



Design & Access Statement

for

43 Grand Parade, Green Lanes, London N4 1AQ

22nd February 2023

Ref: 1073/das

1.0. Background

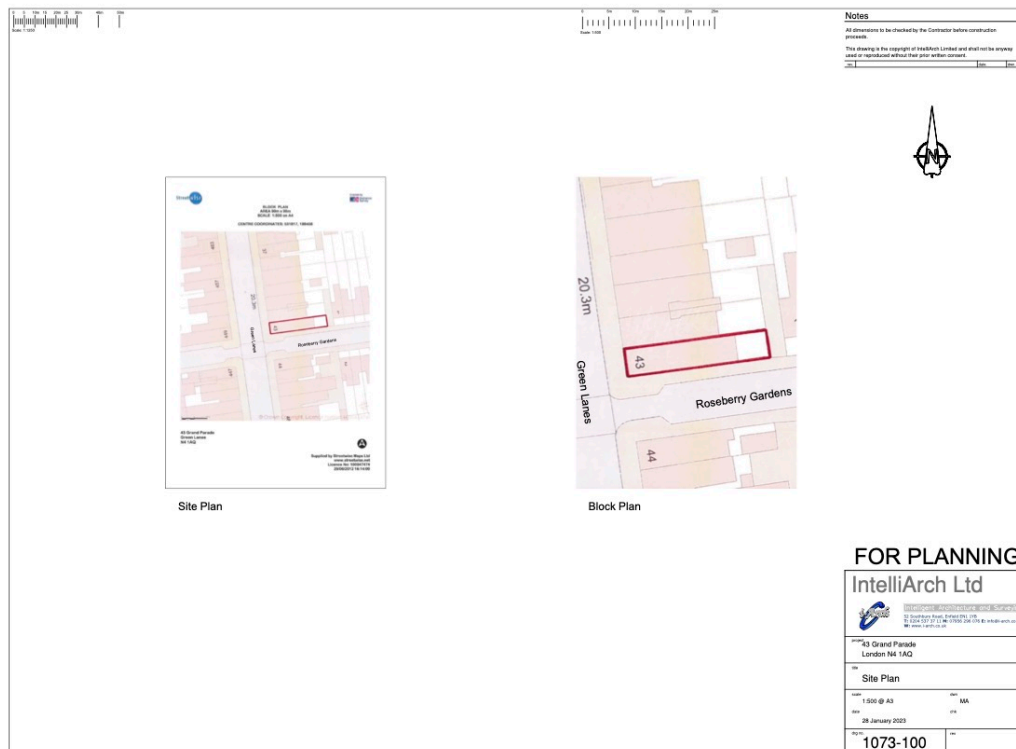
The proposal is applying to extend on top of the existing ground floor rear extension to provide further units within the property.

The site previously had planning permission which has been approved but is now expired. The purpose of this application is to obtain a permission for the proposed scheme in an area which is redundant and left in a void form on the side of Roseberry Gardens.

2.0. Site Location

This Design and Access statement should be read in conjunction with the enclosed planning application drawings and information.

The site is located on the corner of Grand Parade and Roseberry Gardens. The site comprises a substantial three-storey building with additional accommodation at roof level, comprised of a restaurant use on the ground floor, with associated kitchens within a single storey rear extension, and residential flats on the upper floors. The upper floors currently comprise three 3-bed flats.



Haringey National Rail Station which connects to Liverpool Street and Enfield is situated just 5 minutes' walk away from the site. Haringey Green Lanes Overground Station is also 5 minutes' walk distance from the site as well as Manor House over ground Station, which is 15 minutes walking distance from the site.

Finsbury Park is within walking distance to the approximately 500mm away.

There are many nearby schools at walking distance such as South Haringey Junior School to the west, North Haringey Primary School to the North, Chestnuts Primary School to the East and West Green Primary School and a short bus ride away from City and Islington College.

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St Ann's Hospital is also situated within 15 minutes walking distance on the western side of the railway tracks.

Amongst the many open recreational spaces, Chestnuts Park is located right opposite St Ann's Hospital, within 5 minutes' walk from the site.

