Design and Access Statement

Relating to

Replacement Windows at 28 Driffield Road
Tower Hamlets, London, E5 3NF

Revision P2

ARJ Surveying Services

Contents

1.0 Executive Summary

ARJ Surveying Services have been commissioned by the owner of 28 Driffield Road to submit a planning application for the replacement of external windows and doors to the upper property (upper ground and above only) at 28 Driffield Road in Tower Hamlets. All reference to windows will refer to this property alone, but it is noted that there is a unit below.

2.0 Property and Site Details

The building in question is a three story mid-terraced Victorian street property converted into two self-contained flats. The three storeys are lower ground, upper ground and first floor, with the property in question consisting of the upper ground and first floors. The property is traditionally constructed with solid walls in yellow London stock bricks. The front elevations of 28 and the adjoining 26 appear to have been rebuilt, possibly as a result of second world war bombing. The bricks use have attempted to match the original London stock bricks. Windows have brick arches, but the original inset detailing that is present of the adjoining properties are not present, and the architraves are of a different style as well. The front doors to the upper ground levels to 26 and 28 also differ, with number 26 appearing to have a more original fenestration compared with the remainder of the street.

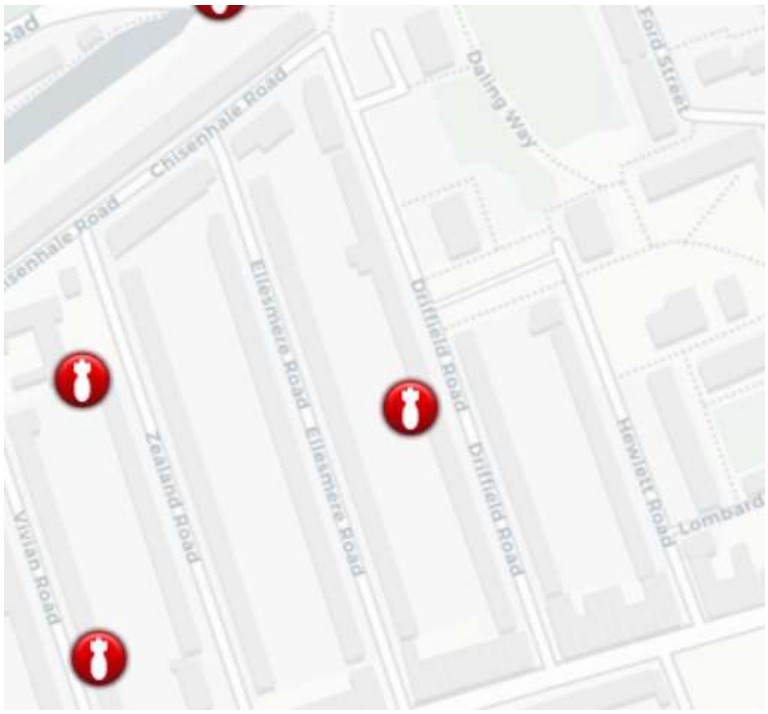

Figure 1: Likely Bomb damage, source: http://bombsight.org/

Rainwater goods are all located to the rear, and to the building are uPVC, including hoppers and downpipes with. A soil pipe is located to the rear of the property and is uPVC. The soil pipe serves the various bathrooms and kitchen at the different floor levels.

To the rear of the property there is a garden area which has been divided to provide private open space to each of the dwellings. The upper ground floor unit has direct access via a uPVC double door located on a raised terrace area.

Boundaries to the front of the property are metal railings with arrowhead finials which provide private open space to the front lower ground floor.

3.0 Planning Restrictions

The building is situated in Driffield Road Conservation Area. The Conservation Area is bounded by Roman Road to the south, Grove Road to the west, the Hertford Union Canal to the north and Driffield, Hewlett and Ford Roads to the east. The largest part of the Conservation Area is made up of the six straight parallel streets running northwards, namely Kenilworth, Vivian, Zealand, Ellesmere, Driffield and Hewlett Roads together with Chisenhale Road which runs east to west. The southern boundary of the Conservation Area is defined by the lively Roman Road and the streetscape of small retail shops. Most of the streets are tree-lined although the age, number, species and location of trees vary with each street. The premise is not situated in a high flood risk area.

Figure 2: Driffield Road Conservation Area (source: Tower Hamlets Council website)

4.0 Building Control Requirements

The client has submitted a building notice to ensure compliance with the building act.

5.0 Design Proposals

5.1 Existing Windows and elevation photos.

The existing windows are a single glazed timber double hung sash windows to the front and rear elevations painted black.

