



DOMENECH DESIGNS LTD

69 Wades Hill, London, N21 1AU

Tel: 0203 287 4814 / Mobile: 07493 777 226

www.domenechdesign.com

Email: richard@domenechdesign.com

17 Sirdar Road, N22 6QP

May 2023

Support Statement

Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.



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1.0 Introduction

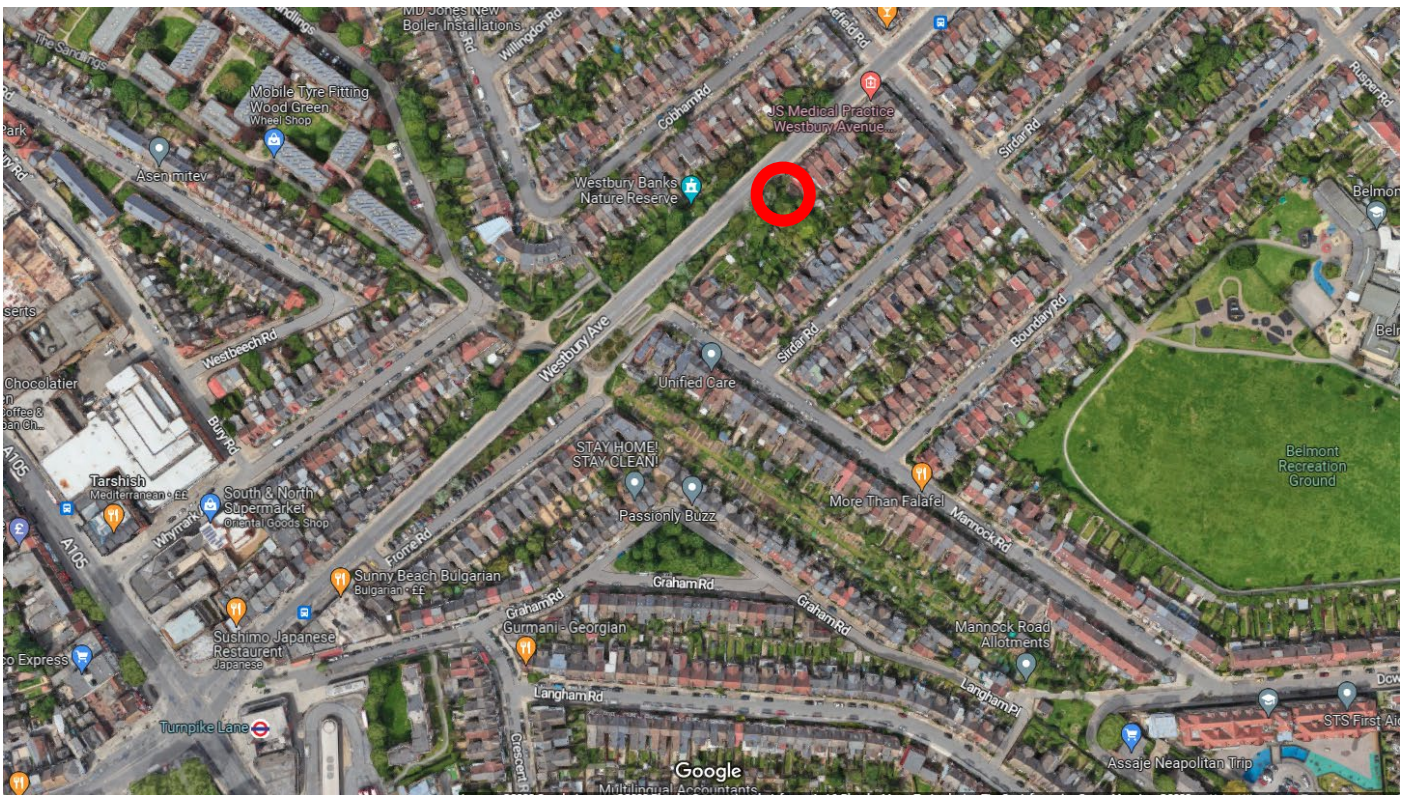
Full planning application for 17 Sirdar Road involving sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

The new dwelling will face Westbury Avenue/A1080, a main busy road, and will be sited next to 12 Westbury Avenue, N22 6RS.