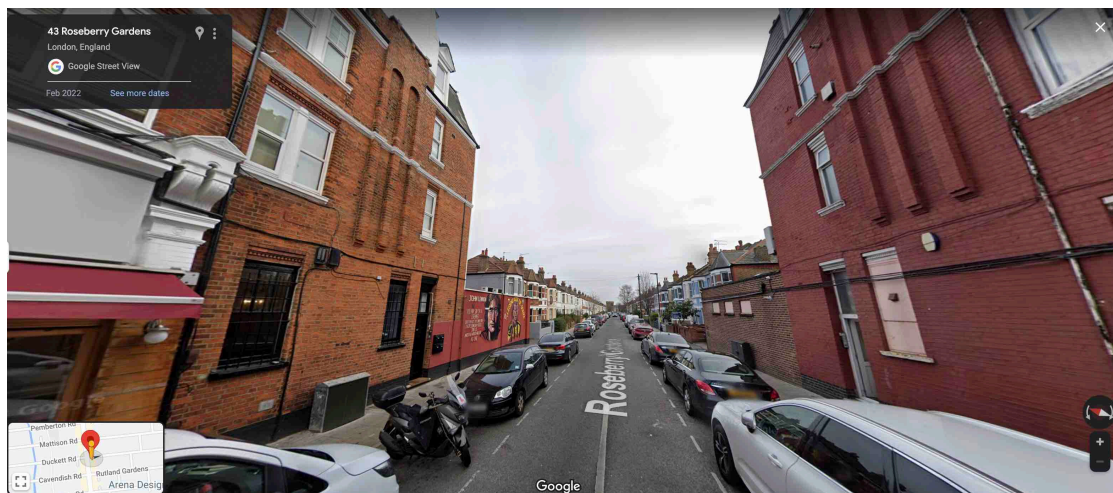
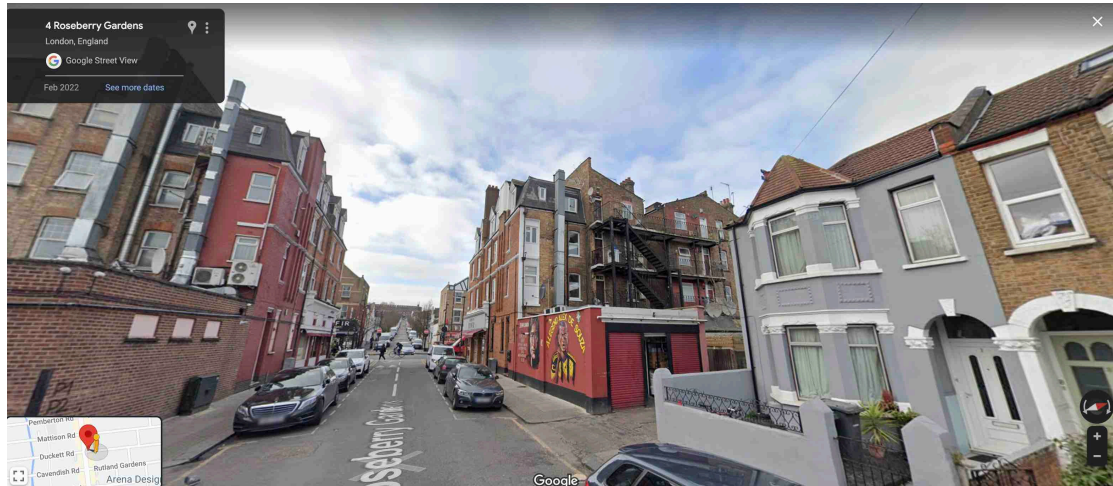
The site is surrounded next to residential uses and is connected closely to local amenities. For this reason, such design and proposed dwellings would be appropriately located and in keeping with the prevailing character of the area.

The area has a variation of architectural styles with buildings ranging from one to four storey period buildings. The site is a corner property with one side facing the main road, Green Lanes, and the other side in Roseberry Gardens, a quieter residential road. The entrance to the flats is from Roseberry Gardens.

The area has plenty of amenities such as shops, restaurants, cafes, banks, pharmacies, doctor's surgery and supermarkets as well as excellent bus services that connect to the City of London and the surrounding boroughs.



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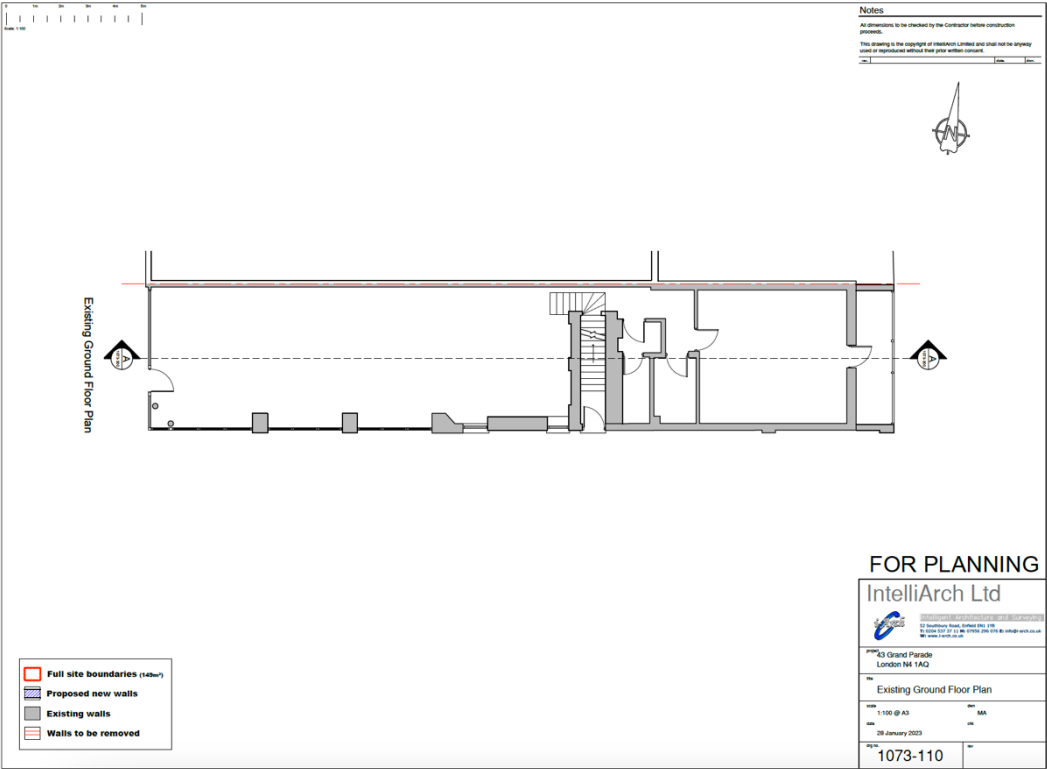
3.0 Design

Erection of two storey rear extension above an existing ground floor rear extension and alterations to the internal layout to create 3 x one-bedroom flats and 1 x studio flat.

