32 Hartland Road, London. NW18DD

Planning Statement

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INTRODUCTION

Site & Project Brief

Site plan (NTS)

This statement is part of the Householder planning application for the proposed alterations to 32 Hartland Road. The residential dwelling is not listed or in a conservation area.

32 Hartland Road is an existing end of terrace three storey dwelling with a large roof terrace. The dwelling and garden are adjacent to the high level railway viaduct of the London Overground. The clients bought the property in the summer of 2021.

The houses on Hartland Road were built around the turn of the century. The house and garden at 32 Hartland Road feels enclosed and private through the established planting, the three storey railway viaduct and the lack of a neighbour to the rear. An original brick wall runs the length of the garden and is shared with the neighbour. In contrast with the sheltered garden, the existing roof terrace provides an additional amenity space that sits above the railway and treetops.

The proposals included in this application have been carefully designed to be contextual, scaled to be in-keeping and curated to continue the character of the existing house.

The alterations fall into three parts:

- Part 1 - Ground floor, single storey extension
- Part 2 - Increase in the size of the window in the first floor rear bedroom
- Part 3 - Modify the existing access onto the third floor external terrace.

INTRODUCTION

Site Photographs

(a) Street elevation

(b) View towards garden from third floor terrace

DESIGN PROPOSALS

Description of proposals

The design proposals within this application fall into three parts described below:

Part 1: Ground floor single storey extension
The client brief has informed the overall area and internal uses of the extension. The design concept has been to minimise the buildable area as far as possible and maximise the remaining garden. By incorporating open courtyards within the extension, the garden is able to expand and daylight can penetrate deep into the centre of the plan.

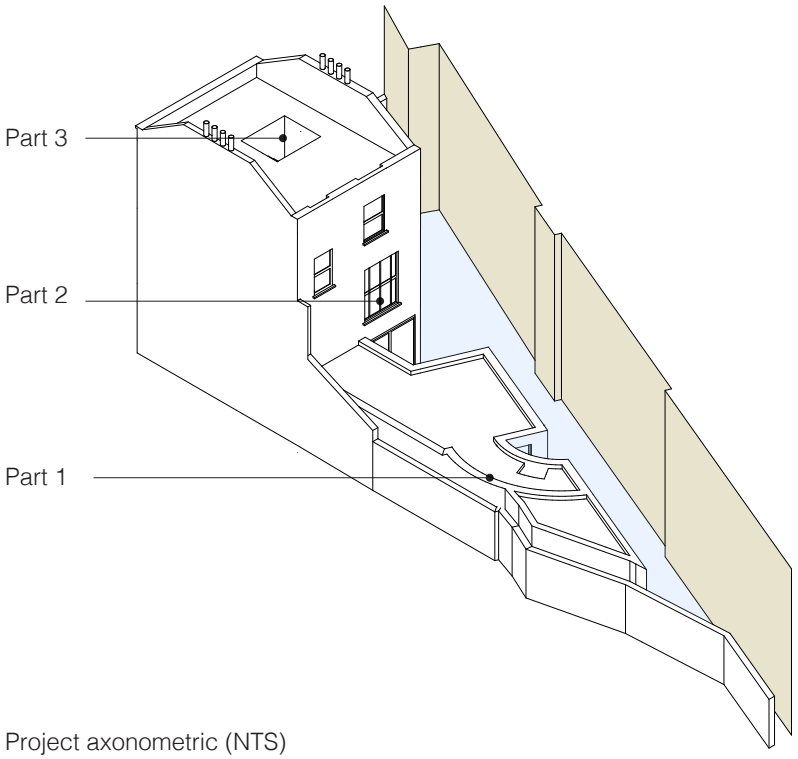
Access to the extension occurs through the ground floor of the house and level access is provided throughout, including to the new ground floor WC.

A planted roof is proposed for the extension to re-wild the outdoor space. A hatch, accessible via. the utility, provides access to the roof for future maintenance,

Due to the proximity to the railway viaduct, initial conversations with Network Rail have indicated that an easement is required along the length of the garden for access and maintenance, More information can be found on pg. 10; Appendices.

Part 2: First floor bedroom window
The proposed window mirrors the size and proportions of the drawing room window on the front elevation. The result increases the amount daylight into the rear, east facing bedroom.