This document highlights the development objectives, through an appraisal of the site and establishing observed documented and experienced characteristics of the local area. It provides a detailed account of how the proposal meets and exceeds standard of architectural and sustainable design, whilst responding to the design and aesthetic of its wider surroundings.

Application drawings and supporting visual information are provided as a part of the application package.

2.0 Site Analysis and Context



The application site is situated on the south-western side of Westbury Avenue/A1080 within close proximity to Turnpike Lane Station.

The property is conveniently located with excellent access to public transport (PTAL rating of 6a, see appendix). Turnpike Lane station is within a 5-minute walk, whilst there are 12 different bus routes within a 7-minute walk.

The site contains an existing terraced house (facing Sirdar Road), with a garden that extends up to almost 50 metres, with a garage/storage located at the bottom of the garden facing Westbury Avenue/A1080.

The proposal involves sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

Westbury Avenue/A1080 consists of a mix of residential and commercial use properties as well as a greater mix of building types and styles. The A1080 contains several bus stops with various routes and towards the west end of the A1080 is Turnpike Lane Station.

There is ample green space within walking distance: Belmont Recreation Ground with its green space, playground and picnic space is a 3-minute walk to the south-east; Ducketts Common is a 5-minute walk to the south-west, Russell Park is a 3-minute walk to the North, whilst the larger Lordship Recreation Ground and Downhills Park is 10-minute walk to the East.

The property is not listed, is not in a conservation area, and there are no tree preservation orders present on the site.

3.0 Planning History

The planning history of the site is as follows:

- HGY/2023/0234 | Proposed conversion of a single family dwellinghouse to 2no. self-contained flats comprising 1 x 2-bedroom flat and 1 x 3-bedroom flat inc. associated bicycle and bin storage. | Valid 24 January 2023 | Approved 21 March 2023
- HGY/2022/1919 | Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.95m and for which the height of the eaves would be 2.95m. | Valid 22 July 2022 | Approval Not Required

Note, these relate to the existing dwelling with a front elevation onto Sirdar Road.

4.0 Key Planning Policy

4.1 Haringey Development Management DPD Adopted July 2017

- DM1 Delivering High Quality Design (Haringey Development Charter)
- DM2 Accessible and Safe Environments
- DM7 Development on Infill, Backland and Garden Land Sites
- DM10 Housing Supply
- DM11 Housing Mix
- DM12 Housing Design and Quality
- DM18 Residential Basement Development and Light Wells

4.2 London Plan, 2021

The London Plan 2021 forms part of the development plan for Greater London and sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 20-25 years.

Policy H1 “Increasing Housing Supply” and H2 “Small Sites” seek to increase housing supply across London with a 10-year target for net housing completions of 15,920 in Haringey (Table 4.1) with 2,600 on Small Sites (<0.25ha). The policy states incremental intensification of existing residential areas within PTALs 3-6 is expected to play an important role in contributing towards the housing targets. This can take several forms, including new build and redevelopment of existing buildings including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London’s needs.

Policy D3 “Optimising Site Capacity through the Design-Led Approach” states that the form and character of London’s buildings and spaces must be appropriate for their location, fit for purpose, respond to changing needs of Londoners, be inclusive, and make the best use the city’s finite supply of land. The efficient use of land requires optimisation of density.

Policy D6 “Housing Quality and Standards” states housing development should be of high-quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures

Policy D10 “Basement Development”, whilst discouraging large-scale basement developments, states that smaller-scale basement excavations, where they are appropriately designed and constructed, can contribute to the efficient use of land.

5.0 Proposal

Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

Given the site opens onto a main busy road, Westbury Avenue/A1080, it is not considered suitable for a family dwelling.

All units comfortably exceed the minimum space requirements (for both the units and the individual rooms) and careful consideration have been made for stacking.

6.0 Design Summary

Within this summary we have assessed the proposals against key policy and recent consents in the borough.

6.1 Site Density

Whilst the London Plan density ranges were removed in the London Plan 2021, the proposal would have been within the density ranges given the site has a PTAL rating of 6a and is in an urban setting. It is located on an arterial route (A1080/Westbury Avenue) and the surrounding building use consists of mixed residential and commercial building types.