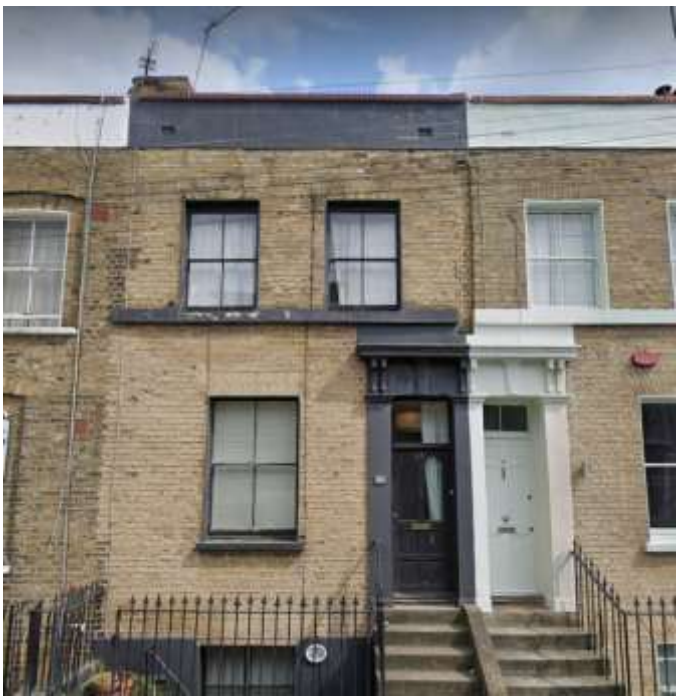

Figure 3: Front Elevation Taken from Google Maps.

