

Design & Access Statement

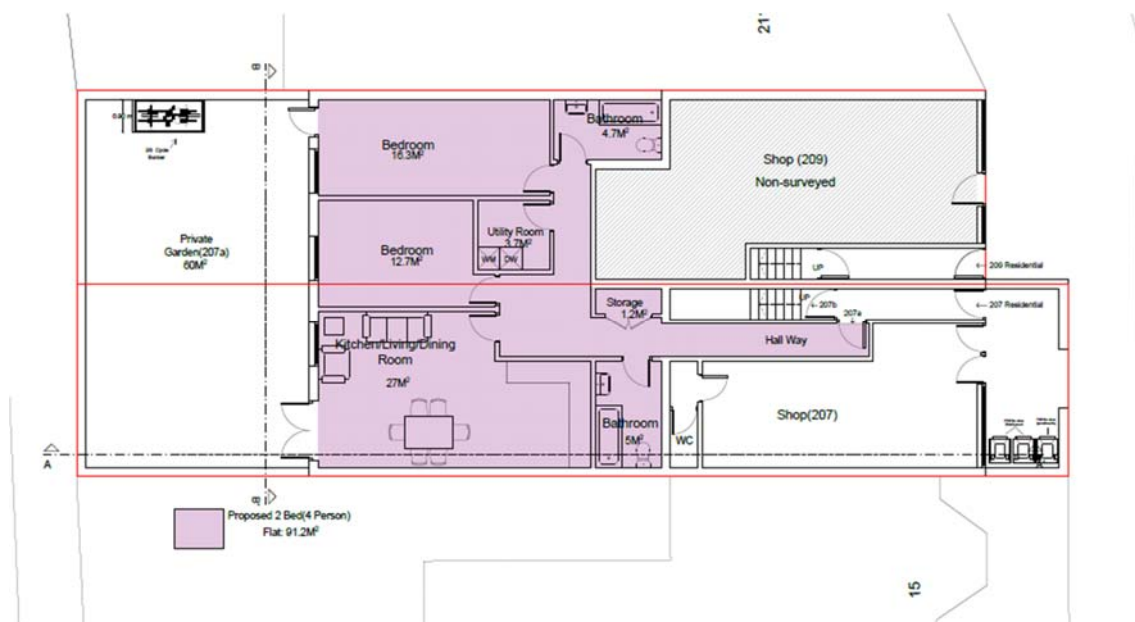
Date: 11/2022

Site Address: 207, Langham Rd, London N15 3LH

Planning application reference number: PP-11659477

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Introduction:

The Design and Access Statement has been prepared in support of partial demolition of existing extension and new Ground floor rear extension to allow for the conversion of a studio flat to a 2B2P flat.

SAM Planning is the acting agent on behalf of the owner of the site.

Relevant Planning History:

HGY/2014/1557

Proposal	Conversion of rear of ground floor to a studio flat and demolition of a single storey rear store to provide rear garden.
Site Address	207 Langham Road London N15 3LH
Date Valid	6/2/2014

HGY/2015/2111

Proposal	Conversion of ground floor shop unit into self-contained studio flat
Site Address	207 Langham Road London N15 3LH
Date Valid	7/21/2015

HGY/2016/2247

Proposal	Construction of a single storey rear extension to No. 209, retention of existing extension attaching outbuildings to existing rear extensions, insertion of 13no. roof lights to rear extension roof, replacement of shopfront to No. 207 and re-distribution of shop floor space between the two businesses
Site Address	207-209 Langham Road London N15 3LH
Date Valid	7/12/2016

The Site and Surroundings

The application site is located on the west side of Langham Road and comprises a mid-terrace building with a commercial units and rear studio flat on ground floor as well as residential on the upper floor levels.

Woodgreen Town Centre boundary is situated approximately 50 metres to the north west of the site. The subject property is not a listed building or situated within any designated area.

Material Planning Considerations

1. Principle of development;
2. Impact on neighbouring amenity;
3. Living conditions for future occupants
4. Transport consideration

Principle of the development

London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

We proposes to replace a studio flats with a well proportioned 2 Bedroom flats with garden. This would be considered to provide better living conditions and housing mix within the property.

The shops would be retained, so there is no loss to the highstreet in this aspect.

The impact on the amenity of adjoining occupiers

London Plan Policy D4 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

The proposed development would have no material impact on the amenity of the adjoining neighbours and as such the proposal is considered to be in accordance with London Plan D4 and DM Policy DM1.

Living conditions for future occupants

London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

The proposed would comprise of 1 x 2 bedrooms' unit which would meet the minimum standard set in the London Plan –as shown on the table below. The flat would benefit from direct access to the rear garden space. This is considered acceptable given that this ground flat is larger than the existing unit. Although it is would not be dual aspect it is 30% larger than the minimum size required and has a large private garden which we believe is sufficient.