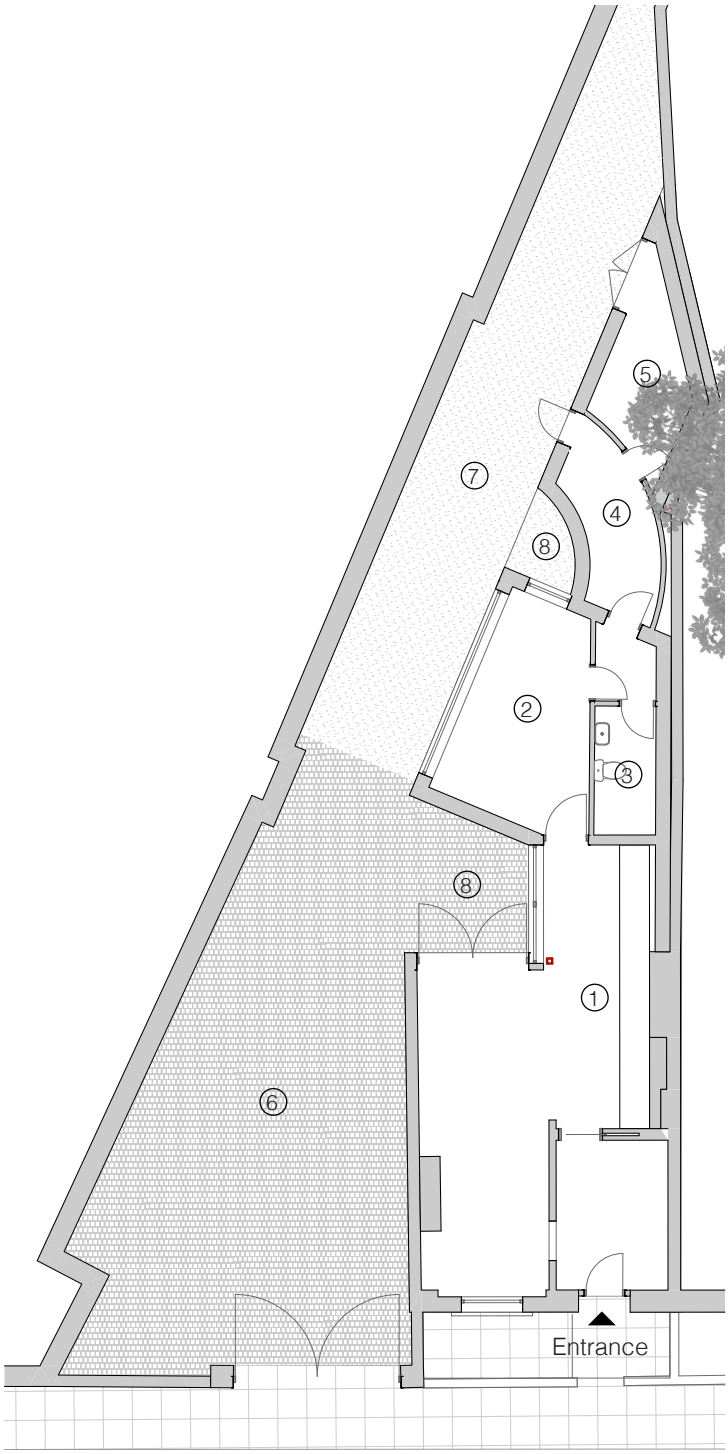
Part 3: Second floor terrace access
The existing access to the terrace is via. an access hatch above the stair. In order to be more accessible the proposals provide an enlarged route via a new stair within a courtyard on the second floor.



Project axonometric (NTS)

AMOUNT

Area Schedule



Block Plan - Ground Floor (NTS)

Part 1: Ground Floor

The programme and areas have been closely developed with the client.

Internally, the proposals will provide:

1. an enlarged kitchen
2. a new workspace
3. a WC with level access throughout the ground floor
4. utility
5. garden store

Externally, the proposals will provide:

6. a defined yard
7. a linear garden
8. two curated courtyards allowing additional daylight into the plans.

