



Demolition of existing bungalow and erection of 5no. Mews Dwellings

at

1 Orchard Cottage  
Clarence Road  
London  
N22 8PL

**20.0230 – A – 8000**  
**Design and Access Statement**

Issue by Chandni Patel 31.05.2022

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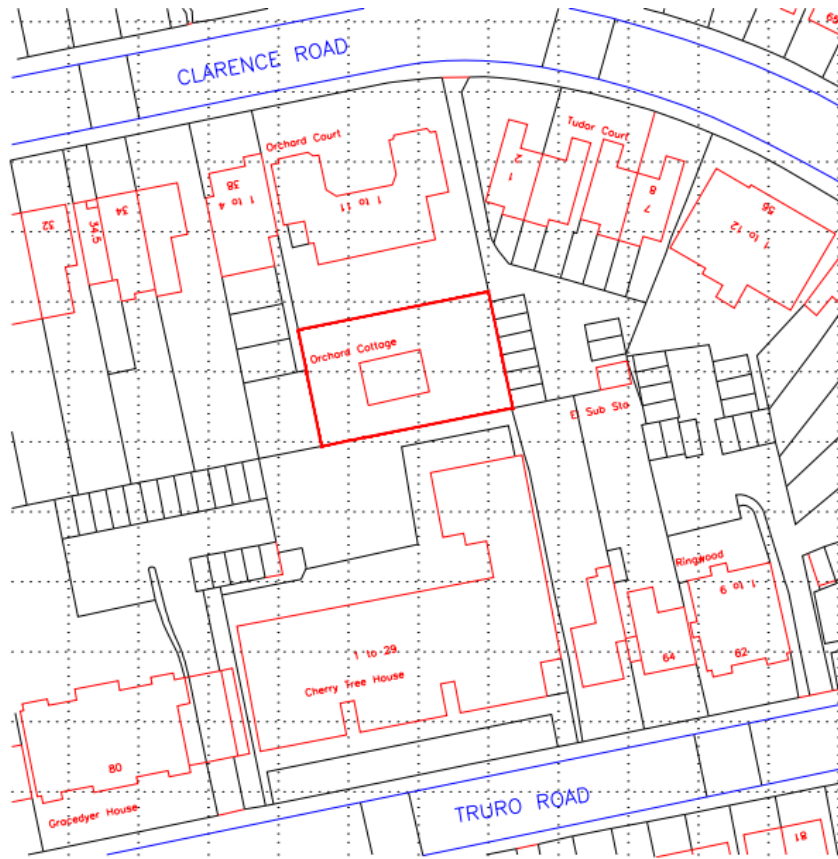


Image 1 | Location Plan

## 1.0 Introduction

- 1.1 This Design and Access Statement accompanies an application for the demolition of an existing bungalow and erection of 5no. mews dwellings.
- 1.2 The site in question is located within the Bowes Park Conservation Area but is not a listed building. It is not within a greenbelt area or a site of special interest.
- 1.3 The DAS has been written to meet the requirements outlined within Haringey council's Local plan, Supplementary planning documents, London Plan, and National Planning Policy Framework (NPPF)
- 1.4 As this is a proposal for a development of new dwellings, some aspects such as the social and economic context, are of limited applicability.
- 1.5 Please read the design and access statement in accordance with the Heritage Statement prepared.

## 2.0 Design Principles and Concepts

### 2.1 Density

- 2.1.1 The overall development site has an area of 484.8sqm.
- 2.1.2 The existing building has a footprint of 74.4sqm over ground floor and space within the roof with a dormer.
- 2.1.3 The proposal included 5 mews houses with 1no 1 bed at 63.6sqm and 4no. 2 bed houses designed at 91.2 and 95.4sqm.
- 2.1.4 Careful evaluation has been undertaken of the capacity of the site to accommodate the additional space proposed as per the density calculation outlined within the policies.
- 2.1.5 The development is proposed to be a 'car free' scheme.
- 2.1.6 The overall development site has an area of 484.8sqm.

