

ARCHETYPE

Design and Access Statement

Proposed New Town House

On land Adjacent to:

No 316 Philip Lane

London N15 4AB

March 15

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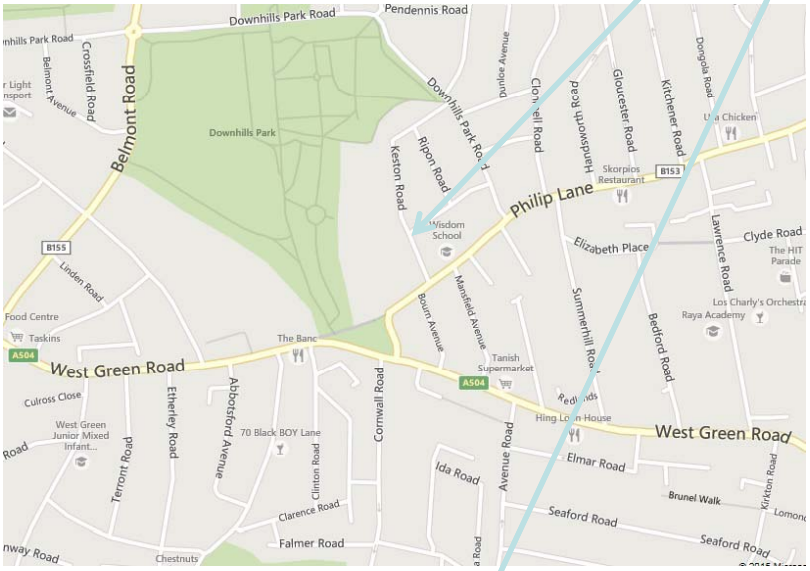
1. Site Location

The site is located at the back of 316 Philip Lane and lies on the corner of Keston Road outside the conservation area. East of West Green Road, near the junction with Philip Lane. Keston Road is a predominately residential area. Seven Sister underground and main line station station is 0.7 miles walk to the South East of the site and Turnpike Lane under ground station to the west is four bus stops away via Green Lane which provides good bus links to neighbouring areas and central London. Amenities of Green Lane and Arena Shopping Park are available to the west of the site.

Keston Road is not within a Conservation area.





2. Surroundings and Context

316 Philip Lane is a two storey end of terraced Victorian house same as the rest of the buildings in the area. The street is predominately residential with rows of terrace. A number of these houses are converted into flats or used as HMOs.

All the properties on the Keston Road have a uniform and formal appearance. The site at the rear of 316 is currently vacant with a single brick shed and cross over, which is required to be reinstated under planning approval Ref: HGY/2014/1990.

On the North side of the site there is a gated carriage way to a light industrial unit at the rear of no 1 Keston Road

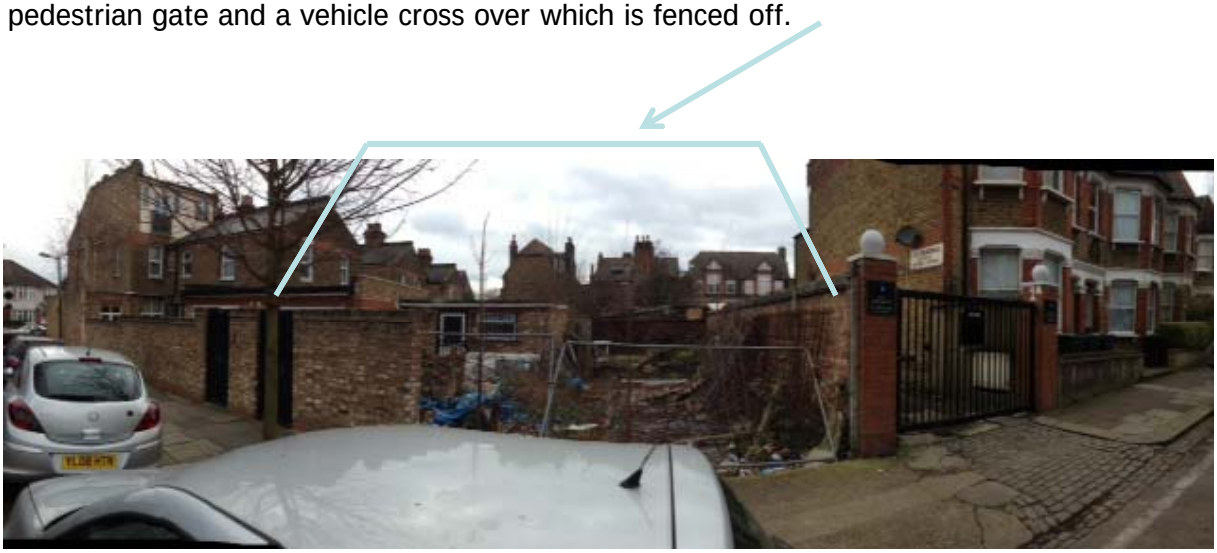






3. Site layout

The site area is 106 sqm of which 15sqm is the shed. The site is enclosed with 1.8m high brick garden wall on two sides and timber fence on the other two sides. There is a pedestrian gate and a vehicle cross over which is fenced off.



