

DESIGN AND ACCESS STATEMENT

for

Roof Conversion at 492 West Green Road

on behalf of

JKL Properties Ltd.



Issue 1: 19/12/2022

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1. INTRODUCTION

This Design and Access Statement has been prepared on behalf of JKL Properties Ltd. to accompany the planning documentation for a roof conversion to a mixed use building in the West Green area of Haringey Borough.

This document is to be read in conjunction with the drawings 2078-500, 2078-501, 2078-601 and 2078-602 provided with this application.

The drawings of the original building (labelled “pre-existing”) show a small hipped roof with an access dormer, however the mansard roof has already been constructed, due to a mistaken understanding of Permitted Development rights (Class AA), and is shown on the drawings labelled “existing”. This application seeks to regularise the development through the formal planning process to rectify the situation.

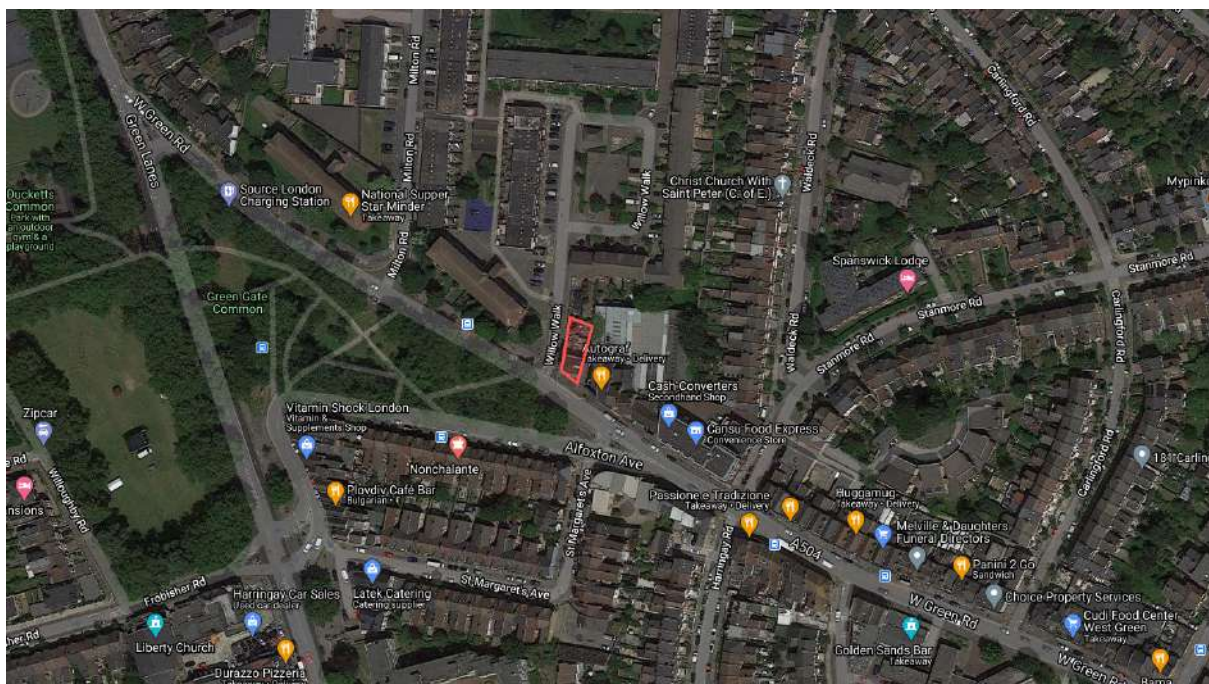
2. SITE ANALYSIS

LOCATION AND CONTEXT

The site is located in the West Green area of Haringey Council on the corner of West Green Road and Willow Walk which is a cul-de-sac. It is roughly rectangular in shape, measuring cca. 22m x 9m, and widening towards the rear of the site. The site also slopes from front to back, however the slope is minimal.

West Green Road is part of an significant East to West route through North London (the A504), connecting several important local town centres. The building line facing West Green Road, is set back compared to the other buildings within the same block and slightly more so on the East side.

The existing building is a public house (use class A4) with a C3 residential space above. Historical records show the presence of a public house as far back as the 1800s, however the current building was likely constructed in the early to mid 1930s. Neighbouring properties along the block going East are of a similar mixed use, with predominantly commercial use on the ground floor and residential use on the upper floors. Going East across Willow Walk and down the cul de sac, the use becomes residential only. The site effectively marks the Westernmost end of the local town centre. The Green Gate Common also starts just across the A504, opposite the public house.



