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Design & Access Statement

Date: 06/2023

Site Address: 505, Green Lanes, Haringay, London N4 1AL

Planning application reference number: HGY/2023/0978

Content:

1. Introduction
2. Relevant Planning History
3. The Site and Surroundings
4. Planning Considerations
5. Main issues for consideration
6. Conclusion

Introduction:

The Design and Access Statement has been prepared in support of a planning application for the subdivision of the existing dwellinghouse into two self-contained residential units.

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

The Site and Surroundings

The site is mid terrace building with ground floor occupying the whole site and first storey rear extension. The building is situated on the western side of Green Lanes. The surrounding uses at upper levels are residential.

The site does not contain a listed building and is not located within a conservation area.

The site is located within the Green Lanes Primary Shopping Frontage.

Relevant Planning History**HGY/1995/0481**

Erection of single storey rear extension

Grant Permission

HGY/2021/2384

Retrospective application for change of use from 1 flat to 1x 2 bed first floor flat and 1x 3 bed second and loft floors maisonette, including loft conversion.

Refused

Main issues for consideration:

The main issues for consideration in this case are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;

Principle of Development

The site is located within the Green Lanes Primary Shopping Frontage and maintains both commercial and residential uses on the site as the existing. As such, the principle of residential use on the site is acceptable.

Design and Appearance

The proposal does not include any external additions.

Standard and Quality of Residential Accommodation

The sizes are listed below:

Flat	Size	Minimum Size	Bedroom Size	Storage	Cycle Storage
1	55 m ²	1B2P - 50 m ²	12.8m ² - 2P	4m ²	2 Bikes
2	74	1B2P – 58 m ²	12.1m ² - 2P	5.3m ²	2 Bikes

*The refuse and recycling will be put out daily between 8 and 9 am, or between 9:30 and 11pm, at the collection spot provided for the shops and flats above shops (at one of the signs), where it will be taken daily by Veolia Haringey.

Unfortunately, like all the residential units provided above the ground floor located on Green Lanes no amenity space can be provided. It is noted that the site is 0.4 miles from Finsbury Park and 0.4 miles from Chestnuts Park

Transport Considerations

A car free development is proposed in line with the London plan, the property has a PTAL rating of 4, but on the border of a 6a. See below data used to calculate PTAL score:

Calculation data									
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight
Bus	ST ANN'S RD/SAUBURY RD	341	91.07	6	1.14	7	8.14	3.69	0.5
Bus	GREEN LANES ST ANNS RD	141	152.27	9.5	1.9	5.16	7.06	4.25	0.5
Bus	GREEN LANES ST ANNS RD	29	152.27	15	1.9	4	5.9	5.08	1
Rail	Harringay - Green Lanes	'BARKING-GOSPLOK 2J07'	556.29	4	6.95	8.25	15.2	1.97	1
Rail	Harringay - Green Lanes	'GOSPLOK-BARKING 2J07'	556.29	4	6.95	8.25	15.2	1.97	0.5
Rail	Harringay	'MRGT-HFDN 2B09'	842.28	0.67	10.53	45.53	56.05	0.54	0.5
Rail	Harringay	'MRGT-STEVENGE 2F05'	842.28	0.67	10.53	45.53	56.05	0.54	0.5
Rail	Harringay	'MRGT-LTCE 2F05'	842.28	1	10.53	30.75	41.28	0.73	0.5
Rail	Harringay	'MRGT-GORDONH 2G06'	842.28	0.33	10.53	91.66	102.19	0.29	0.5
Rail	Harringay	'HFDN-MRGT 2J08'	842.28	1	10.53	30.75	41.28	0.73	0.5
Rail	Harringay	'GORDONH-MRGT 2J10'	842.28	1.67	10.53	18.71	29.24	1.03	0.5
Rail	Harringay	'STEVENGE-MRGT 2J17'	842.28	0.67	10.53	45.53	56.05	0.54	0.5
Rail	Harringay	'HFDN-MRGT 2J18'	842.28	0.33	10.53	91.66	102.19	0.29	0.5
Rail	Harringay	'HFDN-MRGT 2J23'	842.28	0.33	10.53	91.66	102.19	0.29	0.5
Rail	Harringay	'STEVENGE-MRGT 2J25'	842.28	0.33	10.53	91.66	102.19	0.29	0.5
Rail	Harringay	'WJWYNGC-MRGT 2K03'	842.28	2.67	10.53	11.99	22.51	1.33	0.5
Rail	Harringay	'WJWYNGC-MRGT 2K12'	842.28	0.33	10.53	91.66	102.19	0.29	0.5
Rail	Harringay	'MRGT-WJWYNGC 2V05'	842.28	2.67	10.53	11.99	22.51	1.33	0.5
									Total Grid Cell At: 16.14

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.

Impact on neighbouring amenity

The proposal does not include any external additions, thus not affect the amenity of adjoining properties.

Conclusion:

The proposal overall is considered to be acceptable and there would be no unacceptable impacts to adjacent properties or to the character of the area/appearance of the existing building. It is therefore our understanding that planning permission should be granted.