Keston Road Frontage



REAR VIEW FROM MAIN HOUSE
AT 316 PHILIP LANE



STREET VIEW FROM KESTON ROAD

4. Relevant Planning History

4.1 No relevant planning history was found on council's planning register for the land. The site was part of 316 Philip Lane formerly. The only recent Planning permission on the register is the permission granted for the main building at 316 Philip Lane to be converted into 1 x 3 bed 1 x 2 bed and 1 x 1 bed, flats and erection of first and second floor infill extension at the side of the house. (Pl Ref: HGY/2014/1990)

5. Concept Design

5.1 The applicant seeks to build a new dwelling on existing plot of land which was originally the back of 316 Philips Lane. There is an existing building, which is intended to be retained and linked to the two storey new section. The two storey part is located adjacent to the passage way abutting the existing brick garden wall to reduce the impact on the adjoining properties. The block is located so that the front elevation is in line with established building line of terraces on Keston Road. The rear building line is 2m away from the garden wall to create a patio. The general massing and design is to reduce the impact on the adjoining properties.

External Alterations

5.2 Existing site.

The Plot is enclosed on four side with walled garden of 1.8 meter in height except for a gap in front facing Keston Road which lines up with the shared cross over with gated access road to workshops at the rear. The carriage way separate the site from the row of terraces on Keston Road





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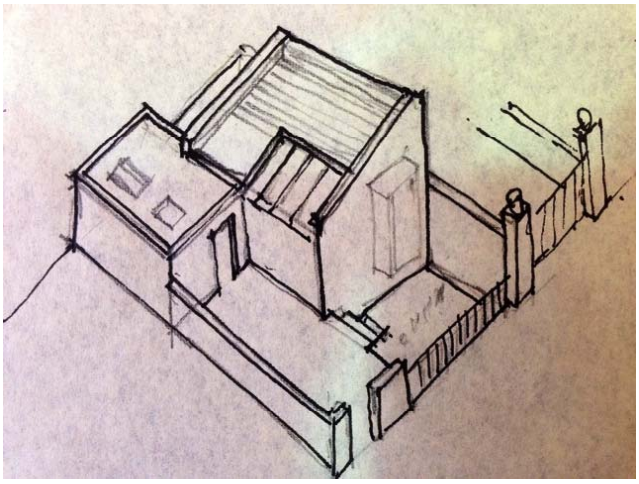
There is an existing building 3 wide x 5 meters long along the boundary line with the adjoining property No 318 Philip Lane.

5.3 Proposed Alterations:

The property currently consist of a single storey shed . The intention of the design is to provide the client with additional living space by extension of the existing shed on ground floor and building first floor on top to form a single family dwelling. The light well/ patio facing the adjoining no 318 garden to improve the natural day light to ground floor. The roof glazing and bay windows on the first floor extension facing the Keston Road to prevent overlooking and prevent interference with the amenity of the adjoining property.



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The proposed mass and size of the block is considered carefully to fit in the existing constraints. The two storey new block is lowered by 600mm with mono- pitched roof arranged to have the ridge against the flank wall of the end of terrace, No 1 keston Road and the carriage way.

The proposed remodelling of the rear outbuilding will harmonise the ad hoc development at the rear of these property and enhance the character of the block. The proposed first floor extension is confined to the rear section to avoid overshadowing the neighbouring garden

5.4 Proposed Layout

The entrance is located at ground level with the cloakroom, kitchen and dining area on level crossing.

The development proposes a single bedroom unit split over lower ground floor and upper ground floor levels. The rooms are arranged with minimum impact upon the privacy and amenity of neighbouring properties.

