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**DESIGN AND ACCESS STATEMENT****1A The Avenue, LONDON N10 2QE****Introduction**

This Design and Access statement is in support of the attached Planning Application submitted for the proposed fence alteration to widen existing car access to the garage.

Context and History

The earliest records of Muswell Hill date from the 12th century. The Bishop of London, who was the Lord of the Manor of Haringey, owned the area and granted 65 acres, located to the east of Colney Hatch Lane, to a newly formed order of nuns. The nuns built a chapel on the site and called it Our Lady of Muswell.

The name Muswell is believed to come from a natural spring or well (the "Mossy Well"), said to have miraculous properties. A traditional story tells that Scottish king Malcolm IV was cured of disease after drinking the water. The area became a place of pilgrimage for healing during medieval times.

The River Moselle, which has its source in Muswell Hill and Highgate, derives its name from this district; it was originally known as the Mosa or Mosella. Until the 1950s, the town's name was often pronounced "Muzzle Hill".

The Site

1A The Avenue is a 2 bed flat in a converted Victorian corner (end of terrace) property. Back garden includes an existing garden shed and garage with street access onto Dukes Avenue.

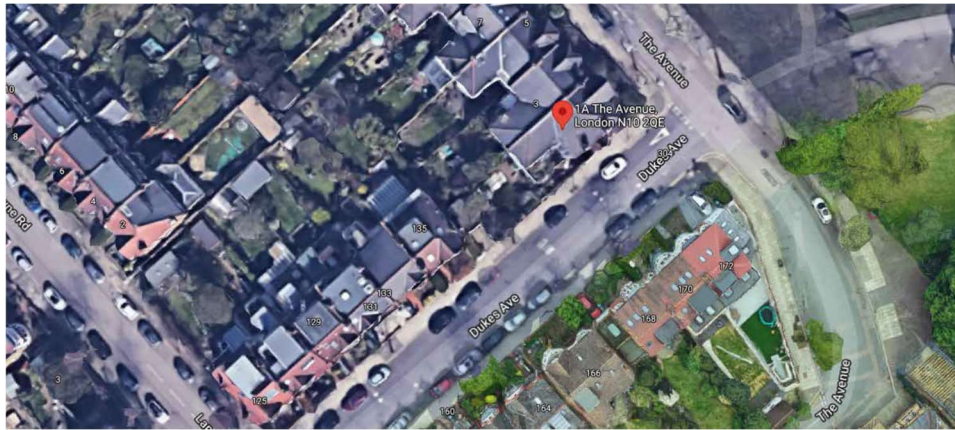


Photo 1 - The Site



Photo 2 - The garage with existing narrow access

The Proposal Design

It is proposed to demolish existing brick piers either side of the garage street access in order to utilise the garage space for the car since current width of the access is too narrow.

Both brick piers will be rebuilt on the existing foundations and will be square 215x215mm single brick thick. The bricks will be reused in order to exactly match the existing appearance. Right hand side of the car access will be trimmed slightly so that the proposed pier comes in line with the garage wall rather than projecting out. Height will remain the same.

The proposal aims to sympathetically replace the existing piers with an improved more utilitarian design. The impact on nearby trees has been taken into consideration so that our proposal will not affect the trees whatsoever.

The Access

The existing street access for the car is narrow for practical use and will be widened as described above, so that the garage can actually be utilised for its purpose.