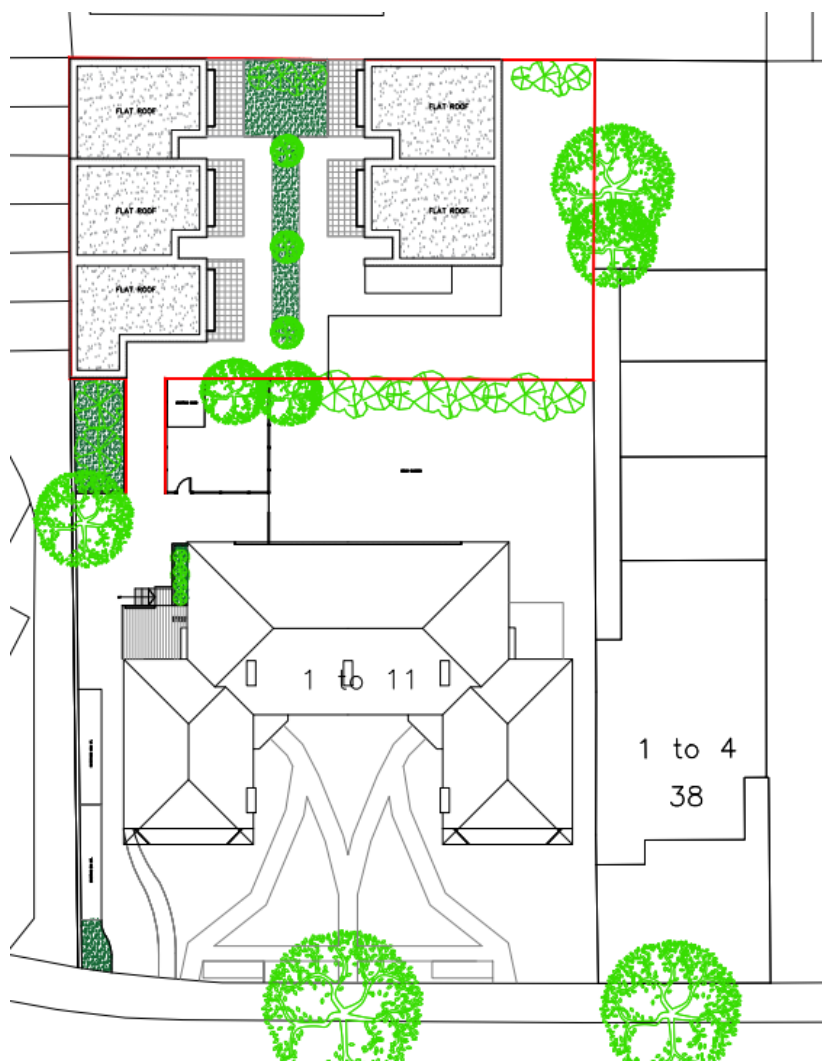


Image 2 | Proposed Site Plan

## 2.2 Layout

- 2.2.1 The proposal allows demolition of the existing bungalow which is situated centrally of the site. The proposal shows 5 no mews all with single outlook aspects looking towards the centre of the site, with associated cycle storage and refuse storage.
- 2.2.2 The Proposal includes 1 no 1 bedroom with kitchen, living and dining area on the ground floor with access to a private amenity area and a bedroom and bathroom on the first floor.
- 2.2.3 The 4 no mews are designed to be 2 bedrooms with kitchen, living and dining area on the ground floor with access to a private amenity area and a bedroom and bathroom on both first and second floors.
- 2.2.4 The new internal rooms are designed to meet minimum space standards as per the governments technical housing standards – nationally described space standard.
- 2.2.5 The proposed scheme has a flat roof with a parapet design ensuring it is in keeping with the development to the rear of the site, and this also minimises scale, bulk and mass on the site maintaining a balanced relationship with the flats facing Clarence Road.
- 2.3.4 The access to the new mews is as per existing, off Clarence Road.
- 2.2.4 The table below indicates the number of dwellings along with the sizes for each of the proposed floors of the property:

| Dwelling | Size (in m <sup>2</sup> ) | No of Bedrooms | No of Persons |
|----------|---------------------------|----------------|---------------|
| Mews 1   | 63.6                      | 1              | 2             |
| Mews 2   | 95.4                      | 2              | 4             |
| Mews 3   | 91.2                      | 2              | 4             |
| Mews 4   | 95.4                      | 2              | 4             |
| Mews 5   | 95.4                      | 2              | 4             |

- 2.2.5 We have proposed designated refuse to the front of the site (See image 10) which is accessible via Clarence Road. The Storage is proposed to be 1.8m high in horizontal close timber which is designed to respect the local character of the area and not cause harm to the surroundings.