Furthermore, Paragraph 122 of the NPPF (2019) requires planning policies and planning decisions to support development that makes efficient use of land, considering a range of contextual factors.

6.2 Scale & Volume

The proposal is similar in scale and volume to many of the terraced houses in the area, including the immediately surrounding properties.

6.3 Design and Appearance

Careful consideration has been taken for the appearance of the proposal to be harmonious with the street scene and create no adverse impact on any adjacent building or building users.

The building line is consistent with the neighbouring property at 12 Westbury Avenue, i.e. the front of the bay window is set back 3.3 metres from the boundary at the front of the house. Note, the OS Map doesn't include the bay window.

Several designs were considered, including more modern designs like 228 Westbury Avenue N22 6RU (Approved HGY/2019/2978), however, given the location of the site it was deemed most appropriate to apply a design consistent with the terraced houses surrounding the site.

The building will have a white rendered exterior with a tiled roof to fit seamlessly with the surrounding area.

In terms of the proposed massing the current proposal is similar in scale to many of the existing terraced housing that have constructed loft conversions.

With regards to constructing a basement level, 47 Westbury Avenue, some 0.2 miles down the road, received approval for a basement excavation (HGY/2014/3331).

6.4 Housing Mix and Floor Space

Given the site opens onto a main busy road, Westbury Avenue/A1080, it is not considered suitable for a family dwelling. Therefore, 4 × 1-bed units have been provided to help meet the housing need in the Borough.

Level	Unit Size (Beds / Persons)	Bedroom	Living / Kitchen / Dining Area	Total Area ¹	Min Space Standard ²
Lower Ground	1B 2P	17.2 sqm	22.5 sqm	50.6 sqm	<i>50 sqm</i>
Ground Floor	1B 1P	19.1 sqm	26.5 sqm	49.5 sqm	<i>39 sqm</i>
First Floor	1B 1P	19.5 sqm	21.3 sqm	44.7 sqm	<i>39 sqm</i>
Second Floor	1B 1P	14.3 sqm	25.8 sqm	48.1 sqm	<i>39 sqm</i>

The proposed development comfortably exceeds the minimum floor space standards in accordance with the London Plan and London Housing Design Guide for the bedrooms and living, kitchen, dining areas.

6.5 Layout

The design development of the proposal has followed the criteria set in accordance with Lifetime Homes. Each flat has been carefully designed to provide optimal layout and to feature comfortable and contemporary living standards.

The living areas are located on the ground floor level whilst the bedrooms are located on the lower ground floor. An open plan living/dining/kitchen area has been designed to maximise light. The bedrooms contain large French doors with windows that open onto a substantial lightwell/courtyard to allow ample daylight into the bedrooms. On the other side of the courtyard is a basement level home office/gym.

Open plan living/dining/kitchen area have been used to maximise light within the units and windows at the front and rear of the property. Bedrooms are situated at the rear of the property to avoid noise from the street.

The large lightwell will provide sufficient natural light into the second bedroom of the lower ground floor unit and provide a sizeable courtyard for the lower ground floor unit.

6.6 Amenity

The existing site will be subdivided between the existing house (17 Sirdar Road) and the new dwelling facing Westbury Avenue/A1080.

The lower ground unit will have access to a courtyard of 11.3sqm whilst the ground floor will have access to a garden of over 50sqm.

The first floor and second floor units have access to several additional parks within walking distance of the property. There is ample green space within walking distance: Belmont Recreation Ground with its green space, playground and picnic space is a 3-minute walk to the south-east; Ducketts Common is a 5-minute walk to the south-west, Russell Park is a 3-minute walk to the North, whilst the larger Lordship Recreation Ground and Downhills Park is 10-minute walk to the East.

Furthermore, as the first floor and second floor units far exceed the minimum internal floor area there is less requirement for outside amenity space. A balcony was considered on the second unit though it was felt this may not have been acceptable to the planning officers.

The existing dwelling at 17 Sirdar Road will retain a garden amenity space of over 40sqm once allowing for the approved planning application for the conversion of a single family dwellinghouse to 2no. self-contained flats (HGY/2023/0234).

6.7 Transportation, Cycle Storage and Parking

The property is well located for local transportation and has a PTAL Rating 6a.

In line with the London Plan³, this will be a car-free development.