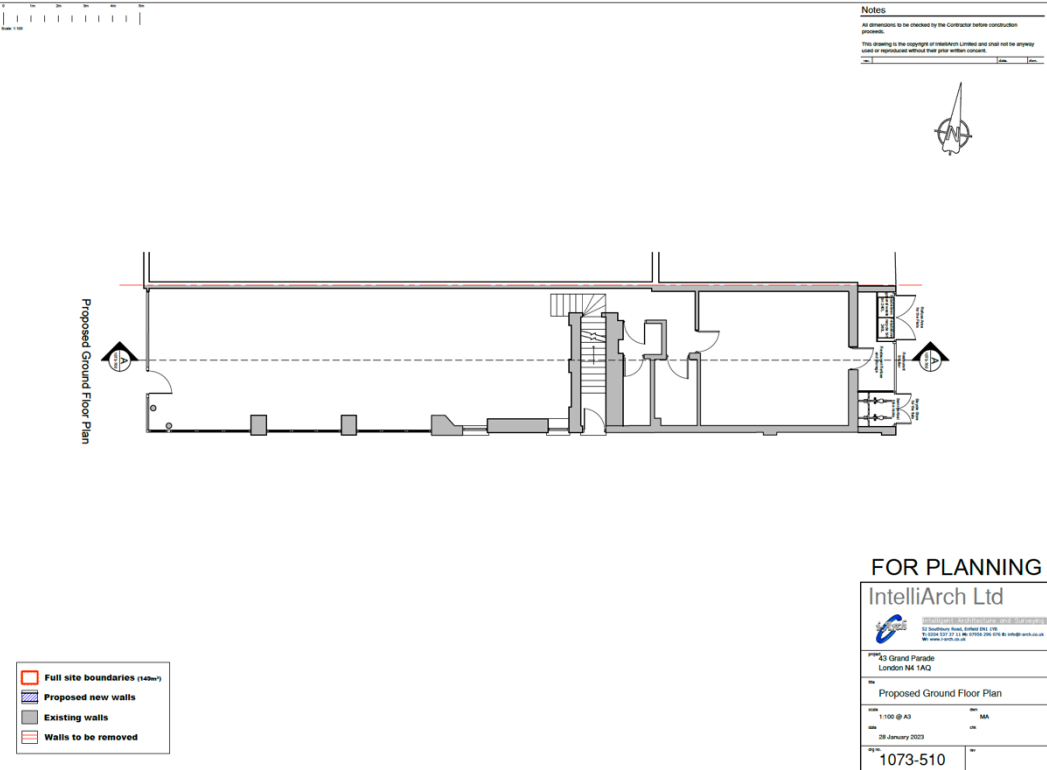
This application seeks permission for:

- Conversion of the first and second floors from 2 to 4 self-contained units;
- Two storey rear extension at first and second floor levels including roof terraces; and
- Associated refuse and cycle storage at ground floor.

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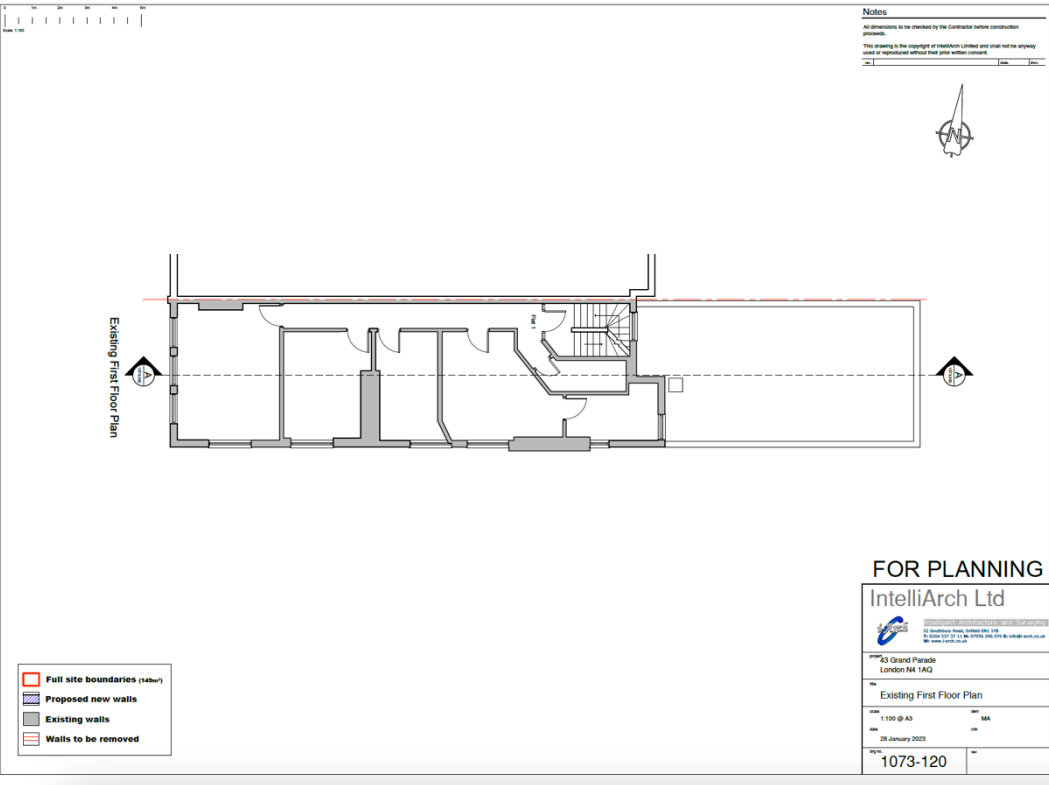
Existing Ground Floor Plan