Area schedule (NIA)

Existing

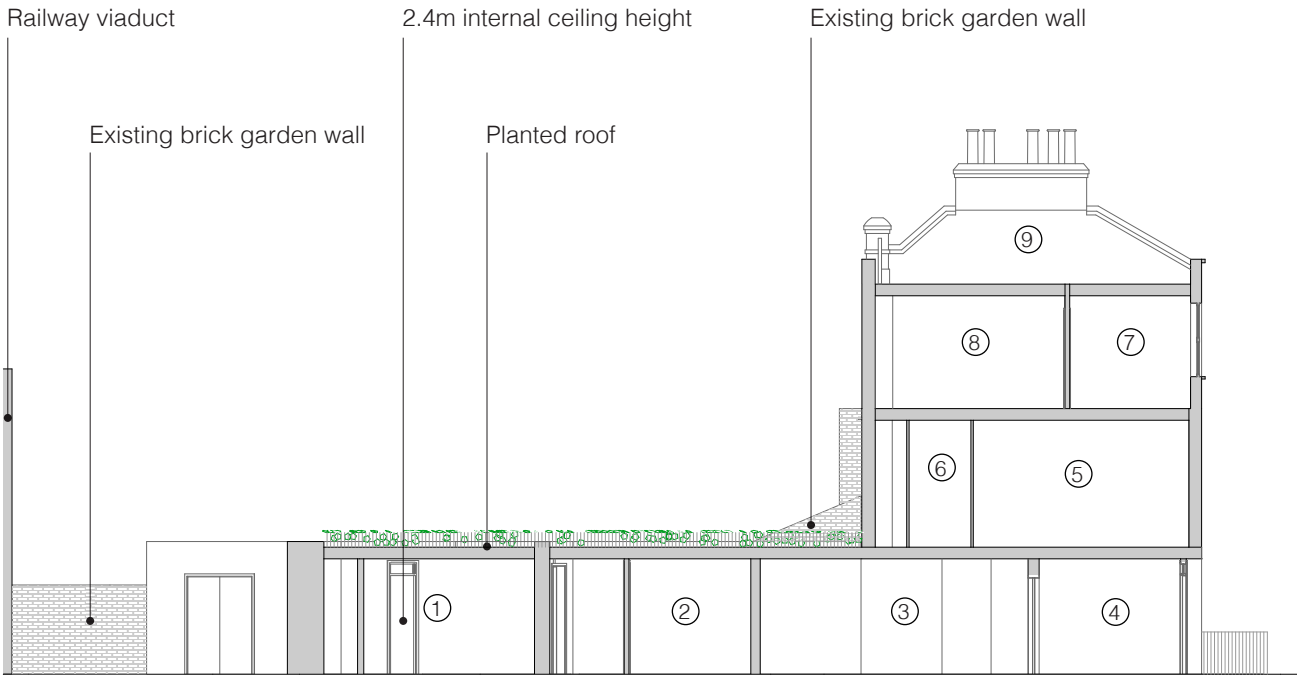
Ground Floor	37sqm
First Floor	30sqm
Second Floor	30sqm
TOTAL	97sqm
Ground Floor Amenity	140sqm
Third Floor Amenity	32sqm
TOTAL	172sqm

Proposed

Ground Floor	70.5sqm
First Floor	30sqm
Second Floor	30sqm
TOTAL	130.5sqm
Ground Floor Amenity	106.5sqm
Third Floor Amenity	29sqm
TOTAL	135.5sqm

SCALE, DRAINAGE & ENERGY EFFICIENCY

Description of proposals



Section AA (NTS)

1. Utility & access to roof for maintenance
2. WC
3. Kitchen
4. Hallway
5. Drawing room
6. Storage for MVHR unit
7. Bathroom
8. Workspace
9. External terrace

Scale

The scale of the proposals has been determined by the internal uses and minimising the impact on the garden whilst adding new planting where possible. Minimum ceiling heights are proposed internally to reduce any impact on the neighbouring extension and property.

Drainage

Hartland Road is located in Flood Zone 1, i.e an area with a low probability of flooding.

The existing garden is predominantly hardscaped with raised beds along the perimeter wall. The proposals introduce a sedum, or planted, roof using pumice that will retain the water and nutrients. The garden will be landscaped with a mixture of permeable soft and hard materials that will also reduce the overall surface water run off into the existing water course.

Energy Efficiency

The client is committed to improving the energy efficiency of the current house. This includes through the installation of an MVHR (Mechanical Ventilation Heat Recovery) system that will recover energy from the expelled warm air to heat the incoming cold air.

