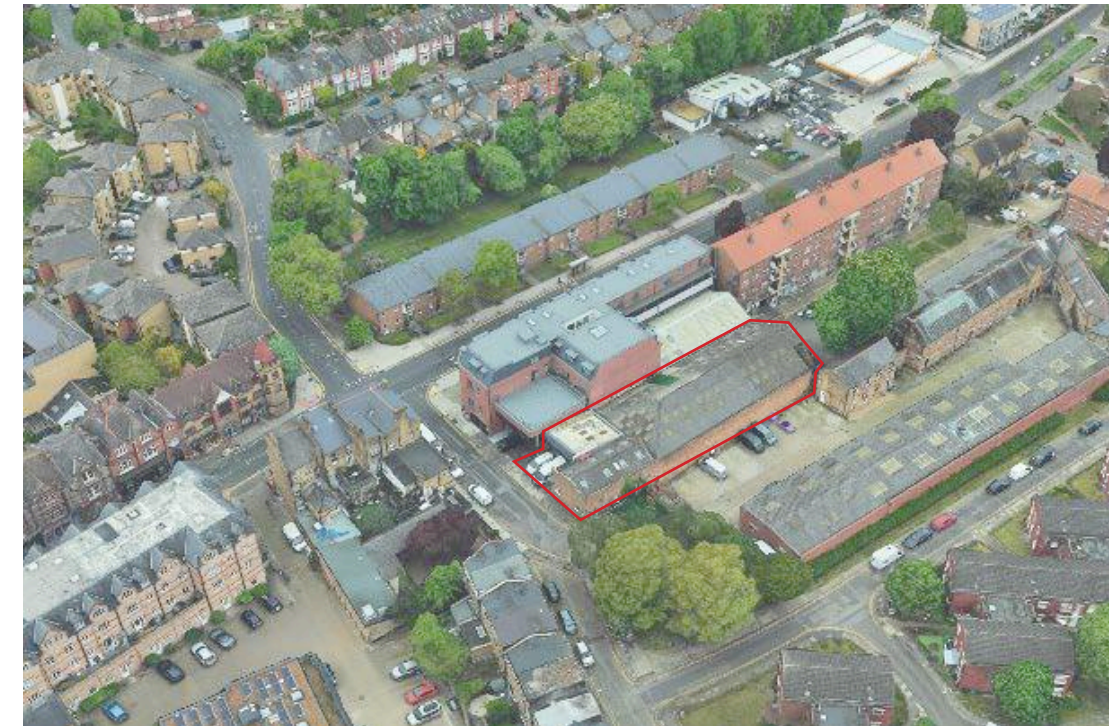


4 The site sits on the cross junction of Park road and Lynton Road which provides aspects in two directions

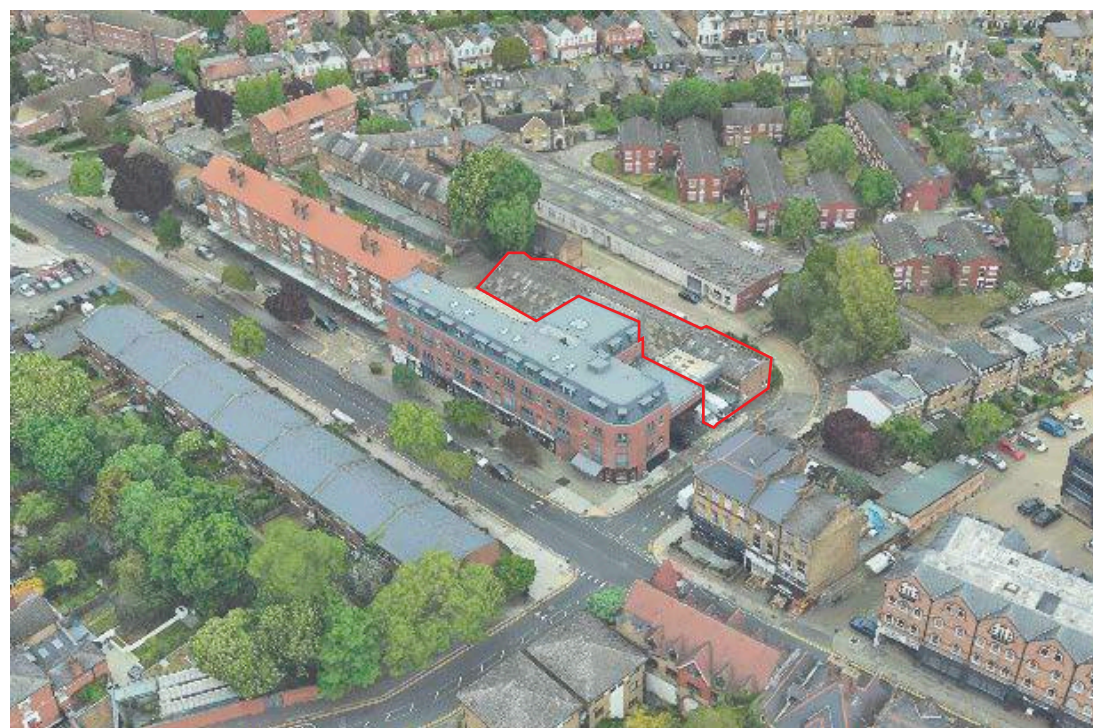
2.3 SITE AND SURROUNDING CONTEXT - AERIAL PHOTOS



Aerial view from the north



Aerial view from the east



Aerial view from the south



Aerial view from the west

2.4 SITE HISTORY



1822

The sites developed areas were nowhere to be seen back in the early 19th century, however the key access roads could be observed and make up a key piece of the sites history.



1895

The industrial revolution led to the expansion of housing across London, including this site which saw terraced housing built along Park Road.



1938

In the following 50 years the area remained much the same, with small additional developments within the same street grain and terraced housing. The specific site remained as terraced housing with typical rear gardens.

2.5 PLANNING CONTEXT

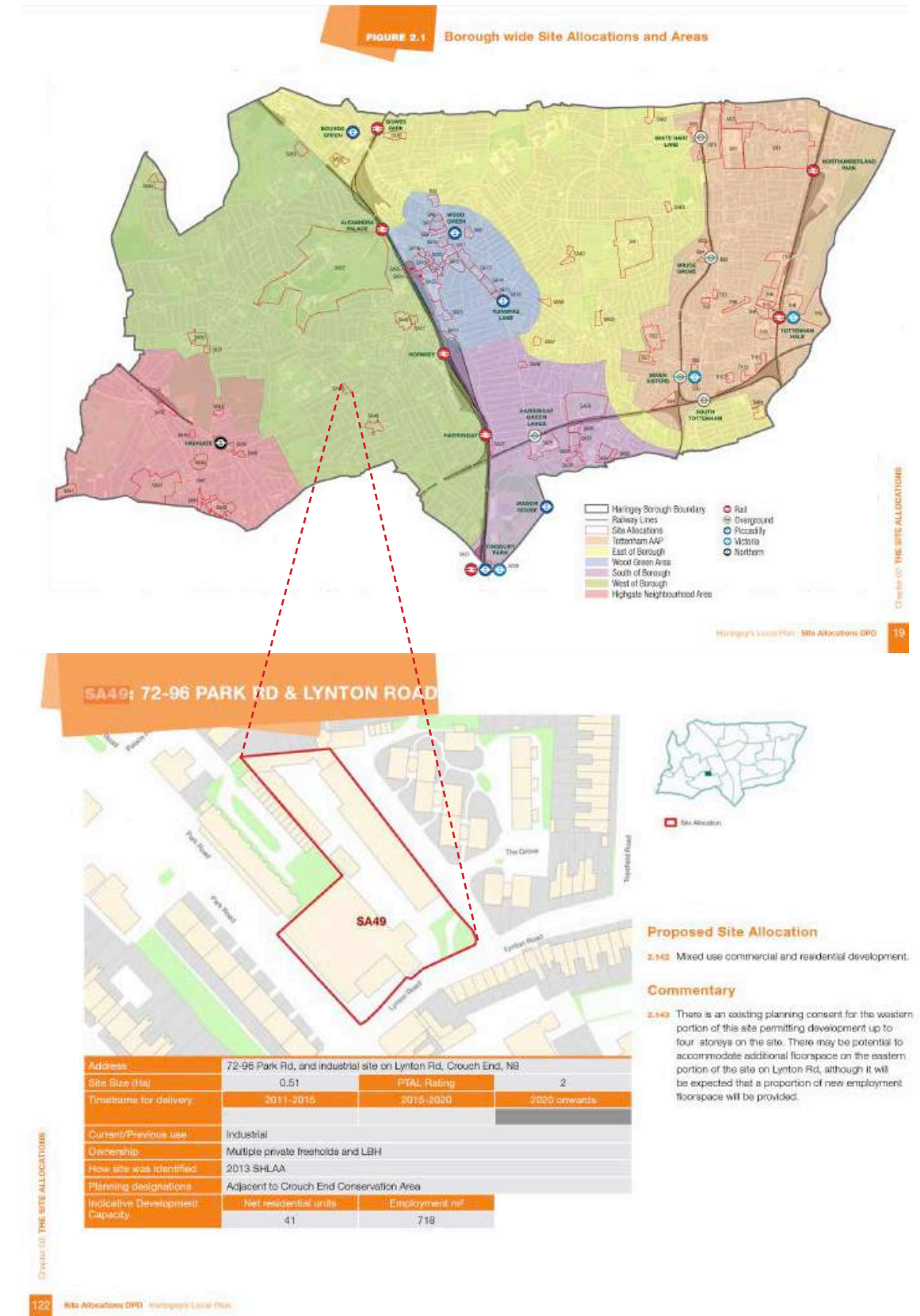
HARINGEY LOCAL PLAN

The site makes up site allocation number SA49 of the Haringey development plan and sits within the West of Borough allocation area.

This allocation zone sits up against the Crouch End conservation area but does not in any way intersect with it.

Site SA49 states that the site has or used to have an industrial land use, is owned by multiple private freeholders along with the London Borough of Haringey and is 0.5 hectares in size, with a PTAL rating of 2.