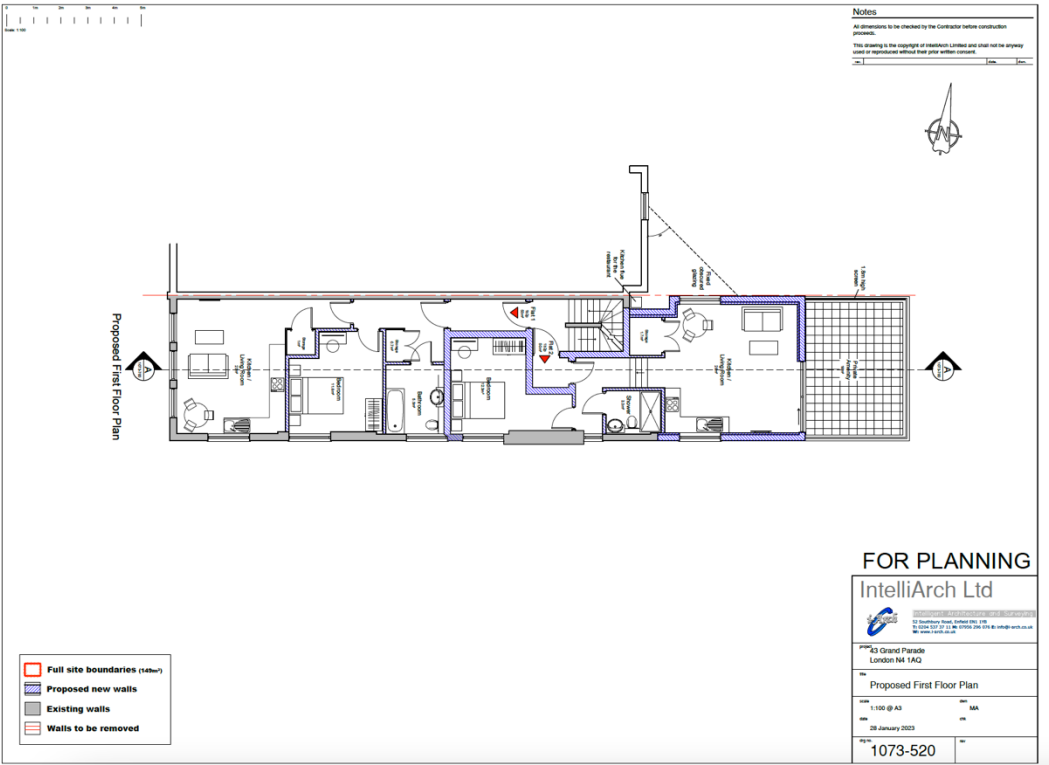
Proposed Ground Floor Plan

The ground floor of the commercial units will broadly remain the same. To the north east side of the unit there is a store room which will be separate to provide cycle store and refuse area.

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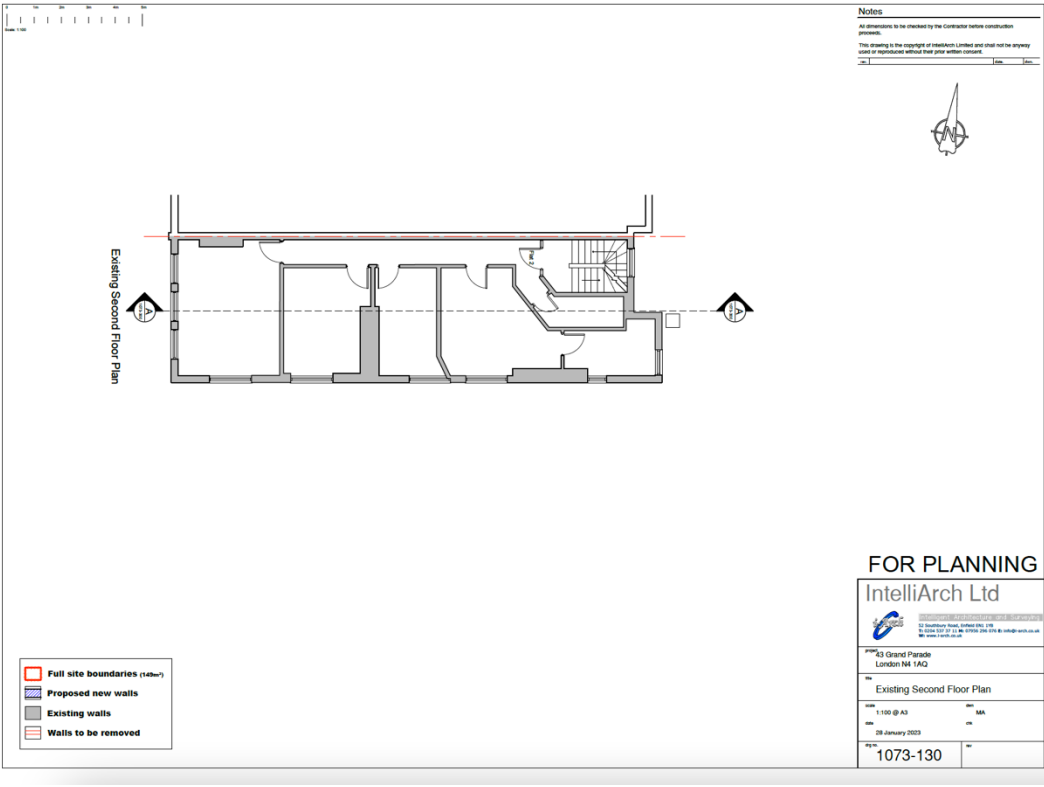
Existing First Floor Plan