Cycle storage (secure and timber framed) will be provided for each unit as follows:

- Lower ground floor unit: storage for 2 bikes in the courtyard (at the rear of the dwelling).
- Ground floor unit: storage for 2 bikes in the garden (at the rear of the dwelling).

¹ Includes other private spaces/rooms within the dwelling (e.g. hallways, bathrooms).

² London Plan 2021.

³ Table 10.3 - Maximum residential parking standards.

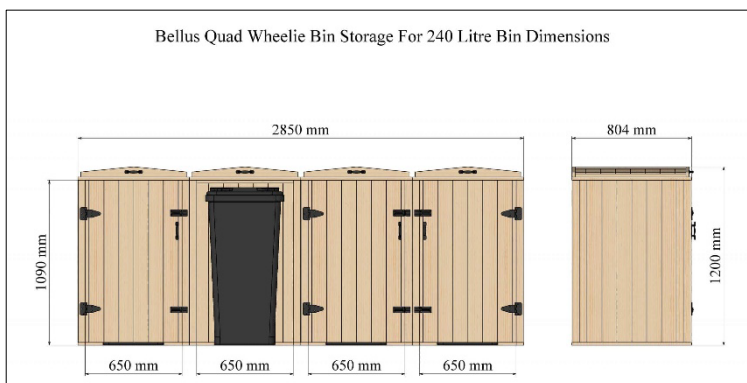
- First floor unit: shared access to storage for 2 bikes under the stairs at the front of the development that leads to the lower ground floor unit.
- Second floor unit: shared access to storage for 2 bikes under the stairs at the front of the development that leads to the lower ground floor unit.



6.8 Refuse Storage

A space for refuse will also be located at the front of the property that will be screened from the street scene with timber framing.

Shared bins will be provided including: 2 x General Waste 240L, 2 x Recycling 240L and 2 x Small Food Waste (stacked) in line with recommendations from Veolia for the development.



6.8 Security

The existing garage is an inherent security risk to the adjacent properties as it provides relatively easy access to the rear gardens of the surrounding properties on both Westbury Avenue and Sirdar Road. The proposal would help eliminate this security risk but aligning the fences of the proposal with the surrounding properties/fencing.

6.9 Privacy and Overlooking

In accordance with the London Housing Design Guide over 22 metres has been maintained between facing first floor windows (i.e. the proposed dwelling and existing property at 17 Sirdar Road). Over 30 metres has been maintained between facing 2nd floor windows. Whilst not adopted, this is also consistent with the Haringey Local Plan Consultation Document (February 2015) Policy DM3 "Privacy and Protection from Overlooking".

Given the proposal is located next to an existing terraced house there is no overlooking of the gardens of the houses of Sirdar Road that is not already in place from the existing properties on Westbury Avenue.

A 1.8 metre obscure glass balustrade is proposed around the courtyard/lightwell of the lower ground unit, at the ground floor level (where it meets the garden), to prevent overlooking from the ground floor flat garden whilst allowing ample light into the courtyard/lightwell.

7.0 Summary

To summarise, the key design points of the current proposal are as follows:

- Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.
- The proposal has been designed to fit seamlessly with the existing street scene, preserve the character of the existing surroundings, and does not cause any detrimental effect on the visual outlook from any neighbouring properties.
- The site has excellent transport links and is near public green spaces and services.
- The garage is in a state of disrepair, and therefore the proposal provides an effective way to enhance the street scene and provide significant additional housing gain for the Borough.
- The design has emerged from the careful consideration of the constraints and opportunities presented by the site, and we feel this has resulted in high quality design which serves to optimise the space of this location and provide important additional housing gain for Haringey.