Aerial view of the site

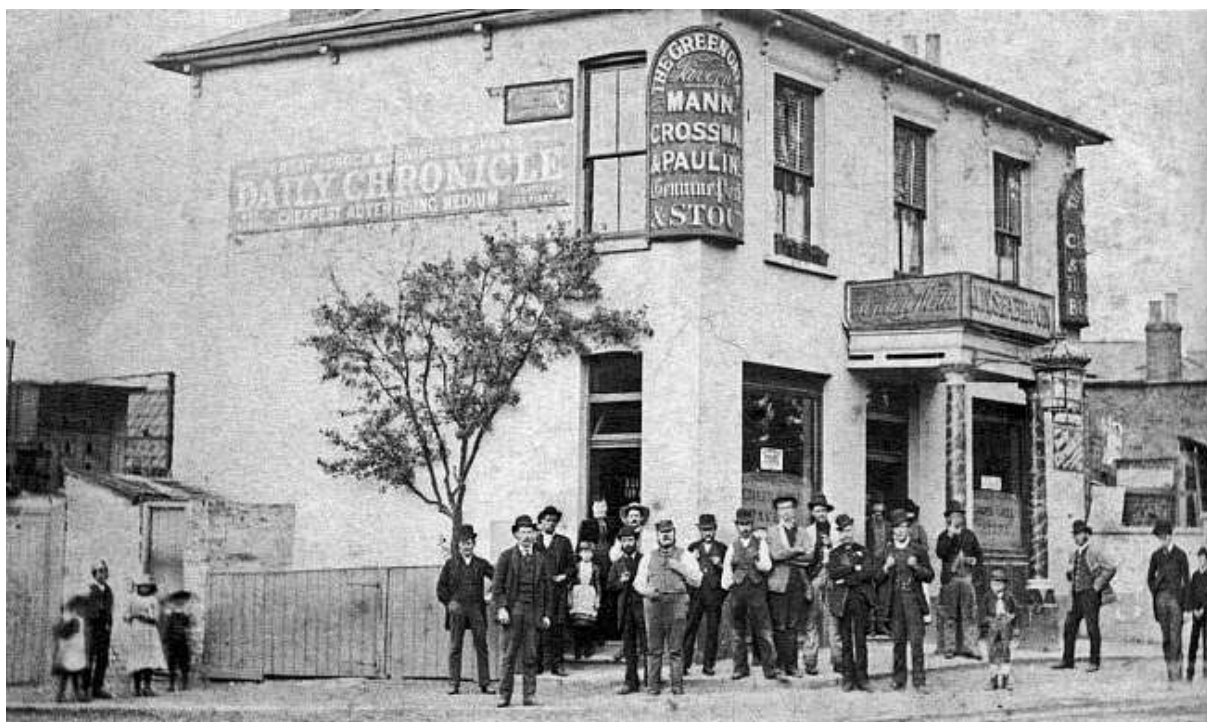
EXISTING SITE, BUILDING AND HERITAGE

The existing building was likely built in the 1930s and replaced the original 2 storey public house with a front porch that stood on this spot since before the 1890s.

Middlesex XII.6 (Hornsey St Mary; Tottenham; Wood Green)
Revised: 1912
Published: 1914



Footprint of the previous public house



Previous "The Green Gate" public house

Middlesex XII.6 (Hornsey St Mary; Tottenham; Wood Green)
Revised: 1935
Published: 1938

[Commercial re-use](#)

h England and Wales, 1841-1952



Footprint of the current building in the 1930s



Current public house (2014 and 2022 photo showing the mansard roof)

The current building was likely built in the inter-war period and has always retained its function as a public house “The Green Gate” (formally Mann Crossman Reid pub). It has 3 stories of decorative red brick, with a recessed tiled hipped roof at the front and a single storey on the side along Willow Walk protruding beyond the face of the 3-storey element. A basement is also part of the original building. The front facade still retains its Watney Combe Reid circular sign on the front facade. The building is not statutory listed but it was locally listed in 1997.