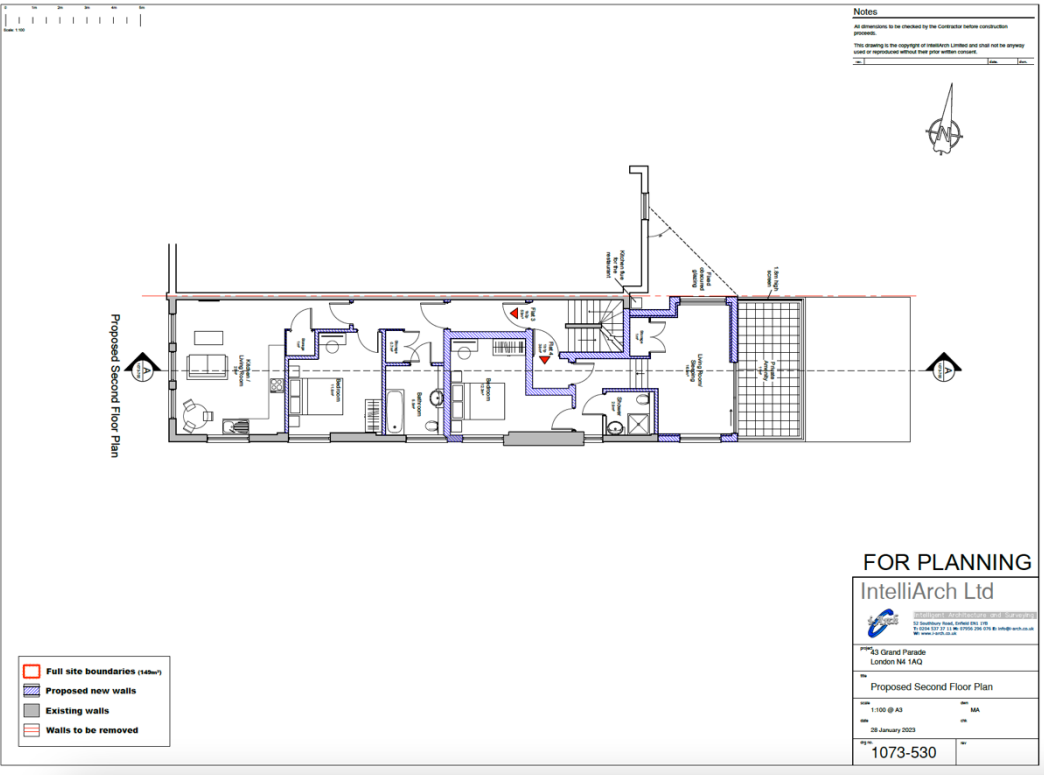
Proposed First Floor Plan

The main changes are to take place at the upper floors. The first floor will be extended on top of the rear ground floor flat roof to provide flat 2. This reconfiguration will take part of the flat 1 to provide the necessary floor area that is needed. The new flat will receive a good-sized private amenity space to the rear.

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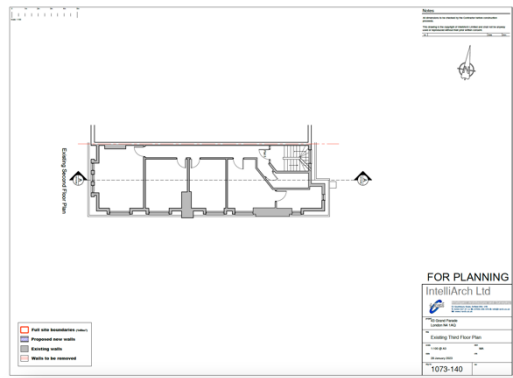
Existing Second Floor Plan



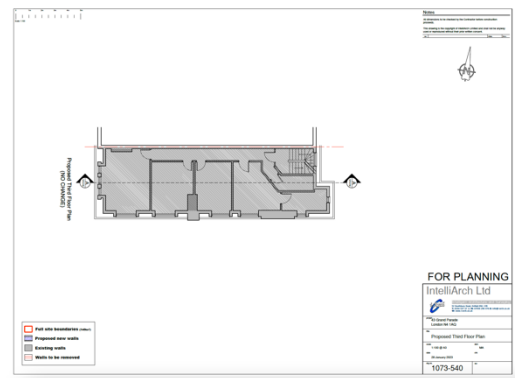
Proposed Second Floor Plan

The proposed works to the second-floor plan will be similar to the first floor but with a reduced depth to the rear extension. The rear private amenity space for flat 4 will be smaller in depth to give set back and massing to the entire property.

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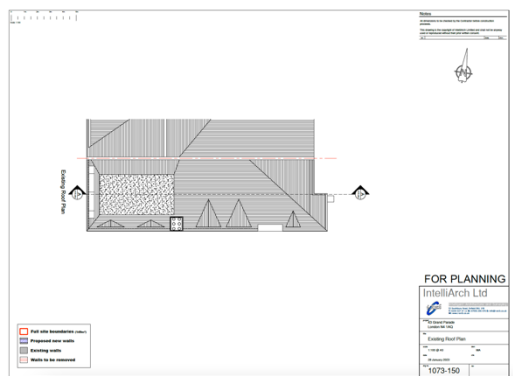


Existing Third Floor Plan

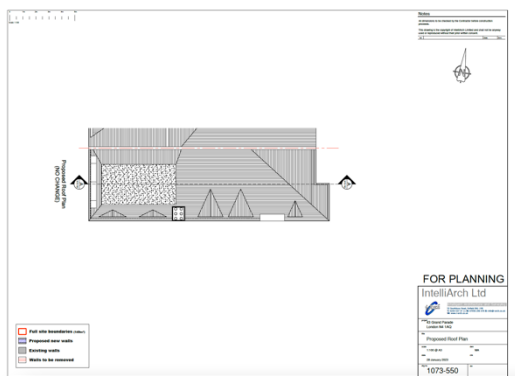


Proposed Third Floor Plan

As part of this application no change will be undertaken to the third floor. Flat 5 will remain as existing.