Appendix A: Existing Site Photos & Neighbouring Properties

17 Sirdar Road: Garage

Garage Front Elevation (Street View)



Garage Rear Elevation (Garden View)



Neighbouring Property

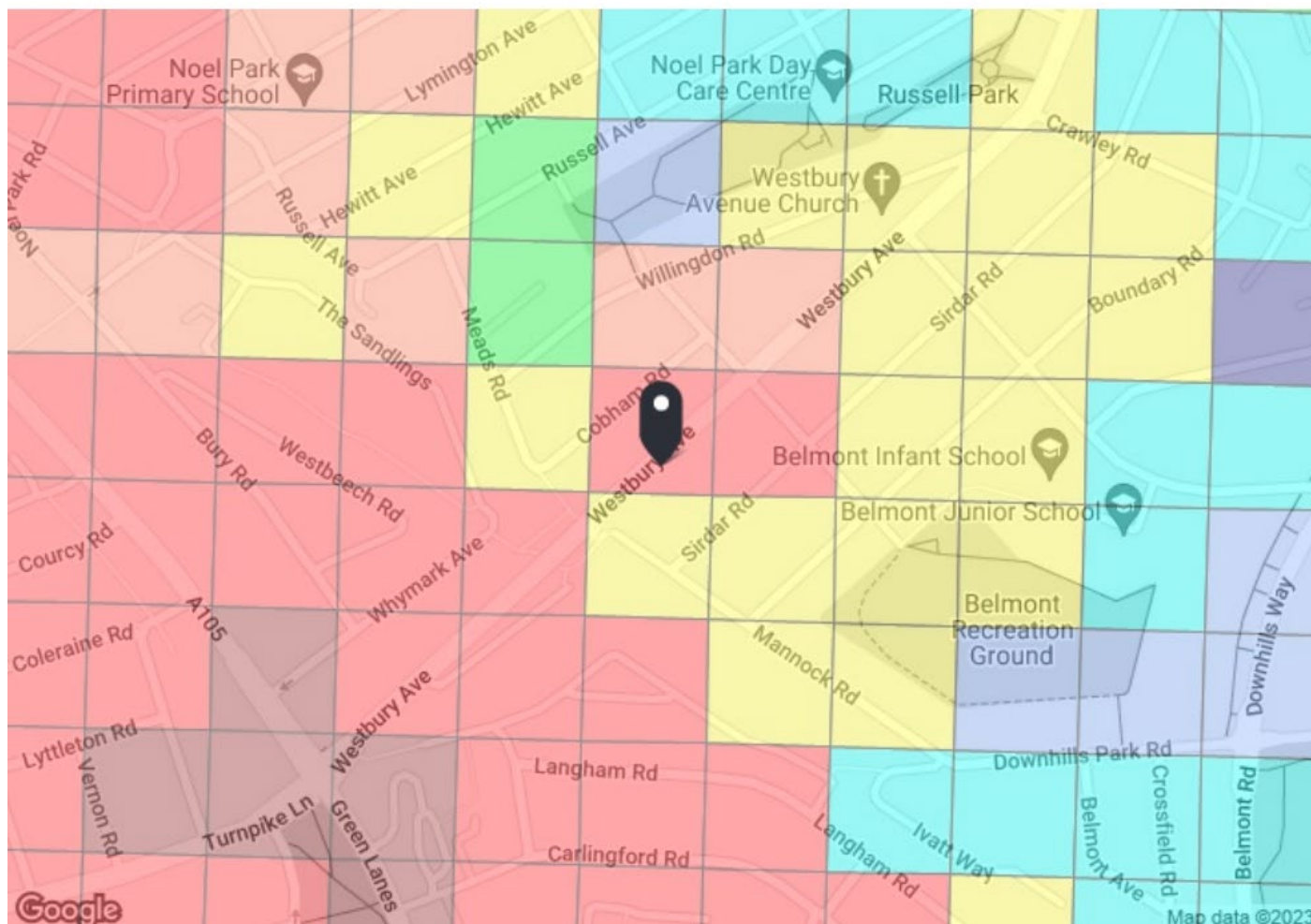
12 Westbury Avenue: Front Elevation



Garage at the Rear of 15 Sirdar Road



Appendix B: PTAL Rating



PTAL output for Base Year 6a

Westbury Banks Nature Reserve, Westbury Ave, London N22 6RS, UK
Easting: 531756, Northing: 189913