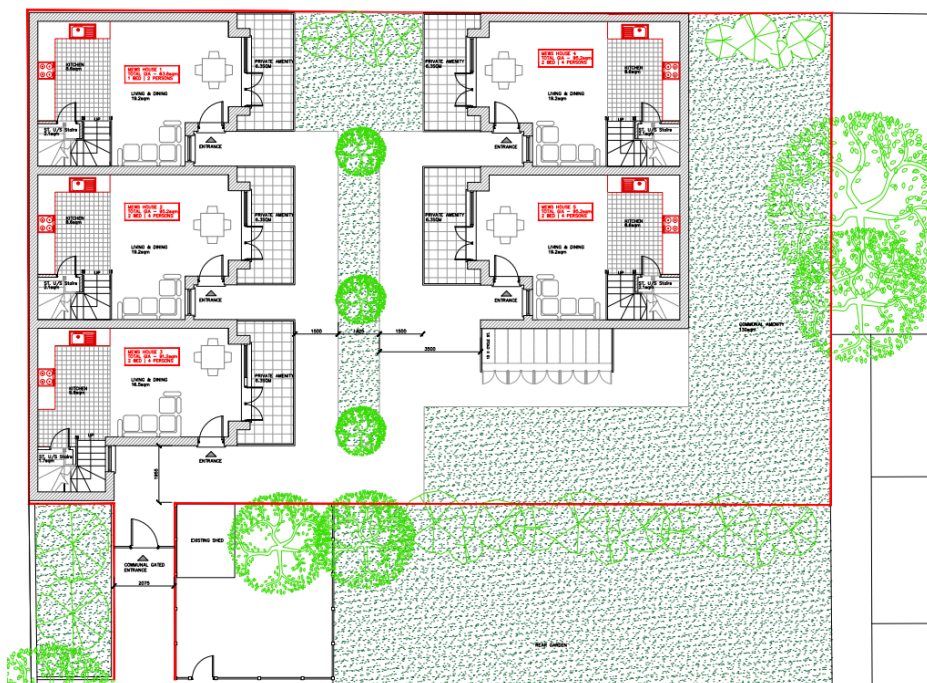


Image 3 | Proposed Ground Floor Plan

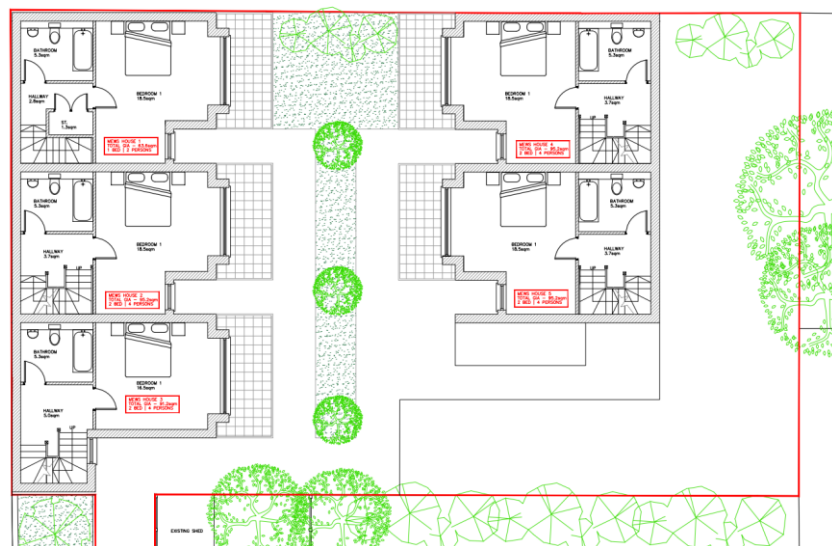


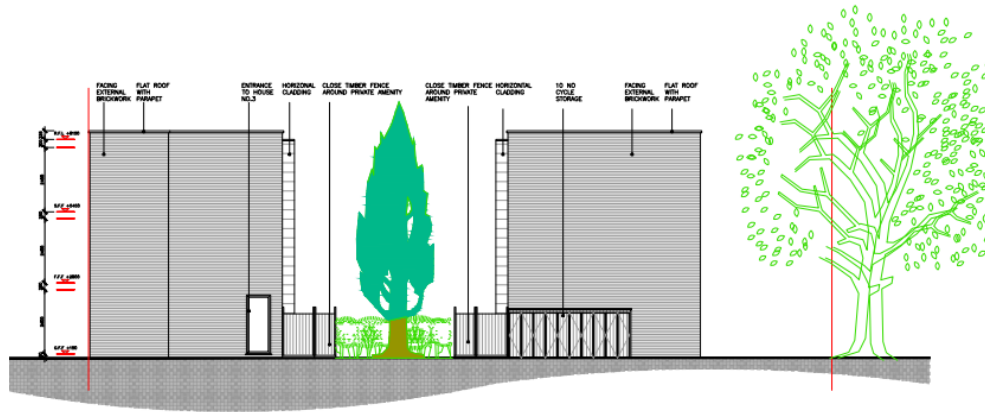
Image 4 | Proposed First Floor Plan

## 2.3 Landscaping

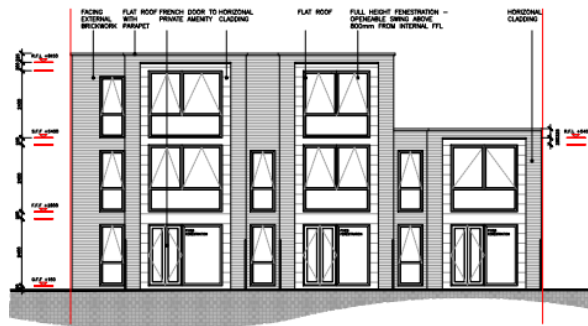
- 2.3.1 The new mews on the East side creates a solid boundary where the garages sit for the neighbours, other sides of the boundary are to be in close timber fence panels on gravel boards in between 100mm concrete posts, maximum height to be 1800mm.
- 2.3.2 Each new mews is designed to have a private amenity located on the ground floor accessed via the living area. This area is within a boundary with close timber fence panels on gravel boards in between 100mm concrete posts, maximum height to be 1800mm.
- 2.3.3 Additional to the private amenity, the development also has 130sqm communal shared amenity to the West of the site.
- 2.3.4 The building is currently built to the centre of the site, however, is structural unsafe due to the roots of the trees located on the West boundary, therefore the amenity spaces have been designed with careful consideration in respect to the existing site and the new build.

## 2.4 Scale

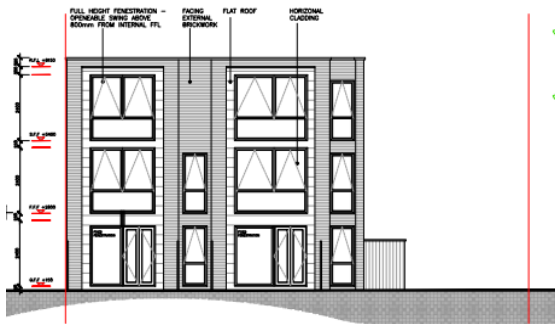
- 2.4.1 The proposed building has been designed to have a limited impact to the neighbouring properties on Clarence Road and Truro Road.
- 2.4.2 The new builds have been designed to have parapet roofs development to the rear.
- 2.4.3 The flat roofs ensure that the new builds are not high and cannot be seen from the front of Clarence Road. This results in the new builds not being intrusive to the neighbouring properties.



1 - Proposed Front Elevation



2 - Proposed Left Flank Elevation



3 - Proposed Right Elevation



4 - Proposed Rear Elevation

Image 4-8 | Proposed Elevations

## 2.5 Appearance

- 2.5.1 The character of the proposed building is to match that of the local characteristics.
- 2.5.2 Our design concept was to create a 5 new mews houses suitable for small families with associated amenity areas that respect the requirements of our clients brief and that of the planning policies.
- 2.5.3 The scale of our proposal is designed to be smaller and less dense in respect the block of flats at Orchard court facing Clarence Road and the Cherry Tree House to the rear looking onto Truro Road.
- 2.5.4 Our client has already expressed that he wishes to use good quality materials with the flat and brickwork as agreed, and ways to implement sustainable designing within the build.
- 2.5.5 The Design statement does not include issues such as circulation routes, seating, and lighting as these are not relevant for private dwellings at this stage. However, the internal spatial arrangement and accessibility has been designed with careful consideration of future occupants.