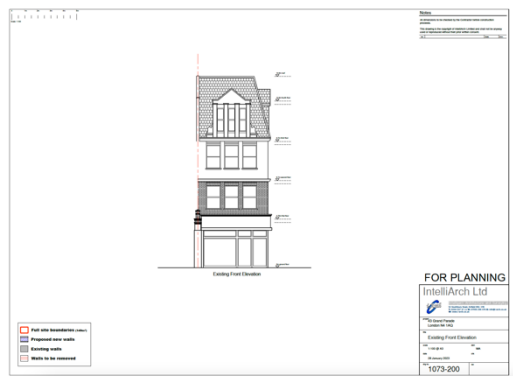


Existing Roof Plan

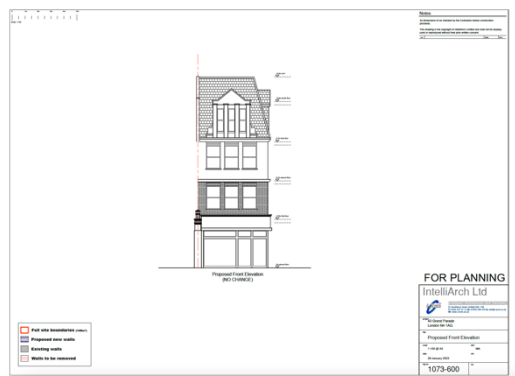


Proposed Roof Plan

As part of this application no change will be undertaken to the roof level.



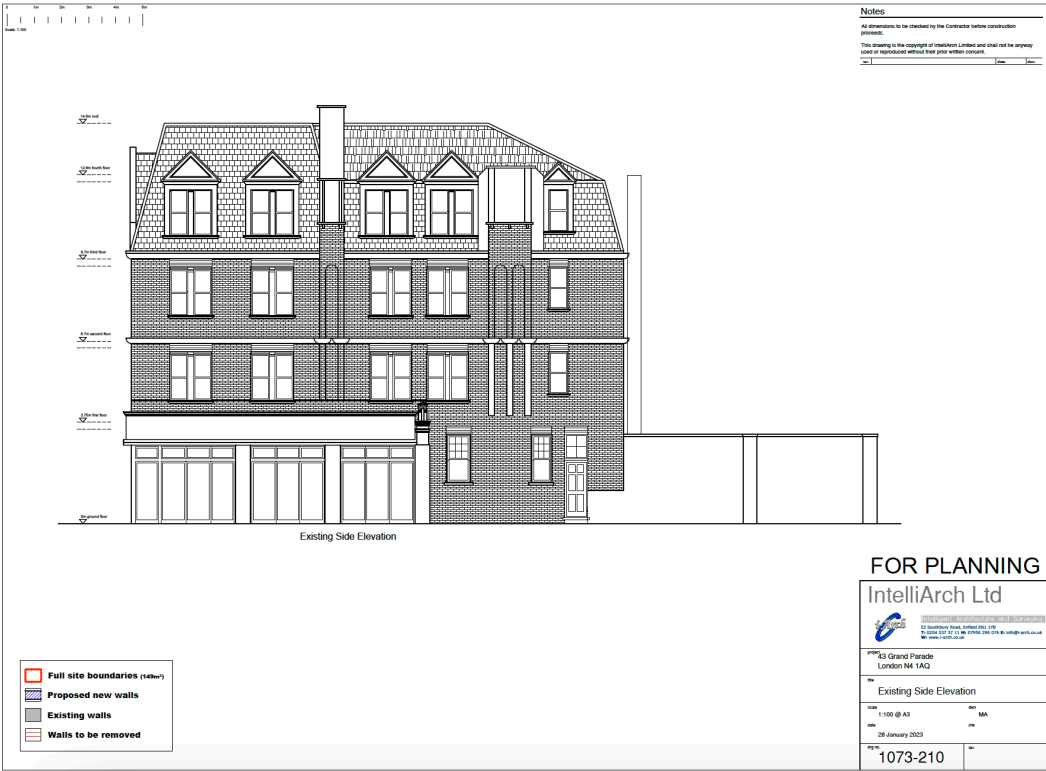
Existing Front Elevation



Proposed Front Elevation

As part of this application no change will be undertaken to the front elevation.

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Existing Side Elevation



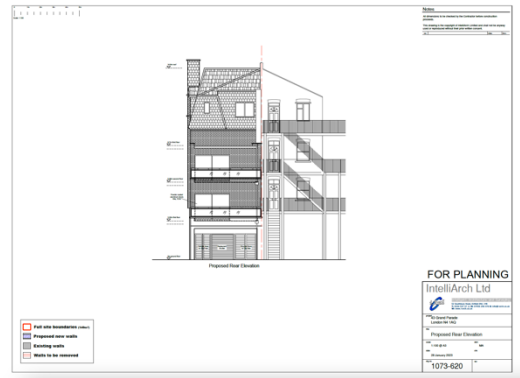
Proposed Side Elevation

The majority of the changes will be undertaken at this elevation towards the rear of the property. The first and second floor extension will be visible from the Roseberry Gardens. The proposed design will be traditional concept with similar materials and windows. This approach will allow the concept to be built as well as respecting the existing property.