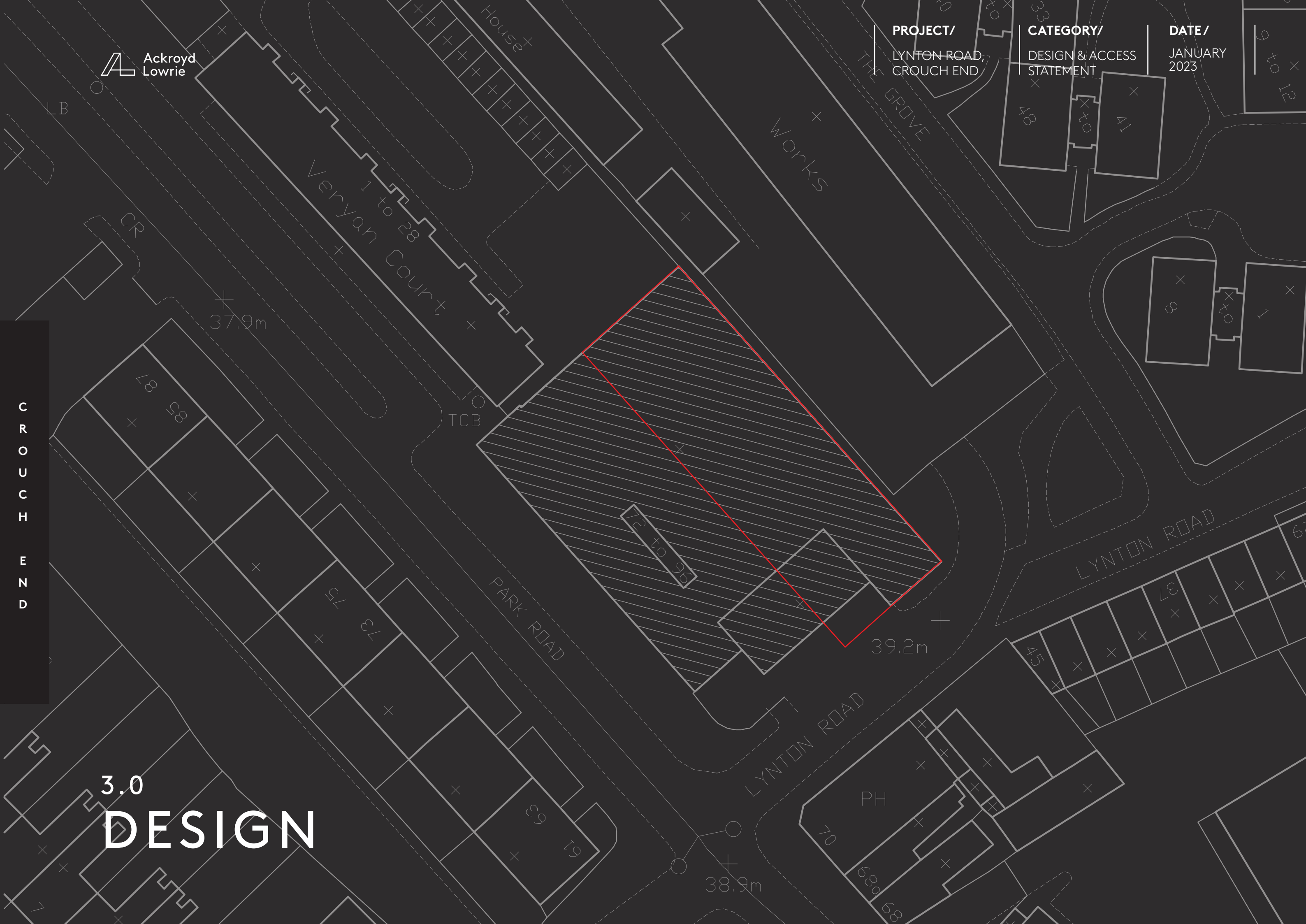
The indicative development capacity is shown as 41 units for the entire site and is allocated for commercial and residential development.



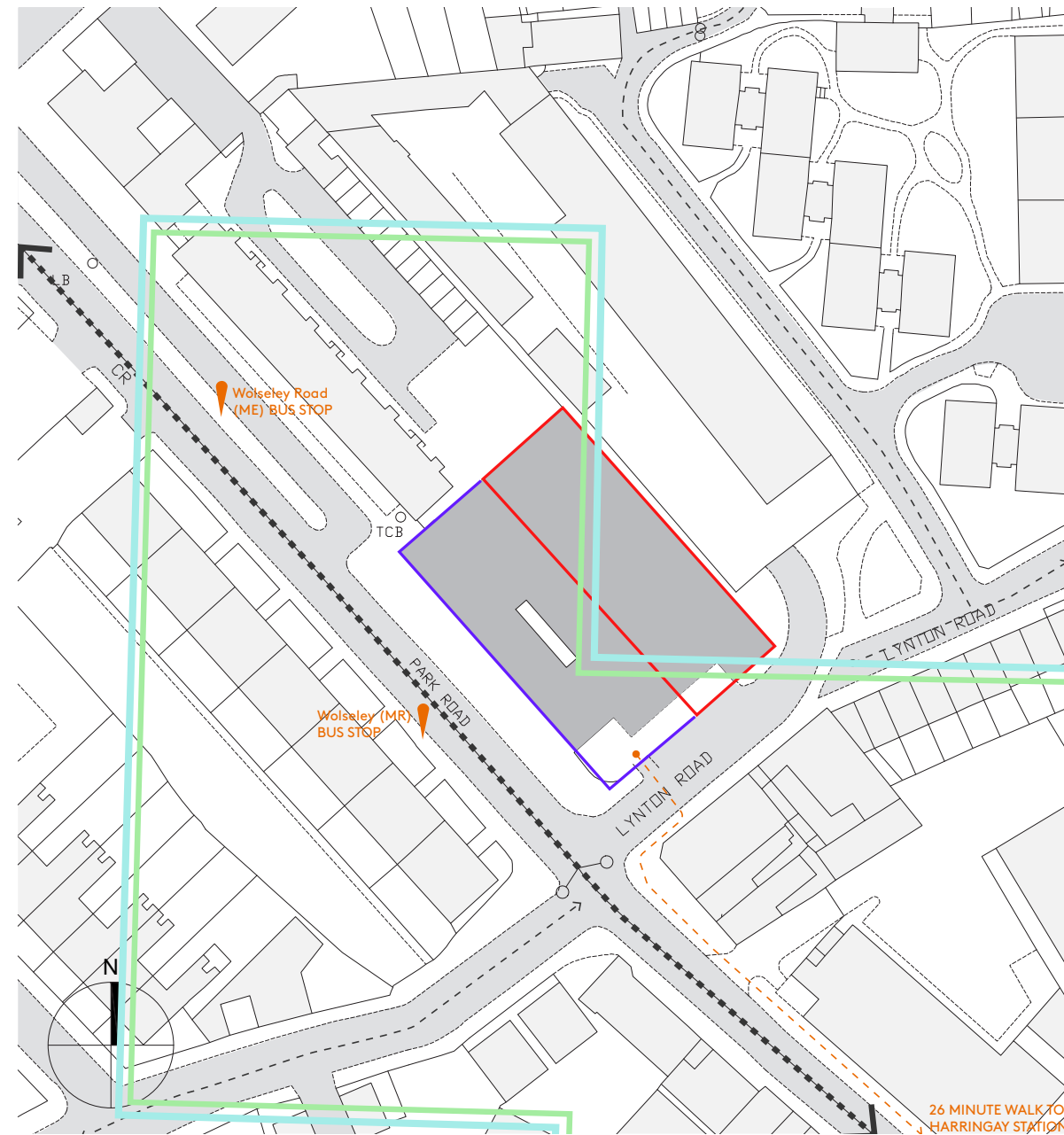
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3.0
DESIGN



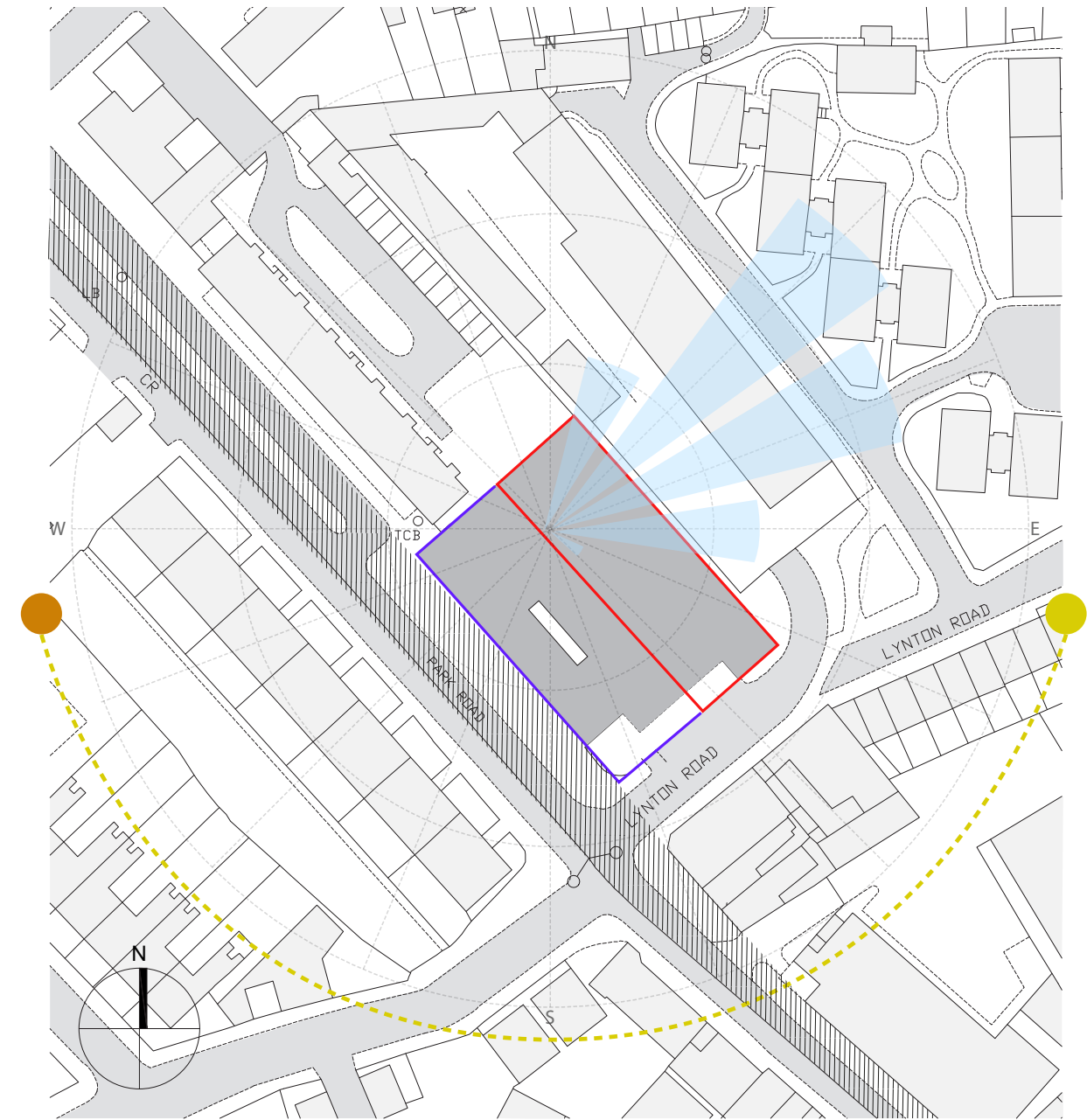
3.1 SITE ANALYSIS



ACCESS



The site enjoys good public bus connections, with the main highstreet Wolsley Road bus stops just outside the site alongside the south western border. One main A road runs along this border, with more ancillary roads intersecting Park Road at the corner of the site. Haringey train station is a 26 minute walk down Park Road and overall the site enjoys between a 2 and 3 PTAL rating, which is typical for a location this far outside the city centre.