Image 9 | Proposed Front Elevation of Orchard Court from Clarence Road

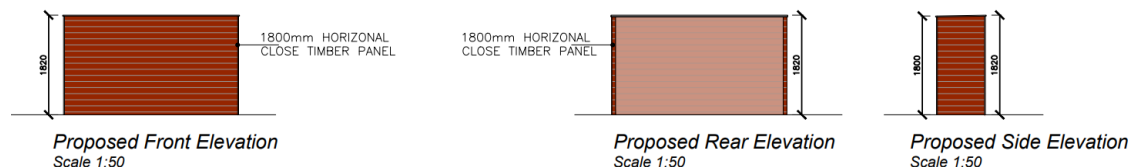
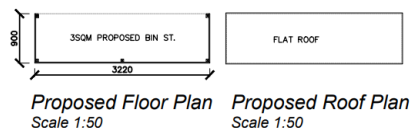


Image 10 | Proposed Refuse Store

### 3.0 Access

#### 3.1 Access to the Transport Network

3.1.1 The site is located in a PTAL 4 location and is accessible by both bus and train.

The closest station is:  
Bowes Park 0.4 miles | 7mins walk

3.1.2 Bowes Park has links to the Southern Railway. The closest underground station is Bounds Green – 0.4 miles | 8 mins walk. This station The new East London underground station has links to the piccadilly line with direct links to Heathrow airport via central London.

3.1.3 Public transport is well provided for in the locality. There are bus stops locally, within 350m – 7 mins walk away from the site to the north.

3.1.4 A transport statement to support the application has also been prepared and submitted. Please refer to this for further information on access to the site.

#### 3.2 Access to the local area

3.2.1 The site is within the built up area of Haringey, London. It is well located for pedestrian access to facilities as set out below.

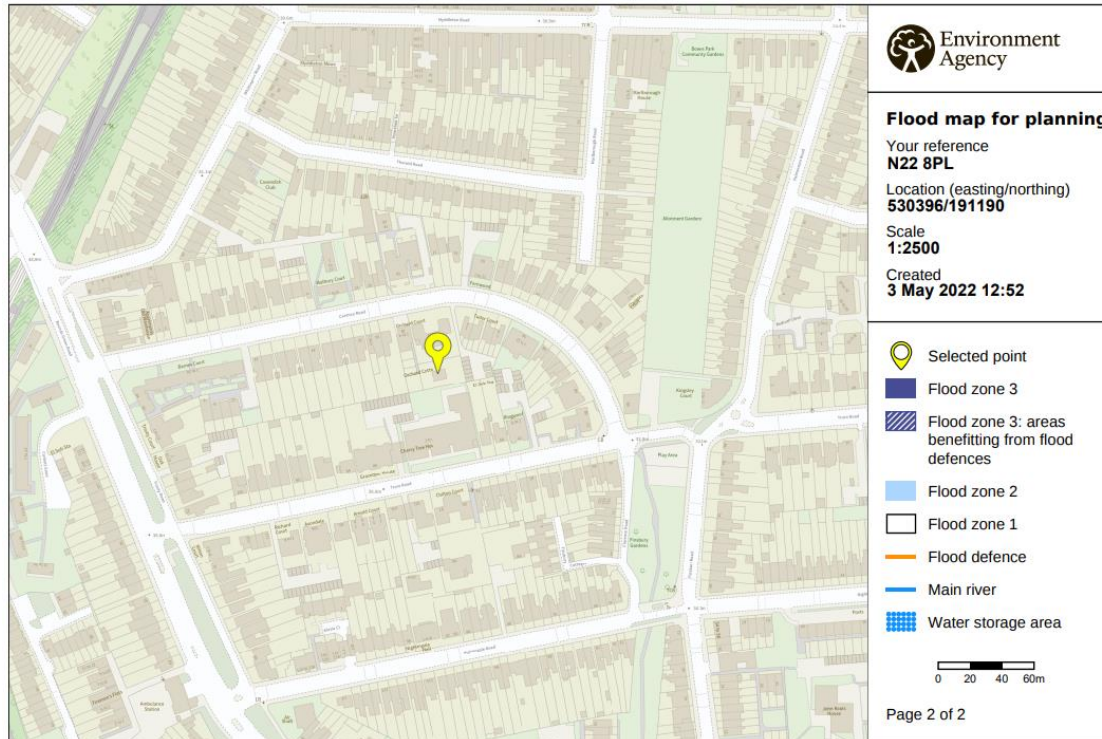
Post Office  
Local shopping  
Medical centres  
School  
Police Station