LANDSCAPE & APPEARANCE

Description of proposals

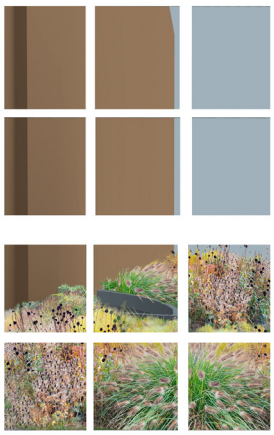
Internal view looking towards courtyard

Landscape

The line of the extension has been driven by (a) providing a balance between the built area and the ground floor amenity as well as (b) the access requirements of Network Rail

The design for the ground floor extension incorporates two courtyards. These bring the garden into the house itself, interrupting the internal spaces to provide abundant greenery and daylight. Integral to the design concept is provision for varied opportunities for nature across the site.

The roof of the extension will be heavily planted to lift the greenery closer to the sunlight and provide a colourful outlook from the rooms above.



View from first floor window towards planted roof.

Appearance

Part 1: Ground floor single storey extension

The proposals incorporate glazing into the courtyards to maximise daylight. Elsewhere the solid walls will match the existing and to be a replacement for the garden wall.

Part 2: First floor bedroom window

The enlarged window frame will match the drawing room window in size, materials and colour.

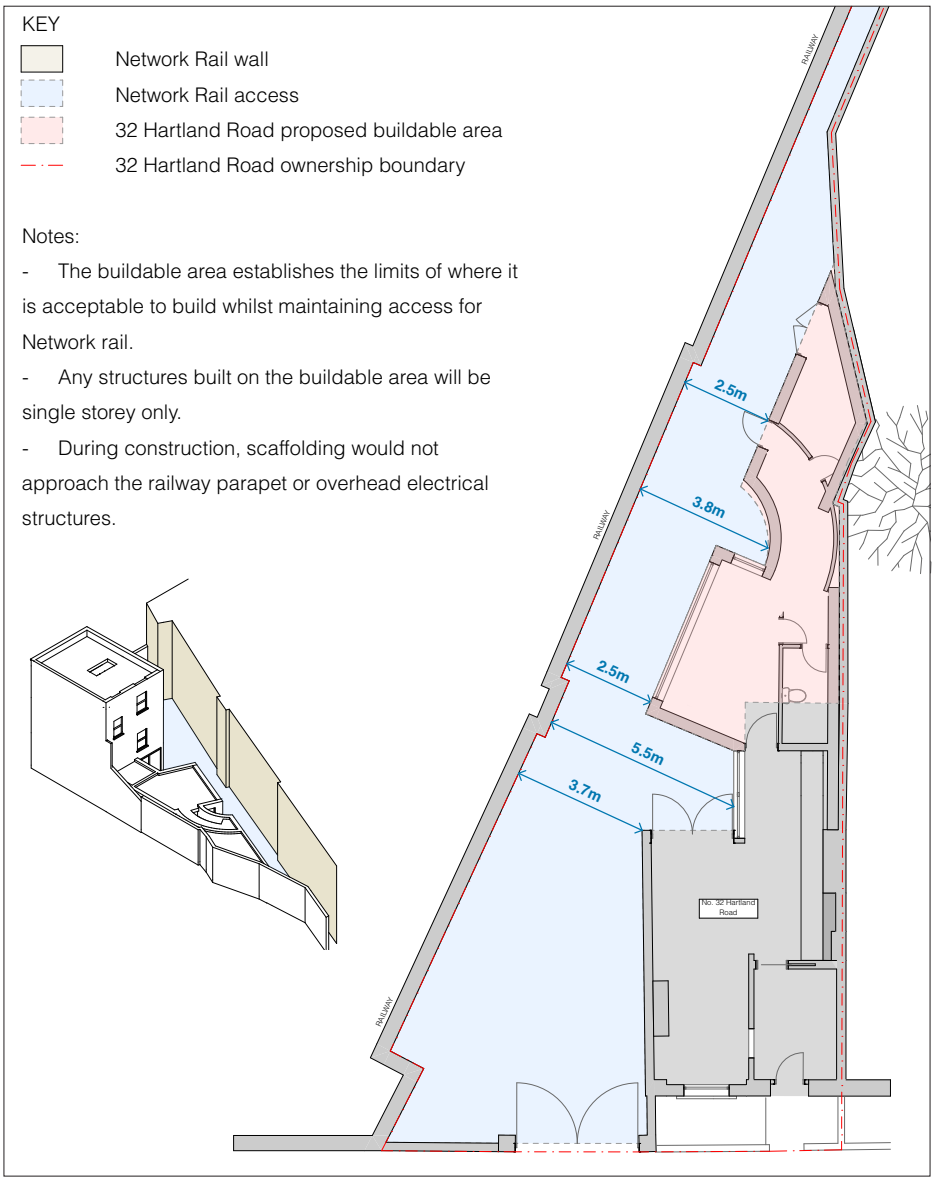
Network Rail

Early Consultation

From the outset, we have consulted with Network Rail regarding the easement and access requirements for the railway viaduct. The brick viaduct is over 10m above external ground floor FFL and an overhead electricity stanchion is supported along the viaduct wall within the garden. The arches are inaccessible from 32 Hartland Road and instead have been bricked up.

