



DESIGN AND ACCESS STATEMENT: 69 SHEPHERDS HILL, HORNSEY, LONDON, N6 5RE.

PROJECT: REMOVAL OF EXISTING DRIVEWAY AND INSTALLATION OF TWO PERMEABLE PARKING BAYS WITH ELECTRIC VEHICLE CHARGE POINTS, STAIRCASE, SEATING AREA AND PLANTED TERRACES

1.0 SITE DESCRIPTION & CONTEXT

- 1.1 The Site is located on the North Side of Shepherd's Hill approximately 800 meters East of Highgate underground station and approximately 800 meters West of Hornsey Town Hall.
- 1.2 The site lies on steeply sloping ground that falls to the North towards Shepherd's Hill allotments with far ranging views of Muswell Hill at a distance of approximately 700 meters across the valley and Alexandra Palace at approximately 1 Km.
- 1.3 The site is located in the Crouch End (No 5) Conservation Area and the character of Shepherd's Hill is that of a wide, tree lined residential street. This aspect of the application is covered in the accompanying heritage statement.
- 1.4 Houses 65-75 Shepherd's Hill were erected on Church land in the early-mid C20th and as such they were all constructed to the same planform and pattern.
- 1.5 Planning consent was granted to extend 69 Shepherd's Hill to the rear and into the loft space, as well as the conversion of the existing garage to utility accommodation, under application HGY/2022/0908.
- 1.6 The front gardens to 65-75 Shepherd's Hill slope steeply from Shepherd's Hill roadway down to the residences below; falling approximately 3m over 12 meters between the road and the houses. As a result of this, the front parking spaces slope too steeply to be usable. Notably, all of the houses apart from No's 69 & 73 have had level parking platforms constructed at the front to overcome this issue.
- 1.7 To the North side of Shepherd's Hill directly opposite, there are a row of mid C20th apartment blocks varying between 4 and 5 storeys in height. Flood risk Zones – The Site is located in floor risk Zone 1. There is a low risk of flooding and no FRA is required to support this application.
- 1.9 The site is located in a Critical Drainage Area (CDA) and DPD Policy DM26 is observed by the proposal to replace the existing impermeable concrete crazy paving with free draining terraced planters and parking bays with permeable paving.

1.10 There are no TPO's relating to the site or nearby area and no trees are affected by the proposals.



Figure 1. The proposed site viewed from the South East (© Google Earth 2021)



Figure 2. The proposed site viewed from the North East (© Google Earth 2021)



Figure 3. The proposed site viewed from the North West (© Google Earth 2021)



Figure 4 . The proposed site viewed from the South West (© Google Earth 2021)



Figure 5 . Driveway of 75 Shepherd's Hill (© Google Street View 2023)



Figure 6. Driveway of 71 Shepherd's Hill (© Google Street View 2023)

2.0 DESIGN

2.1 DESIGN CONSIDERATIONS & PROPOSALS

- 2.1.1 Our client would like to have two parking bays within the curtilage of their property with charging points for electric vehicles and storage for cycles and bins at street level.
- 2.1.2 The existing steeply sloping drive is unusable on a day-to-day basis so the proposals have been developed to reduce the slope while still ensuring that stormwater is not directed onto the public highway.
- 2.1.3 Due to the steeply sloping site, the provision of parking bays is not straightforward. This design exercise is further complicated by the existing mature tree which is proposed to be retained.
- 2.1.4 The design has been generated through the ambition to retain the existing tree in the front garden. The proposed wrought iron steps bridge over the root system of the tree, the main structure of the parking bays will be supported on helical piles, located to avoid tree roots, and the planted terraces are proposed to be built off shallow footings.

- 2.1.5 By removing the existing impermeable “crazy paving” on the driveway and constructing permeable paving to the car parking bays and landscaped terraces in its place, surface water entering the drainage system is reduced below its existing levels.
- 2.1.6 The existing garage (granted consent to be converted into a utility room under application HGY/2022/0908) is located at the bottom of the existing steep drive. This means that any rainfall results in the garage being flooded. To provide a solution to this issue, the proposals include lowering the ground levels immediately in front of the dwelling to a consistent level across the front of the house by removing the step up to the driveway, thus creating an opportunity to provide adequate drainage to this area of the property.
- 2.1.7 A seating area at the bottom of the steps exploits the south facing position, provides a landing for the new proposed steps in front of the double doors to the utility room.
- 2.1.8 Consent is requested to move the existing streetlamp within a 3 meter radius to the west of its current position so that access to the parking bays is improved. As part of the works to the street light, our client would like the council to have a shield fitted to the lamp to screen light from entering the first floor bedrooms of the property.