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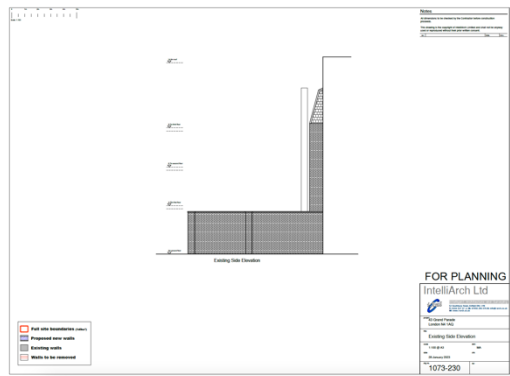


Existing Rear Elevation

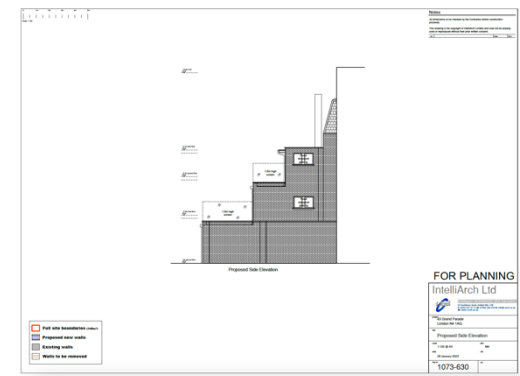


Proposed Rear Elevation.

Once again, the majority of change will be undertaken at the rear elevation. This change will be directly visible at the Roseberry Gardens but nothing from the main street.

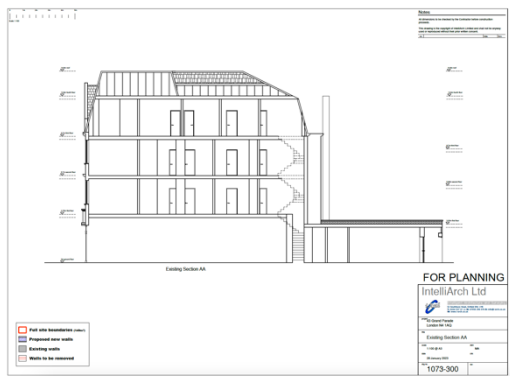


Existing Side Elevation

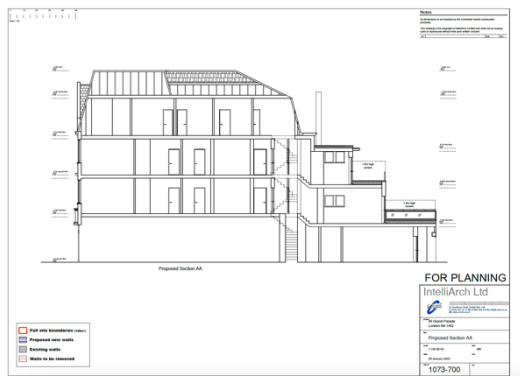


Proposed Side Elevation

The proposed rear extension has been carefully considered to take in consideration the implication to the neighbouring property at No.42. The approach gives many benefits to the right of sun to the neighbouring property. The original sunlight study has not been changes which was originally been approved under reference number HGY/2016/3324.



Existing Section AA



Proposed Section AA

The cross section to the proposed works shows a good understanding that the new extension will remain below the existing roof profile. The original main building will remain as existing without any affect. The difference in levels has been kept and will benefit but not exceeding in height.

4.0 Access

There is no alteration to the main entrance to the property. The upper floors will be entered from inside the existing property within a staircase core. Video call and buzzer facility will be provided at the main door.

Vehicular access to site will be from the rear service road to collect refuse and loading/unloading in good as an when needed.

5.0 Use

The use will not be altered and it will be used within residential category.

The proposal provides extra 2 units which will add up the block to total of 5 residential units.

Flat 1: 1b2p 53sq.m

Flat 2: 1b2p 50sq.m

Flat 3: 1b2p 53sq.m

Flat 4: 1b1p 38sq.m

Flat 5 will remain as existing and will not form part of this application.

6.0 Layout

The first and second floor will receive full reconfiguration to receive the new flats. The first and second floor will be very similar in shape and profile except the set back to the rear extension as well as the rear amenity space.

All flats will use the existing staircase core to enter into the flats.

7.0 Scale

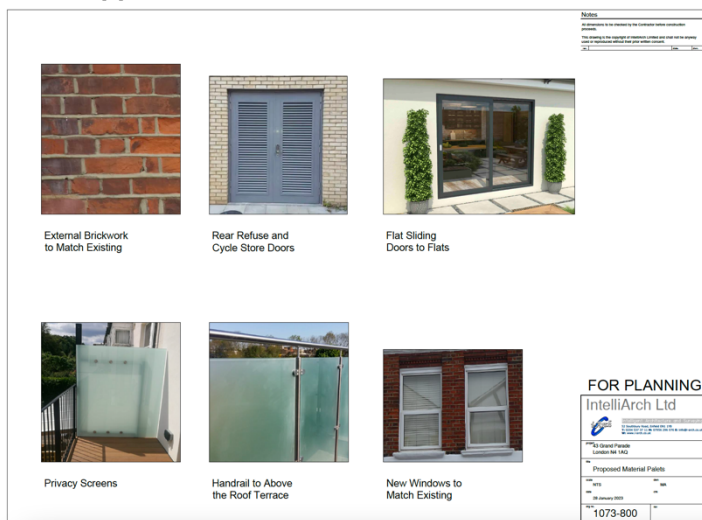
The depth of the first-floor extension is 5495mm and the width is 5375mm. The private amenity space will be 18sq.m. The depth of the second-floor extension is 2960mm and the width is 5375mm. The private amenity space will be 11sq.m.

The height of the entire development will be 8990mm from the pavement level.

8.0 Landscaping

As this is an extension on top of the existing property, there is no landscaping proposed.