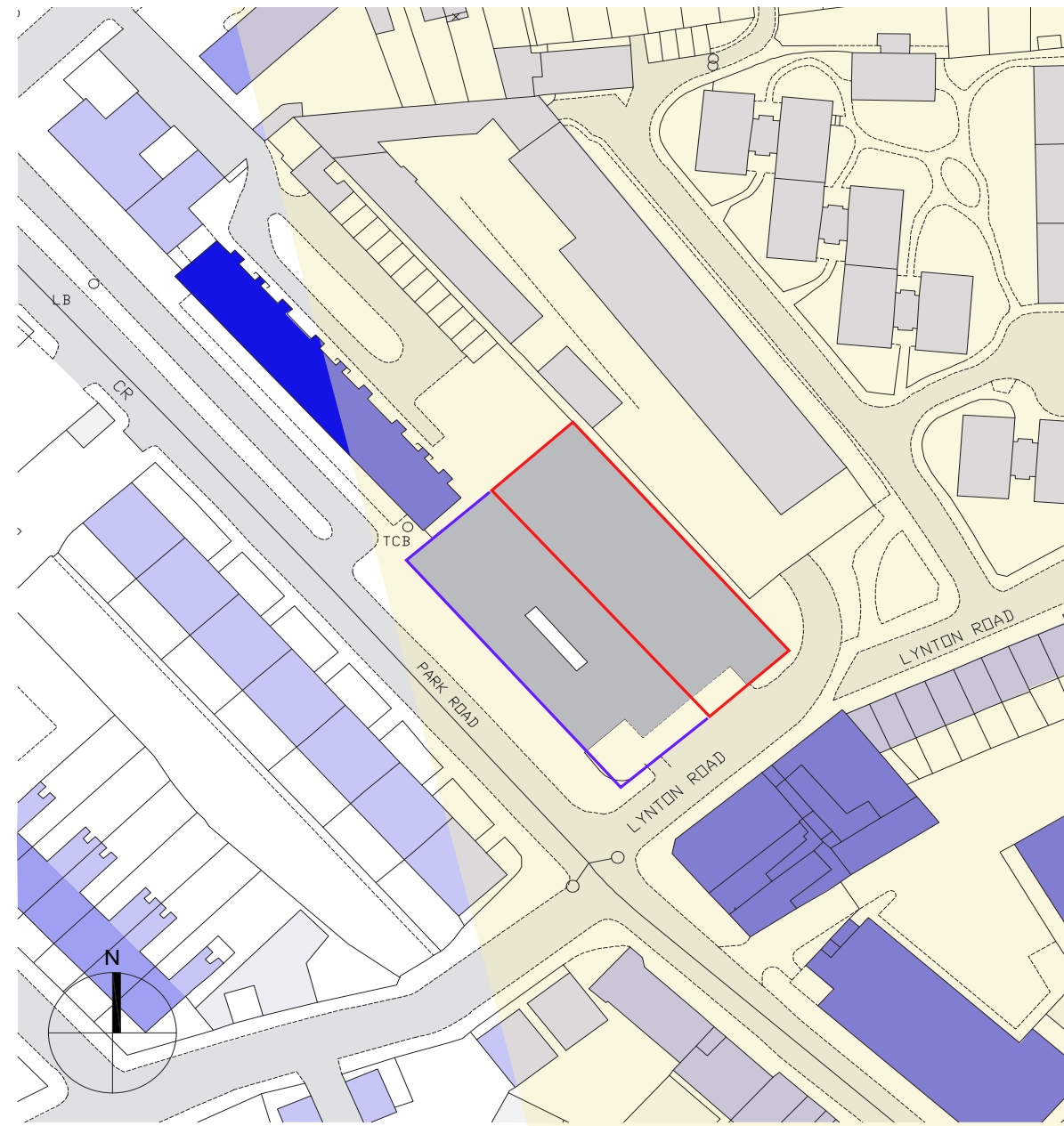


ENVIRONMENTAL

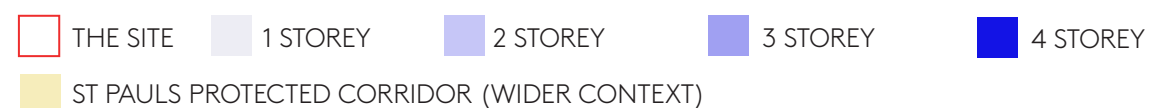


The site enjoys some uninterrupted south facing aspects, with the majority of the south west facing border running alongside the existing 4 storey development. All recorded wind directions come from the North East which is unimpeded by any neighbouring building mass and no notable flood risk zone is designated to the area. The main road of Park Road provides the only real source of noise pollution which is mitigated by the existing adjoining building.

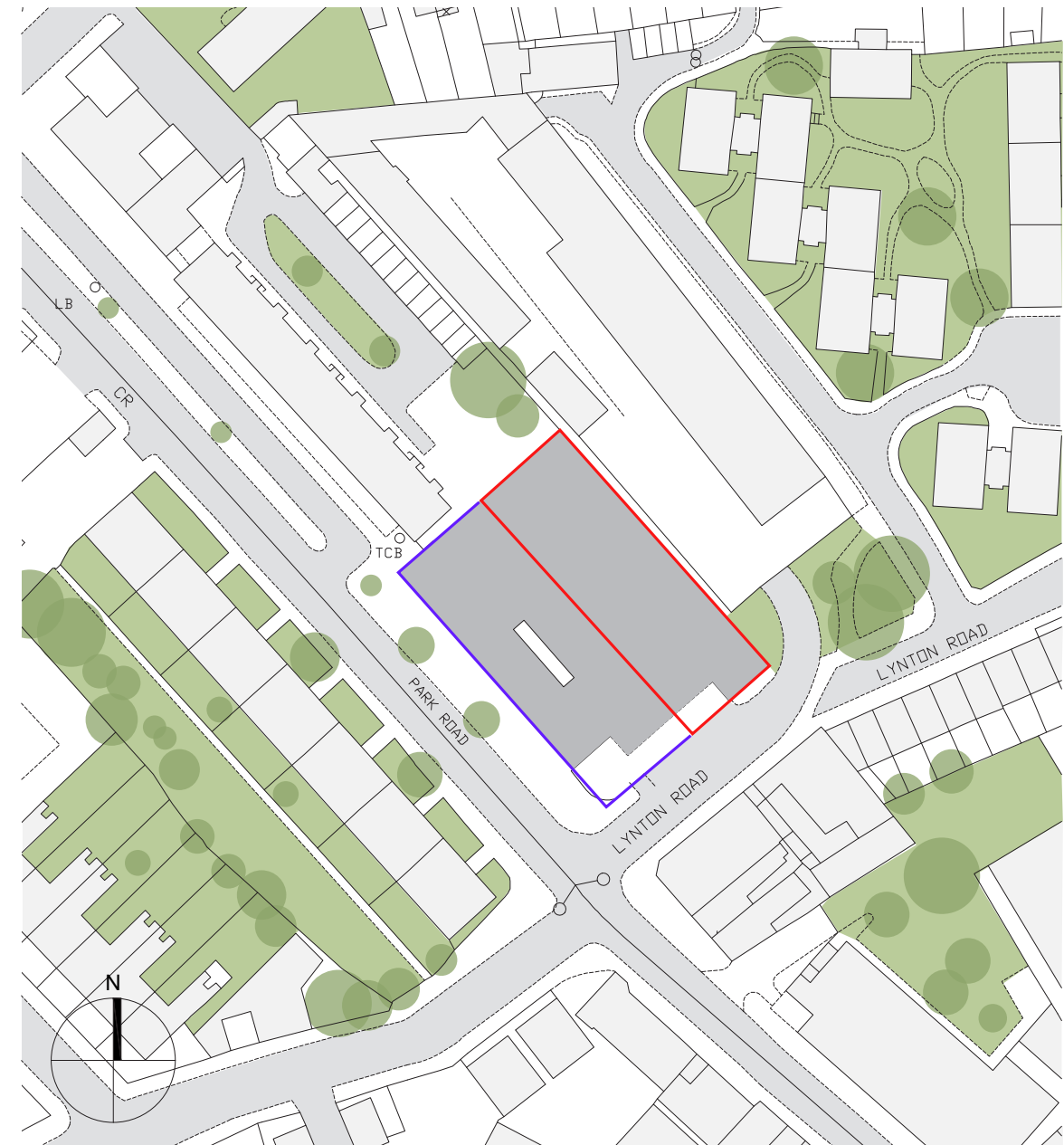
3.1 SITE ANALYSIS



BUILDING HEIGHTS



The site enjoys good public bus connections, with the main highstreet Wolseley Road bus stops just outside the site alongside the south western border. One main A road runs along this border, with more ancillary roads intersecting Park Road at the corner of the site. Haringey train station is a 26 minute walk down Park Road and overall the site enjoys between a 2 and 3 PTAL rating, which is typical for a location this far outside the city centre.



GREEN SPACE



Although much of the local area is well developed, there are lots of moments of green space, mostly within private residents with plenty of mature trees. To the north east there are small instances of public green space, but there is no local water spaces.

3.2 SWOT ANALYSIS

STRENGTHS

The site has already been recognised by the LPA as an area for residential and commercial development which are both feasible here, especially with good access to public amenities and transport.

WEAKNESSES

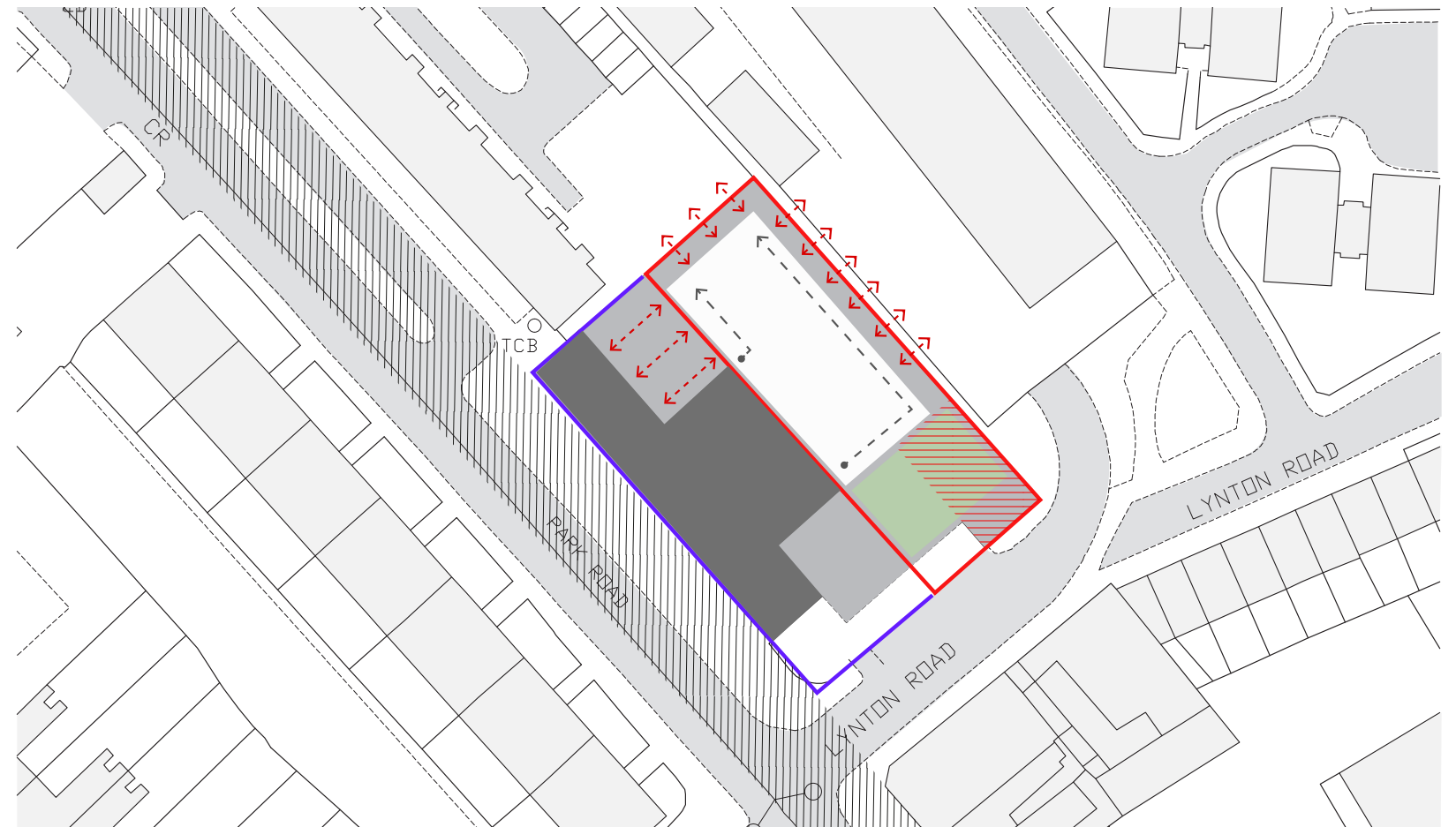
The site neighbours three other land ownerships and so development up against the boundary would cause overlooking issues. The existing residential units are poor quality and would need upgrading.

OPPORTUNITIES

The neighbouring building is taller than our site, giving us scope to build upwards without the massing being out of place. The South East of the site provides good opportunities for roof terraces which could serve as both private amenity and communal social space.

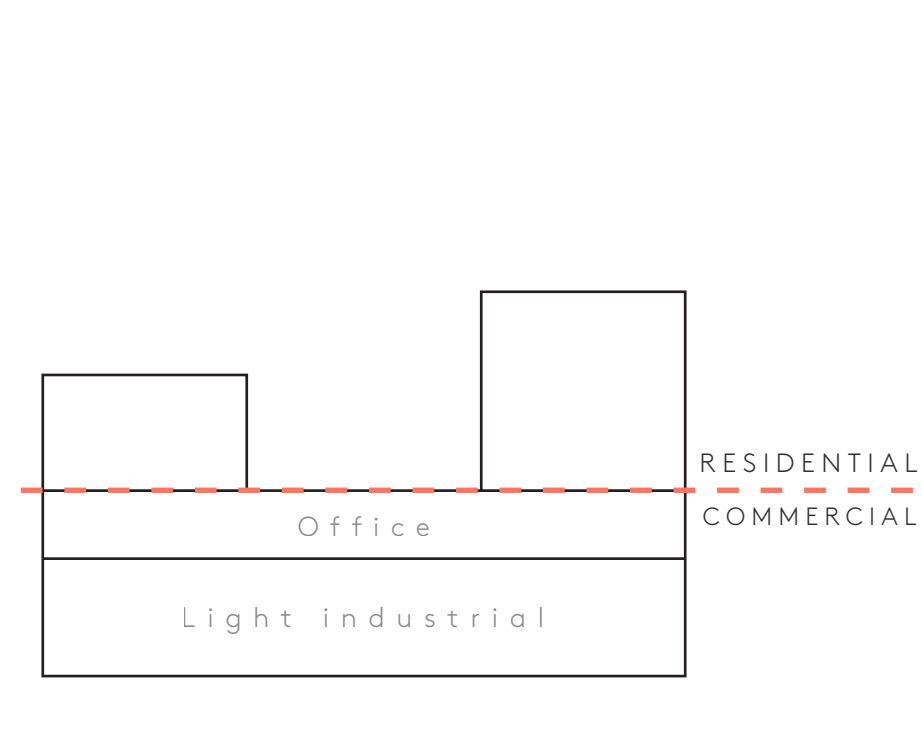
THREATS

Access is from one place only and loops around the rear of the site, making it potentially unsafe and undesirable without proper treatment.



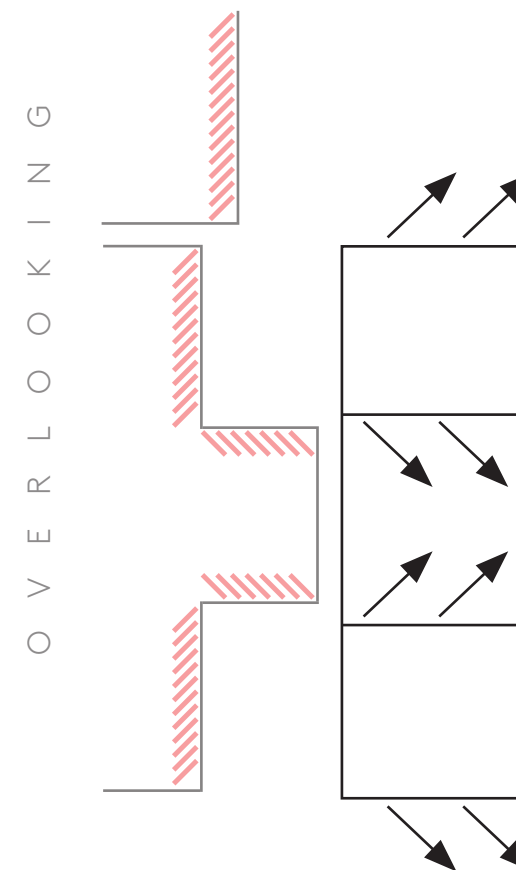
3.3 KEY CONCEPTS

Residential - Commercial Divide



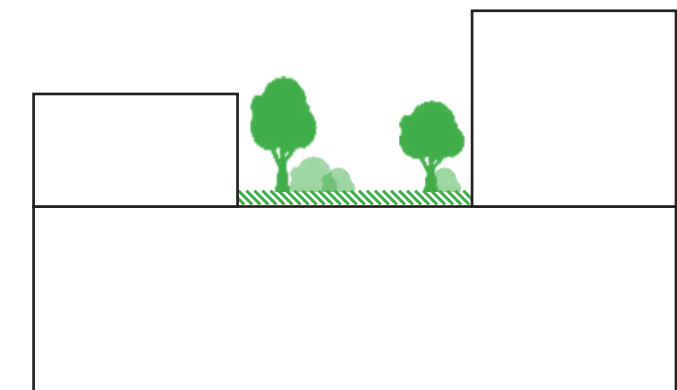
The building adopts a horizontal hierarchy in order to clearly separate the light industrial, commercial offices and residential uses.

Chamfered Windows to Direct Views



The building utilises chamfered windows to help direct the views away from adjacent properties in order to avoid overlooking.

Central Green Courtyard Space



Between the two residential blocks sits a communal courtyard containing green space and amenity for the residents to enjoy.

3.4 PROPOSAL OVERVIEW

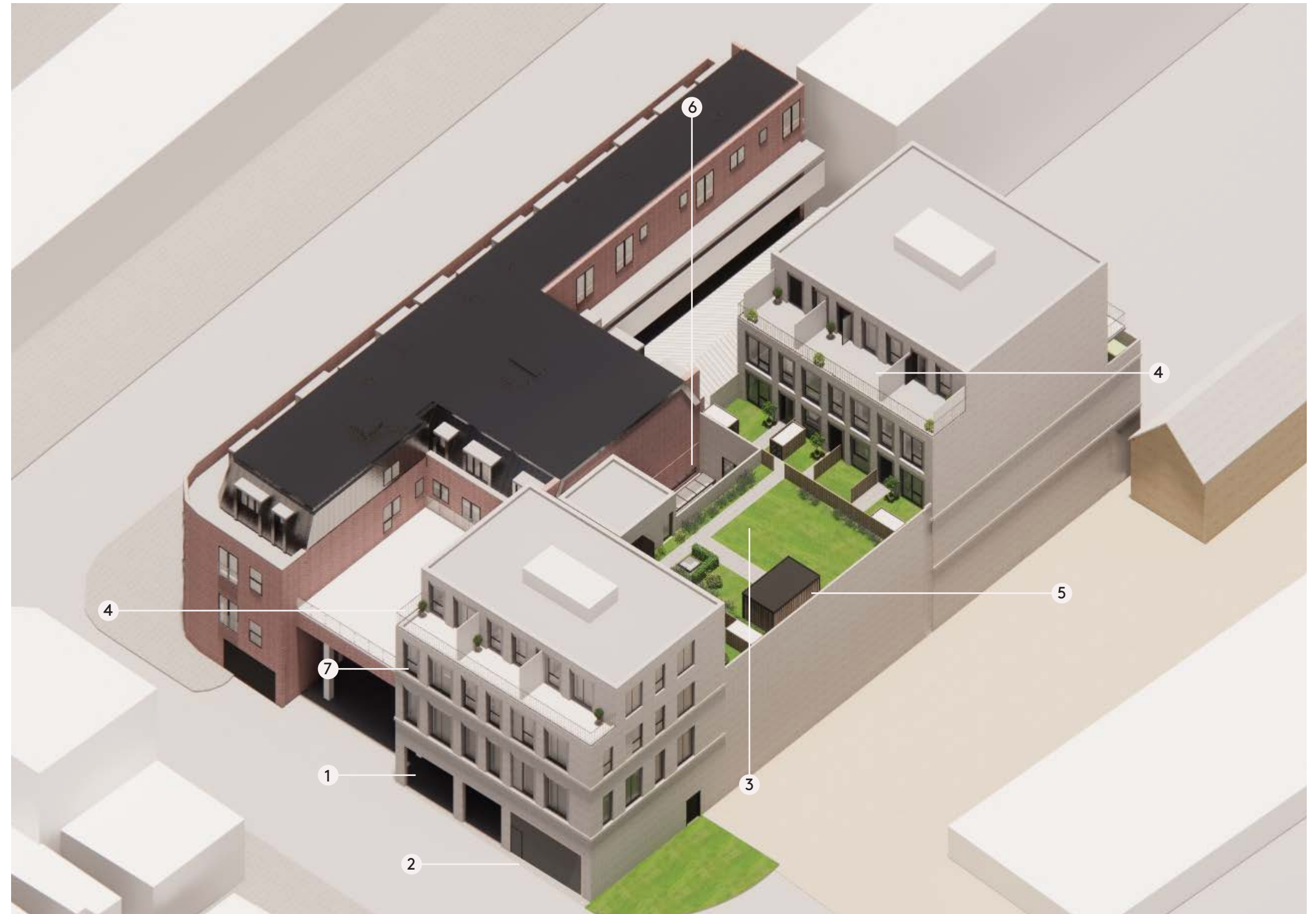
The proposal contains both commercial and residential units. The ground floor comprises a light industrial, warehouse unit with a raised ceiling and the first floor consists of a large open plan office space with a central courtyard allowing light to enter the space. The first floor is divided into two making it usable by either a sole tenant or two separate tenants requiring separate office spaces..

The second floor and above contain the residential parts of the building. The second floor contains a green communal amenity space along with the entrances to the two 'blocks' and the cycle parking. All of the units are dual aspect with lots of amenity space.

	GIA (m ²)
Light industrial Area	550
Office Area	686
Residential Area	938

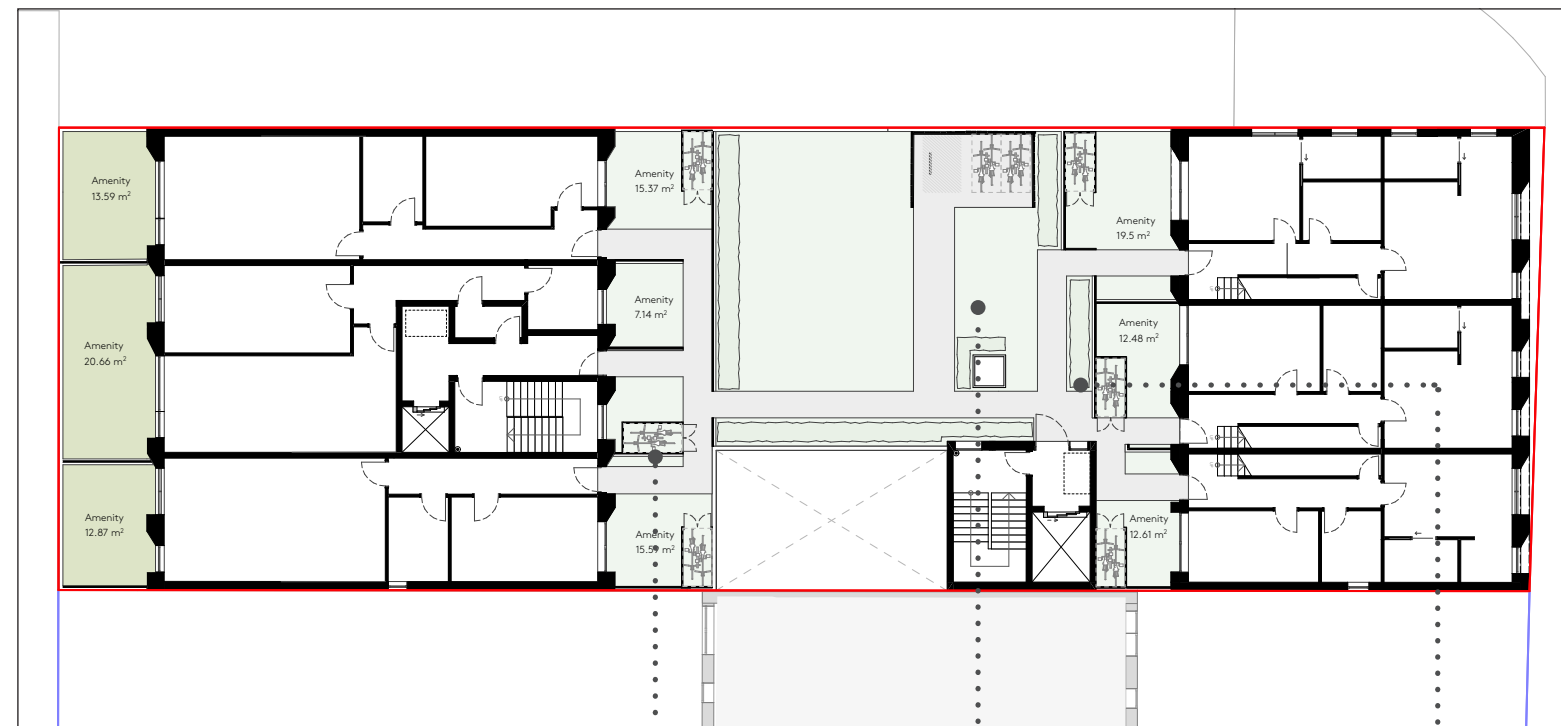
No. Bedrooms	No. Units
1 Bed	3
2 Bed	3
3 Bed	3

1. Entrance
2. Parking spaces
3. Communal gardens
4. South facing amenity
5. Residential cycle storage
6. Office courtyard
7. Chamfered windows

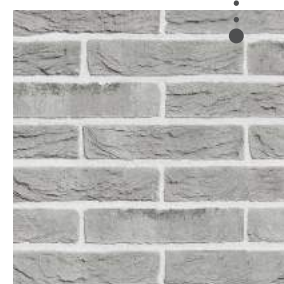


3.5 COURTYARD

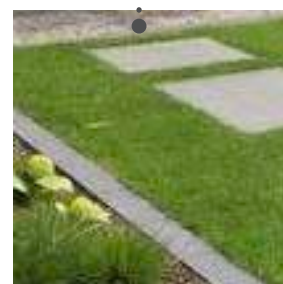
Between the two blocks of apartments and duplexes, a communal courtyard is proposed to provide green amenity space for the residents. The courtyard is accessible from both blocks as well as the ground floor stair and lift core. Private amenity spaces are on the other sides of the apartments. The communal gardens will be decorated with soft landscaping such as hedges, flower beds and small trees and there will be benches. The courtyard will also be the location of the residential cycle storage.



Herringbone paving to communal path



Grey brick walls



Grass with small flower beds



Small scale trees with low level hedging



3.6 WASTE & RECYCLING

A residential bin storage is provided at the ground floor, accessible directly from Lynton Road. The store provides 2 x 1100L bins for waste and 2 x 360L bins for recycling and 1 x 360L food waste bin. There is also a bin storage for the commercial units containing a food waste bin, 1x 1100L Recycling bin and 1x 1100L Waste bin which is accessed from Lynton Road.

3.7 TRANSPORT

The scheme provides 27 bike spaces for the 9 residential units (3 x 1 bedroom, 3 x 2 bedroom, 3 x 3 bedroom) in accordance to the new London plan, including one adaptable cycle space (5% of 20). The bike stands are proposed to be 2 tier stands for efficiency of space, the majority of stands will be enclosed in a lockable and covered shelter located on the second floor podium. There will also be additional stands outside the front of individual residential units.

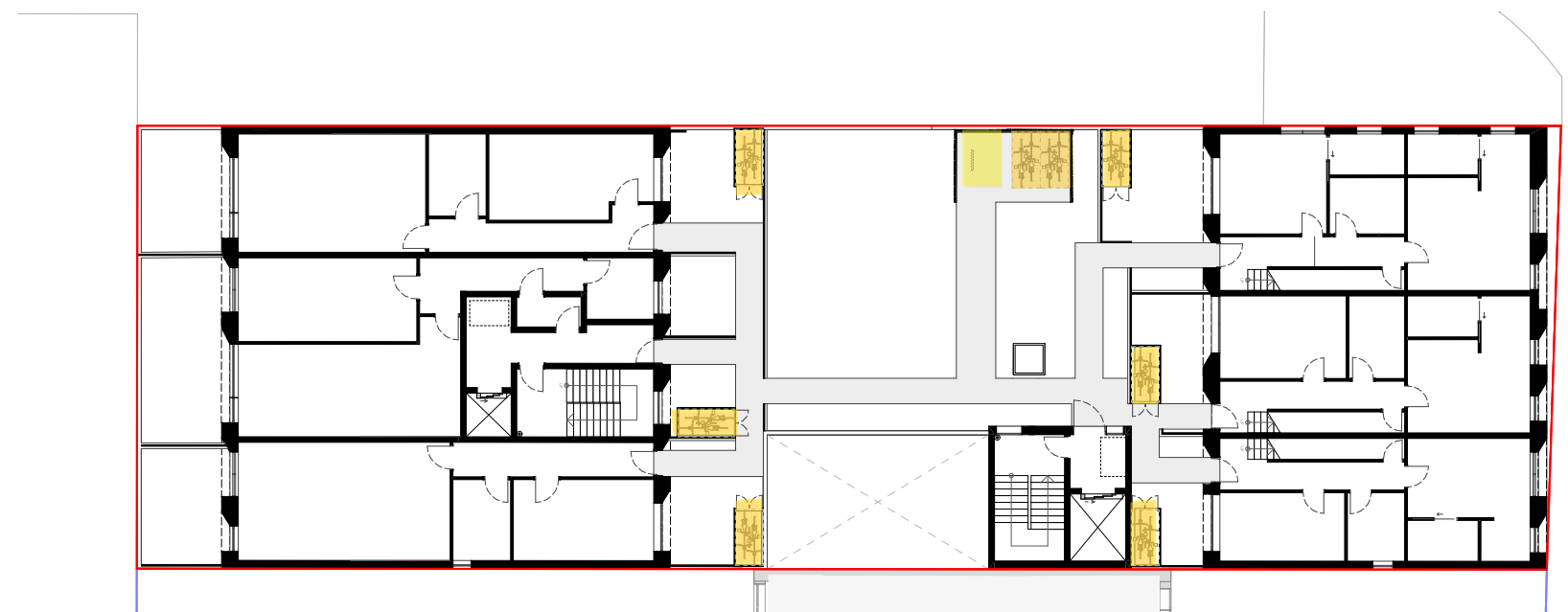
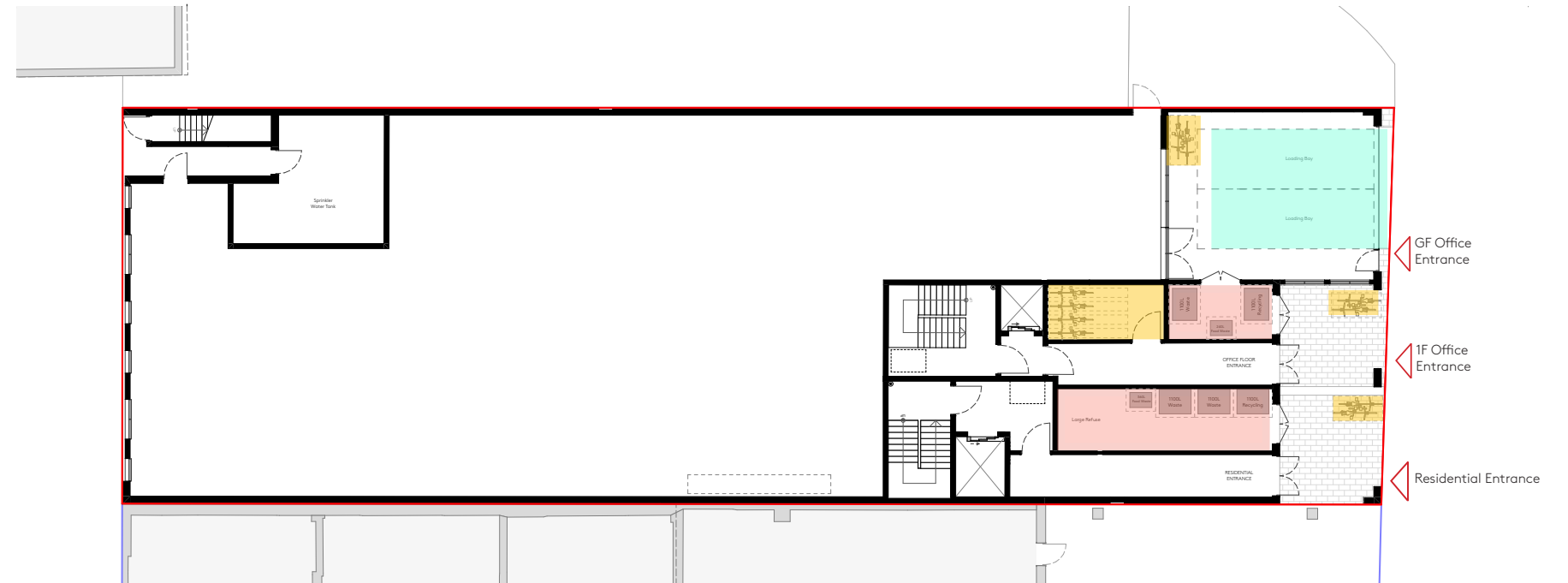
2 parking spaces will also be provided, located at the front of the site on Lynton Road for the use of the commercial units.

3.8 COMMERCIAL

The proposal retains and increases the commercial space on site comprising a warehouse unit (501m²) on the ground floor and offices (682m²) on the first floor.

3.9 ACCESS

The ground floor and first floor are commercial units, each with their own separate access points along Lynton Road on the ground floor. The residential units are accessed through a lift & stair core on the ground floor which leads to an elevated podium containing two blocks of apartments.



- Bin store
- Cycle storage
- Adaptable cycle space
- Car parking spaces
- Entrance

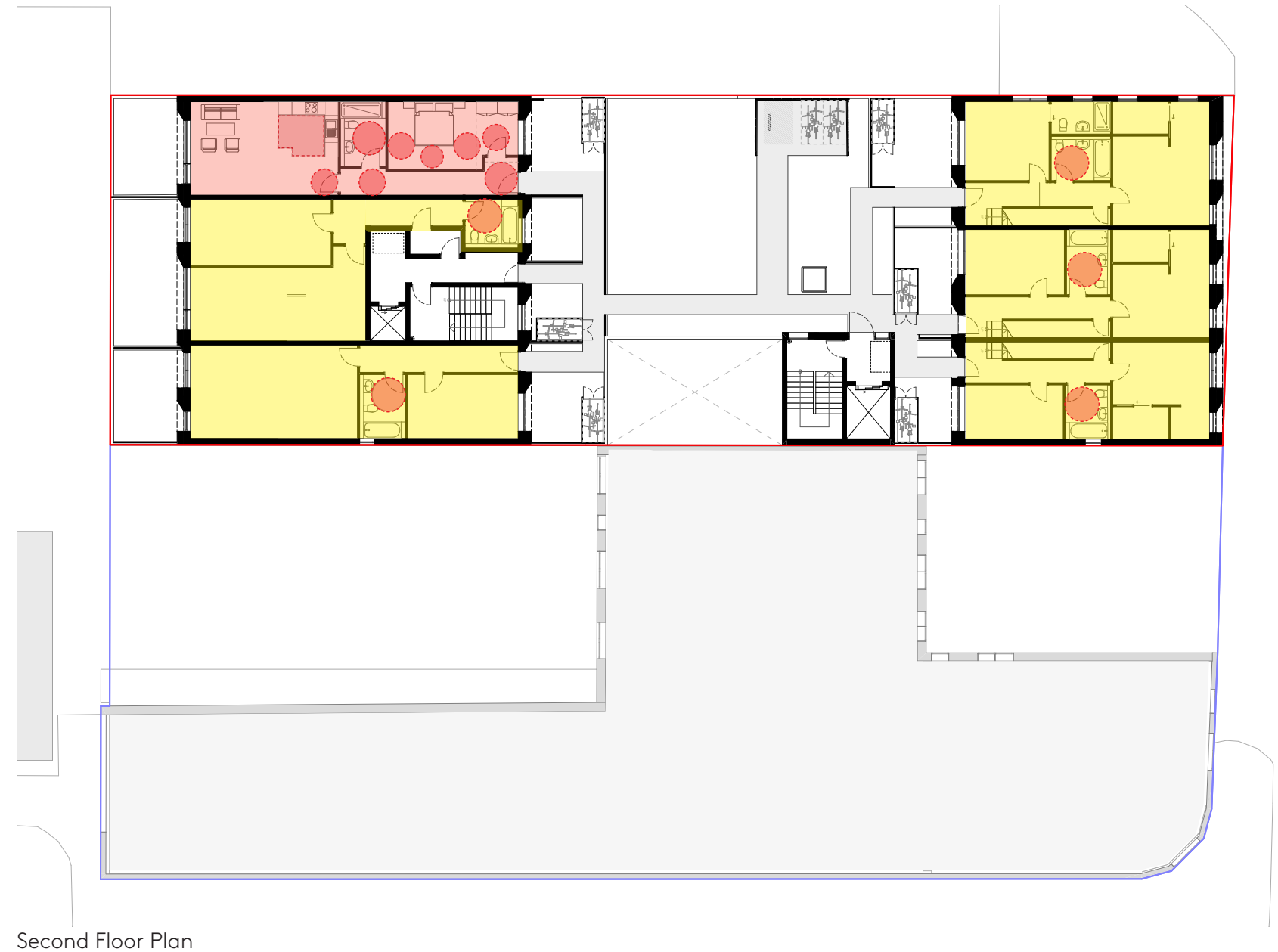
3.10 ACCESSIBILITY

The scheme has been designed with consideration to those who are less physically able.

The entrance to the north building will have step free access, and doors and corridors will be wide enough to facilitate wheelchair users. The lift will be part M(3) compliant.

All of the units are proposed to be accessible compliant with building regulation Part M4(2) 'accessible and adaptable dwellings' and 10% will be Part M4(3) compliant (1 unit).

- Part M4 (3) compliant apartment
- Part M4 (2) compliant apartment



Second Floor Plan

3.11 FIRE

The building is provided with a dry riser and a 60min fire protected stair ventilated by an AOV at the top.

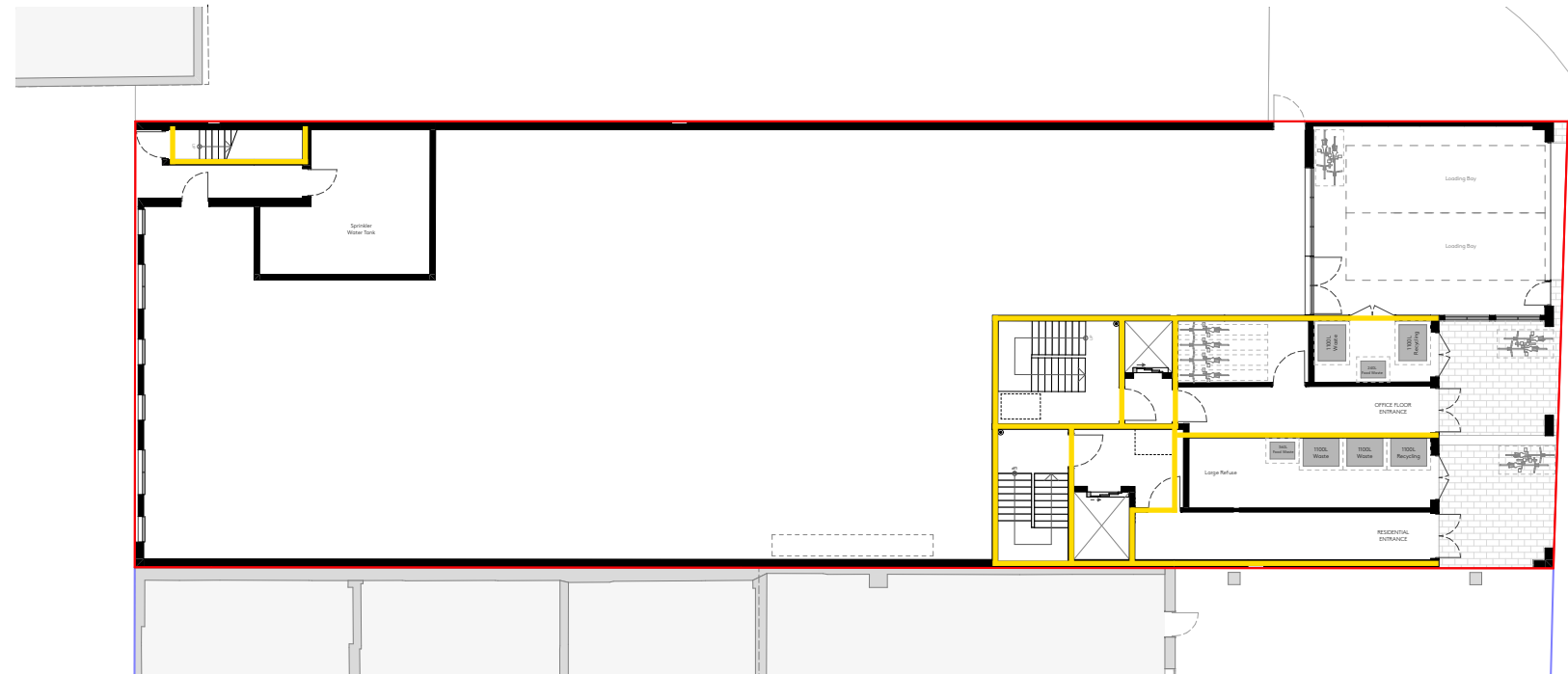
All flat entrances above ground floor are within 7.5m of the protected stair core and ground floor units have direct escape through their gardens.

The flats internal layouts also provide 30min protected lobbies.

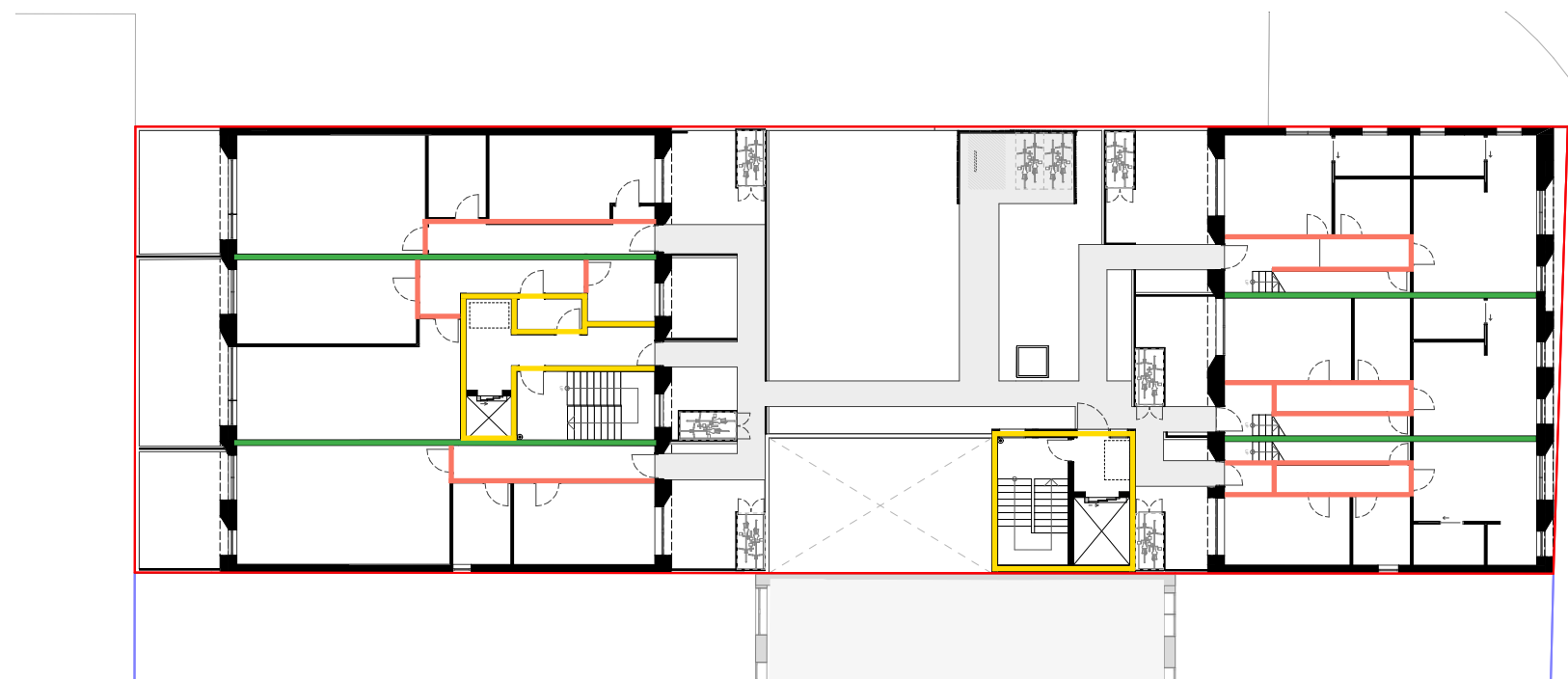
Non-combustible construction materials will be used for the external walls and wherever possible internally.

More information can be found in the report prepared by BB7 and submitted as part of this application.

- 60 min fire protected stair core
- 30 min fire protected lobby
- 60 min fire protected partition walls



Ground Floor Plan



Second Floor Plan

3.12 SUSTAINABILITY

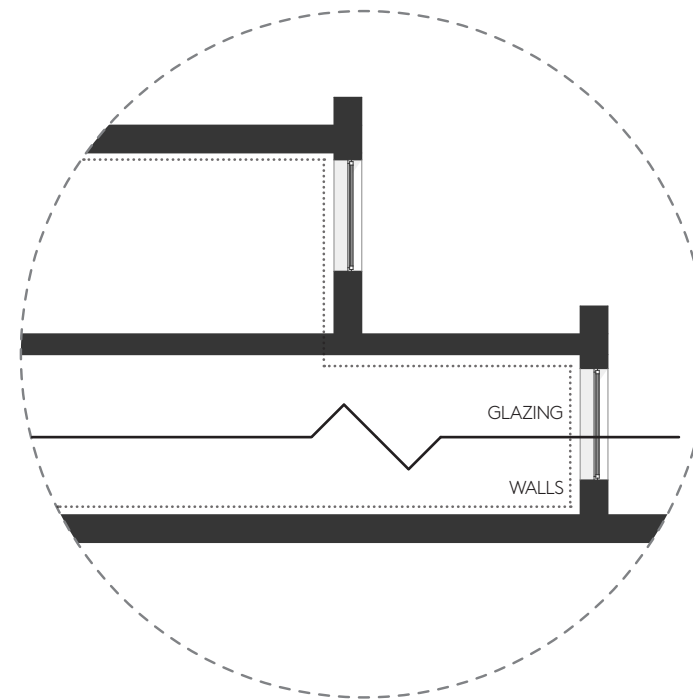
The design intention is to deliver a highly sustainable development, both in terms of energy efficiency and positive impact on the local community.

The proposal will benefit from a high performing thermal envelope which would maximise the thermal comfort of the spaces, and reduce energy consumption.

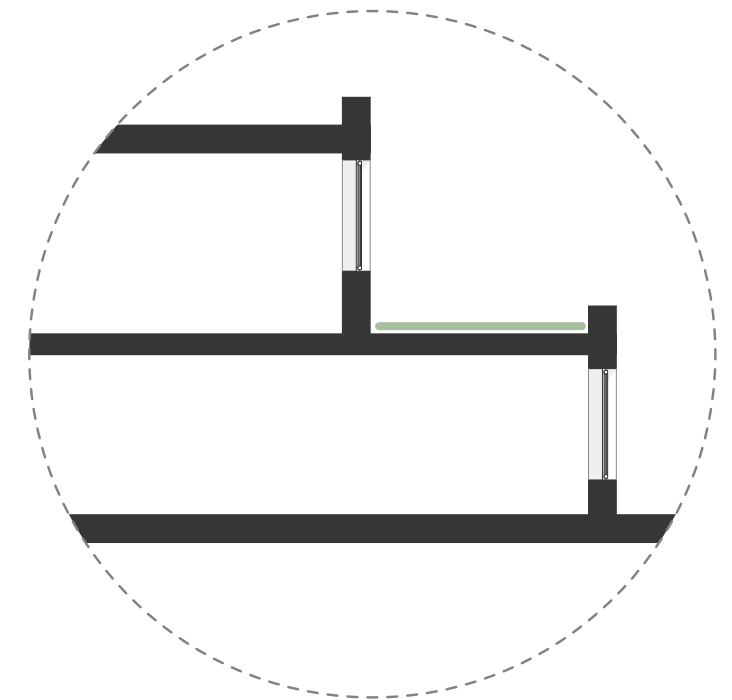
In addition, the scheme will also use intensive green roofs as well as water efficiency systems.

All units are also dual aspect which will allow for plenty of natural light and natural cross ventilation.

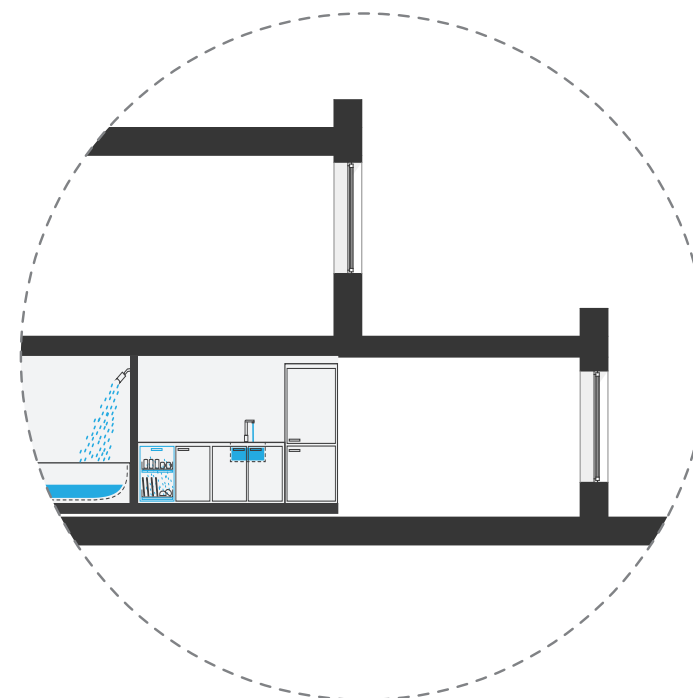
The proposal will also use available roof space for photovoltaic panels (PVs) to capture renewable energy to supplement the residents energy demand and lessen the reliance on the grid.



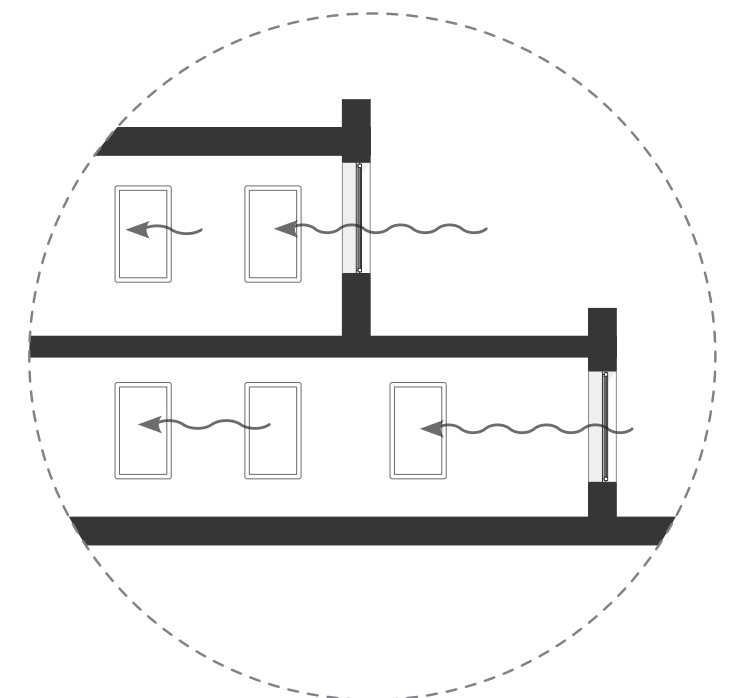
High Quality Thermal Envelope



Green Roof

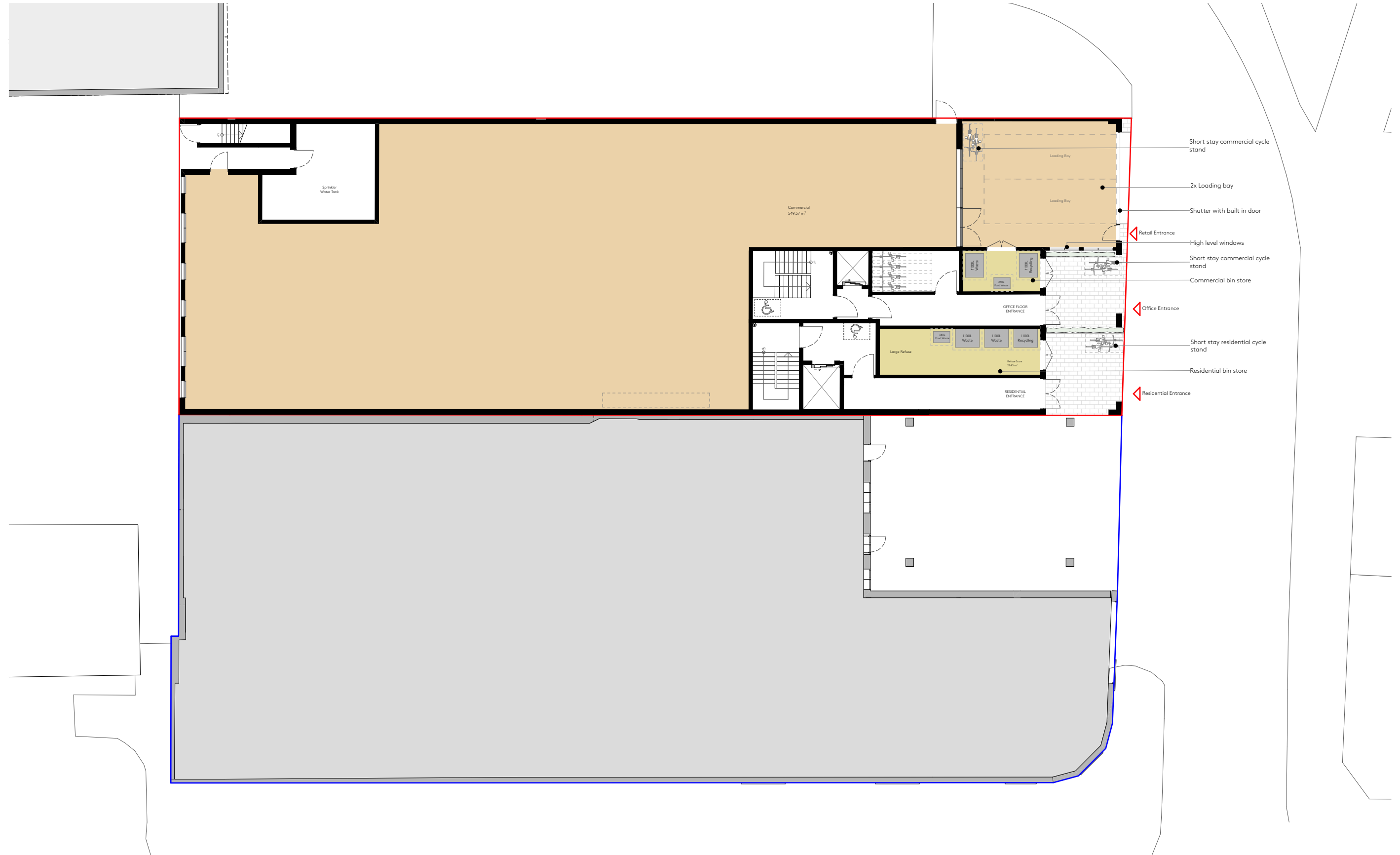


Efficient Water Usage

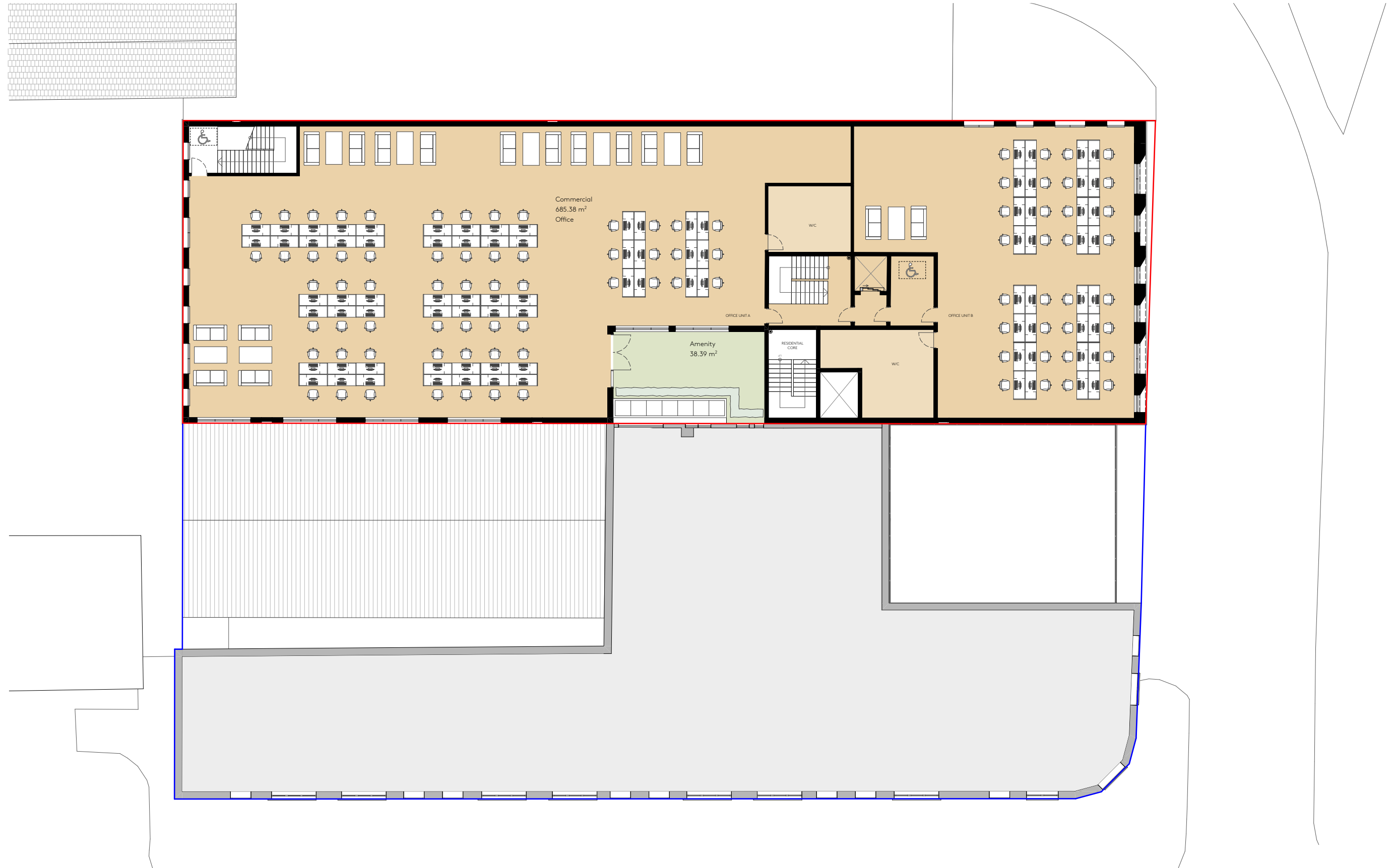


Dual Aspect Natural Ventilation

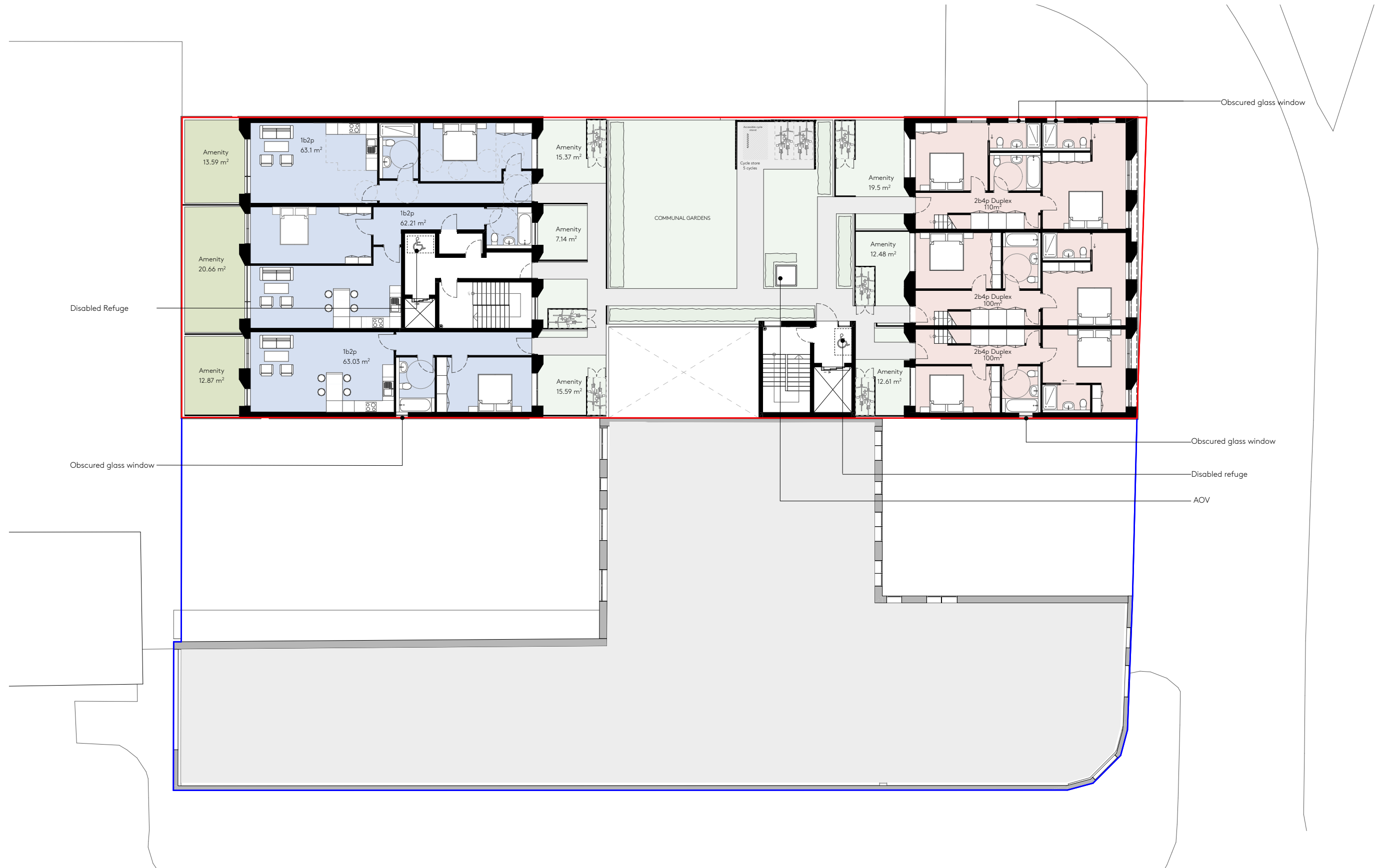
3.13 GROUND FLOOR PLAN



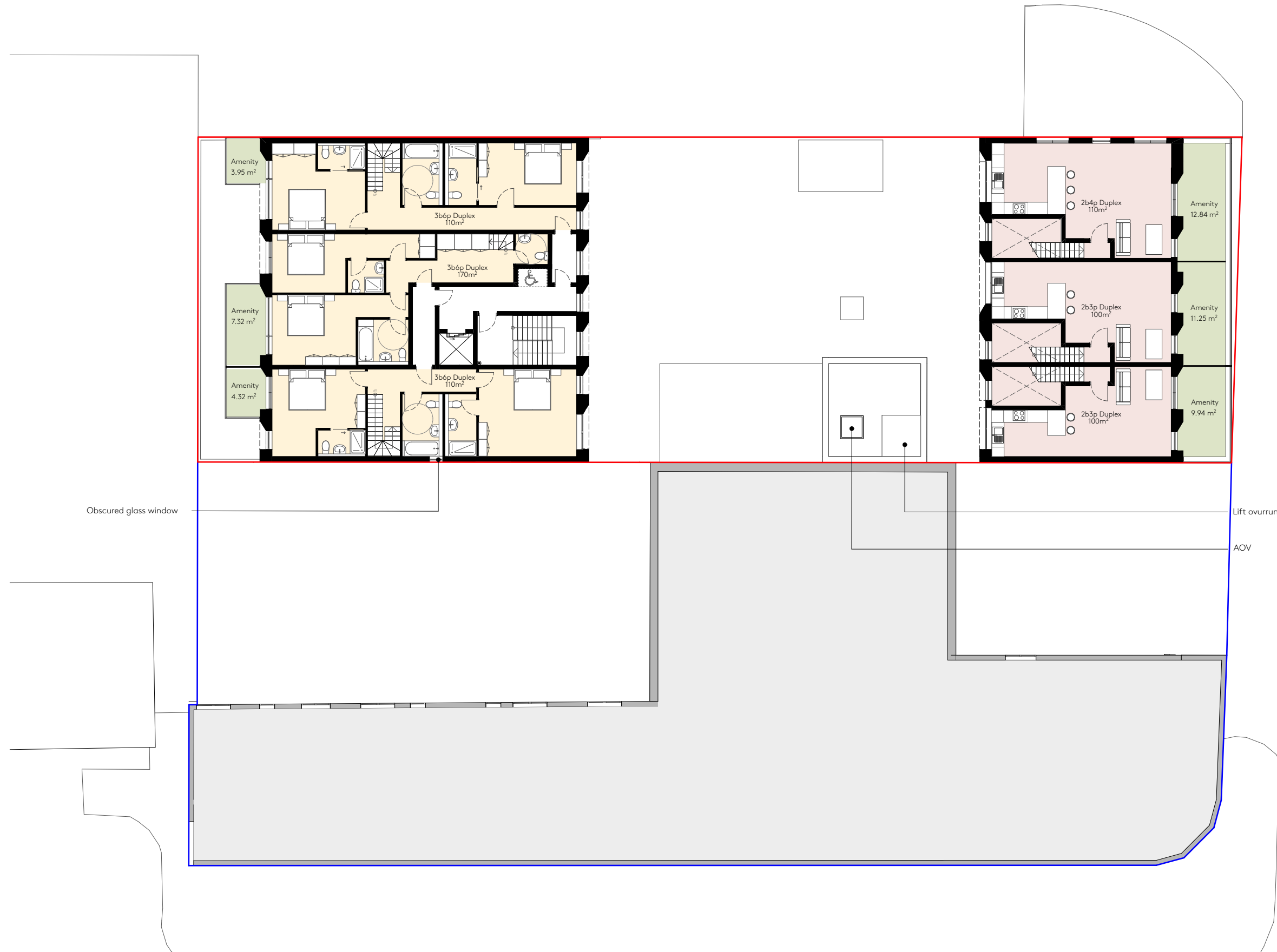
3.13 FIRST FLOOR PLAN



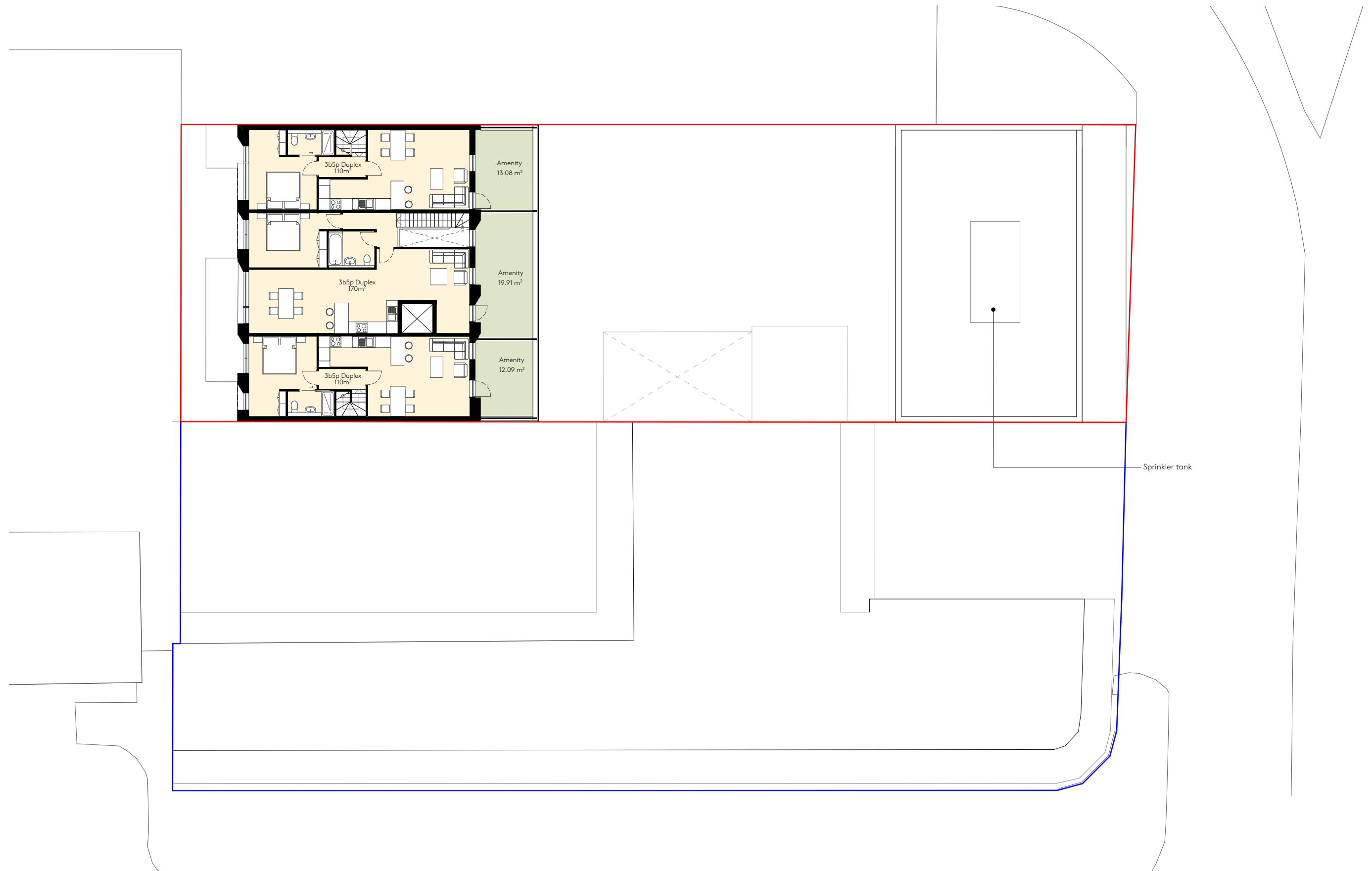
3.13 SECOND FLOOR PLAN



3.13 THIRD FLOOR PLAN



3.13 FOURTH FLOOR PLAN



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VISUALISATIONS

4.1 INDICATIVE STREET RENDER



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