Flat	Size	Minimum Size
1	91.2 m ²	2B4P - 70 m ²

It is therefore considered that the proposed accommodation provides sufficient floor area, sufficient living space, or suitable outlook, natural light, adequate floor to ceiling height and is therefore in accordance with Haringey Local Plan Policies SP2 and SP11 or London Plan Policy D6.

Transport consideration

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

The site has excellent public transport accessibility (PTAL=6A) and is also located within a CPZ. Accessible to all public transport modes in London – National rail station, London Overground, Tube and Buses within 4 minutes' walk of the site.

Given the above a car free development is proposed in line with the London plan.

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GREEN LANES/ALFOXTON AVE	230	344.94	5	4.31	8	12.31	2.44	0.5	1.22
Bus	TURNPIKE LN STN/BUS STN	41	272.14	12	3.4	4.5	7.9	3.8	0.5	1.9
Bus	TURNPIKE LN STN/BUS STN	444	272.14	5	3.4	8	11.4	2.63	0.5	1.32
Bus	TURNPIKE LN STN/BUS STN	231	272.14	4	3.4	9.5	12.9	2.33	0.5	1.16
Bus	TURNPIKE LN STN/BUS STN	67	272.14	6	3.4	7	10.4	2.88	0.5	1.44
Bus	TURNPIKE LN STN/BUS STN	144	272.14	8	3.4	5.75	9.15	3.28	0.5	1.64
Bus	TURNPIKE LN STN/BUS STN	184	272.14	7	3.4	6.29	9.69	3.1	0.5	1.55
Bus	TURNPIKE LN STN/BUS STN	221	272.14	5	3.4	8	11.4	2.63	0.5	1.32
Bus	TURNPIKE LN STN/BUS STN	W4	272.14	6	3.4	7	10.4	2.88	0.5	1.44
Bus	TURNPIKE LN STN/BUS STN	123	272.14	5.5	3.4	7.45	10.86	2.76	0.5	1.38
Bus	TURNPIKE LN STN/BUS STN	217	272.14	5	3.4	8	11.4	2.63	0.5	1.32
Bus	TURNPIKE LN STN/BUS STN	141	272.14	9	3.4	5.33	8.74	3.43	0.5	1.72
Bus	TURNPIKE LN STN/BUS STN	29	272.14	15	3.4	4	7.4	4.05	1	4.05
LUL	Turnpike Lane	'Cockfosters-LHRT4LT'	253.67	4.67	3.17	7.17	10.34	2.9	0.5	1.45
LUL	Turnpike Lane	'RayLane-Cockfosters'	253.67	3.67	3.17	8.92	12.1	2.48	0.5	1.24
LUL	Turnpike Lane	'LHRT4LT-AmosGrove'	253.67	4.67	3.17	7.17	10.34	2.9	0.5	1.45
LUL	Turnpike Lane	'AmosGrove-RayLane'	253.67	0.33	3.17	91.66	94.83	0.32	0.5	0.16
LUL	Turnpike Lane	'AmosGrove-Nthfields'	253.67	3	3.17	10.75	13.92	2.16	0.5	1.08
LUL	Turnpike Lane	'Oakwood-RayLane'	253.67	0.33	3.17	91.66	94.83	0.32	0.5	0.16
LUL	Turnpike Lane	'Nthfields-Cockfoster'	253.67	1	3.17	30.75	33.92	0.88	0.5	0.44
LUL	Turnpike Lane	'LHRT5-Cockfosters'	253.67	6	3.17	5.75	8.92	3.36	1	3.36
LUL	Turnpike Lane	'Uxbridge-Cockfosters'	253.67	3.67	3.17	8.92	12.1	2.48	0.5	1.24
LUL	Turnpike Lane	'Ruislip-Cockfosters'	253.67	2.33	3.17	13.63	16.8	1.79	0.5	0.89
LUL	Turnpike Lane	'AmosGrove-Uxbridge'	253.67	1	3.17	30.75	33.92	0.88	0.5	0.44
LUL	Turnpike Lane	'Oakwood-Uxbridge'	253.67	0.33	3.17	91.66	94.83	0.32	0.5	0.16
LUL	Turnpike Lane	'Oakwood-Ruislip'	253.67	0.33	3.17	91.66	94.83	0.32	0.5	0.16
										Total Grid Cell AI: 33.68

Therefore, it can be concluded that the proposed conversion is not expected to cause parking overspill on the surrounding roads. Adequate cycle storage is to be provided in line with the London plan recommendation.

Adequate Refuse and recycling storage is to be provided in line with local recommendations.

Conclusion:

The proposal is considered acceptable and on balance would provide a good standard of accommodation to the benefit of the Council's housing stock. Proposed extension would not have any significant material harm to the amenities of the adjoining occupiers living conditions.

The proposal would also not give rise to any adverse transport impact or excessive demand for on-street parking. It is therefore considered that there is no highway related reason why the proposal should not be granted planning consent for residential use.