We have engaged Network Rail at two stages. (a) At RIBA Stage 1 (Preparation & Briefing) to understand the unbuildable area of the site required for access and maintenance and (b) at RIBA Stage 2 (Concept Design) to understand the implications of the most recent proposals. The meeting minutes from this meeting (15th December 2021) have been included at the end of this document.

These discussions have concluded in the application proposals. This includes the provision of a 2.5m access zone along the full length of the extension and the large courtyard opposite the electricity stanchion. The principles of the proposal have been outlined in the diagram below:



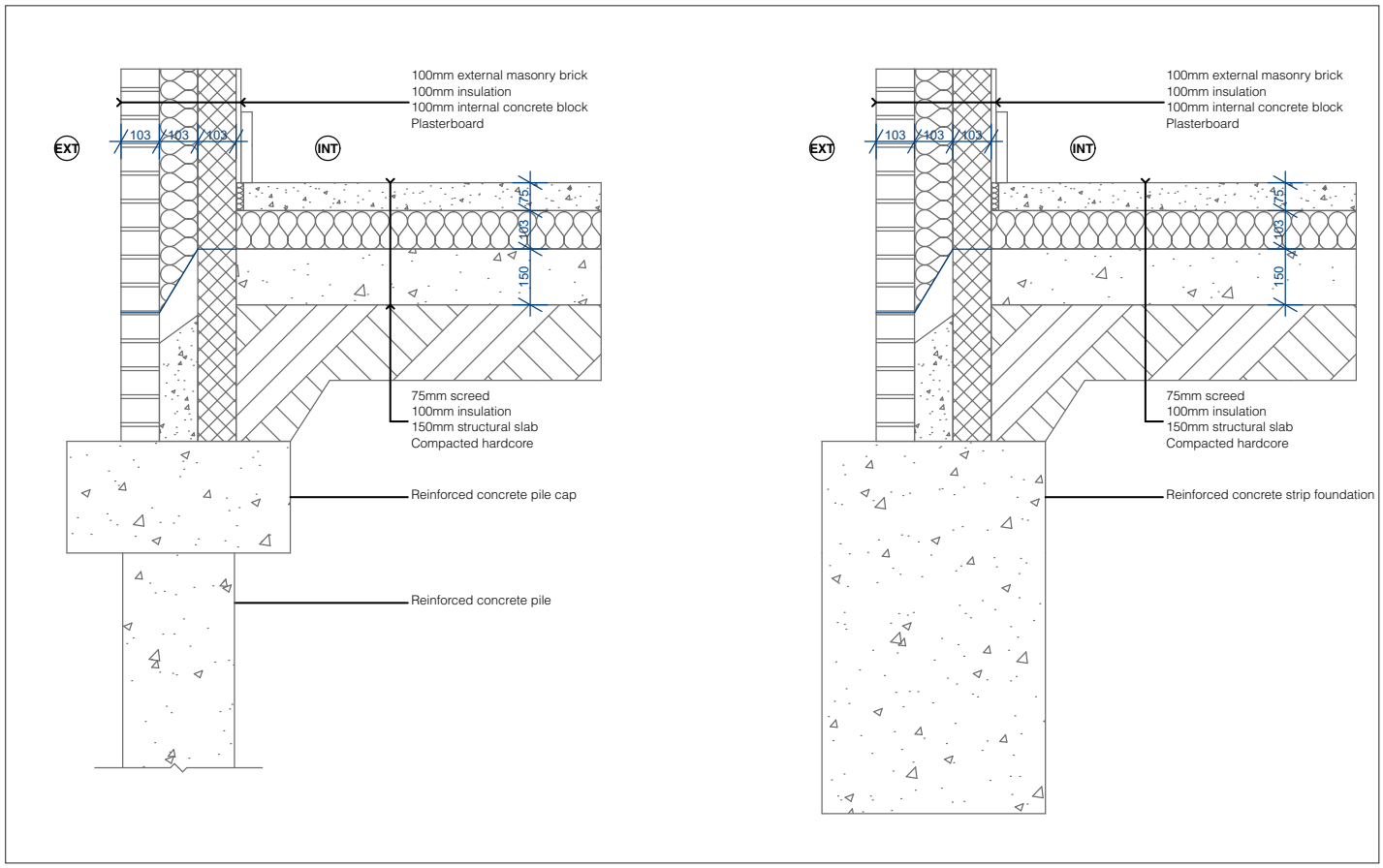
Network Rail

Foundation Design

The detailed design for the extension, and particular the foundation design, will be in response to the site context, including:

- The railway viaduct is likely to have stepped and spread foundations baring onto a rubble / early concrete footing.
- The garden of no. 30 Hartland Road contains a well established tree with a root zone that will likely encroach on the garden of no. 32 Hartland Road.

As the project proceeds, trial pits will be undertaken to establish the exact location of the footings as well as the extents of the tree root. Both will likely have an impact on the foundation design and result in the use of one of the foundation types proposed below. NB. a structural engineer will be appointed during RIBA Stage 3 to assess the results of the trial pits and inform the foundation design..



LEFT: Concrete pile foundation
RIGHT: Concrete strip foundation

Site Address:	32 Hartland Road
Date:	15th December 2021
Document:	**Meeting Minutes with Network Rail**
Attendees:	Daniel Woolham (Network Rail)
	Sean O'Connell (Network Rail)
	Jason Dickson (Network Rail)
	Elli Farrant (EFA)
Revision:	1

1. Project Introduction

A. 32 Hartland Road three storey residential dwelling with large yard and garden.
B. The Northern boundary is the 10m(h) railway viaduct
C. BOK2 (Engineering line reference)
D. No access to railway arches from 32 Hartland Road
E. Ownership of full site up to the face of the viaduct
F. Proposals are for a single storey ground floor extension with height of max. 3m.
G. 2.5m is maintained along the length of the extension. Carefully positioned courtyards provide larger easement locally to the electricity stanchion
H. Network Rail consultation undertaken in September 2021 describing the required 2.5m easement along the length of the garden.