The building is of some architectural and historic interest, related to its function as a public house, which is proposed to be retained. Architecturally it is visually distinctive, having retained its original decorative elevations, within a prominent corner plot on the edge of the commons.

Externally, it makes a positive visual contribution to the street scene and has some landmark characteristics on the local scale due to, primarily, its distinctive decorative frontage, therefore the proposal takes care to retain this unchanged.

The site is not in a conservation area and there are no listed buildings in the wider surroundings, the closest being the Turnpike Lane Station, which is about a 6 minute walk and the nearest conservation area is further beyond that. Therefore the proposed changes would not have any effect on these.

Visually, other buildings on this stretch of the road can all be characterised by the use of red or buff coloured brick. Most of the neighbouring properties are three to four storeys in height and some of the newest extensions in the form of additional floors are metal clad. There is a lot of variation in style, height and materiality, in particular within the close proximity of the building. A new 6-storey development is being constructed within 200m.

PLANNING HISTORY

The planning history found on the council’s website dates from the 1970s and 1980s and three old applications relate to advertisement consent for the pub signage only.

Previous application HGY/2022/1857 (for the roof conversion and further extension to the rear of the building) was refused on 09/08/2022, following a pre-planning procedure that saw no follow-up engagement from the Local Authority following the initial meeting, despite an undertaking to do so.

A subsequent pre-planning consultation took place in October 2022 and the applicant was advised to apply for the mansard separately from the extensions to the rear. No formal report from issued from this pre-planning meeting.

GENERAL IMAGES OF THE SITE AND CONTEXT (PRE-EXISTING)



Front views of the site

Side views of the site



Local context and materials

3. PROPOSAL

This proposal is for the creation of a single self-contained unit (in addition to existing two) within a converted mansard roof over the original mixed used building. The new unit is a studio (1B1P) of 39.7m². This proposal also includes a refuse store and secure covered cycle storage. In addition to creating much needed high quality residential units, the proposal seeks to better utilise the potential of this town centre site with an emphasis on sustainable development by increasing the density of a good town centre location with great access to public transport.

The mansard roof is offset from the front and sides, so that it is mostly concealed from view when walking down West Green Road, although it is more visible from the other side of the green. The mansard has been clad with slate tiles but the applicant would be open to recladding with a different material should the Local Authority think it would be more appropriate.

The new unit benefits from dual aspect, and has private amenity space in the form of a terrace.

The development is to be “car-free” in light of the 6a PTAL rating and unit sizes respond to this: there is 1no. additional studio proposed in the development (in addition to the two existing units).



Street view image showing the existing (proposed) roof

4. PLANNING POLICY

The relevant documents considered in the preparation of this proposal are as follows:

- National Planning Policy Framework (NPPF), March 2012 (Amended 2019)
- London Plan 2021
- Haringey's Local Plan Strategic Policies, March 2013 (altered 2017) and
- Haringey's Development Management DPD, July 2017

This development has been designed to reflect the above guidance by providing high quality design, using sustainable construction and energy efficiency to improve the image of the site, whilst addressing the threats of climate change. Some of the specific policies relevant to this development are highlighted below:

- SP0: Presumption in favour of sustainable development
- SP1: Managing growth
- SP2: Housing
- SP4: Working towards a low carbon Haringey
- SP6: Waste and Recycling
- SP7: Transport
- SP10: Town Centres
- DM1: Delivering a High Quality Design
- DM4: Provision and Design of Waste Management Facilities
- DM7: Development on Infill, Backland and Garden Land Sites
- DM9: Management of the Historic Environment
- DM10: Housing Supply
- DM12: Housing Design and Quality
- DM31: Sustainable Transport
- DM32: Parking

Permitted Development Rights: It is worth noting that if the building was only a few years older, it would qualify the Class AA, permitted development rights that would, under certain conditions, enable a similar roof conversion, in much the same way similar mixed use buildings do.

5. PRECEDENT

Below are precedents from Haringey and other councils for roof extensions to historic buildings or out of strict keeping in historic environments:

HGY/2021/1816

HGY/2021/2711

[Aberdeen](#)

[Islington penthouses](#)

[Camden](#)

[Bradford](#)

6. DESIGN

Proposed plans and elevations are provided as part of this application. Please refer to drawings 2078-701 and 2078-702 when reading this section.

○ AMOUNT AND SCALE

The footprint of the building remains unchanged.