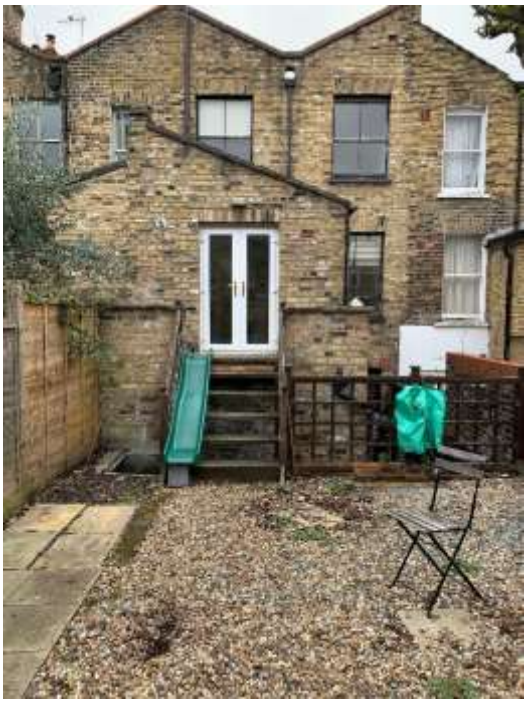

Figure 4: Rear Elevation

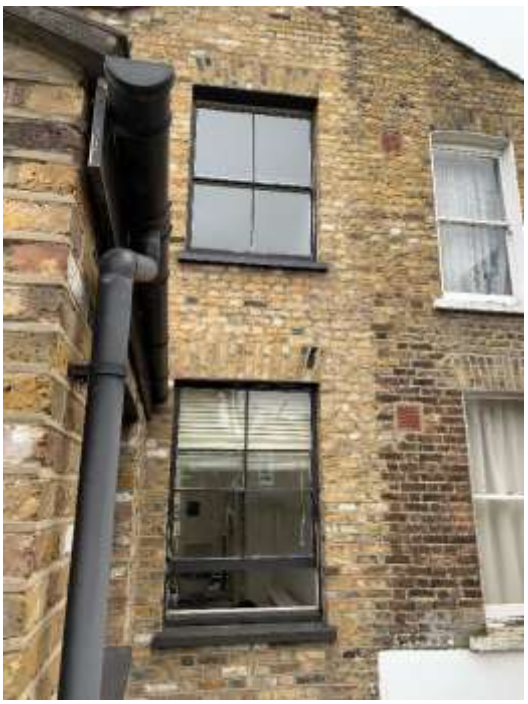

Figure 5: W03 and W02 to the rear elevation

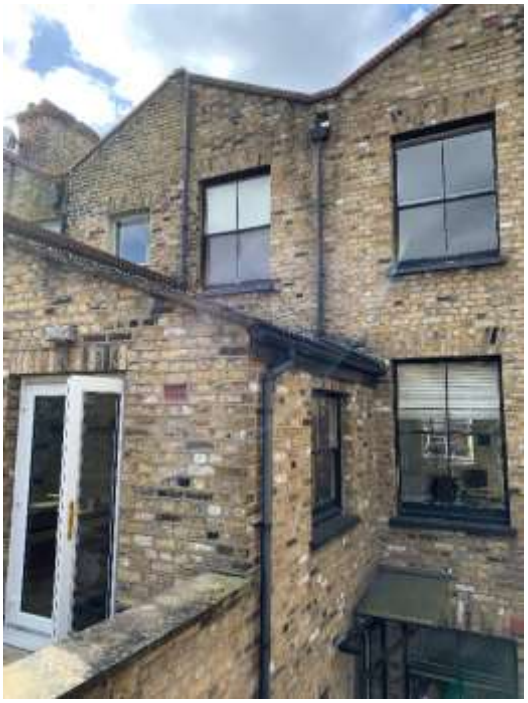

Figure 6: Rear Flank Elevation

The existing windows no longer meeting the needs of the residents and are leading to issues with heat loss, condensation and other related defects.

5.2 Proposed Windows

It is being proposed that all sashes for the windows on the building are to be replaced with double glazed timber units to the front and rear elevations. Repairs to the frame and mechanism will also be undertaken. The windows are to remain in the same style and fenestration so where a sash window is currently installed, with sash sections being replace. Sections have been provided along with this submission.

5.3 Existing Doors

Access to the dwelling is via a timber front door located to the right-hand side of front elevation via a concrete staircase. The door is shorter than the neighbouring property, as well as the majority along the road. To the rear there is a double door leading to a raised terrace area, which in turn leads to the garden area associated with the upper flat. The existing rear door is uPVC.

The existing front doors is no longer meeting the needs of the residents and are in a poor condition. This doors are therefore due for replacement with a door that matches the neighbouring property.

The rear door is to be replaced with a profile that better resembles the timber profiles, rather than the bulky uPVC frames.

5.4 Proposed Doors

It is being proposed that the main entrance front door will be replaced with a new timber door to match the neighbouring property (26) with a smaller fanlight above. To the rear, the proposal is to install an aluminium unit, with thinner profiles than the existing uPVC. Sections have been provided.

5.5 Car Parking/Transport

There is adequate parking on adjacent street, Driffield Rd is in a CPZ (B1). That will require a car parking resident permit.

The block enjoys a location with many others transport methods such as buses, taxis and the London Underground (Mile End Station).

5.6 Refuse Disposal

All refuse which arises from the replacement floor will be carefully removed from site and disposed of in line with the building contractor's waste management plan.

6.0 Heritage Impact Assessment.

The proposals take account of the historic importance of the conservation area by respecting the original materials used at the time of construction, particularly to the front elevation. The property has suffered from significant bomb damage as mentioned previously in this report, and as such the front elevations of both number 28 and 26 adjacent have been rebuilt. When rebuilt, the original inset window reveals were omitted, and more ornate architraves were installed around the door openings were installed, but the frames of the windows were reinstated in timber single glazed which replicate the original units. These windows have aged significantly since installation, and are in a poor state of repair, as well as lacking in thermal performance. The application relates to the replacement of these sash units with new 16mm double Glazed units (sections provided) to improve both the current condition and the thermal performance, whilst retaining the historic material and style. The units remain to be a thin glazing profile to better suit the character of the conservation area than a thicker, more modern glazing profile would.

The front door is also due for replacement, and the replacement unit aims to replicate the adjacent 26, with a taller door and smaller fanlight above than the existing arrangement. The fanlights are larger than others on the road as a result of larger openings being installed following the rebuild after bomb damage. As a less prominent feature than the windows, the glazing proposed in the fanlight is 28mm thick, more in line with modern standards.

Windows to the rear are also proposed to be timber, in line with the conservation team's preferences. uPVC units were considered to the rear, similar to the recently approved application at 31 Driffield Road (PA/20/02359/NC) however it was decided that timber units would be more sympathetic throughout. The single unit proposed unit that deviates from the original timber material is the rear door, which is proposed in aluminium. It is assumed that due aluminium having a thinner frame design more similar to timber than uPVC is, and that uPVC was accepted at 31 Driffield, Aluminium would be a suitable material for the rear door. The rear door cannot be seen from a public highway, and is therefore only viewable from the rear garden.

7.0 Summary

This application includes works which will improve the quality of life for the residents, reducing utility bills and improving the condition of the property. The proposals simultaneously retain the existing features of the building with materials that compliment.