3.2.2 We have provided designated secure spaces for 8 bicycles in our scheme.

#### 3.3 Car Provision

3.3.1 This area has a permit parking scheme and as a result street parking does not appear to be a particular problem in this area.

3.3.2 The development site has various gradients within the site however there is currently level access from the footpath to the front door that has a finish suitable for use by prams and wheelchairs.



#### 4.0 Consultations

##### 4.1 Flood risk

The location of this site is, according to the Environment agencies website, in an area which falls outside the area of likelihood of flooding.

Generally this means that the chance of flooding each year from the sea/river is 0.1% (1 in 1000) or less.

This we understand puts the site in a zone 1 category for flooding.

No separate consultation is therefore needed.

##### 4.2 Access Groups

As this is a private development and not a public building no consultation has been undertaken with any access group.

##### 4.3 Landfill Assessment

4.3.1 This indicates there are no landfill sites within a 500m proximity of the site.



Proposed Front Elevation A-A  
Scale 1:100



Proposed Rear Elevation B-B  
Scale 1:100



Proposed Right Flank Elevation C-C  
Scale 1:100



BLOCK PLAN  
Scale N.T.S.

## 5.0 Previous Planning Applications

### 5.1 Planning Application

There has previously been no planning applications submitted for this site.

### 5.2 Pre – Application Advice

Prior to this full planning application, a Pre application was submitted at the start of 2021.

REF: PRE/2021/0020

Proposal: Demolition of existing two bedroom dwelling, to create a block of flats to include 4 x self contained units.

Meeting held: 16 - 02 - 2021 followed by a written response

The following points were raised and discussed during this process, which has been taken into consideration when re – designing the scheme for the full planning application.

#### Concerns raised:

- The roof makes the proposed scheme look bulky due to the scales

***This has been actioned by reducing the height of the roof, by changing the style from a hipped roof to a flat roof.***

#### Design characteristics:

- Increase proportions between space neighbouring gardens and buildings.

***This has been actioned because now each dwelling has private gardens as well as a large communal garden located further away from the neighbours.***

- Heritage officer wants something unique, bespoke to site  
NOTE: 1/2, Muse style houses is more supportive than flats.

***We have introduced a new style of units to the area. There currently does not seem to be any Mews houses – which is what we have proposed.***

- Figure ground mapping required

***Please refer to the drawings within the heritage statement to support this.***

- On street parking street survey (Transport comments for current scheme is that it is a car free scheme, as soon as we start increasing the number of bedroom flats we need car parking - PTEL 4)

***Please refer to the supporting Transport statement provided.***

## **7.0 Conclusion**

- 7.1 The site has previously had a pre – application submitted to Haringey Council and the application has been prepared in accordance with Councils Local Plan emerging policies, Local London plan and the National Planning Policy Framework 2019 (NPPF 2019).
- 7.2 The new dwellings have been well designed specifically to carefully maintain the local character and distinctiveness relating well to its site and surroundings in respect of siting, height, scale, massing form, design and materials.
- 7.3 It fully respects site lines, landmarks, existing site patterns and keeping in mind the neighbouring site context.
- 7.4 The access is practical and additional traffic generated can be safely accommodated.
- 7.5 The mews are appropriately orientated to sit in line with the existing footprint of the site with a future proof for the neighbours by incorporating the adjoining garages within the thought process resulting in single aspect mews
- 7.6 There is adequate provision for waste storage and separation and storage of recycling materials and secure cycle storage.
- 7.7 The new development is fully compatible with the surrounding land uses with no adverse environmental impacts.