9.0 Appearance



Proposed Materials

The proposed finishes will be identical to the rest of the material used in the rest of the property. The main walls will be matching brickwork and the windows will be upvc white windows to match the existing ones.

10.0 Relevant policies

Policy 3.3 Increasing Housing Supply

The principle of the development complies with the NPPF 2012, London Plan 2015 Policy 3.3 and Local Plan 2013 Policies SP1 and SP2, which seek to maximise the supply of additional housing to meet future demand in the borough and in London in general.

In particular, Local Plan Policy SP2 states that, "The council will aim to provide homes to meet Haringey housing needs and to make full use of Haringey capacity for housing by maximising the supply of additional housing to meet and exceed the target of 1,502 units to per annum as shown on table 3.1.

It is considered that, given the resulting increase in family sized housing stock, the proposal would be in line with the overarching objectives of adopted policy in delivering high quality housing in the borough.

The site is surrounded by residential uses and is closely located to local amenities. As such, the proposed dwellings would be appropriately located and in keeping with the prevailing character of the area.

Policy 7.4 Local character

London Plan Policies 7.4 and 7.6 require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan Policy SP11 and Saved UDP Policy UD3 reinforce this strategic approach.

The scale, height, bulk and mass, the proposed extension is generally in keeping, considering that it would be subordinate in scale to the host building and would be similar in scale to buildings forming the adjacent terrace running along Roseberry Gardens.

Policy 7.6 Architecture

The London Plan 2015 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. This is supported by saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking and aspect. Given the location of the site and its context the proposed development will not have impact on neighbouring amenity.

In the previous application which has been approved contained A BRE Daylight/ Sunlight Report which showed the results to comply. This scheme is no difference in terms of scale, mass and height.

As confirmed above the proposal proves that there will be no adverse impact on the amenity to the flats within the adjoining property in terms of daylight / sunlight.

In terms of Privacy, it is considered that the privacy enjoyed by neighbouring occupants would be maintained as a result of the development, with the installation of obscurely glazed screens on the terraces as shown on the submitted drawings.

Policy 3.4 Optimising Housing Potential

3.29 The form of housing output should be determined primarily by an assessment of housing requirements and not by assumptions as to the built form of the development.

While there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport

accessibility (measured by Public Transport Accessibility Levels [PTALs]), and lower density development is generally most appropriate for family housing.

3.30 Where transport assessments other than PTALs can reasonably demonstrate that a site has either good existing or planned public transport connectivity and capacity, and subject to the wider concerns of this policy, the density of a scheme may be at the higher end of the appropriate density range.

The development site is located in an area with moderate accessibility to public transport. The site has a PTAL (public transport accessibility level) of 4. It is not envisaged that the small increase in accommodation that would result from the development would cause unacceptable on street parking stress. Furthermore, the area is in controlled zone parking.

London Plan (FALP 2015 Table 6.3)

As defined by the London Plan FALP 2015 Table 6.3, the proposed additional dwellings will meet the minimum cycle storage provision required in this policy, 2 cycle spaces.

Policy 3.5 Quality and Design of Housing Developments

The proposed units (additional and those curtailed by the development) will all meet minimum floor space standards required by London Plan policy.

Both new dwellings would have access to external amenity space, meeting the minimum standards outlined in the London Plan. The units are considered to be good quality and well arranged on plan with a dual outlook.

The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

London Plan (incorporating FRA)

- 6.3 Assessing effects of development on transport capacity
- 6.11 Smoothing traffic flow and tackling congestion
- 7.4 Local character
- 7.6 Architecture
- 7.15 Reducing Noise and Enhancing Townscapes

Core Strategy

- SP6 Waste and recycling
- SP7 Transport
- SP11 Design

Development Management Document

- DM1 Delivering High Quality Design (Haringey Development Charter)
- DM6 Building Height
- DM21 Suitable Design, Layout and Construction

Other relevant policy

National Planning Policy Framework.
National Planning Practice Guidance

10. Analysis

Principle of extension

The site is located in a well-established residential built up area with close by amenities.

The general principle as explained above it is within keeping of scale, mass and height of the existing property.

The proposed extension will provide further housing stock the LPA needs as well as giving high quality to the residents who will leave in the property.

Character and Appearance

The National Planning Policy Framework advises that Local Planning Authorities should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings. Policy DM1 seeks to maintain and improve the quality of the property. London Plan policies 7.4 Local Character and 7.6 Architecture are also relevant. However, the design and scale must be considered in the context of the surrounding pattern of development.

The drawings indicate that the proposed extension would match existing in materials in shape and profile, which is considered reasonable. The proposed extension is relatively traditional in scale and not considered to detract from the existing character of the building as a whole to the area.

Parking and Bicycle Store

Owing to the close proximity of the proposed development to public transport (PTAL 4) and the small increase in accommodation, no additional parking units will be provided.

2 Vertical bike storage will also be provided in accordance to the minimum cycle storage provision as defined by the London Plan (FALP 2015 table 6.3).

Waste Disposal

2no x 730mm x 580mm general waste bin 240L has been provided on the Ground Floor as shown on the plans as per Haringey sustainable Construction and Design SPD Appendices.

11. Conclusion

As confirmed previously the proposed extension is to provide further residential units to the area and the stock that LPA requires. The proposed development will contribute toward the ever increasing demand for housing in London.

Due to its close proximity to the various railway and underground stations as well as the numerous parks, amenity areas and schools, the development could cater to the young professionals and small families.

The new proposal will result in an improvement in the standard of accommodation at the existing site. It will add to the street scene and liven it up by making it more interactive and well looked after. It will definitely help build a positive image and revive the street, thus, the area.

Therefore, we are of the opinion the proposed works are reasonable and kindly ask you to grant permission.