The building is raised by one (habitable) floor (to be accommodated within a mansard) although the net increase in height is only 400mm above the original roof. The gross internal space created is 46m² (this includes communal staircase), the floor area of the unit is 39.7m².

There is precedent for mansards in the area as close 130m away, on Harringay Road. A very similar former public house, the Queen's Head on the corner of Green Lanes and Frobisher Road also historically has a (now habitable) mansard roof as do many surrounding buildings on Green Lanes.



Precedent for mansard roofs in the immediate area (Green Lanes and Harringay Rd)

○ LAYOUT

Spaces inside the residential units are stacked above each other as much as possible, so that the living areas are located above living areas and bedrooms stacked above bedrooms to create minimal disturbance. Mechanical services are stacked above each other in a similar way to minimise noise and facilitate access.

Windows to habitable rooms are facing onto West Green Road and Willow Walk to avoid any overlooking of residential gardens and attract western / southern light. The new unit benefits from dual aspect and a private amenity space. The spatial standards within the units aim to follow the design criteria for Lifetime Homes as much as possible in an existing building with spatial restrictions.

- APPEARANCE

The mansard is offset from the front and side to reduce its impact on the streetscape. It has been clad with slate tiles but the applicant would be open to recladding with a different material should the Local Authority think it would be more appropriate. Windows and doors are powder coated aluminium to match the colour of the slate.



Precedent for roof conversions / penthouse extensions to historic buildings

- AMENITY

The new unit benefits from a private amenity space in the form a terrace with an area of 7.3m²

7. ACCESS

Access to the building through existing entrances will be retained. The flat within the mansard will make use of the existing stair that will be extended to serve the floor above. Bike storage is allocated in the rear service yard just around the corner from the entrance to the units. 3no. bike spaces are to be provided, one for each residential unit, in order to improve the existing situation. The new unit is proposed to be “car-free”, which is normally deemed acceptable in a 6a PTAL zone with excellent access to public transport. This encourages sustainable modes of transport in line with the council's sustainability targets.

The Turnpike Lane Underground Station is only a 6 min walk from the building and is served by the Piccadilly Line which has direct access to central London and Heathrow Airport as well as Finsbury Park and King's Cross St Pancras train stations. The bus stops just outside the property are serviced by lines 41, 67, 230 and W4 and the night bus N41. Further buses 29, 141, 144, N29 and N91 are accessible from Turnpike Lane Station.

Furthermore, Wood Green, just past Turnpike Lane, has outstanding local amenities.

Ambulance and Fire engines have access all the way to the front doors on West Green Road and Willow Walk (for pub use).

8. SUSTAINABILITY

In line with the policies outlined in the Local Plan and the National Planning Policy Framework objectives, the proposed development is designed using sustainable principles and measures in mind.

The proposed residential unit is designed to comply with relevant Part L of the current building regulations in relation to insulation, conservation of energy and water usage and to achieve a high energy rating. Further to sustainable mode of transport, some design features will include:

- High level of insulation to all new structural elements
- Efficient draft-proofing with good levels of airtightness
- Natural lighting will be maximised where practicable, low energy lighting systems will be used where possible (except where special UVB light needed)
- High range double glazed windows / doors
- Additionally, photovoltaics will be installed on flat roofs in due course.

All materials specified to be rated 'A' or 'B' in the BRE Green Guide to specification or as branded product selection from website "Green Spec" and where practicable will be locally sourced.

9. REFUSE

A new refuse enclosure will be provided to the front of the building, with enough capacity for all new and existing units and allows for: 3no. 240L bin for general waste, 3no recycling boxes and 3no. Small food waste caddies.

10. CONCLUSION

This corner site offers a unique opportunity to provide one of the 19,802 new homes envisaged by 2026 within a short walking distance of a designated growth area. Moreover, providing this dwelling within an existing site maximises the site potential and reduces the need to develop new sites that can easily accommodate them, in line with the NPPF.

The building is currently vacant and facing enforcement proceedings, even though the development would qualify for a prior approval PD rights if the original building was built only a few years later. Prolonged disuse is likely to soon contribute to undesirable vacancy and dereliction in a town centre.

Effort was made to set the top floor in, in order to make it less apparent from the street, and indeed it would have been a lot less prominent if not for the wide opening of the green that allows for views from further away. The applicant is open to making further changes to the appearance of the mansard should the Local Authority deem it necessary.