2. Network Rail Requirements - Above Ground

A. Access required for way leave in order for maintenance and inspection of viaduct
B. Repointing / replacement brickwork access
C. Overhead electricity
D. Minimum offset of 2-2.5m from wall
E. Minimum offset of 2.75m from support stanchion

3. Network Rail Requirements - Below Ground

A. Viaduct built at the turn of the century
B. Stepped and spread brick footing baring onto concrete rubble footing
C. Likely 1.5-2m spread
D. Zone of influence 45 degree angle from base of footing. NR to be consulted if this is encroached upon. The project is encouraged to consult with a Party Wall surveyor on the basis of the proposed foundation design relative to NR's viaduct structure so as to confirm or otherwise remove the need for a Party Wall award.
E. Trial pits are required (at client expense) to understand size & depth of footing

4. ArchCo

Bought Network Rail land and property adjacent to railways.
Advised to confirm their requirements

5. Constructibility of scheme

A. Network Rail consider the possibility of building collapse when within 3m of the viaduct
B. Would require a Risk Assessment Method Statement for temporary works, such as scaffold
C. Would require a Risk Assessment Method Statement from Principle Contractor
D. A Outside Party Basic Asset Protection Agreement (OP BAPA) is likely to be required and will carry a cost to the client, which relates to the asset protection services necessary to ensure NRs assets and operations remain unaffected by the scheme in all phases.
E. NR would want to monitor the viaduct during construction of the scheme to ensure there is no impact on the viaduct only if the piling or excavation for foundations was proposed within the support zone to the viaduct.
F. The project should also consider what future maintenance requirements are likely to be needed for the project and how these tasks will be safely managed to avoid affecting NR's asset/operations.

6. Planning

A. Network Rail would be a consultant during the application
B. Require foundation proposals for the planning application to show excavation zone

7. Key Actions

A. EFA - Examine the existing title deeds and Network Rail's stipulation.
B. EFA - Site previously described as Depot on NR plans. It would likely of been sold with conditions.
C. EFA - Foundation design
D. NR - Consult with liabilities team for use of land

8. Information Supplied By Network Rail