6. Relevant Policies

The National Planning Policy Framework (March 2012)

The London Plan (2011)

The Plan (Adopted July 2011)

Policy 3.3 Increasing Housing Supply

Policy 3.4 Optimising Housing Potential

Policy 3.5 Quality and design of housing developments

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable housing target

Policy 3.14 Existing Housing

Policy 5.2 Minimising carbon dioxide omission

Policy 5.3 Sustainable design and construction

Policy 5.4 Retrofitting

Policy 7.4 Local Character

Policy 7.6 Architecture

Haringey Local Plan

SP0 - Presumption in favour of sustainable development

SP2 - Housing

DP4 - working towards a Low Carbon Haringey

DP6 - Waste and Recycling

SP7 - Transport

SP8 - Employment

SP10- Town Centre

SP 11- Design

Haringey UDP

UD3:	General Principles
EMP4:	Non employment generating uses
HSG2:	Change of use
M9:	Car free residential development
M10 :	Parking for development
TCR2:	Out of centre development

Supplementary Guidance

SPG1a	Design Guidance and Design Statements
SPG4	Access for All – Mobility Standards
SPD	Housing 2008
SPD	Sustainable Design and Construction
SPG	10a The Negotiation, Management and Monitoring of Obligations
SPG	10c Educational Needs Generated by New Housing Development

The Mayor's Housing Design Guide (August 2010)
Mayor's Housing Supplementary Planning Guidance (2012)

7. Policy Analysis

7.1 The property is already in C3 residential use and in principle the continued use as a additional self contained house is not objectionable.

7.2 Policy SP2 and 3.3 seeks to maximise the supply of additional homes by utilising underused or vacant sites. The proposal is in compliance.

7.3 Policy UD3 seeks to ensure all developments contributes to meeting the priorities set out in Dwelling Size Priorities Table.

7.4 Policy SP11 requires that all housing development should meet Lifetime homes standards. Given the constraints of existing building, the proposal complies with most of the 16 Lifetime homes Criterions.

7.5 Policy Guidance UD3 seeks to ensure that development proposals do not have significant adverse impact on the residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking, aspect and complement the character of the local area

7.6 Policy Guidance 3.5 requires high quality housing that provides secure, well-lit accommodation that has well-designed layouts and rooms. The internal layouts of the proposed development are carefully designed to exceed the minimum internal space standards, room sizes, storage and daylight requirements. The development will achieve high quality accommodation compatible with contemporary lifestyle.

The current situation detracts from the appearance of the area and replacement building of an appropriate design is welcomed. And complies with the aims of the policy.

7.7 Policy Guidance UD3 deals with various amenity issues and the development has taken into account guidance provided.

7.9 The proposed scheme is in compliance with the London Plan standards set out in the Mayor's Housing SPG. The proposed design of the unit has amenity space in line with the LP standard.

8. Parking and Landscaping

8.1 The site affords good transport links by means of bus links on Green Lane and a underground service from Turnpike Lane underground station and Hornsey rail station.. The PTAL rating of the property is 4, which is considered excellent *Appendix I*

8.2 The London Plan policy SP 7 & M10 sets out the basis for providing car parking provision for residential developments

'*A. The Mayor wishes to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.'*

8.3 The site is not in a Controlled Parking Zone (CPZ) and the development does not alter the existing number of units and hence will have no impact on the existing arrangement.

8.4 The landscaping is an integral element in layout design taking in account of existing physical features and amenity space. The design of proposed 'lowered garden' greatly improves the outlook of the property by incorporating landscaped areas. The rear patio reduces the impact on the adjoining garden and hard surface to the entrance court yard provides practical surface for the refuse store and bicycle rack.

9. Refuse and Recycle

9.1 The proposal includes a dedicated refuse area sufficient for recycling waste. There is a regular (weekly) collection service provided by the council.

10. Access

10.1 No alterations to existing access to the property is proposed. The current shared cross over needs to be reinstated as per planning permission granted for conversion of the main building.

11. Inclusive Access

11.1 The access to the house is formed taking into consideration the latest Legislation and Building Regulations, with the design provided using the amended parts of Approved Document M (2004), Approved Code of Practice BS8300 (2001) and requirements under the Disability Discrimination Act. A toilet is provided on the entrance storey of the house together with kitchen/ utility at ground level.

11.2 Handrails are to be provided to either side of the stairs with visual warnings to the top and bottom landings and visible nosing .

12. Planning Obligations

If required the Owner will enter into a Section 106 (S106) Agreement to mitigate development impact as required under any relevant policy.

13. Conclusion

13.1 The property is located in an area with predominately residential area and some converted properties. The existing land due to its size and location is an underuse of the site, hence the property is considered suitable for development.

13.2 The demand for small residential unit is considerable in the Borough as per council's survey. The development if of this land will provide modern, affordable and sustainable solution to meet this demand.



APPENDIX I