Note: Curved stone steps
granted planning consent under
application IGV/2022/0908

KEY:

New Levels +80.005

Existing Levels 80.700 +

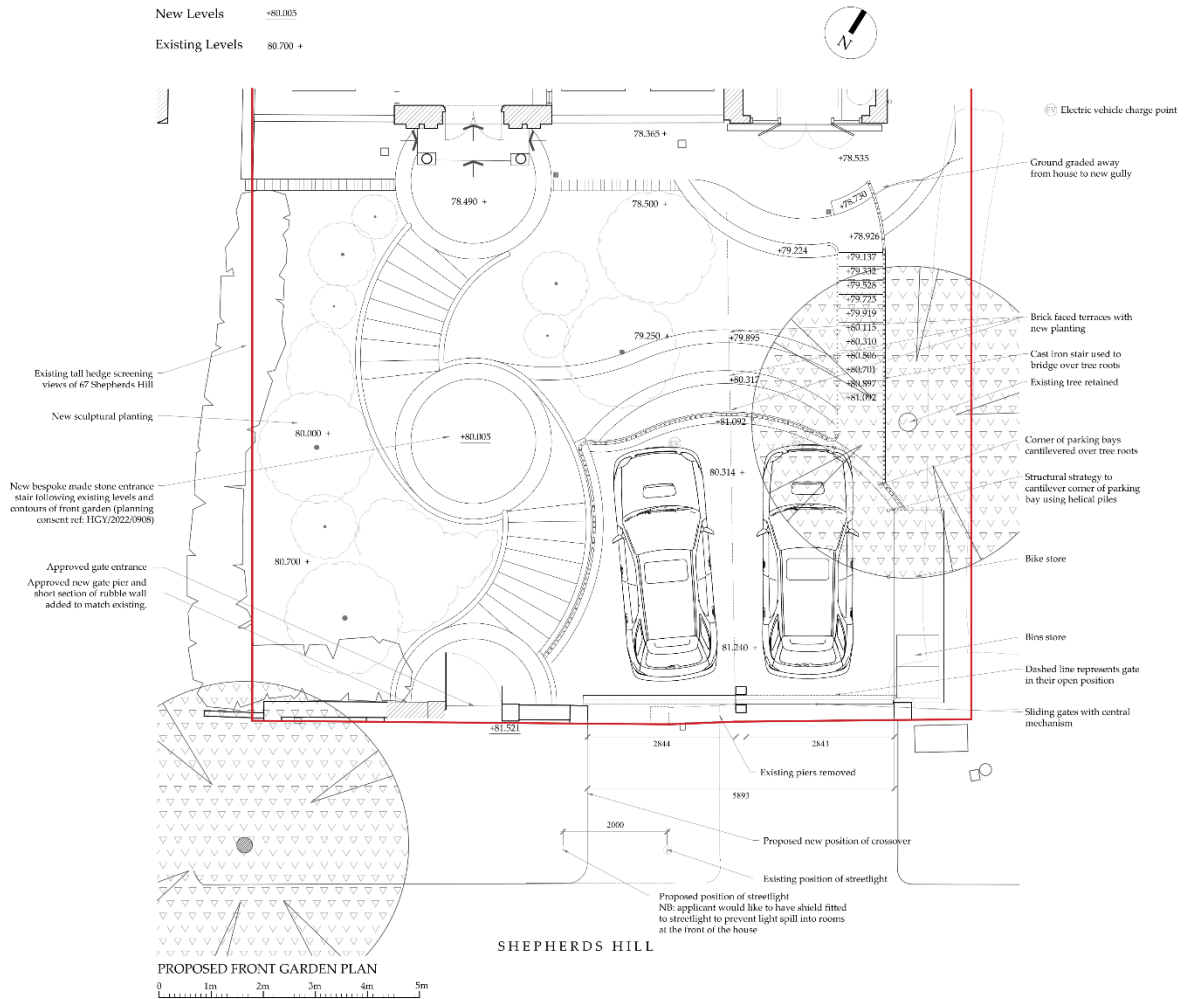


Figure 7. Proposed plan of parking bays

3 CONCLUSION

- 3.0 The design is the result of the ambition to create two parking bays with electric vehicle charging points while minimising the impact on the existing house in terms of loss of light to the ground floor or large built form.
- 3.1 The system of terraces that are proposed negotiates the site's pronounced change in level while softening its visual impact.
- 3.2 The proposed cast iron utility stairs will bridge the tree roots and the structural strategy proposed will reduce any impact on the existing tree, which adds to the character of the street and dwelling.
- 3.3 Moving the existing street light within a 3 meter radius will improve accessibility to the parking bays and ensure that the dwelling has two spaces to charge electric vehicles, which will allow the current and future residents to respond to the Ultra Low Emission Zone.