Grid Cell: 131199

Report generated: 18/03/2023

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	20
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WESTBURY AVE RUSPER RD	444	161.88	5	2.02	8	10.02	2.99	0.5	1.5
Bus	WESTBURY AVE RUSPER RD	231	161.88	4	2.02	9.5	11.52	2.6	0.5	1.3
Bus	WESTBURY AVE RUSPER RD	144	161.88	8	2.02	5.75	7.77	3.86	1	3.86
Bus	WESTBURY AVE RUSPER RD	123	161.88	5.5	2.02	7.45	9.48	3.17	0.5	1.58
Bus	WESTBURY AVE RUSPER RD	217	161.88	5	2.02	8	10.02	2.99	0.5	1.5
Bus	TURNPIKE LANE STN HIGH R	67	505	6	6.31	7	13.31	2.25	0.5	1.13
Bus	TURNPIKE LANE STN HIGH R	184	505	7	6.31	6.29	12.6	2.38	0.5	1.19
Bus	TURNPIKE LANE STN HIGH R	221	505	5	6.31	8	14.31	2.1	0.5	1.05
Bus	TURNPIKE LANE STN HIGH R	W4	505	6	6.31	7	13.31	2.25	0.5	1.13
Bus	TURNPIKE LANE STN HIGH R	141	505	9.5	6.31	5.16	11.47	2.62	0.5	1.31
Bus	TURNPIKE LANE STN HIGH R	29	505	15	6.31	4	10.31	2.91	0.5	1.45
Bus	TURNPIKE L DUCKETTS COMM	41	501.62	12	6.27	4.5	10.77	2.79	0.5	1.39
LUL	Turnpike Lane	'Cockfosters-LHRT4LT'	445.67	4.67	5.57	7.17	12.74	2.35	0.5	1.18
LUL	Turnpike Lane	'RayLane-Cockfosters'	445.67	3.67	5.57	8.92	14.5	2.07	0.5	1.03
LUL	Turnpike Lane	'LHRT4LT-AmosGrove'	445.67	4.67	5.57	7.17	12.74	2.35	0.5	1.18
LUL	Turnpike Lane	'AmosGrove-RayLane'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
LUL	Turnpike Lane	'AmosGrove-Nthfields'	445.67	3	5.57	10.75	16.32	1.84	0.5	0.92
LUL	Turnpike Lane	'Oakwood-RayLane'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
LUL	Turnpike Lane	'Nthfields-Cockfoster'	445.67	1	5.57	30.75	36.32	0.83	0.5	0.41
LUL	Turnpike Lane	'LHRT5-Cockfosters'	445.67	6	5.57	5.75	11.32	2.65	1	2.65
LUL	Turnpike Lane	'Uxbridge-Cockfosters'	445.67	3.67	5.57	8.92	14.5	2.07	0.5	1.03
LUL	Turnpike Lane	'Ruislip-Cockfosters'	445.67	2.33	5.57	13.63	19.2	1.56	0.5	0.78
LUL	Turnpike Lane	'AmosGrove-Uxbridge'	445.67	1	5.57	30.75	36.32	0.83	0.5	0.41
LUL	Turnpike Lane	'Oakwood-Uxbridge'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
LUL	Turnpike Lane	'Oakwood-Ruislip'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
Total Grid Cell AI:										28.57

Appendix C: Key Policy Extracts

Minimum Internal Space Standards for New Dwellings, London Plan 2021, Table 3.1, p.127

Table 3.1 - Minimum internal space standards for new dwellings*

Type of dwelling		Minimum gross internal floor areas ⁺ and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5
4b	5p	90	97	103	3
	6p	99	106	112	3
	7p	108	115	121	3
	8p	117	124	130	3
5b	6p	103	110	116	3.5
	7p	112	119	125	3.5
	8p	121	128	134	3.5
6b	7p	116	123	129	4
	8p	125	132	138	4

Notes to Table 3.1

Key

b: bedrooms

p: persons

* New dwelling in this context includes new build, conversions and change of use.

* Where a studio / one single bedroom one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39 sq.m. to 37 sq.m., as shown bracketed.

* The Gross Internal Area (GIA) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (sq.m.).

Built-in storage areas are included within the overall GIA and include an allowance of 0.5 sq.m. for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with five or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA, provided that all aspects of the space standard have been met.

Table 10.2 - Minimum cycle parking standards*

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

* The minimum of two short-stay and two long-stay cycle parking spaces does not apply to A1-A5 developments of less than 100 sqm or to short-stay parking at residential developments of fewer than 5 dwellings.

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 – 2	Up to 0.5 – 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 – 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G [Policy T6.1 Residential parking](#)

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing