

DESIGN & ACCESS STATEMENT FOR PLANNING SUBMISSION



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NOTE: Please read this Design & Access Statement in conjunction with the separate appendix report:
SUPPORTING INFORMATION APPENDIX (which contains the following:)

- Independent Consultants Reports & Statements
- Haringey Sustainability Checklist
- Haringey Community Infrastructure Levy (CIL) Assumption of Liability Form
- Pre-Application Consultation with Haringey Council
- Pre-Application Consultation with Local Residents & Reve Developments

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S E C T I O N A

I N T R O D U C T I O N A N D S I T E A N A L Y S I S

3 .0 Introduction

Unit One Architects have been commissioned by the site owners Reve Developments, in order to look at proposals for the residential development of the proposed site.

This Planning Design and Access Report details the proposals that Reve Developments are considering for the backland site which is currently labelled as Land to the Rear of Effingham Road, London, N8 0AE. The Development team undertook a Pre Application Consultation with Haringey Council in May/June 2013, which informs this Planning, Design and Access Report. Full details of the pre-application discussions can be found in Section B, Chapter 14.

Land Use Classification

The current land classification on this backland site is Sui-Generous, with the land currently lying dormant and somewhat derelict in its condition. Reve Developments purchased the site in March 2013 and wish to obtain a change of use from Sui Generous to C3 Residential. Reve Developments are looking to convert the unused site into much needed residential housing for the London Borough of Haringey.

Reve Developments are proposing to provide well considered and highly designed properties for private sale. The intention is to provide well designed, small scale freehold houses with private parking and good amenity space within a gated Mews development. This provision will allow young families and couples to purchase well built modern housing within the Borough.

Current Use of Site

The backland site is currently vacant with no built form on the site. The previous use of the site was as a car breakers yard. Prior to this the site was a garage and parking courtyard owned by Haringey Council. The previous owner of the site demolished the eight lock up garages, leaving a bare concrete slab and erected a concrete block shed that was illegally built in the north-east corner of the site.

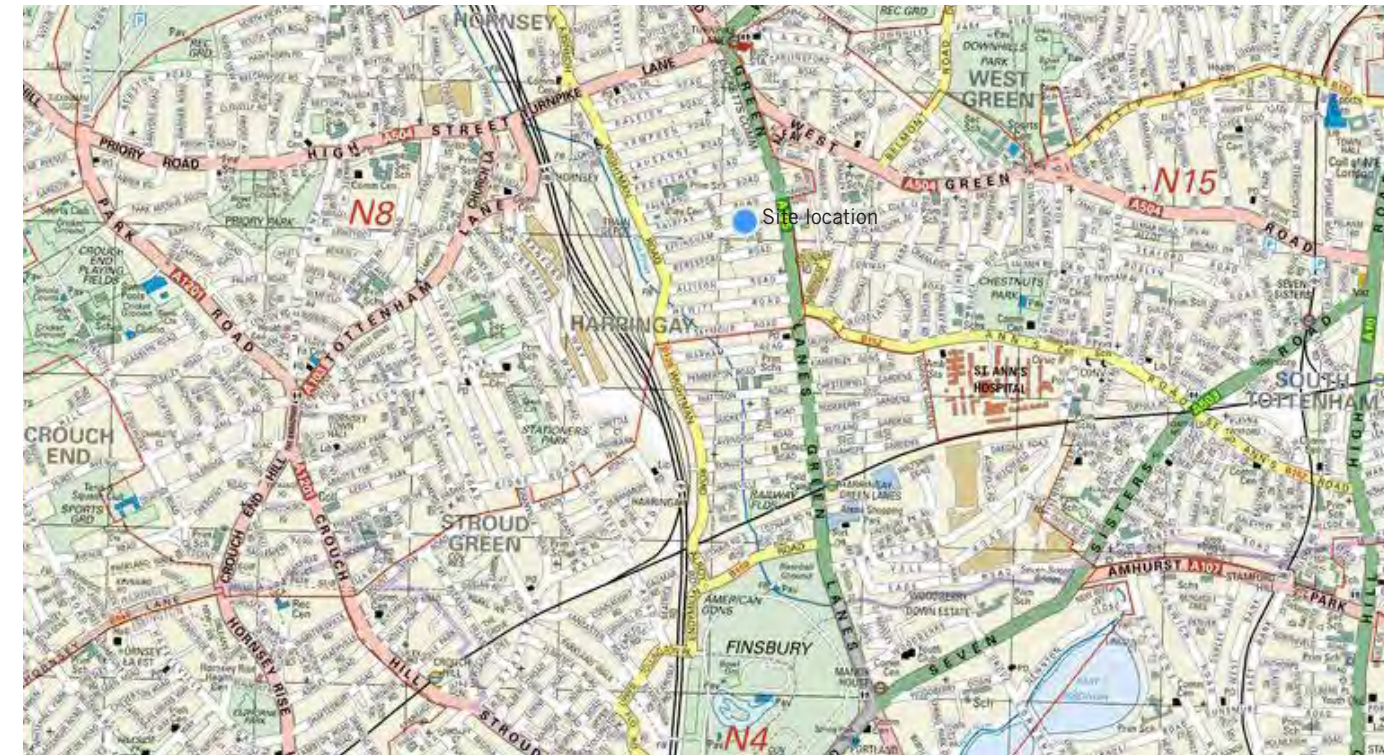
Upon acquisition of the site, Reve Developments undertook site clearance and demolition works. This was in order to clear the site of dangerous car wreckage, unwanted rubbish and the removal of the un-consented concrete block shed. The site has now been secured and the removal of the storage building will deter site trespass from squatters and vandals.

4 .0 Site Location

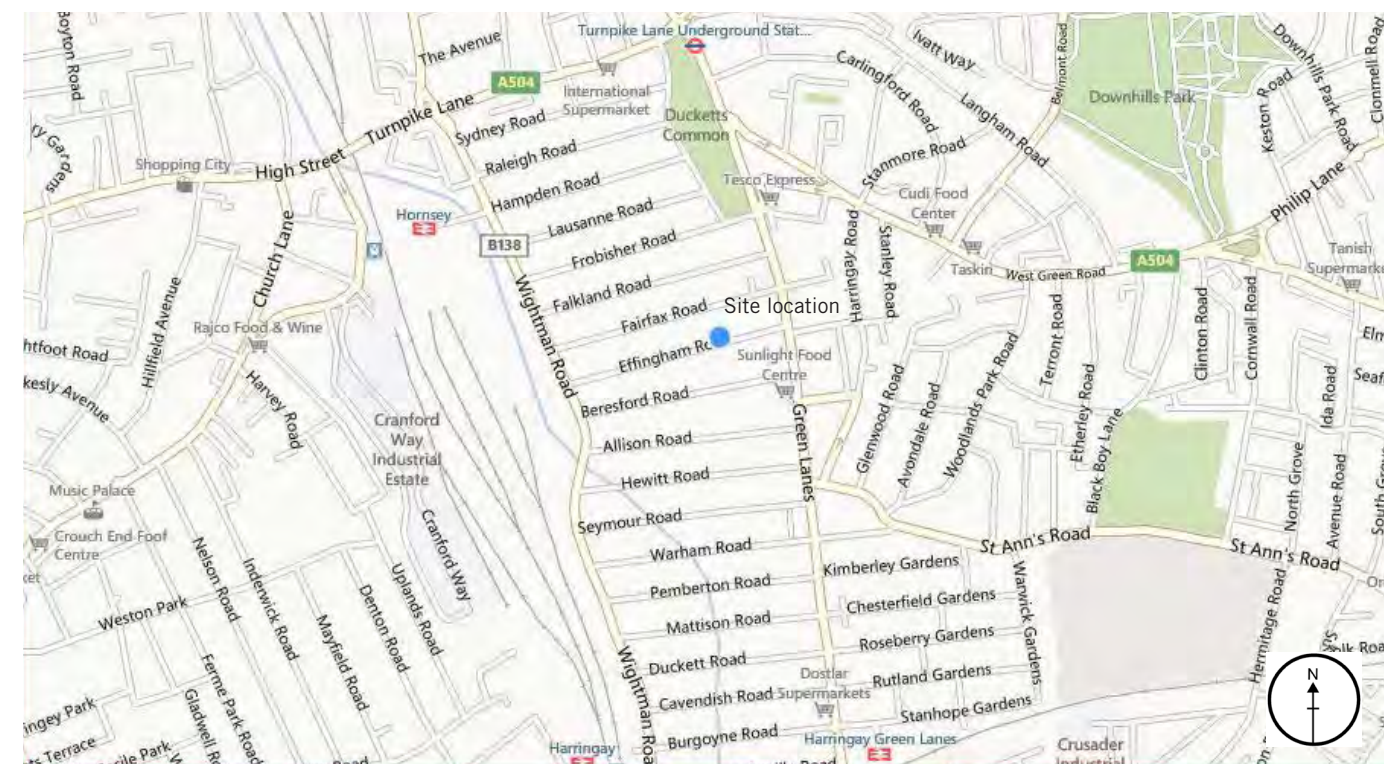
The site is located in the central section of the Harringay Ladder within the North London Borough of Haringey. The Harringay Ladder is a series of parallel streets which are contained between the main roads of Green Lanes on the east side and Wightman Road on the west side. The Harringay Ladder predominately consists of 2 & 3 storey Victorian terraced housing.

The vibrant high street of Green Lanes is a short walk away. Green Lanes contains many cafes, restaurants and local shops. The site has close transport links to Turnpike Lane Underground Station, Hornsey Rail Station and various buses that pass through Green Lanes.

The site is within the catchment area for 'North Harringay Primary School' which is located on Falkland Road. The backland site is enclosed in between the residential rear gardens on Effingham Road and Fairfax Road. The existing site entry is located on Effingham Road and is accessed via a gated driveway within an opening between the buildings of No.103 and No.109 Effingham Road.



01. Location map



02. Location Map showing surrounding transport infrastructure



03. Aerial Photo of Site- South View



05. Aerial Photo of Site- East View



04. Aerial Photo of Site - North View



06. Aerial Photo of Site - West View

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5.0 Site History

From research and analysing the Historical Ordnance Survey Maps, it is clear that the site has a long history of residential land usage. The earliest Ordnance Map in 1863, shows the Harringay Area as predominately gardens, large fields and farmland connected to Harringay House.

From the Ordnance Maps dated 1896 to 1914, it is evident that area was developed into residential housing. In the late Victorian era, as London was expanded into the country side to the north of Islington, Victorian houses were built in expanding pockets on the Harringay Ladder.

Between 1944 and 1945, the Harringay Ladder was hit by WWII bomb strikes, due to its proximity to Hornsey Rail station (a major station on the Great Northern Railway). Twenty four air strikes on the Ladder have been recorded. The site and the surrounding terraces on Effingham Road and Fairfax Road were hit by a V1 air strike and 14 Victorian terraced houses were destroyed.

From the 1955 Ordnance Map, it can be seen that Haringey Council built 8 temporary prefabricated bungalows on the site, in order to re-house families swiftly after the war. It is thought that these stood in place until the late 1960's. These temporary prefab houses were then replaced with 4 council houses on Effingham Road and 8 council flats on Fairfax road. A garage courtyard was built in the centre of the site which contained 8 lock up garages.

The lock up garages fell into disrepair and in 2009 Haringey Council sold off the backland section of the site at auction to a private owner, who turned the site into a car parts & wrecking business without obtaining planning consent for the change of use. This land usage caused major concern for the surrounding residents and numerous objections were reported to the Council. Haringey Council enforced the shut down of the business and the previous owner then sold the land in early 2013 to Reve Developments.



07. Ordnance Map from 1863 - Future bombed area shown outlined in

1863 Ordnance Map Land Use on Site - Residential/Farming

Harringay developed in the late Victorian era as London expanded into the countryside to the north of Islington. It took its name from Harringay House, the grounds of which occupied most of the area west of Green Lanes as far as the Great Northern Railway.

From the Map on the left hand side, which is the earliest published map of the area, it is shown that the area around the site (site shown outlined in red) was predominately farmland and fields with boundary fence divisions.

Harringay House was located to the south west of the proposal site and was surrounded by the New River, which was a major conduit for bringing water into London from the north.

During this period the main road to the east of the site was formed running north to south. This is now known as the vibrant high street of Green Lanes.



08. Ordnance Map from 1896 - Future bombed area shown outlined in

1886 Ordnance Map Land Use on Site - Residential

From the Map on the left hand side, we can see that the advance of late Victorian urbanisation during the last twenty years of the 19th century swept away the 18th and early 19th century houses, their grounds and the farmland.

The parallel streets (now known as the Harringay Ladder) was starting to be formed and pockets of Victorian Terrace Houses with back to back gardens were built. The Harringay Passageway was formed to give pedestrian access and link the streets from north to south. The area was labelled as Harringay Park during this period.

The school (now known as North Harringay Primary) was built on Falkland Road. It seems the Victorian houses were built in pockets along the streets of the ladder, with the houses along Effingham and Fairfax within the first sections to be built.

The London & North Eastern Railway line (now know as First Capital Connect Rail) has been formed.



09. Ordnance Map from 1914 - Future bombed area shown outlined in

1914 Ordnance Map Land Use on Site- Residential

By 1900 Harringay was completely urbanised. It has been completely transformed from farmland into residential streets and housing.

We can see from the map on the left that Victorian Terraces have been built along the entirety of the streets along the Harringay Ladder.

The London & North Eastern Railway line has been developed further to the south west of the site and is a major transport link for London.



10. Historical Map showing war Damage to Harringay Ladder during WWII



11. Ordinance Map from 1955 - Bombed area shown outlined in red

Map of WWII damage in Harringey on the Harringay Ladder

The Harringay Ladder suffered from a number of air raids during the Blitz in the 1940's. Twenty four incidents were recorded damaging houses in eleven of the twenty one Harringay Ladder streets.

V1 flying bombs and the V2 rockets bombarded London in 1944 and 1945 and inflicted large scale damage on the Harringay Ladder in Sydney, Falkland, Fairfax, Effingham and Wightman Roads.

The Harringay Ladder was hit by stray bombs targeting Hornsey Railway station which was a major goods interchange for London.

The proposal site between Effingham Rd and Fairfax road was hit by a V1 flying bomb strike (as is shown with a red square on the adjacent map). Six Victorian Terraced houses were destroyed on Effingham Road (97 to 107) and 8 houses were destroyed on Fairfax Road (102 to 118).

1955 Ordinance Map

Land Use on Site - New Residential temporary prefabricated housing, following the bomb damage

The area destroyed between Effingham Road and Fairfax Road by the V1 flying bomb strike is shown outlined in red on the adjacent plan.

By 1945, the Council built a small estate of temporary prefabricated bungalows on the site to house families. It is thought that these stood in place until the late 1960's.

This temporary housing consisted of 4 pre-fab bungalows on Effingham Road and 4 pre-fab bungalows on Fairfax Road, each with surrounding gardens.



12. Council houses & flats built on an assumed date of circa 1970



13. Ordinance Map from - 2013- Site shown shaded in red

Assumed date of 1970

Taken from a 2009 Ordinance Map

Land Use on Site - Residential Council Housing and flats with lock up garages

After the war, many other properties were rebuilt or replaced by the Council on the Harringay Ladder.

On an assumed date of the 1970 the Council knocked down the temporary prefab bungalows and built: 4 Council houses on Effingham Road (No. 97 to 103), 2 Council houses on Fairfax Road (No.102 & 112) and 8 Council flats on Fairfax Road (No. 104, 104a, 106, 106a, 108, 108a, 110 & 110a).

In the centre of the site the Council built an open area with 8 lock up garages and provided vehicular access from Effingham Road between houses No.103 and No.109.

This backland site, which was largely hidden from public view, fell into disrepair over time and the garages fell into misuse.

2013 Ordinance Map

Land Use on Site - Sui-Generous

The central area of the site containing the lock up garages (shown red on the adjacent plan), due to its poor condition, was sold off by the Council in 2009 via auction.

The private purchaser demolished the lock up garages and utilized the site as a car parts & wrecking business named 'German Auto Spares' without an appropriate planning consent. The surrounding residents banded together to alert the Council of the illegal land usage.

The owner applied for planning permission for a commercial office on the site (the concrete shed) but this was refused by Harringey Council in September 2009. German Auto Spares was later shut down by Harringey Council. See section 6.0 Planning History for further details.

The land was sold in early 2013 via auction to Reve Developments Ltd. Reve Developments now wish to re-instate the established pre war residential land usage on the site.

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6 .0 Planning History of the Site

There is evidence of only one planning submission on the site on the Haringey online portal. Please see details below.

Application No: HGY/2009/1227- REFUSED

In July 2009, the previous owner of the site, Mr Murat Alma submitted an application to achieve a change of use on the land from lock up garages to B1/B2 Commercial, in order to operate his business 'German Auto Spares', which was a car auto parts and wreckage business. Haringey Council failed this application in September 2009.

SCHEDULE OF REASONS FOR REFUSAL FOR DECISION REFERENCE No. HGY/2009/1227

The application shown above has been refused for the following reasons:

1. The loss of the lock up garages would result in a loss of valuable parking facilities in a congested area which would, as a consequence, prejudice the free-flow of traffic and conditions of general safety along the neighbouring highway as a result of the increased demand for on-street parking contrary to Policy UD3 'General Principles;' and Supplementary Guidance 3c 'Backland Development' of the Haringey Unitary Development Plan.
2. The proposed development by reason of increased activity as a result of the attraction of vehicles and persons to the site would be detrimental to the amenities of adjacent residential properties in the immediate locality contrary to Policy UD3 'General Principles', (Noise & Nuisance from the New Development) of the Haringey Unitary Development Plan.
3. The proposed development would be injurious to the amenity at present enjoyed by adjacent residents by reason of noise, pollution, general nuisance and attraction of additional people and vehicles to the site contrary to the Policy EMP5 'Promoting Employment Uses' of Haringey Unitary Development Plan.

However Mr Alma, continued his business without planning consent and operated from the site. Mr Alma installed imposing signage at the site entrance on Effingham Road, built the concrete block boundary wall around most of the site and built a shed in the NE corner of the site to serve as an office.

Surrounding Residents

People who lived close to the proposal site formed the 'Effingham Road Residents' group and alerted Haringey Council of this illegal land use, via the Haringay Online Forum (www.haringayonline.com), a petition and phone calls to the local Council. The reasons for objection from the surrounding residents were; loud trade noise within a built up residential area, unwanted pollution and heavy lorries ruining the road surface of Effingham Road as car wreckage was delivered to the site. German Auto Spares was shut down by Haringey Council and the site was put up for auction by Mr Alma in early 2013.

Reviewing the online postings on the 'Haringay Online Forum', there are postings of concern from the surrounding residents that live close to the site, regarding the future development proposals for the site. These concerns seem to stem from the illegal land usage detailed above by the previous owner as 'German Auto Spares' and the long history of the site being desolate and attracting unwanted criminal activity prior to Mr Alma acquiring the site. As the backland site is not visible from public vantage points and as the usage of the lock up garages became more and more in-frequent, apparently the site tended to attract anti-social behaviour, prostitutes and drug dealers, which was a security risk to the surrounding residential properties.



14. Photo of signage installed at entry gate by previous owner



15. Photo of concrete wall being built by previous owner



16. Photo of signage installed by previous owner at entrance

7 .0 Location and Land Usage of adjacent Backland Sites



17. Location Map showing location of adjacent Backland sites

Backland Sites adjacent to the Site-

There are numerous backland sites located on the Harringay Ladder due to WWII bomb damage. In close proximity to the land to the R/O 97/10 Effingham Road, there are two backland sites located on the opposite side of the Effingham Road. Refer to the map above for location and the description below:

Backland Site 01

Mews Development- Admiral Place

Admiral Place Mews is located on the opposite side of Effingham Road, with the entrance driveway between the houses No. 114 and No. 116 Effingham Road. Planning permission was granted in 2002 for a gated Mews development to be built on this backland site. The Mews Development was named Admiral Mews and it consists of 7 x 3 storey Mews Houses with parking and small rear gardens. It has a secure gated entry between No.114 and No.116 Effingham Road.

Backland Site 02

Retail Distribution Centre- Medlock Electrical

To the East of Admiral Mews, this large backland site is utilised by the retailer Medlock Electrical Distribution Centre. This expansive backland site is located behind house No's 120 to 142 Effingham Road and shops/houses No's 605 to 619 Green Lanes. The retail centre connects to Medlocks Electrical retail shop on 605 Green Lanes. The site has an access driveway entrance between No. 124 and No. 128a Effingham Road. The commercial traffic causes noise and traffic problems for the local residents.

8 .0 Haringey Council's Planning Policy for Backland Sites

Haringey Council, under the Unitary Development Plan have defined Residential Standards for backland developments. The development team have reviewed the policy document titled 'SPG 3c Backlands Development', in order to set a design framework with which to inform the submission for planning permission. Particular attention has been made to the following items below:

1. Land Use Issues - The land use classification of the existing site is currently Sui Generis. The site historically was residential. It is Reve Developments intention to return the land to its rightful usage in order to reinforce this predominantly residential area.

2. Density - The site will conform to all of the councils density standards as is further described in the proposed section of this document. A density of 301.22 Habitable Rooms Per Hectare (ha/hr) is proposed.

3. Design, Amenity & Sustainable Development Issues

The following design criteria have been considered:

- The density and the height of the proposal are subordinate to the frontage housing.
- The privacy and outlook from existing houses and gardens has been closely considered.
- No demolition of any street frontage is being proposed.
- Access arrangements have been considered in relation to neighbouring properties.
- Vehicle intrusion issues have been analysed in order to consider danger, noise and visual amenity.
- The proposal scheme only proposes 3 residential units and so is unlikely to result in detriment.
- The scheme is proposed to the North of the houses on Effingham Road and so will not block any direct sunlight to their rear gardens.
- The proposal is located to the South of the council flats on Fairfax Road but the gardens here are already shaded by a 3m high perimeter wall and various sheds that line the council land.
- No existing garden depths will be altered by this proposal.
- The layout, scale and form of the proposed housing has been considered and is not visible from the street.
- The scheme has been designed with the principles of sustainable development design as a primary issue.

4. Landscaping and Trees - There are no trees, landscaping or vegetation of any kind on the site. The entirety of the site is covered by a concrete slab. A comprehensive scheme of landscaping and planting will be utilised in order to improve the proposed setting of this site.

5. Conservation Areas

The site is not in, or near, a Conservation Area.

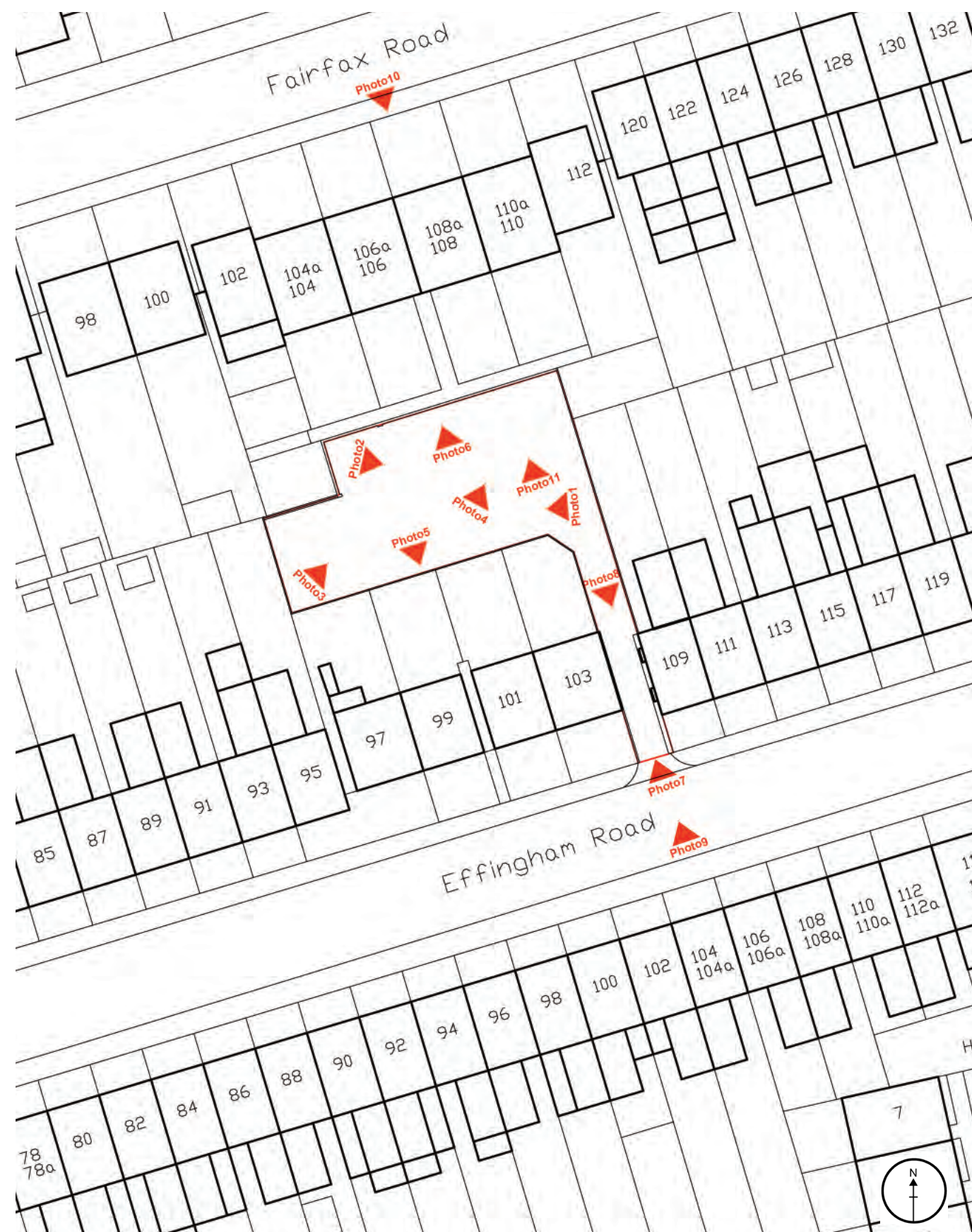
6. Car parking - Off-street car parking is proposed at 1 space per house in order to not increase pressure on the on-street car parking situation.

7. Access - The properties will be designed to the Lifetimes Homes Standard which will increase for access for all.

8. Access for People with Disabilities - The properties will be designed to the Lifetimes Homes Standard which will increase access for disabled people.

9. Planning Issues and Planning Obligations - The planning challenges are described in the Proposed section of this document.

9.0 Annotated Site Photo Plan and Existing Site Photos



18. Site Annotation Photo Plan Scale: NTS



19. Photo 1 - West view of the site, showing existing boundary wall



20. Photo 2 - South East view of the site, showing the rear of the Victorian Houses on Effingham Road



21. Photo 3 - North East view of site, showing existing boundary wall



23. Photo 5 - View of site boundary wall and rear of council houses on Effingham Road



22. Photo 4 - North West view of site, showing existing boundary wall and demolition of existing shed



24. Photo 6 - North view of site boundary wall and rear of terraced flats on Fairfax Road

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25. Photo 7 - View of existing entry gates from Effingham Road



26. Photo 8 - View of existing entry gates from within the site



28. Photo 10 - Front of flats on Fairfax Road

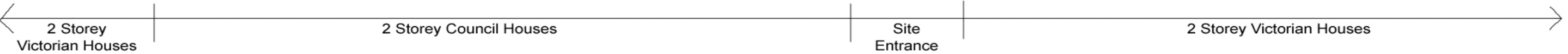


27. Photo 9 - View of site entrance between 103 & 109 Effingham Road



29. Photo 11 - View of previous shed that has now been removed from the North East corner of the site

10 .0 Existing Streetscape Elevation- Effingham Road



31. Photo Montage of the existing Effingham Road Street elevation - showing site entrance

Above is a photo montage of the existing street elevation of the section of Effingham Road, behind which the site is located. Effingham Road is predominately made up of 2 storey Victorian houses with pitched roofs which have a height of 6.26m to the underside of the eaves. These houses are shown to the right of the entrance to the driveway of the proposal site and adjacent to the two storey council houses, which are immediately in front of the site. The four number council houses are 2 storey's in height and are 5.06m to the underside of the eaves. Below is an existing elevation of Effingham Road, which is shown in colours that correlate to the site analysis plan and elevation on the following page. This illustrates the existing massing and heights of the street elevation on Effingham Road in relation to the existing entry gates that are located between the buildings No.103 and No.109 Effingham Road.



30. Existing Effingham Road street elevation showing heights of adjacent buildings NTS

11 .0 Site Analysis



33. Site map showing site and surrounding massing

Site Area:

The development site is predominantly rectangular in plan, approximately 29m long and 14m wide, with an access driveway that runs through to Effingham Road between No's 103 & 109 which is approximately 3m wide (2.7m kerb to kerb). The overall site area is 444.6sqm / 4785 sqft.

Boundary Walls:

The site has an existing boundary wall built around its parameters with brick piers. This is thought to be have been built by the previous owner in 2009. There are two different heights/types of boundary wall.

- Wall 01: 140mm thick concrete block wall at 2120mm AFFL (shown as 'A' & colour red on adjacent plan)
 - Wall 02: 215mm thick double brick wall at 2940mm AFFL (shown as 'B' & colour orange on adjacent plan)
- The existing boundary wall stops at the rear of No. 103 and No.109 Effingham Road, where the existing buildings form the site boundary and the driveway into the site.

Boundary with Fairfax Road Properties:

There is a pedestrian alleyway between the fence line of the gardens on Fairfax Road and the boundary wall of the site (shown as 'C' on adjacent plan). This alley way is connected to two pockets of communal garden space which are currently not utilised by the residents and are somewhat derelict (shown as 'D')

Boundary with Effingham Road Properties:

There is a 100mm gap between the south facing garden timber fence of the four houses on Effingham Road (97-103) and the boundary wall of the proposal site. The block work wall is therefore inside the original site boundary.

Site Entry:

The entry driveway is located in the opening between No. 103 & No.109 Effingham Road (shown as 'E' on adjacent plan). Secure black steel gates are located at the entry to the site and are set back slightly from the existing building line.

Site Surface & Existing Built Form:

The entirety of the site is covered by a concrete slab with two visible manholes and surface drains (shown as 'F' on the adjacent plan). The surface is currently non-permeable. There is currently no built form on the site. The previous owner had illegally built a shed in the NE corner of the site (shown as 'G' on the adjacent plan). Reve Developments have had this demolished post purchase, to deter potential trespassers or squatters from entering the site.

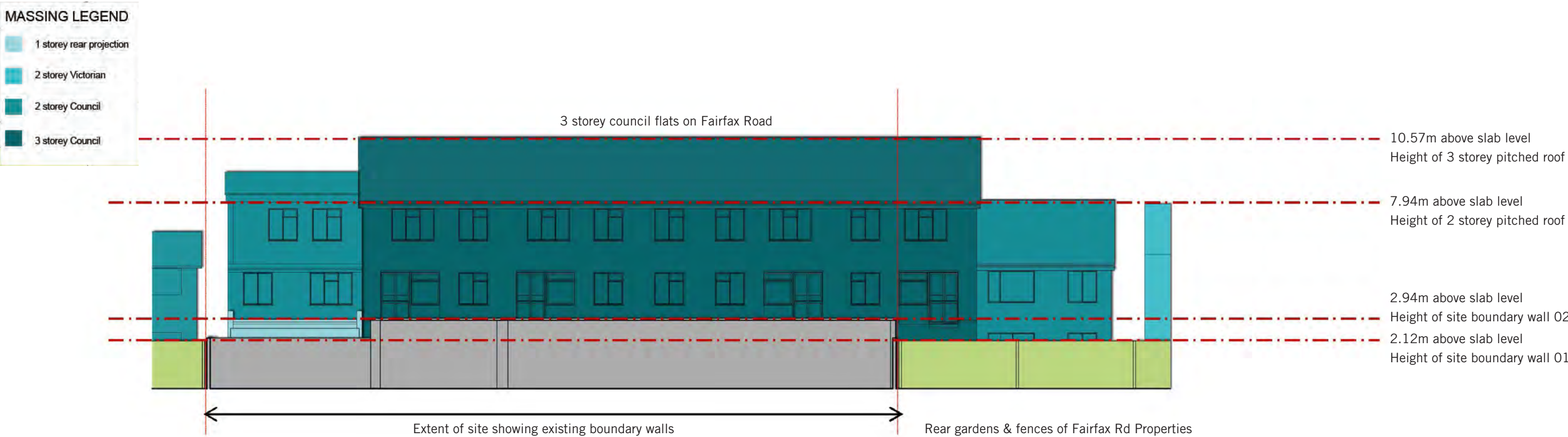
Existing Surrounding Massing:

The Harringay Ladder predominately consists of 2 & 3 storey Victorian houses with pitched roofs, some of which have been converted into loft space / bedrooms. On the site map to the left, the heights of the existing surrounding buildings are illustrated by different colours. It can be seen that, to the east and west of the site, 2 storey Victorian houses with large pitched roofs are located. The south of the site, 4 x 2 storey council houses with small pitched roofs are located. To the north of the site, 8 x council flats, which are 3 storeys in height with small pitched roof are located. To each side of the council flats there are smaller 2 & 3 storey council houses with small pitched roofs. Many of the properties have single storey rear extensions.

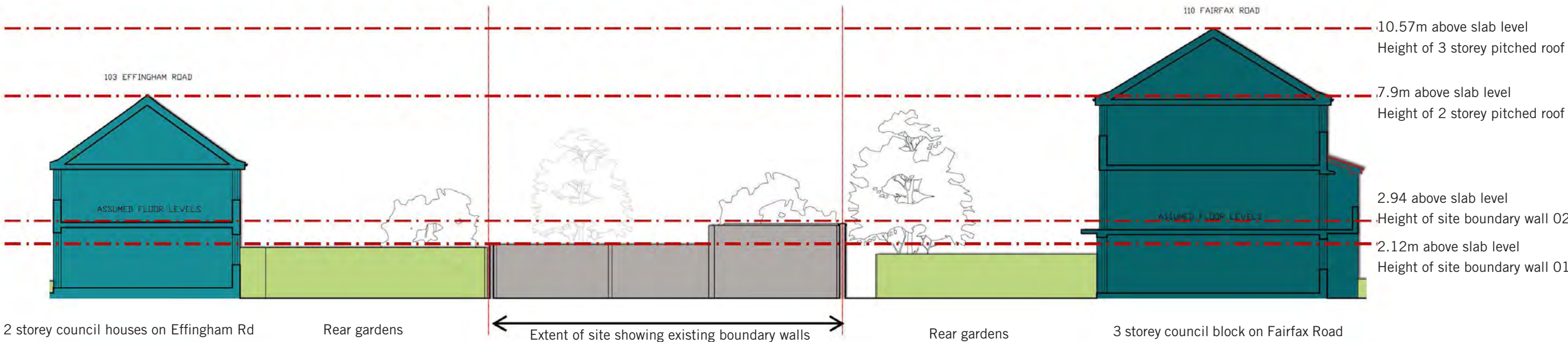
Surrounding Land Usage:

All immediate surrounding buildings to the site are residential, apart from 102 Fairfax Road which is a child care centre for young children called 'Playroom' (shown as 'H' on adjacent plan). The rear garden of the child care centre does not adjoin to the site as the council flats have a piece of green communal land located here which adjoins the NW corner of the site (shown as 'D' on adjacent plan).

12 .0 Existing Massing Analysis - Site Sections



34. Existing East-West Section of site - showing heights of adjacent buildings - NTS



35. Existing North-South section of site - showing heights of adjacent buildings - NTS

SECTION B

PROPOSED SCHEME

13 .0 Pre-Application Planning Consultation

Pre-Application with Haringey Council

Reve Developments submitted a pre-application Design & Access Statement on the 22nd May 2013 to Haringey Council. A pre-application meeting was undertaken with Jeffrey Holt (Planning Officer) and Rhoda Hayashi (Highways and Transportation), in which the scheme was discussed with the Council. The response from Haringey council was largely positive and Jeffrey Holt said that potentially he would support the application subject to general support being received from the surrounding residents. In particular Jeffrey Holt felt that specific neighbour consultation with the surrounding Fairfax Road properties was necessary, in regards to the potential impact on their south facing gardens.

Please refer to the 'Supporting Information Appendix' for the full reports from this meeting, specifically;
Report 6: Pre-Application Consultation with Haringey Council
- Haringey Planning Advice Note (Ref: PRE/2013/0041)
- Meeting Notes from the Pre-Application Meeting.

Neighbour Consultation

In order to inform and consult the local community Reve Developments issued 48 Neighbour Consultation documents to the local properties surrounding the proposal site, which outlined the pre-application scheme. This site has a long history of mis-use and the applicants wished to consult the neighbours during all stages of the planning process. A list of the properties contacted is included in the File Notes within the Supporting Information Appendix Report 8. Neighbour Consultation Leaflets were sent to all effected properties, that have rear gardens adjacent to the site, specifically the Council properties on Effingham Road in front of the site and Council properties on Fairfax Road behind the site. Together with the surrounding Victorian terraced properties (5 properties east & west of the council properties). Leaflets were also sent to the 3 Local Ward Councillors for the Haringey area. A period of 21 days was allowed for comments to be submitted via phone or email.

We received comments back from only three of the existing neighbours, from this consultation exercise. Two were in favour of the development (subject to us making some minor amendments) and one was against. We addressed the neighbours comments and revised the design scheme to reflect their comments. We issued an 'Neighbour Update Leaflet' 4 weeks later to all of the same properties & Councillors. We listed the scheme revisions within this leaflet, which were:

- 1: Revised the roof design to reduce the height of the flank walls on House 1 & House 3
- 2: Reduced the height of all three houses by 175mm
- 3: Replaced the steel entry gates with new timber gates & included space for bins & bikes in the complex
- 4: Amended the flat roofs of houses 1 & 3 to a chamfered roof, to increase daylight/sunlight to surrounding gardens
- 5: Proposed improvements to the site entrance driveway on Effingham Road
- 6: Made a donation towards the winter tree planting programme run by Haringey Council to provide 3 new trees to Effingham Road

Following the issue of the Neighbour Update Leaflet Reve Developments asked for comments on the revised scheme. We received supportive comments from the two residents who has previously commented, who felt we had favourably addressed their concerns. Due to the limited response, it is therefore reasonable to assume that the local residents would like to see the existing derelict site and its associated problems (loitering, crime, anti-social behaviour) removed and a residential scheme put back into its place.

Please refer to Supporting Information Appendix for the full Neighbour Consultation Reports:

Report 7: Neighbour Information Letter - Site Aquisition & Site clearnace notification - 11th Feb 2013
Report 8: Neighbour Consultation Leaflet (Pre Application scheme) - 25th June 2013
Report 9: Neighbour Update Leaflet (Revised scheme as submitted for Planning) - 26th July 2013

Consultants and Reports

The request for supporting information from Haringey in the Pre-Application Response Report was as follows:
The following information will be required for registration of the planning application in respect of this site:

- Planning application form
- A site location plan (scale 1:1250), identifying the application site edged in red and other adjoining land(s) in the ownership of the applicant edged in blue;
- Planning Statement;
- Design & Access Statement (including sunlight and daylight assessment);
- Ecological Statement;
- Daylight/sunlight Statement;
- Transport Statement;
- Sustainability/Energy Statement;
- Fully annotated and scaled (@1:50, 1:100, 200) drawings showing, floor plans, sections elevations of the existing and proposed buildings as well as drawings showing site sections and relationship with neighbouring buildings;
- Reduced plans to fit on an A3 size paper or reduced to scale 1:200;
- A completed Sustainability Checklist.
- CIL Liability Form

The following list of consultants and reports that have been commissioned has allowed the development team to show how the proposal meets Haringey's policies and guidance. There are numerous findings from all of the received consultant's information which has been reviewed and processed. In summary, the majority of the information is in support of the proposal, there is very little information that proves a deviation from any of Haringey's guidance and policies in relation to this scheme.

In order to help formulate the design drawings and information the following external consultants have been employed to draft the following reports:

Report 1) Environmental Desk-top Study Report by RSA Geotechnics Ltd
Report 2) Daylight & Sunlight Study by Right of Light Consulting
Report 3) Energy Statement Report by Twenty 16 Design

The consultant reports are compiled within a separate bound document called 'Supporting Information Appendix', which is to be read in conjuncton with this Design & Access Report.

14 .0 Design & Access Statement - Design Precedents

Development of Ideas

In developing ideas and initial designs for the proposed mews dwellings, considerable time has been spent researching the needs and aspirations of the modern contemporary family, the concept and history of the mews, as well as addressing the issues of materials and finishes that are appropriate in enhancing and preserving the character of the Harringay Area.

Contemporary Family Houses

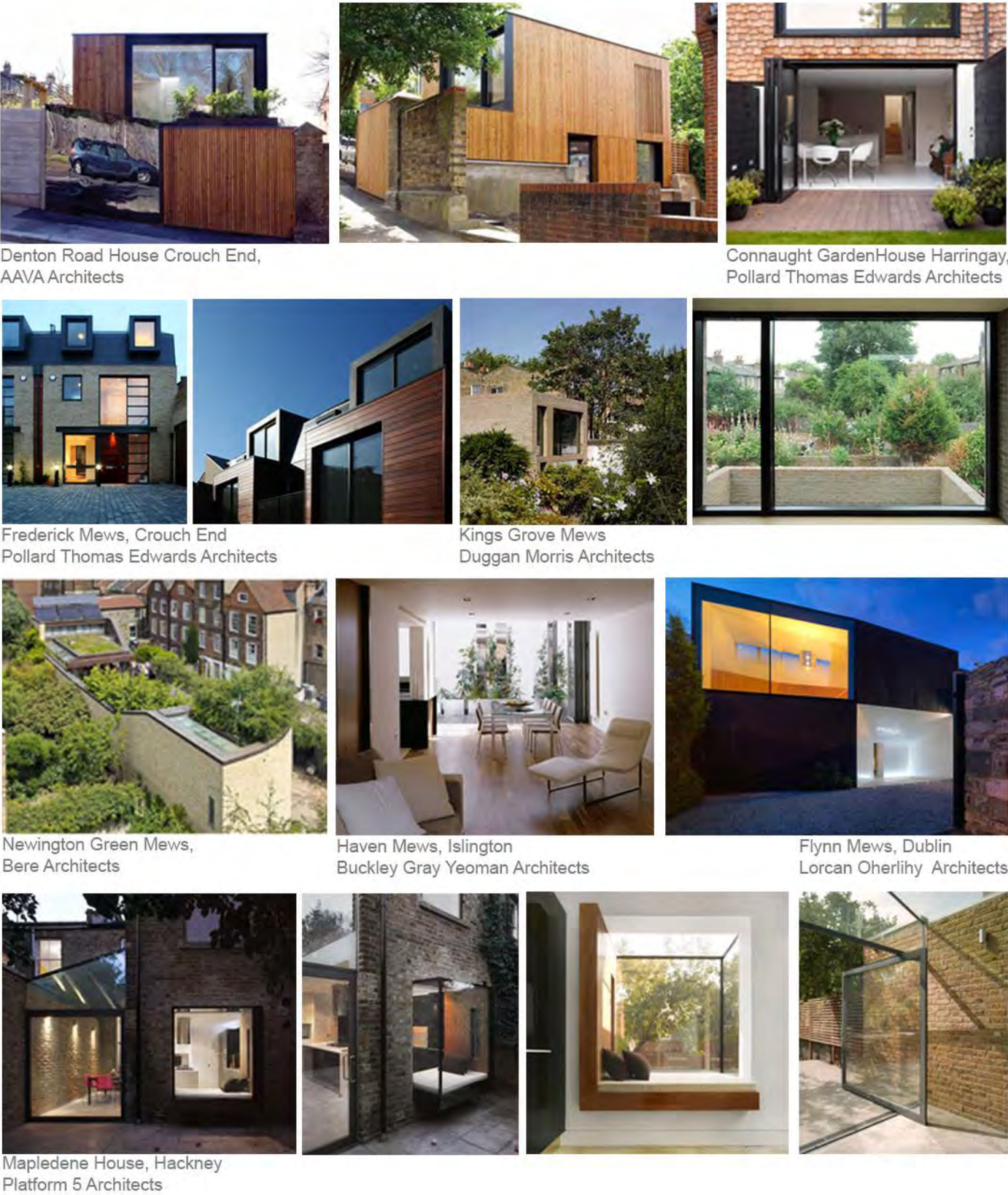
The Borough of Harringay offers many examples of contemporary family houses that employ materials such as brick, timber cladding, render and glazing that sit well within a more historic fabric. As the land for the new development is not directly adjacent to existing properties and will be completely hidden from the street scene, we believe that there is an opportunity to introduce a more contemporary facade treatment that is visually interesting, incorporating design elements and materials that can complement the traditional street facades. We aim to do this, while also using London Stock Brick, which complements and matches the rear elevations of the adjacent houses on Effingham and Fairfax Road. Sections of the brick side elevations will be planted with vertical planting, to enhance the buildings in order to integrate seamlessly into the generally landscaped / garden site context.

Examples of Contemporary Design in Haringey

The attached examples of contemporary designs found in Harringay among the traditional architecture incorporate these design features, such as the fusion of traditional and contemporary materials of Denton Road, Crouch End by AAVA Architects and Frederick Mews, Crouch End by Pollard Thomas Edwards Architects the seamless inside/outside transition of Connaught Gardens House, Harringay, by Pollard Thomas Edwards Architects .

Inspiration from other Boroughs

We have also taken inspiration from contemporary mews houses outside the borough, such as the seamless integration of the built form into the garden vernacular of Newington Green Mews by Bere Architects and Kings Grove Mews by Duggan Morris Architects, the seamless transition between inside / outside of Haven Mews in Islington and the fusion of traditional brick and modern elements of timber cladding, glazing and modern protruding window seats of Mapledene Rd House in Hackney by Platform 5 Architects and Flynn Mews by Lorcan Oherlihy Architects. Please see examples attached.



36. Design precedent images

15 .0 Design & Access Statement - Architectural Concept

Introduction

Reve Developments are proposing to create a secure mews development from an unused backland site. The proposal is to create three, two bedroom family houses with front and rear gardens and off street parking. The intention is to create properties that are generous in terms of their space standards and that provide well considered layouts for starter families, couples or individuals.

Design Concept

The proposed scheme has been imagined as a garden mews development. We are aware that the current site is a concrete wasteland that presents a very hard and commercial outlook for the surrounding residents. We therefore wish to improve the views from the surrounding windows by creating a development that contains areas of landscaping and vertical planting.

The proposed scheme is designed to sit as a minimal intrusion into the existing context. We wish to express the development as a stepped mews so that the massing of the proposal is not concentrated in one area of the site. The three properties are therefore planned as a group of brick buildings that sit within landscaped strips that maximise the amenity space for the residents by opening up and connecting internal and external spaces.

Green pre-patinated zinc roofs by VM Zinc are proposed to be used on the pop up roof to house 2 and also the chamfered roofs to houses 1 & 3. The pre-weathered and natural looking product will support the ‘mews garden’ concept and will provide a pleasant outlook for the surrounding residents.

Orientation

The long strips of residential & amenity space have been carefully planned to make maximum use of the East / West orientation so that residents can enjoy sun throughout the day. Landscaped decks are positioned to make use of the morning sun at the front of the properties and afternoon sun at the rear. An open plan ground floor creates views through the properties in order to provide a connection to wherever the sun is positioned.

In addition to this, the buildings make maximum use of the South and West facing walls so that building facades can provide support for planting wherever possible in order to create a green outlook from the windows of the adjoining properties. Wherever walls are accessible and there is space for planters at the base stainless steel planting wire systems will be installed. This will allow for climbing plants to populate the vertical faces of the buildings in order to help integrate the buildings into their surroundings. This will create a pleasant environment for the future residents and the surrounding neighbours, create a more bio-diverse environment and will provide habitats for birds and insects.

Entrances

The entrance sequence will start with people driving up Effingham Road from Green Lanes and then turning off of the road and passing through the timber clad entrance gates. Individual cars will then drive over the gravel surface of the entrance way to a specifically defined parking space at the front of each property. People will then move from the gravel onto the timber decked entrance plinth which will provide a level threshold through the front door and into each house. The front doors are all recessed beneath the slightly projecting first floor. This recessed porch creates an area of shelter and enough space for a bench seat for enjoying the morning sun. The recessed area will be clad in timber on all faces to create a material warmth and a sense of quality as people enter the dwellings.



37. Site Analysis Diagram

16 .0 Design & Access Statement - Proposed Ground & First Layout Plans



38. Ground Floor layout plan



39. First Floor layout plan

17 .0 Design & Access Statement - Design & Materials

The materials that have been chosen for the mews development are as follows:

A - Yellow stock brickwork

High Quality stock brickwork has been chosen to give warmth and texture to the elevations. Brick is one of the most enduring of facing materials and weathers naturally over time. All of the rear faces of the surrounding Victorian properties are yellow stock brick, and so, as this proposal sits at the rear of the terraces it will fit well within the context if elevated in brick. It is also felt that brickwork contributes to the character of a mews development and can help to evoke a feeling of permanence and cohesion within a Victorian context.

B - Hardwood timber cladding

Timber has a natural warmth, and is workable it can therefore be used to create building finishes and joinery both internally and externally. Timber has been chosen for the soffits and reveals of the recessed porches and window seats in the front facades. Elements of the building that can be touched (and therefore maintained and protected) are clad in wood. The underside of the projecting roof is clad in timber. The inside faces of the boundary walls will also be clad in timber slats that will support plant growth and will soften the hard perimeters of the site.

C - Green coloured pre-patinated Zinc cladding by VM Zinc

This naturally weathered and natural looking zinc product is proposed for houses 1 & 3 for the Chamfered roofs . The zinc is also expressed on the front elevation, shown below as a fascia to the 600mm projecting roof on both the east and west elevations (the projection also acts as a privacy screen). The roof of the central property is generally flat but also has a small pop up zinc roof. The pop up roof serves 2 functions;

The front (South) face is angled at 40 degrees and contains 6 x Photo Voltaic panels that generate electricity from the suns rays for all 3 houses. The angle of orientation is designed to maximise the solar energy input and to provide the maximum amount of renewable energy for the new homes.

The top of the pop up roof is also designed to increase the ceiling height and to house rectangular roof lights in the section over the stairs. The roof lights will allow for the south light to enter the property and wash down the walls of the hallway. This will mean that passive solar heat gain and natural light will fall down the stairs and help to illuminate the middle of the plan at ground floor level. Roof lights are also proposed in House 1 & House 3 within the chamfered part of the roof. These will be obscured glazed in order to allow light into the properties and also to avoid overlooking. Clear glazed roof lights will fit into the flat roof sections of houses 1 & 3.

D - Hardwood timber panels, windows and doors

Hardwood timber frames will be used to all windows and doors to give warmth and solidity. A timber clad front door and timber clad privacy panel at first floor level will match the frames and provide a durable surface. A solid timber bench seat is also proposed to the front elevation which runs internally to form a desk / study area at the front of each living space.

F - Frameless glass balustrades and glazing specification

High performance double glazed windows and doors will be used in order to allow for maximum connectivity between the inside and outside spaces. Whilst permitting the maximum amount of light into the properties the glazing specification will be high in order to reduce heat loss. Glass balustrades will allow for the sliding doors at the upper levels to be left open to maximise ventilation of the first floor and to provide a better visual



40. Rendered front elevation showing proposed materials

18 .0 Design & Access Statement - Design & Materials



41. Birdseye view of the mews development



42. 3D view of the houses upon entry into the mews

19 .0 Design & Access Statement- Amenity Space & Landscaping



43. Site landscape plan

Amenity Space

Each house has been designed to accommodate a west facing private rear landscaped garden, large enough for children to play safely and also for the family to entertain. There is a level threshold between inside and outside at the rear doors of each house, to provide doorstep playspace for under 5 year olds and small children. At the front of each house, there is an east facing lounge window banquet seat for enjoying the morning sunshine. Additional to this, House 1 & 3 have an east facing timber decked area with additional seating.

The total amenity space is between 28m2 and 36m2 per family house. In the SPG3a, Haringey Council require a standard of 50m2 of amenity space per family dwelling. However as this development is within a gated Mews, there is additional communal land totalling 128m2 at the front of the houses (excluding the parking bays). This space can also be utilised as additional amenity space, in which children can play under parent supervision. This is marked A on the adjacent plan and equates to an extra 42.6m2 of amenity space per property.

Landscaping

There is currently no existing planting on the site, as the entire site is covered by a concrete slab. Refer to the Landscaping Plan opposite, which illustrates the following proposals:

A - As the site is completed covered with an existing concrete slab, the site may have caused water run off into surrounding gardens. Therefore gravel (which is a permeable material) has been chosen for the front communal drive and parking area. It is proposed to lay a 'Cedar Gravel' system throughout which is a interlocking grid system that holds the gravel in place. This prevents wheelchairs and high-heels sinking into the gravel and keeps the gravel in place. Trax Max Gravel from CED Ltd is proposed to be laid, which a sustainable gravel made entirely from recycled porcelain. Timber bike shelters with secure locking points are provided on the east boundary wall, and provide storage for 6 cycles.

B - Each parking bay is shown with a darker colour of Trax Max gravel to delineate the space, but to keep a level floor finish throughout, which allows ample space for car turning circles.

C - All existing boundary walls shown marked on the plan with letter C are to be repaired, painted and are to be clad in sustainably sourced timber. A 300mm wide planting border will be laid against the base of walls wherever possible. Stainless steel vertical wires will be installed to enable climbing plants to be climb up South and West facing walls. This is to encourage green climbing plants to grow vertically, helping the site to blend into the context of the surrounding gardens.

D - East facing landscaped front areas are assigned to each house. These consist of a timber deck, an external window banquet seat with recycling storage underneath. Stainless steels wires are also to be installed on the walls above the planters to encourage climbing plants to climb up the South facing walls.

E - West facing rear gardens to each house. The rear gardens are designed and landscaped to ensure that they are a safe place for children to play and families to entertain. Each garden will have a level threshold and the same floor finish that extends from the inside of the house out into the rear garden. This decked area will contain additional garden storage units and a water butt that will be fed from a rainwater pipe coming down from the main roof. The garden then opens out onto a raised patio area with table & chairs, split levelled planters with integrated bench seating and a built in BBQ area for entertaining.

Note - Please refer to the Ecology Statement later within this report, which outlines the species & plant types that will be proposed in the landscaping, in order to provide habitats & encourage biodiversity.

20 .0 Design & Access Statement - Proposed Improvements to Site Entrance

Proposed Improvements to the Site Entrance on Effingham Road

Following the pre-application neighbour consultation period, the surrounding residents suggested that it would be a nice gesture to the community for Reve Developments to make improvements to the front gardens on either side of the site entrance way.

Reve Developments have also taken into account the comments from the tenant of 103 Effingham Road, who has stated that the existing steel entrance gates cause vibration to her house when in operation, due to the steel posts being attached to 103 & 109 Effingham Road properties.

Reve Developments therefore propose the following improvements to the site entrance:

A. Replace the existing steel entrance gates with new steel gates on freestanding posts (not attached to No 103 & 109). New gates to be clad in timber. A fixed timber panel to align with the underside of the eaves on No.103, is to be installed above the gates.

B. New timber planter boxes proposed to the top of the existing brick garden walls of No.103 & 109 (front & side garden walls).

C. Replace No.103's & 109's garden gates with new timber garden gates.

(Note - Item A is the only item that is part of this planning permission. Item B & C are NOT included within this planning permission, as they are garden improvements that do not require planning. The works are in discussion with the landlords & tenants of 103 & 109 Effingham Rd and are subject to approval in the future).

Reve Developments contribution towards New Trees being Planted on Effingham Road

Reve Developments wished to help re-plant trees which were removed over the past years due to disease and/or outgrowth, as an outreach gesture to improve the greenery on Effingham Road.

In discussion with Haringey Council's Arboricultural and Allotments Department, Reve have contributed funds towards the council's winter planting programme, scheduled for Nov'13- Apr '14, in which approximately 60 new trees will be planted on the streets of the Haringay Ladder.

Reve Developments have contributed funds towards the new trees that will be planted in the vacant tree pits on Effingham Road and their aftercare. There are currently 9 vacant tree pits (some have been temporarily resurfaced) on Effingham Road.

The council has also identified other potential sites for new trees on the street, if funding allows, they may consider planting some of these up, after consulting with the affected residents. Reve Developments are excited that they can be part of this winter planting programme, in which new trees will be planted on the local streets of the Haringey Ladder, increasing greenery and wildlife in the borough.



44. Site Entrance on Effingham Road- Proposed Improvements

21 .0 Design & Access Statement - Proposed Massing

Dimensions of Proposed Development

The three houses that are proposed for the development site are to be 2 storeys in height and are to be of the following dimensions:

Net Internal area = 82.6 - 85m²

Height to top of the flat section of roof on houses 1 & 3 = 5.5m

Height to top of parapet on house 2 = 5.725m

Height to top of the pop up zinc roof on house 2 = 6.0m

Internal width of each property = 4.1m

External width of each property = 4.6m

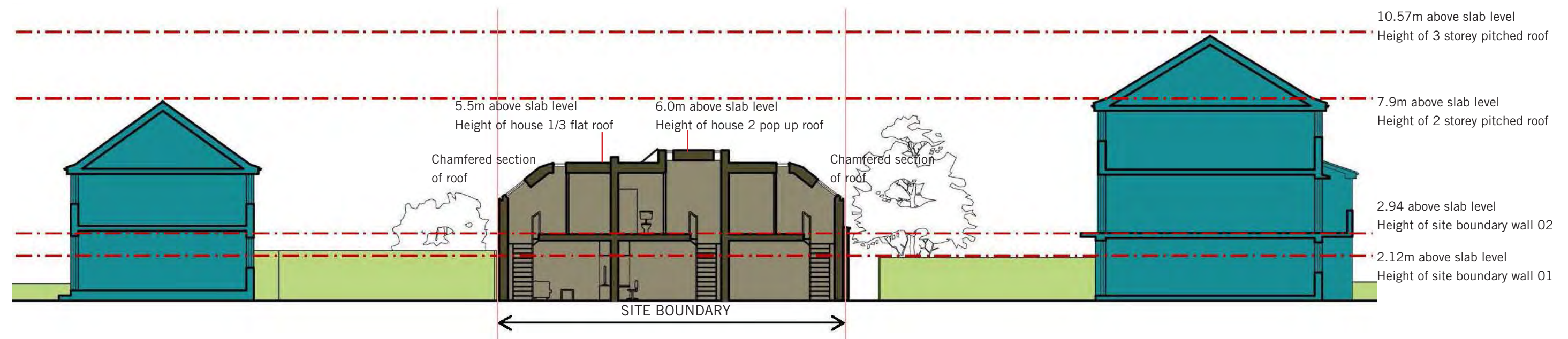
Internal length of each property = 10.2m

External length of each property = 10.9m (+ 2 x sections of 600mm roof overhang at the east & west ends)

Proposed Massing

The following massing diagram below shows how the proposed building sits within the massing of the surrounding properties. The sections cuts through each building in a slightly different place due to the stepping of the plan position of the buildings and so this accounts for the slightly different internal configuration shown on the section below.

The dashed red lines show the relationship between the heights of the Fairfax and Effingham Road council properties and the height of the proposal. The pitch of the council houses on Effingham Road is at 7.9m above FFL and the ridge of the council flats on Fairfax Road is at 10.57m above FFL.



45. Proposed massing diagram - showing the North South section & height lines of the existing context

Visibility of Development from the Surrounding Streets

From the massing diagram below, it can be seen that the proposed massing of the new development is lower than the surrounding context on both Effingham Road and Fairfax Road. The height of the roof is roughly level with the eaves line of the properties on Effingham Road. This is well below the ridge line of the Effingham Road properties as the highest point of the proposed development is only 6m above finished floor level. The proposed development will therefore never be visible from Effingham Road or Fairfax Road.

Massing Design changes since pre-application.

Following the neighbour consultation it has been decided to revise the massing of the proposed scheme to make the scheme smaller at the perimeters of the site. The design team have therefore reduced the bulk and massing in order to improve the outlook from surrounding properties and also to allow for more daylight and sunlight to enter surrounding windows and gardens.

The scheme has been lowered by 175mm overall and also the parapet heights have been reduced. In addition to this houses 1 & 3 have been significantly altered to show a chamfered roof design which effectively removes bulk at height from the original upper levels of the original scheme.

The proposal now accords with all BRE Sunlight and Daylight guidelines and presents a much more favourable outlook for surrounding residents.

22 .0 Design & Access Statement - Proposed Accommodation

Accommodation Summary

Accommodation comprises of - 3 x two bedroom family houses each with private rear garden, front yard and 1 dedicated parking bay.

Please refer to the ‘Areas Summary’ Schedule opposite for more detail:

Each family house is two stories with a nett internal area between 82.6 - 85m2. The layout of the houses is designed to accommodate young families and/or professional couples. Each house has a generous living area which leads to an open plan kitchen & dining space at ground floor level. The dining area leads out to a private rear garden which is safe for children to play in.

Two equal size double bedrooms are located on the first floor. A family bathroom is provided and also an en-suite for the master bedroom. A WC is provided at ground floor level for accessibility and convenience. A generous amount of storage space for laundry, cleaning utensils, linen, prams, tools and domestic necessities is also provided. All rooms and spaces have been designed and sized to meet the Haringey Minimum Floorspace Standards. Refer to the Areas Summary table opposite, which outlines the breakdown of the proposed accommodation, mix and density.

Tenure and Mix

We are providing accommodation which adheres to the directives of the London Plan.

Within the Haringey Supplementary Planning Guidance - SPG 3a (Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes), family accommodation is defined as having a minimum of 2 bedrooms and having a suitable level of amenity space in order to support the needs of a family.

In addition to this, Haringeys Housing Needs Survey (2001) identified the size of dwellings people wanted / needed and described any shortfall in provision. It identified a shortfall of 1 and 2 bedroom sized housing in the Haringey borough. The proposed Mews development meets part of this need by providing three well proportioned 2 bedroom houses suitable for small families.

Density

Haringey Council confirmed in the Pre-Application consultation that this site is considered to be within an ‘urban context’, and has a PTAL of 4. This development should therefore be within the density range of 250 - 400 habitable rooms per hectare (ha/hr). The SPG3 states that on a back land site, the residential site area is the nett site area (with access roads being excluded from the calculation). The vehicular access driveway has therefore been excluded from the total residential site area in our calculations and the resultant site area is 398.39 m2. The total number habitable rooms on the site is 12.

This gives a density for the proposed development of 301.22 ha/hr, which falls within the density range of 250-400 ha/hr for a PTAL 4 site. This range is based on the site being in an ‘urban’ area, with a moderate parking provision of 1.5-1 space / unit for terraced dwellings, as taken from the London Plan ‘Density Location & Parking Matrix’ Table 3.2

Within the overall curtilage, the total site area (including the access road) is 444.60m2. The total footprint of the three houses is 151.03m2 and so only 33.97% of the overall site area is proposed to be built upon.

AREAS SUMMARY

Excluding Access Road/ Driveway into Mews
Project : Land to the R/O 97/103 Effingham Road N8 OAE

No.	Size	Unit Type	Number of units	"Internal" TCI floor area per unit (m2)	(m2)	Hab Rooms (HR)	Bath rooms	Cloak Room/ WC	Persons	Front Patio & Seating (m2)	Rear Garden (m2)	Communal Parking Area & Bin Store(m2)*	Allocated Parking Bay
Ground Floor													
House 1	2b/4p	House	1	40.80	41	2	0	1	4	10.51	22.95	0.00	1
House 2	2b/4p	House	1	40.80	41	2	0	1	4	1.66	26.67	0.00	1
House 3	2b/4p	House	1	42.00	42	2	0	1	4	13.53	22.71	0.00	1
Communal	n/a	Communal	n/a	0.00	0	0	0	0	0	0.00	0.00	123.73	0
First Floor													
House 1	2b/4p	House	0	41.80	42	2	2	0	0	0.00	0.00	0.00	0
House 2	2b/4p	House	0	41.80	42	2	2	0	0	0.00	0.00	0.00	0
House 3	2b/4p	House	0	43.00	43	2	2	0	0	0.00	0.00	0.00	0
Total			3	250.20	250	12	6	3	12	25.70	72.33	123.73	3

* This figure excludes the Access Road/Drive into Mews (46.22m2). Total Communal Area including Access Road is 169.95 m2

NETT INTERNAL AREA:	Internal		Amenity	
	m2	m2	m2	m2
House 1	82.60	83	33.46	35
House 2	82.60	83	28.33	33
House 3	85.00	85	36.24	36
Total	250.20	244	98.03	104

DENSITY:		
Total Site Area	444.60	m2
Area of Access Rd into Mews	46.22	m2
Total Site Area Excluding Access Rd	398.38	m2
Total No. of Habitable Rooms	12	No.
Density	301.22	hr/ha

Note: This site is considered to be in an 'urban context' and has a PTAL of 4, thus the development should be within the density range of 200 to 450 habitable rooms per hectare (hr/ha)

AREA OF SITE BUILT ON:		
Total Site Area	444.60	m2
Total Site Area Built On	151.03	m2
Percentage of Site Built On	33.97	%

23.0 Design & Access Statement - Lifetime Homes Standards

Lifetime Homes is a set of principles applied to general needs housing to provide accessible and convenient accommodation for a wide range of the population, from households with young children to older people, and individuals with temporary or permanent physical or sensory impairment. The set of principles form the 16 Lifetime Homes design criteria.

These focus on areas relating to accessibility on the approach to the home, moving into and around the home, how the household can manage in the home if a temporary disability prevents the use of stairs, and adaptability of the home to cater for changed needs arising from a permanent disability. The three 2 bedroom properties proposed at Effingham Road will accord with the Lifetime Homes standards and will meet the necessary criteria in the following ways and as shown on the diagram shown:

Car Parking - One car parking space is proposed per house in a close and convenient position on a flat and level surface. The car parking space is to be the standard 2.4 x 4.8m and is also to have a 900mm strip running down one of the long sides to be left free and clear so that access can be given for wheelchair and ambulant disabled access. This is shown on the plans adjacent to the parking spaces, marked with a dashed line.

Access from Car Parking & Approach - Level access from the car parking to the front door will be achieved. A gentle slope for drainage surfaces will be adopted but this will be under the maximum gradient which is 1:12 for an approach that is less than 5m. The distance from car to front door is kept to a minimum in each case.

External Entrances - All front door main entrances are recessed and so a porch is provided. External lighting will be incorporated into the soffit of the porches in order to allow for easy and safe passage into the properties. Level thresholds are provided from the porch area into the dwellings. The main entrance gates will also incorporate entrance lighting in order for cars and pedestrians to navigate their way into the site from Effingham Road.

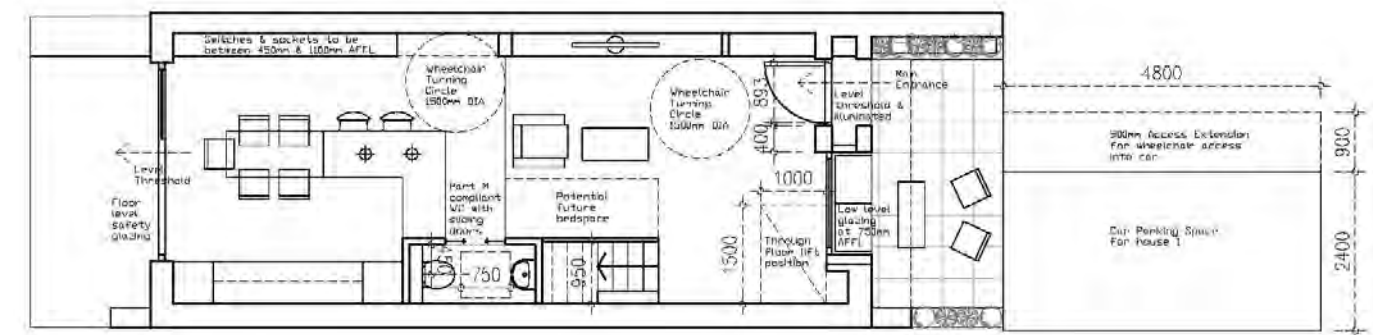
Communal Stairs and Lifts - There are no communal stairs or lifts incorporated into the scheme.

Doors and Corridors - The ground floor of the scheme is open plan and so does not contain any corridors. The first floor corridor complies with lifetime homes as the entrance to the bedrooms is head on and so the width of the corridor at 970mm is acceptable and means that the doors proposed with a clear opening width of 800mm (comply with the 775mm minimum standard). The first floor bathroom door is shown as 900mm clear opening as the approach to this room is side on and so greater manoeuvring distance is needed. Doors at ground floor level will have a 300mm nib on the leading edge of the door to enable easier opening for wheelchair users. The front door has a clear opening width of 893mm.

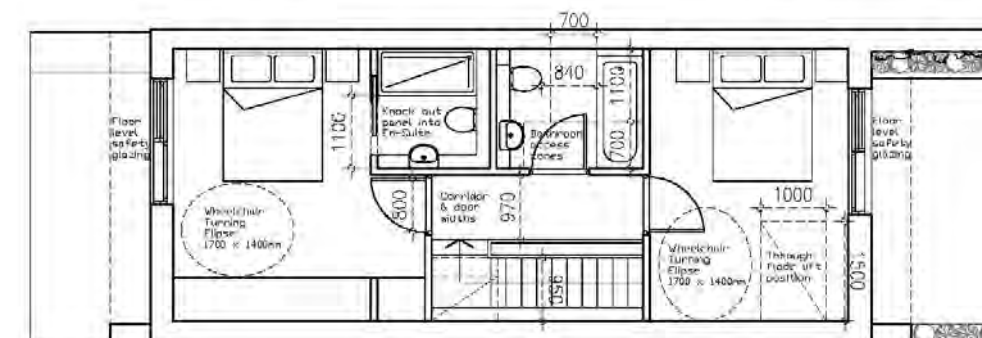
Wheelchair Accessibility - A wheelchair turning circle (1500mm diameter) or ellipse (1700 x 1400mm) is provided in the following rooms; Dining space / Kitchen, Living room, Bed 1 & Bed 2.

Entrance Level living Room & bed space provision - The living rooms are located at the front of the ground floor of the properties to make them as accessible as possible. As the houses proposed are 2 stories there is the need for a future location for a convenient bed space at ground floor level. This is shown adjacent to the stairs. The furniture would have to be rearranged to accommodate this.

WC - The ground floor WC complies with the standards for a small 2 bedroom house as it complies with the following: (i) Meets the standards of Part M of the Building Regulations. (ii) Has a space of 750mm that is clear in front of the WC. (iii) The distance from the centre line of the cistern to the adjacent walls is a minimum of 450mm. (iv) Sliding doors will be incorporated to allow for improved access into the WC.



47. Proposed Ground Floor Plan highlighting dimensions relevant to Lifetime Homes Standards



48. Proposed First Floor Plan highlighting dimensions relevant to Lifetime Homes Standards

Bathroom & WC Walls - Wall reinforcements will be included within the WC and bathroom walls in order to allow for the future provision of handrails and adaptations to improve access. Strengthening will be between 300 & 1500mm from finished floor level.

Through Floor Lift & Stair Lift Provision - A position for the future provision of a through floor lift is provided at the front of the property next to the base of the stairs. The size of this is shown at 1500 x 1000mm. Joists will be trimmed in order to provide a soft spot to allow for this to be installed. The floor structure is no more than 350mm. There is 950mm clear between the stair wall and the inside of the handrail in order to allow enough space for the installation of a stair lift as necessary. Unobstructed landings are provided at the top and bottom of the stairs.

Main Bedroom & En-suite - The main bedroom which is En-suite is to be built with joists in the ceiling capable of taking a hoist in order to transfer people from the bed through into the En-suite in order to use the facilities. An 1100mm width for a knock out panel is shown above the door.

Bathroom Layout - The bathroom should be designed to allow for easy access to all facilities. It is therefore shown that a wheelchair user could use the main bathroom due to the provision of the following spaces:

- (i) A minimum gap between the WC and any obstacle of 750mm to allow for side access to the WC.
- (ii) A space of 700mm x 1100mm adjacent to the bath at the tap end.
- (iii) A space of 700mm x 1100mm in front of the sink to allow for access.

Window Specification - The windows in the living room have a sill at 750mm from finished floor level to allow for views out from a wheel chair. This complies as it is under the 800mm maximum standard. The rest of the windows in the property have floor level sills and so all glazing will be specified as safety glazing.

Fixtures and Fittings - Switches, sockets and controls and service devices will be installed between 450 and 1500mm from finished floor level to allow for access by all.

24 .0 Design & Access Statement - Secured by Design

Secured by Design (SBD)

Secured by Design (SBD) is a police initiative to guide and encourage those engaged within the specification, design and build of new homes to adopt crime prevention measures in new developments. The advice given in the ‘Secured by Design’ New Homes 2010 guide has been proven to reduce the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. It is our intention that the development will conform to the Secured by Design guidelines. We are therefore proposing that the recommendations of the ‘Secured by Design’ New Homes 2010 Report will be used as a basis for the design and specification of all items that relate to maintaining and promoting security and safety within the proposed development once it is constructed.

Mr Andrew Snape is the local Design Out Crime Officer for Haringey. Unit One Architects have conversed with Mr Snape in order to discuss the security issues within this specific part of Haringey and also the specific risks associated with our planning proposal. Mr Snape was brought into the process early in the design process whilst our plans were still being formed. He has confirmed that the layout is suitable for SBD, subject to the specific specification of front/rear doors, ground windows and site lighting.

Unit One Architects will be applying for Secured by Design Section 2 ‘Part Compliance’ as part of an application under the ‘Code for Sustainable Homes’ and so we will complete section 2 of the SBD checklist. It is also likely that we will wish to market the development as ‘Secured by Design’ and so will seek compliance with sections 1 & 2 of the SBD New Homes guidance document, or complete a Secured by Design Pre-Build Agreement. The design of our proposed scheme will adhere to the seven attributes of a sustainable community which are as follows:

Access & Movement: places with well defined and well used routes with spaces and entrances that provide for convenient movement without compromising security. All of the proposed routes and spaces are well defined for each house, they allow for the free flow of people in and out of the each house, once inside the secure gated mews development.

Structure: places that are structured so that different uses do not cause conflict. Our 3 houses are single use (residential) and are stepped back from each other to differentiate each house as a separate residence. This will ensure that clashes of different use will not occur.

Surveillance: all publicly accessible spaces are overlooked passively by the scheme and the surrounding properties. The mews has a secure electronic entrance gate, which will be accessed with an entry code & entry phone/video system, so all access can be monitored into the development from within. The replacement site entrance gates will be made higher than the existing gates, in order to prevent the ability to climb over the entrance gates.

Ownership: places that promote a sense of ownership, respect, territorial responsibility and community. Each of the 3 houses have distinct areas of ownership, with front gardens and dedicated parking bays in front of each house. This gives clear ownership to the residents of each house.

Physical protection: places that include necessary, well-designed security features. All of our security features are well considered and fit for purpose. Specification of locks, doors & ground windows will be addressed to ensure they comply to SBD.

Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times. The mix of family and young people over the 3 houses will mean that we should have an active frontage at different times of the day; this should be a deterrent to crime.

Management and Maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future. All of our external building materials will be of double brick construction and so as to deter graffiti/anti-social behaviour. The front gate will have gaps inbetween the timber slats, to give visibility into the mews, to prevent people from loitering outside the entrance gates.

Consultation with Secured by Design, Design Out Crime Officer:

The proposed plans were sent to Mr Snape and he has confirmed that the layout of the scheme is suitable for SBD (Secured By Design). Please see email correspondence between Mr Snape and Unit 1 Architects below:

From: andrew.snape@met.police.uk
Date: 4 August 2013 22:13
Subject: Re. New development at Effingham Road - Haringey
To: Christian Pinchin <cp@unit1architects.com>

Dear Christian,

Thank you for consulting with me on your proposals for new homes on Effingham Road in Haringey. The Secured by Design scheme is equally weighted between the layout of a proposed development and the specification of doors/windows/gates and other features within it. From reviewing your drawings, I am satisfied that the layout of the scheme is suitable for SBD. The main issue will be achieving the specification requirements. The SBD website at www.securedbydesign.com will prove an invaluable resource as the requirements for SBD New Homes 2010 are listed there along with a list of Licensed Companies that manufacture the required components.

The main issues are:

Front and rear main entrance doors must be certificated to PAS24:2007 or WCL 1 (Warrington Certification Laboratories)

Ground floor windows must be certificated to BS 7950:1997 or WCL 4 and include laminated glazing to minimum of 6.4mm and certificated to BS EN 356 2000 rating P2A

Consider lighting standards particularly for the access road to the new homes - avoid bollard lighting, and look to provide uniformity of light from the main road.

Perhaps you can consult with me again in a few weeks, once you have completed the Planning process. Can I wish you every success for the future and thank you for consulting with me and for considering the Secured by Design scheme.

Kind regards,
Andrew Snape

Design Out Crime Officer
Northeast Hub
TP - Capability and Support
Metropolitan Police
E-mail: andrew.snape@met.police.uk or docomailbox.ne@met.police.uk
Telephone: 07766 161865
Address:
Crime Prevention Dept @ “YM”,
C/o Tottenham Police Station,
398, High Road,
Tottenham
London. N17 9JA

25 .0 Planning Summary

For the full Planning Statement, please refer to the Supporting Information Appendix, Report 10, which details the applicants response to all information on Planning Policy from the following key documents and sources:

The London Plan 2011, Haringey Local Plan, Saved Adopted Unitary Development Plan, 2006 , Supplementary Planning Guidance

The following is intended as a list of the policies considered and the relevant summaries sections:

Introduction

The statement here drafted presents a summary of the planning context, history and policies that have informed this submission. The statement gives reasons as to why the submission is acceptable in planning terms. The planning application here described is looking for a change of use from Sui Generous to C3 Residential in order to provide 3 x 2 bedroom houses.

Site Location

The site comprises disused land located in the central section of the Haringay Ladder within the North London Borough of Haringey. The Haringay Ladder is a series of parallel streets which are contained between the main roads of Green Lanes on the east side and Wightman Road on the west side. The Haringay Ladder predominately consists of 2 & 3 storey Victorian terraced housing.

Planning History

There is evidence of only one planning submission on the site on the Haringey online portal:

Application No: HGY/2009/1227 - REFUSED

In July 2009, the previous owner of the site, Mr Murat Alma submitted an application to achieve a change of use on the land from lock up garages to B1/B2 Commercial, in order to operate his business 'German Auto Spares', which was a car auto parts and wreckage business. Haringey Council failed this application in September 2009.

Land Use Classification

The current land classification on this back land site is Sui-Generous, with the land currently lying dormant and somewhat derelict in its condition. Reve Developments purchased the site in March 2013 and wish to obtain a change of use from Sui Generous to C3 Residential. Reve Developments are looking to convert the unused site into much needed residential housing for the London Borough of Haringey.

Unit One Architects are proposing to design well considered and highly designed properties for private sale. The intention is to provide affordable, small scale freehold houses with private parking and good amenity space within a secure Mews development. This provision will allow young families and couples to purchase well built modern housing within the Borough.

List of Policies Considered

The London Plan 2011

Policy 3.5 Quality and Design of Housing Developments

Policy 3.6 Children and young people's play and informal recreation facilities Policy

3.8 Housing Choice Policy

5.2 Minimising carbon dioxide emissions Policy

5.3 Sustainable design and construction Policy

5.7 Renewable Energy Policy

5.9 Overheating and Cooling Policy

5.11 Green roofs and development site environs Policy

6.1 Integrating transport & development Policy

6.3 Assessing transport capacity Policy

6.9 Cycling Policy

6.10 Walking Policy

6.13 Parking Policy

7.1 Building London's neighbourhoods and communities Policy

7.2 Creating an inclusive environment Policy

7.3 Designing out crime Policy

7.4 Local character Policy

7.5 Public realm Policy

7.6 Architecture Policy

8.3 Community Infrastructure Levy (CIL)

Haringey Local Plan

SP0 Presumption in favour of sustainable development

SP2 Housing

SP6 Waste and Recycling

SP7 Transport

SP9 Improving skills and training to support access to jobs and community cohesion and inclusion

SP11 Design

Saved Adopted Unitary Development Plan, 2006

Policy UD3 General Principles

Policy UD7 Waste Storage

Policy M10 Parking for Development

Policy OS17 Tree Protection, tree masses and spines

Supplementary Planning Guidance

Housing Supplementary Planning Document

Draft Sustainable Design and Construction Supplementary Planning Document

SPG1a: Design Guidance and Design Statements

SPG2: Conservation and Archaeology

SPG4: Access for All – Mobility Standards

SPG5: Safety by Design

SPG8a: Waste and Recycling

SPG8b: Materials

SPG9: Sustainability Statement

SPG10a: The Negotiation, Management and Monitoring of Planning Obligations

SPG10c: Educational needs generated by new housing

Conclusion

We feel that this planning permission should be approved as all of the relevant planning policies have been met as justified in this report. All technical criteria have also been met and the local people have been thoroughly consulted and have been kept informed of the intentions of the applicants. Reve Developments have significantly altered the design of the proposal following Pre-Application comments and the neighbour consultation, so that the proposal here described conforms to all of the necessary regulations and has minimal impact on the surrounding properties.

This planning application provides desperately needed housing using high quality design and materials on a piece of unused wasteland and so we feel that the application should be granted.

26 .0 Transport, Car parking & Accessibility Summary

For the full Transport Statement, please refer to the Supporting Information Appendix, Report 11, which details all information on PTAL, Transport & Accessibility and Car parking in more detail. Below is a brief summary only:

Public Transport Accessibility Level (PTAL)

From the TFL calculator, the PTAL rating for the site is a Level 4, which is a 'good' rating for transport accessibility which covers a range of index of - 15.01 – 20.00 Good. A PTAL (4) within an 'urban context' has a corresponding density range of 200 to 450 hr/ha. Please refer to the Supporting Information Appendix Report 11 for the full TFL PTAL Report.

Car Parking

One dedicated parking bay is allocated at the front of each house. The parking is secure as the front Mews entrance gates will have an access code security and camera system for residents.

The parking is contained within the development, as to not add additional load to the on-street parking on Effingham Road. During the Pre-Application Report, Haringey Council advised that the residents of the three Mews House will not be able to apply for on-street parking permits, in order to contain the parking within the complex. and not add to the load on the street.

A 900mm wide strip has been indicated to be left clear adjacent to each car parking space, in order to provide car access for the less able. This complies with the Lifetime Homes Standard and is shown on the proposed Ground Floor Plan drawing no: 104-021.

Reversing distances & turning circles

Reversing distances of 6m are shown on the adjacent plan so that the cars relating to houses 1 & 2 can reverse and spin south in order to exit the site.

The turning circle for house 3 is shown in red. This car will reverse into the space between the cars parked in front of houses 1 & 2 and will then pull forward and drive south out of the site.

Car Traffic & Restricted On-Street Parking Permits

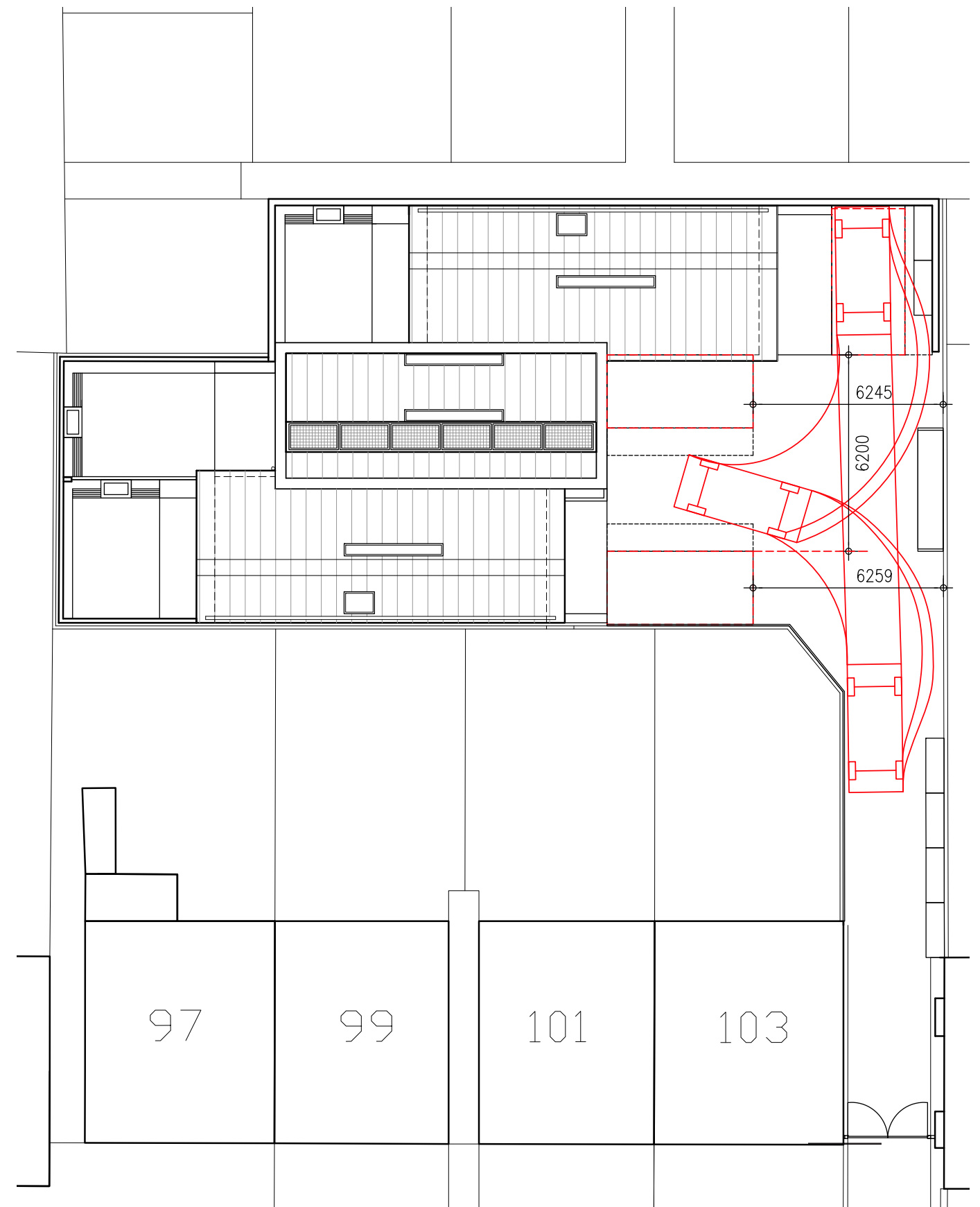
The application site has a medium public transport accessibility level of 4 and falls within the Wood Green Outer controlled parking zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm and provides a good level of on-street parking control.

The site falls within the Harringay Ladder Restricted Conversion area as identified within the Haringey Council adopted UDP (saved polices 2013). However, the scheme includes one off-street parking space for each residential unit. Haringey Council during the PreApplication Consultant, suggested It is likely that the highway authority will require that Reve Developments enter into a S106 agreement to ensure that prospective residents be prevented from applying for on-street parking permits. This will have the purpose of encouraging the use of sustainable modes of transport, whilst protecting against any increase in on-street parking pressure within the vicinity of the site.

It has been noted that the proposals do not involve any alterations to the existing vehicular access arrangements. Furthermore, it is considered that the proposed change in use is likely to generate a significantly lower level of traffic movements than that associated with the sites current use class.

Accessibility

The scheme is described in detail in terms of accessibility in the Lifetime Homes section of this report, where descriptions of level approaches from car parking, level thresholds, and part M compliant WC's are discussed. In addition to this the proposed development will allow for equal access opportunities for all where ever possible regardless of disability and all elements will be designed in accordance with the building regulations and in particular; Part M & K.



49. Car parking and turning circle diagram

27 .0 Daylight and Sunlight Summary

Daylight & Sunlight Assessment Report

A Daylight & Sunlight Assessment Report has been commissioned by the independent consultation, ‘Rights of Light Consulting’, (Chartered Surveyors), to assess the impact on neighbouring properties in regard to daylight and sunlight.

The full report can be found in the ‘Supporting Information Appendix’- Report 2, which states all numerical testing values and results. Please find a brief summary of the report below:

Brief Overview of the Report

Right of Light Consulting were commissioned to undertake a daylight and sunlight study of the proposed development at 97 to 103 Effingham Road, London N8 OAE.

The aim of the study was to assess the impact of the development on the light receivable by the neighbouring residential properties at 93 to 106 and 104 to 111 Effingham Road and 102 to 110 Fairfax Road. The study was based on the various numerical tests laid down in the Building Research Establishment (BRE) guide ‘Site Layout Planning for Daylight and Sunlight: a guide to good practice’ by P J Littlefair 2011.

The following assessments were tested on the neighbouring properties in relation to the new development:

- Daylight to Neighbouring Windows
- Sunlight to Neighbouring Windows
- Overshadowing to Neighbouring Gardens and Open Spaces

Brief Results of the Report

Daylight to Neighbouring Windows:
All windows pass the Vertical Sky Component test before/after ratios of 0.87 and above (against the BRE recommendation of 0.8). The proposed development therefore satisfies the BRE daylight requirements.

Sunlight to Neighbouring Windows:
All windows which face within 90 degrees of due south have been tested for direct sunlight. All windows pass both the total annual sunlight hours test and the winter sunlight hours test. The proposed development therefore satisfies the BRE direct sunlight to windows requirements.

Overshadowing to Neighbouring Gardens and Open Spaces:
The BRE guide recommends that at least 50% of the area of each amenity space listed above should receive at least two hours of sunlight on 21st March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21st March is less than 0.8 times its former value, then the loss of light is likely to be noticeable.
All surrounding gardens to the development, pass the BRE overshadowing to gardens and open spaces test.

Conclusion:
The proposed development will have a very low impact on the light receivable by its neighbouring properties. Right of Light Consulting confirms that the development design satisfies all of the requirements set out in the BRE guide ‘Site Layout Planning for Daylight and Sunlight’.

Numerical Result Table- Overshadowing to Gardens & Open Spaces

Reference	Total Area	Area receiving at least two hours of sunlight on 21st March					
		Before		After		Loss	
93 Effingham Road							
Garden 1	47.81 m2	35.18 m2	73%	35.18 m2	73%	0.0 m2	0%
95 Effingham Road							
Garden 2	64.54 m2	38.56 m2	60%	38.56 m2	60%	0.0 m2	0%
109 Effingham Road							
Garden 3	60.99 m2	37.12 m2	61%	37.12 m2	61%	0.0 m2	0%
111 Effingham Road							
Garden 4	61.9 m2	34.21 m2	55%	34.21 m2	55%	0.0 m2	0%
110 Fairfax Road							
Garden 5	52.48 m2	40.23 m2	77%	39.41 m2	75%	0.81 m2	2%
108 Fairfax Road							
Garden 6	33.2 m2	23.68 m2	71%	21.09 m2	64%	2.59 m2	7%
106 Fairfax Road							
Garden 7	33.12 m2	23.88 m2	72%	18.96 m2	57%	4.91 m2	15%
104 Fairfax Road							
Garden 8	33.05 m2	19.43 m2	59%	19.43 m2	59%	0.0 m2	0%
102 Fairfax Road							
Garden 9	8.66 m2	1.79 m2	21%	1.79 m2	21%	0.0 m2	0%

50. Numerical Results- Overshadowing to Gardens & Open Spaces



51. Plan Results- Overshadowing to Gardens & Open Spaces

28 .0 Ecology Summary

Existing Ecological Condition of Site

As there is currently no buildings, planting or existing habitat on the site, (as the entirety of the site is derelict and covered by a concrete slab), Haringey Council have advised that an Independent Ecology Report is not required. As the site is an open derelict site, covered with a concrete slab, with no exposed soil, trees, shrubs, water bodies, or derelict buildings, a Habitat Survey is also not required.

A Habitat Survey which would assess the presence of protected species on the site, would need to be undertaken if the following habitats were existing on the site:

- Habitat likely to be of value for roosting, foraging and commuting bats (including derelict buildings)
- Habitat likely to be of value for breeding birds.
- Scrub/grassland mosaic and potential hibernation sites for common reptiles;
- Water bodies and surrounding habitat with potential to support great crested newt Triturus cristatus.

Ecology Statement

The key objectives of the proposed landscaping/planting within the development, are to provide a range of plant species and habitats that promote biodiversity and supports a range of animal and insect species. We aim to provide suitable planting on the site around the residential houses, to increase the local biodiversity.

We propose to promote biodiversity by the following:

A. Visual Planting Beds - (Refer to plan reference A)

Using a mix of native and non-native (exotic) species in ‘visually appealing’ structured planter beds in the front and rear gardens. They are to be a variety of sun & shade loving plants, depending on the orientation of the planter beds.

Proposed Species: Large shrubs to the rear of bed: Privet, Fuchsia, Buddleia & Hebe. Middle of bed: Herbaceous Perennials & Small Shrubs. Front of bed: Bulbs & Flowers

B. High Level Green Walls- (Refer to plan reference B)

Use climbing plants which will climb a stainless steel vertical wire system, to create green walls so as to provide nesting habitats for birds. Provide woodcrete bird nesting boxes on walls covered with climber. Boxes to ideally be; South East facing, out of direct sunlight, a minimum of 2m from the ground & away from bird feeders.

Proposed Species: High level climbers including: Ivy, Hop, Honeysuckle & Jasmine with Bird Boxes

C. Low Level Boundary Green Walls- (Refer to plan reference C)

Along the timber clad boundary walls/fences, use climbing plants which will climb a timber slatted fences, to create boundary level green walls. These should comprise native species or non-native (exotic) species of known wildlife value, to provide nesting opportunities for birds and food resources.

Proposed Species: Combination of: Ivy, Hop, Honeysuckle & Jasmine

D. All composts, mulches & soil conditioners are to be peat free.

E. Use of pesticides to be minimised & compounds to be non-residual.

F. All native plant material will be sourced from suppliers who have adopted Flora Locale's Code of Practice for collectors, growers and suppliers of native flora (see <http://www.floralocale.org>)

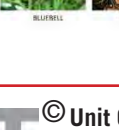
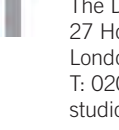
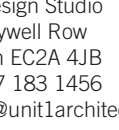


52. Ecology Plan- showing locations of proposed planting species

Recommended Planting:

The list opposite gives recommendations of some easily source plants which are of proven value to wildlife. It includes a number of ornamental species which are not native and can be used in combination with native species in more formal situations. In informal landscapes the emphasis should be on the use of native species.

Different horticultural varieties of the following species are commonly available, but where possible standard stock is advised, especially for native species. Single flowering plants should be chosen over double flowering ('flore pleno') varieties. With exception of (biennials) and (annuals) all species are perennial.

Large Shrubs			
Shrubby Veronica Hebe	Exotic	Suitable in Light Shade	
Wild privet Ligustrum vulgare	Native	Semi-Evergreen, Flowers in Summer	
Common holly Ilex aquifolium	Native	Spikey Leaves, Suitable in Sun or Shade	
Firethorn Pyracantha coccinea	Exotic	Thorny Shrub, Suitable in Sun or Shade	
Buddleia Buddleja (sub-species)	Exotic	Flowering Shrub, Suitable in Full Sun	
Hardy Fuchsia Fuchsia magellanica	Exotic	Flowering Shrub, Suitable in Full Sun or Partial Shade	
Buckthorn Rhamnus cathartica	Native	Thorny Shrub, Suitable in Partial Shade	
Herbaceous Perennials & Small Shrubs			
Ice plant Sedum spectabile	Exotic	Flowering Shrub, Suitable in Full Sun	
Lavender Lavandula (sub-species)	Exotic	Suitable in Full Sun	
Foxglove Digitalis purpurea	Native	Suitable in Full Sun	
Hemp agrimony Eupatorium cannabinum	Native	Flowering, suitable in Full Sun or partial Shade	
Rosemary Rosmarinus officinalis	Exotic	Suitable in Sun & Shade	
Shrubby cinquefoil Potentilla fruticosa	Native	Flowering Shrub, Suitable in Full Sun or Partial Shade	
Climbers			
Honeysuckle Lonicera (sub-species)	Native	Suitable in Sun & Shade	
Hop Humulus lupulus	Native	Suitable in Sun & Shade	
Ivy Hedera helix	Native	Flowering Evergreen, Suitable in Sun & Shade	
Jasmine Multi-Florum	Exotic	Flowering Evergreen, Suitable in Sun & Shade	
Bulbs			
English bluebell Hyacinthoides non-scripta	Native	Suitable in Sun & Partial Shade	
Crocus species	Exotic	Suitable in Sun & Partial Shade	
Grape hyacinth Muscari neglectum	Exotic	Suitable in Sun & Partial Shade	
Snowdrop Galanthus nivalis	Native	Suitable in Sun & Partial Shade	

53. Recommended Planting List

29 .0 Sustainability and Energy Summary

An Energy Statement Report has been commissioned by the independent consultant, Twenty 16 Design. The full report can be found in the Supporting Information Appendix- Report 3. Please find a summary of the report below:

Code for Sustainable Homes

It is a policy requirement that the dwellings will be required to achieve Code Level 4 and therefore a reduction of at least 25% in CO2 emissions when compared to Part L of the Building Regulations (2010) through the implementation of the London Plan Energy Hierarchy of energy efficiency, decentralized energy and renewable energy technologies.

Please reference the Energy Statement Report by Twenty 16 Design. Its purpose is to define a potential strategy for achieving the required number of points and identify as early as possible any areas which are likely to cause issues. It allows the development team to think about full sustainable integration from a concept design stage so that a technical solution can be worked up in conjunction with the rest of the scheme from first principles. The report details an approach to 34 'issues' spread across 9 categories each with a different weighting. The 9 categories are as follows: Energy, Water, Materials, Surface Water Run-off, Waste, Pollution, Health and Wellbeing, Management & Ecology. Each category allows a scheme to try and achieve a certain number of credits. All credits are then given a weighting factor which contributes to the overall score that can be achieved.

For a Level 4 rating, the development must achieve a total score of 68 percentage points or more, as well as achieving all of the mandatory elements relevant to that Code Level, some of which do not score credits. **At this Pre-Assessment stage, the predicted score is 69.2% which is compliant.**

Some of the measures that we will be employing in order to reach this sustainability rating are: A 'Fabric First' approach to the external envelope that has lead us to design a super insulated box in order to house the development. Water butts on rain water pipes, low flow taps, a high level of biodiversity in our landscape proposal, energy efficient white goods, photovoltaic panels, drying racks, bike stores, sustainable drainage systems, dedicated recycling areas etc.

The general approach to reducing energy consumption and reducing the production of carbon dioxide will be one that utilises passive means first and then adding the necessary renewable technology once we have the most high performance external shell that we can achieve. The intention therefore will be to super insulate the building so that we can to achieve the best U-values through all built elements. Heat loss transfer will be minimized through careful consideration of our detailing in relation to heat loss paths and cold bridges. Please refer to the 'Twenty 16' Energy Statement Report in order to see how we envisage we will achieve the specific credits necessary in order to gain a Code Level 4.

Sustainability Checklist required by Haringey Council

Please refer to Supporting Information Appendix Report 4, for the completed Sustainability Checklist.

Renewable Energy Strategy

The London Energy Hierarchy gives a systematic approach to reducing emissions. It asks developers to consider carbon reductions in the following order: 1.Passive design, 2.Solar water heating, 3.Combined heat and power for heating and cooling, preferably fuelled by, 4.Renewables, 5.Community heating for heating and cooling, 6.Heat pumps, 7.Gas condensing boilers and gas central heating.

Within the Energy Statement, Twenty 16 Design, considered the most appropriate renewable energy strategy for the site, from the options. ie. Solar Thermal Panels, Photovoltaic Cells (PV) Biomass boiler, Ground source heat pump, Air source heat pump, Exhaust air heat pump and Small scale wind turbine.

Please find below the conclusion of the Twenty 16 Energy Statement Report which concludes that Photovoltaic Panels (PV) are the most suitable technology to meet our renewable energy demand.

"Having assessed the options for renewable technologies, this report recommends the use of Photovoltaic Panels (PV) to achieve the required reduction in emissions. This recommendation is subject to consideration of a number of factors, which are; Available roof space, Orientation, Future trends in grant allocation from central Government, Aesthetic and planning considerations where PV would be visible and Structural implications. **The overall effect is that the reduction in emissions and therefore Code Level 4 (Section ENE1) is achievable using PV panels, on this proposed development."**

Recycling/ Refuse Provision

Within the Pre Application process, Haringey Council advised the following refuse/recycling bins are to be provided WITHIN the complex:

Each dwelling will be required to accommodate a full kerb side collection set. It is preferable that bins are placed kerb side on collection day so that waste collectors are not required to enter the site.

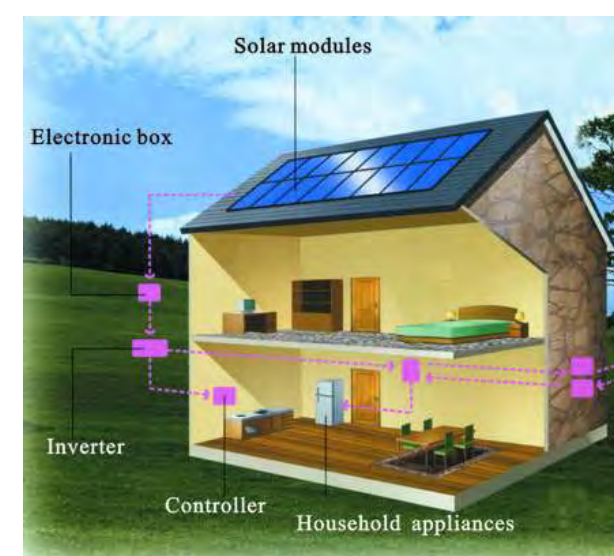
Standard kerb side collection full set (1 set for each house):

One 240 litre wheelie bin for refuse -	Size 730mmD x 580mmW x 1080mmH
One 240 litre wheelie bin for recycling-	Size: 730mmD x 580mmW x 1080mmH
One food waste box -	Size: 350mmD x 300mmW x 360mmH
One garden waste sack -	Size: 450mmD x 450mmW x 600mmH

Therefore a communal bin storage provision is provided WITHIN the complex along the east boundary wall. Residents will need to take the bins out to the street on rubbish/recycling collection day. Food waste and garden sacks are to be stored in the garden stores located in the rear gardens of each house.

Bicycles

Covered and lockable storage is provided for bicycles within the communal area of the development. 2 covered and lockable bike shelters are provided for each house, and can be found along the east boundary walls. This totals 6 bikes within the complex. Each bike shelter is for a wall mounted bike and is lockable. It is behind the secure entrance gates, but will also provide bike locking for additional security.



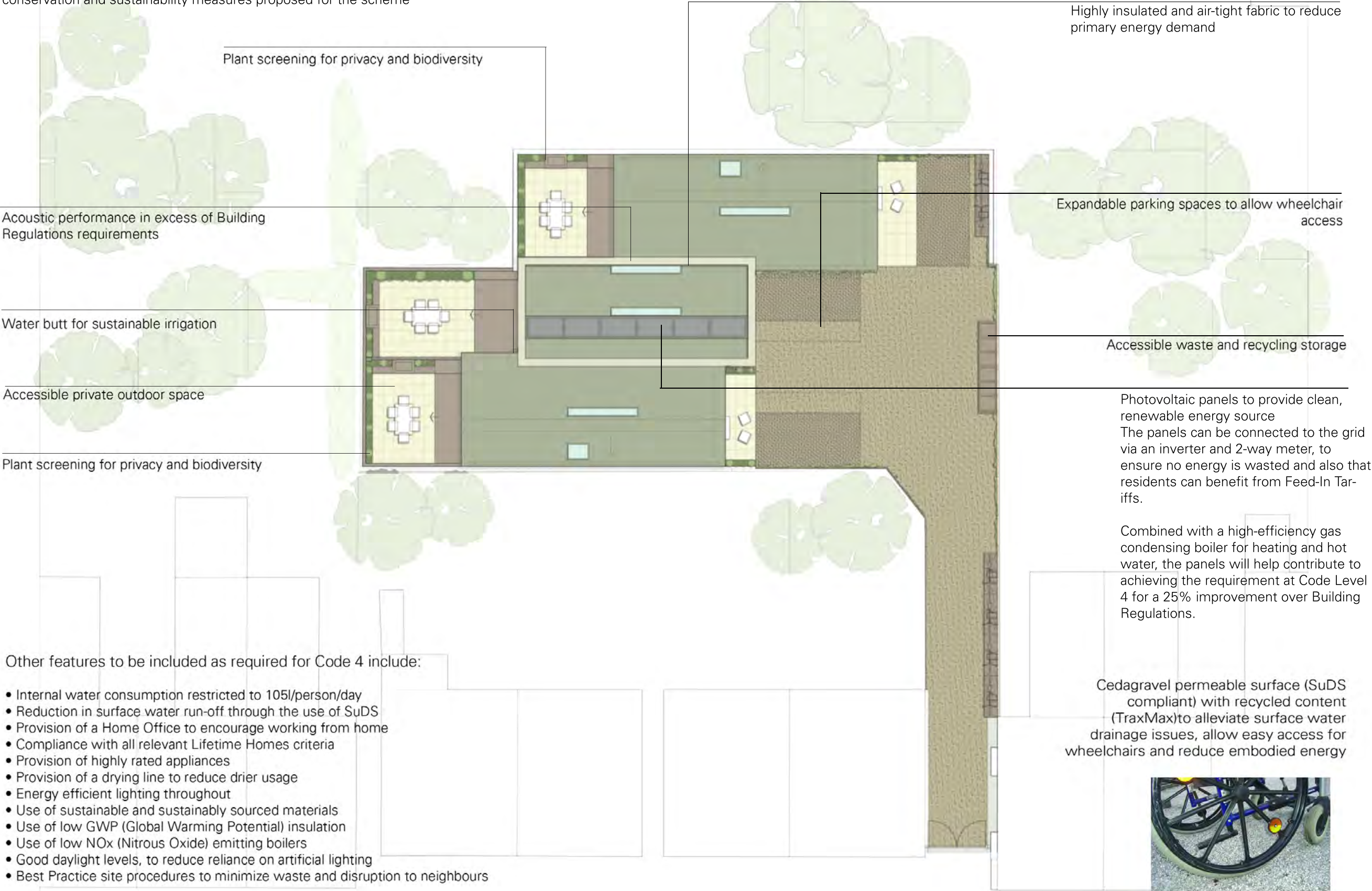
54. Solar Panel System



55. Photo Voltaic Panels

30 .0 Sustainability Site Diagram

Please refer to the Twenty 16 Energy Report for more information on the energy conservation and sustainability measures proposed for the scheme



SECTION C

REPORT SUMMARY

31 .0 Evaluation & Report Summary

Evaluation

The information included in this document and on the drawings has been evaluated throughout the design process by means of a quantitative and qualitative architectural process. Each opportunity has been assessed in terms of benefit to the client, the surrounding neighbours, the wider community and the physical context, both in terms of the immediate relationship with the surrounding buildings and also in terms of the wider impact on the nature, general appearance and character of the Harringay Ladder.

Summary

Unit One Architects and Reve Developments believe that this unsightly back land site would greatly benefit from a change of use to residential. The site in question has never been a legal commercial site and its informal commercial usage has caused a great deal of problems for the surrounding residents.

Prior to submitting for planning permission, the development team have gone through the Pre-Application process with Haringey Council and have taken on board all comments offered by the officers and advisors. All of the relevant National, GLA and Local Planning policies and guidance notes have been considered in detail and the development team believe that the scheme as proposed complies with these.

Following submission of the Pre-Application, a detailed consultation with the site neighbours and surrounding residents was undertaken in order to communicate our proposals. The comments received from this led the development team to change the design markedly in order to make the scheme more sympathetic to its surroundings and context.

The Development team have listened to the views of local people throughout the design process and have absorbed their suggestions into the proposal. The feedback from the local community has largely been positive and largely it seems that there is support from the neighbours for a change of use to residential. The scheme incorporates a well thought out landscaping scheme and is conceived as a 'Garden Mews' development. Funds have also been donated by Reve Developments to an Effingham Road tree planting scheme led by Haringey Council, which will increase greenery to the streetscape.

It is felt that the proposal described in this document, is sensitively designed and is appropriate for the site in question in terms of the size, scale, density and design of the three houses. The proposed scheme has well designed interiors that maximise the use of natural light and the connections with outside spaces. The scheme provides generous storage and large room sizes that will provide high quality accommodation for the future residents.

In summary, the development team believe that this proposal will markedly improve the outlook for the surrounding residents of this site. The land in question has been residential throughout history and was only changed to garages by events in the Second World War. It is the development teams opinion, that it should be returned to a residential land use classification. Reve Developments are committed to providing a high quality development that addresses the needs of Haringey Council.

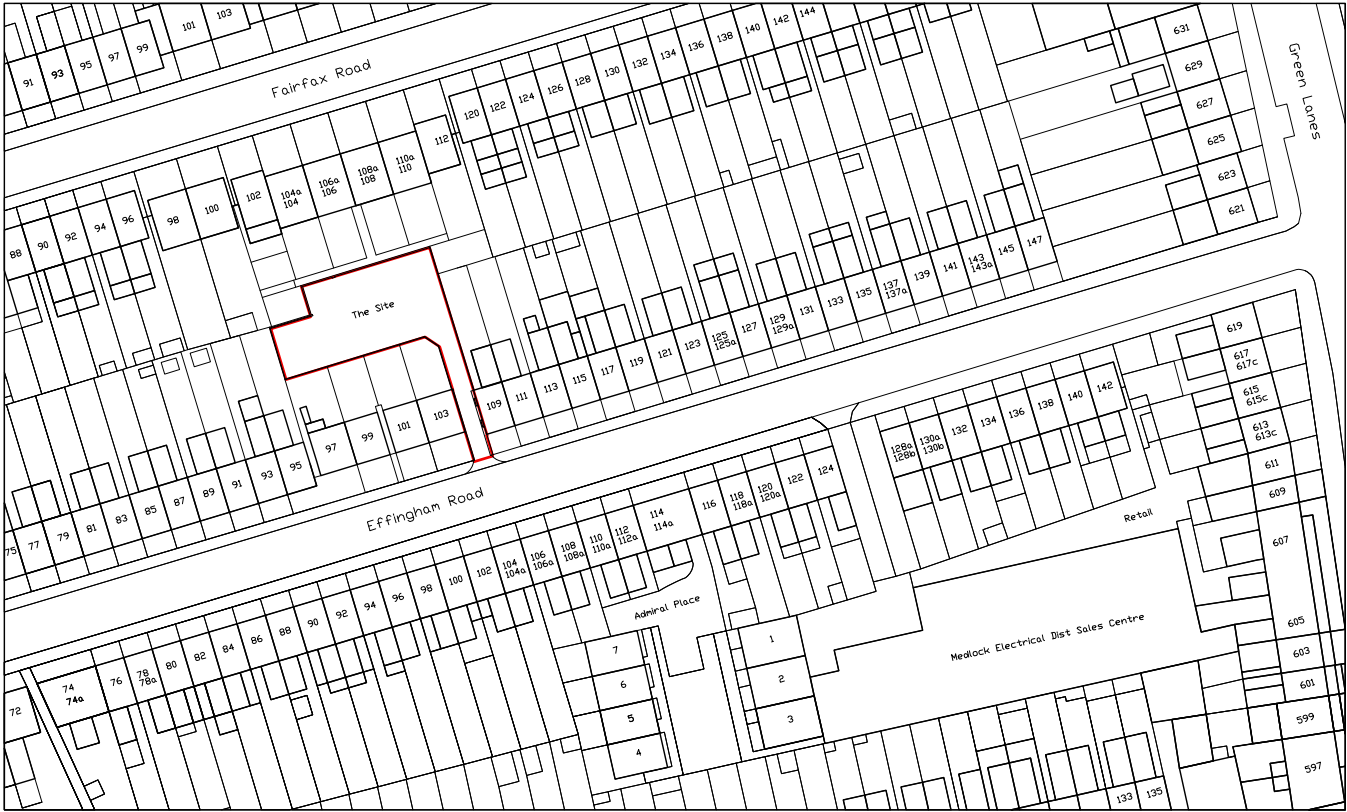
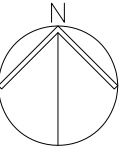
It is therefore felt that this proposal should be granted planning permission.



56. 3D view of proposed houses and communal front area

SECTION D

EXISTING DRAWINGS



A SITE LOCATION PLAN
001 1:1250

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-001

PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 OAE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-001

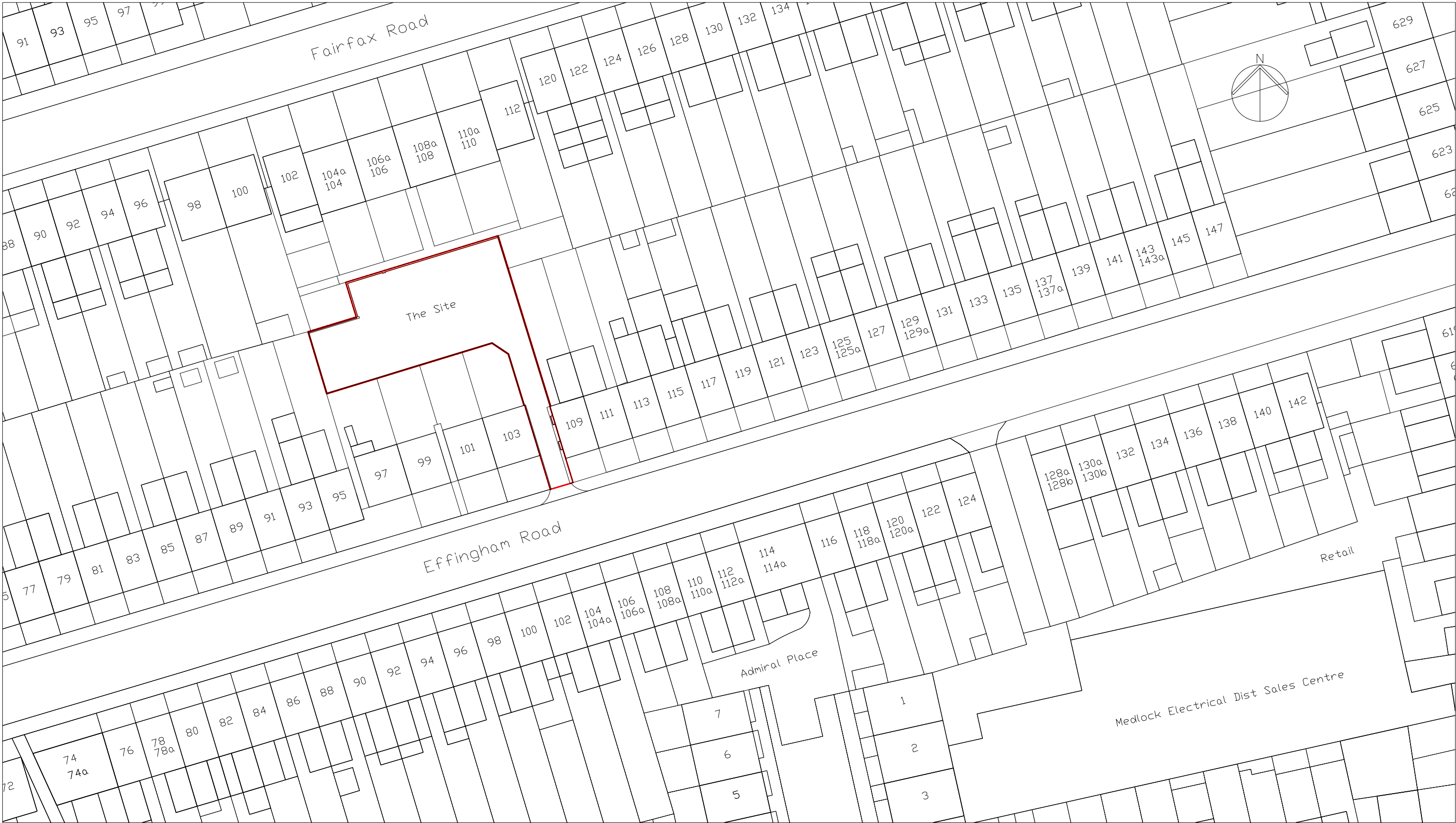
DRAWING TITLE:
SITE LOCATION PLAN

SCALE @ A3: 1:1250

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com



A
002

SITE BLOCK PLAN

1:500

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE:
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-002
PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-002

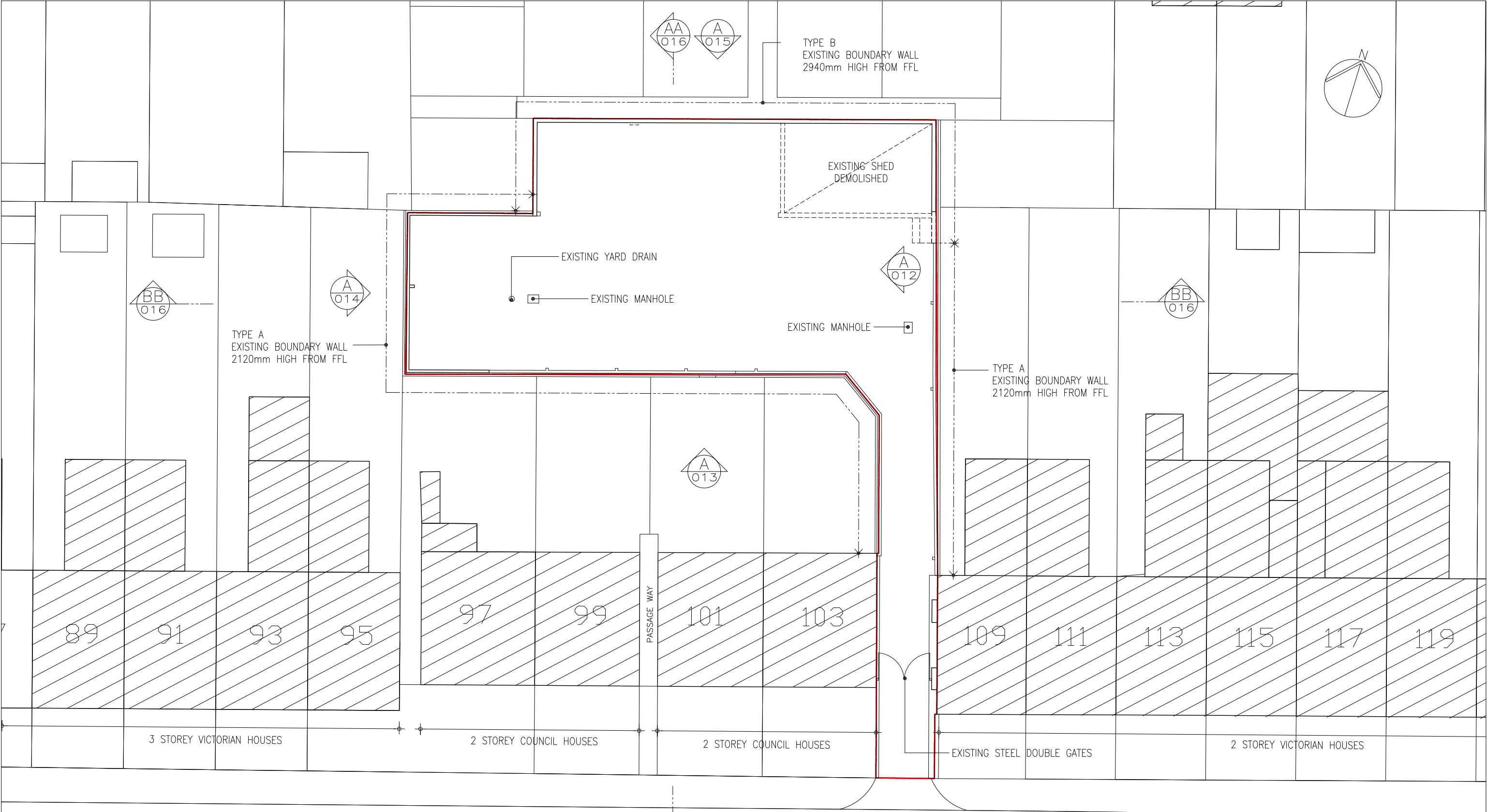
DRAWING TITLE:
SITE BLOCK PLAN

SCALE @ A3: 1:500

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com



A
003
EXISTING SITE PLAN
1:200

Effingham Road

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DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-003

PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-003

DRAWING TITLE:
EXISTING SITE LAYOUT PLAN

SCALE @ A3: 1:200

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
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EXISTING FRONT ELEVATION OF EFFINGHAM ROAD

1:100

DO NOT SCALE OFF THIS DRAWING
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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-011

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-011

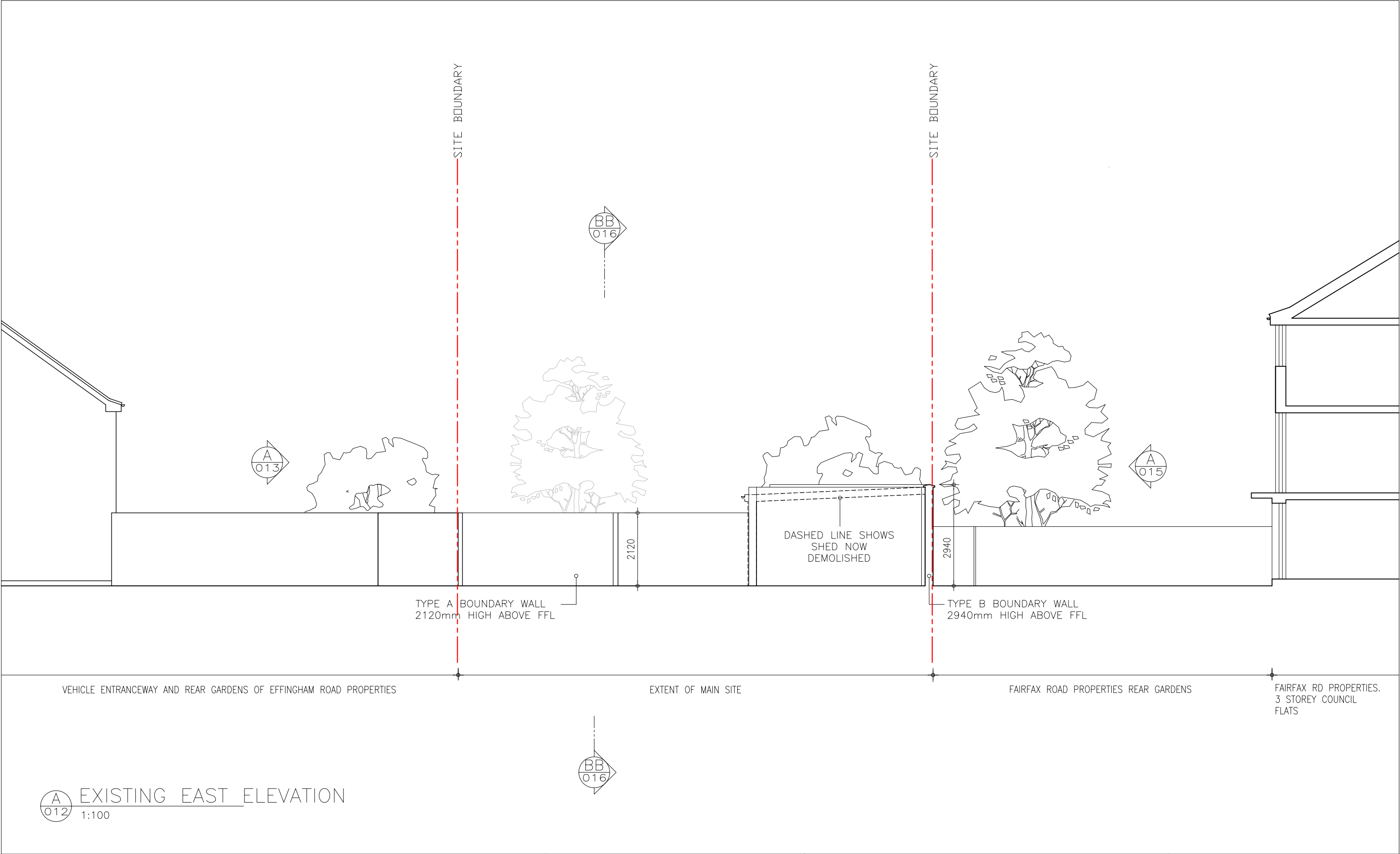
DRAWING TITLE:
EXISTING EFFINGHAM ROAD ELEVATION

SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
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DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
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1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-012

PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-012

DRAWING TITLE:
EXISTING EAST ELEVATION

SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
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DO NOT SCALE OFF THIS DRAWING
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DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
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1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-013

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-013

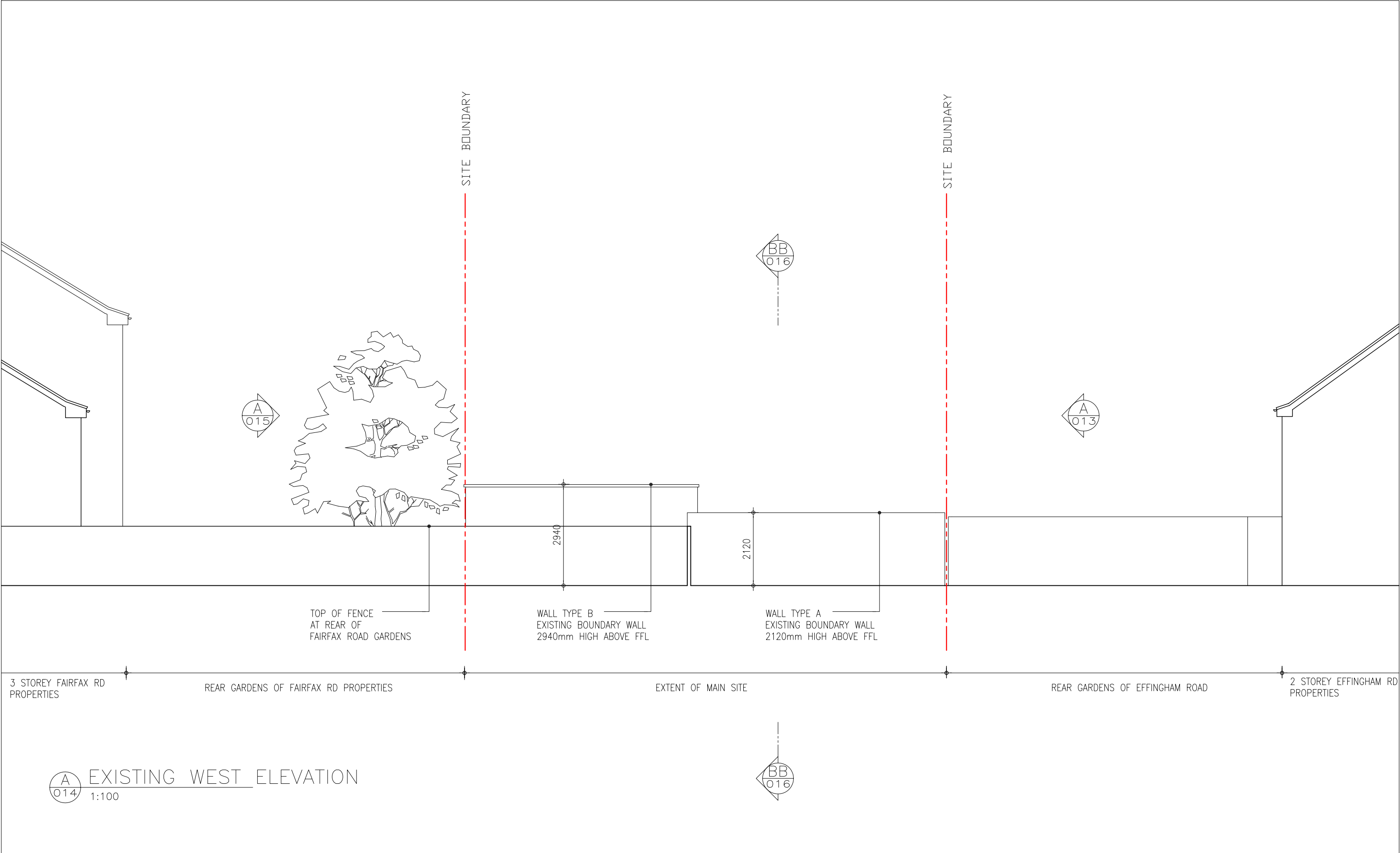
DRAWING TITLE:
EXISTING SOUTH ELEVATION

SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
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studio@unit1architects.com



DO NOT SCALE OFF THIS DRAWING
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PLOT SIZE: A3
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PLOT FILE REF:
X-REF FILES:

NOTES:

0 1 2 3m

A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-014

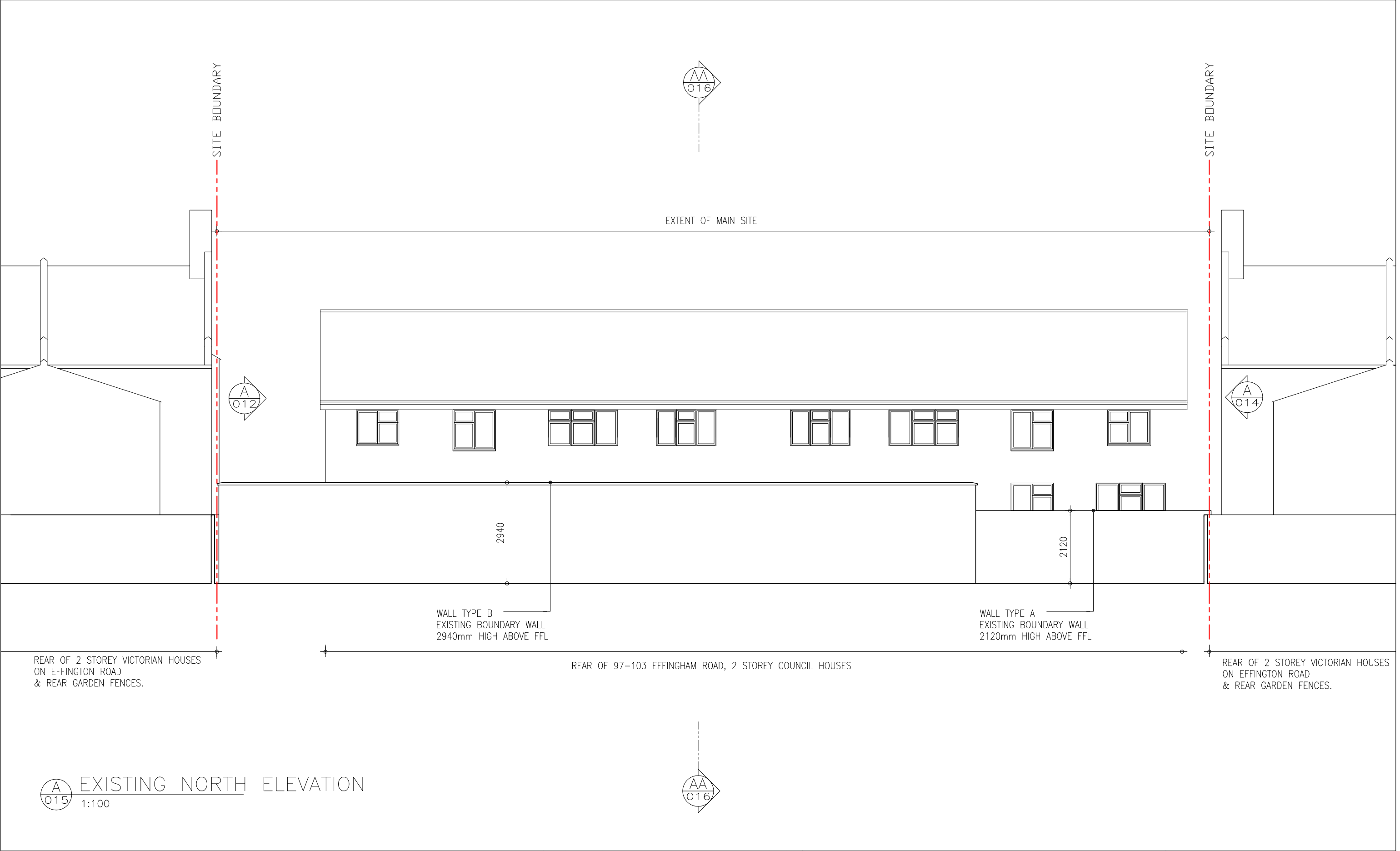
DRAWING TITLE:
EXISTING WEST ELEVATION

SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unt1architects.com



DO NOT SCALE OFF THIS DRAWING
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DISCREPANCIES PRIOR TO CONSTRUCTION

Plot Size: A3
C:\Users\CHRIS\Dropbox\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-015

PLOT FILE REF:
X-REF FILES:

NOTES:

0 1 2 3m

A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-015

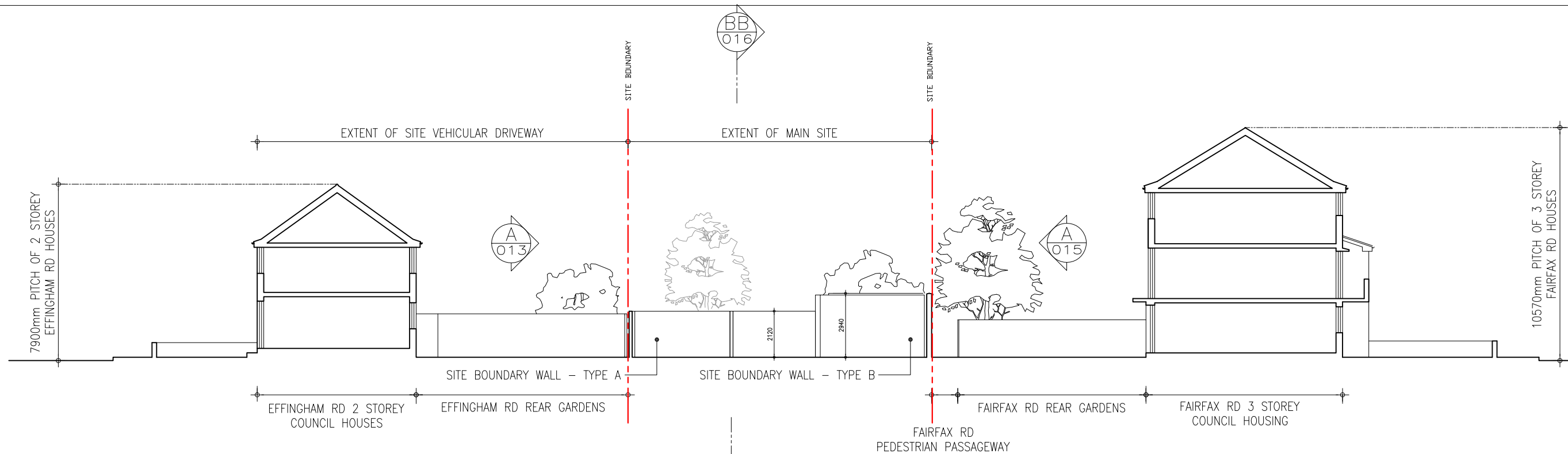
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SCALE @ A3: 1:100

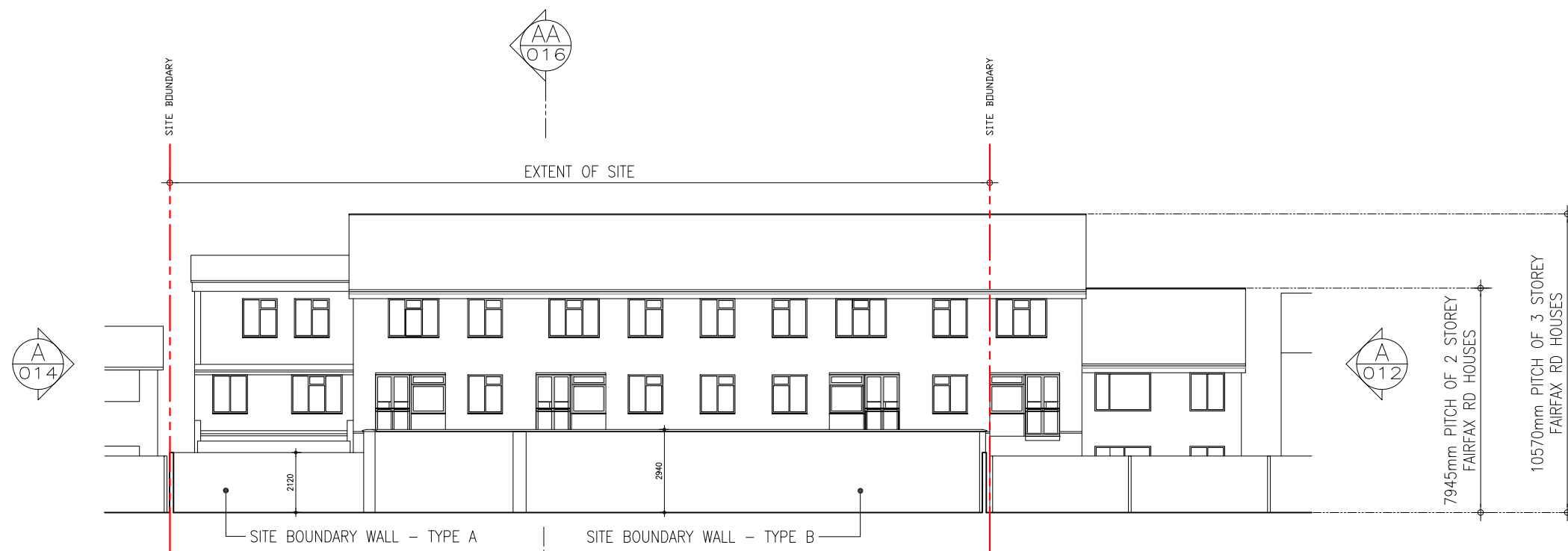
REV:
A02

UNIT

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Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
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AA
016 EXISTING SECTION – NORTH / SOUTH
1:200



BB
016 EXISTING SECTION – EAST / WEST
1:200

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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-016

PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-016

DRAWING TITLE:
EXISTING SECTIONS AA & BB

SCALE @ A3: 1:200

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
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SECTION E

PROPOSED DRAWINGS



PROPOSED SITE PLAN

1:200

EFFINGHAM ROAD



VEHICLE & PEDESTRIAN ENTRANCE

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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-020

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-020

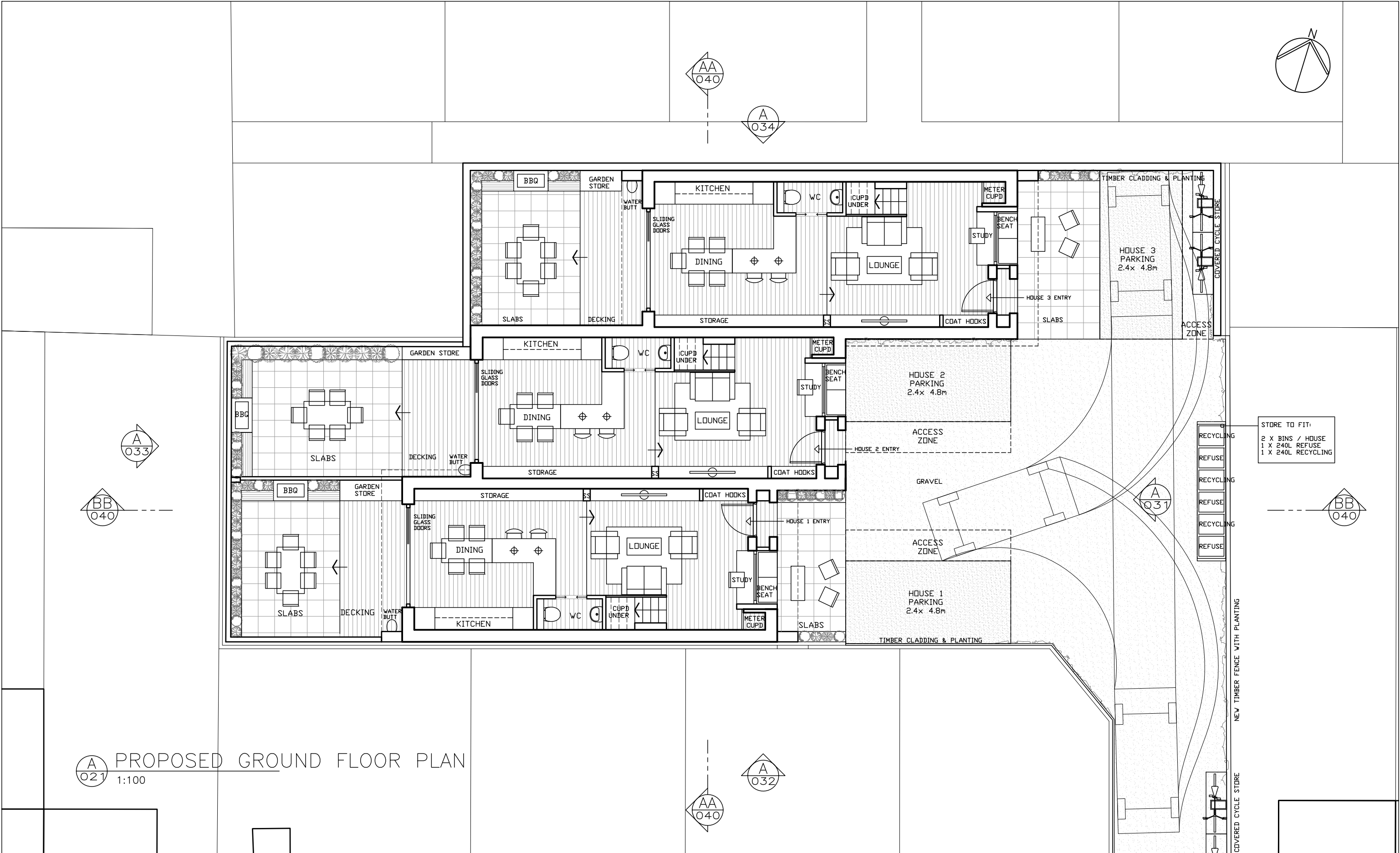
DRAWING TITLE:
PROPOSED SITE PLAN

SCALE @ A3: 1:200

REV:
A02

UNIT

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Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
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A 021 PROPOSED GROUND FLOOR PLAN
1:100

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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION
PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-021
PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-021

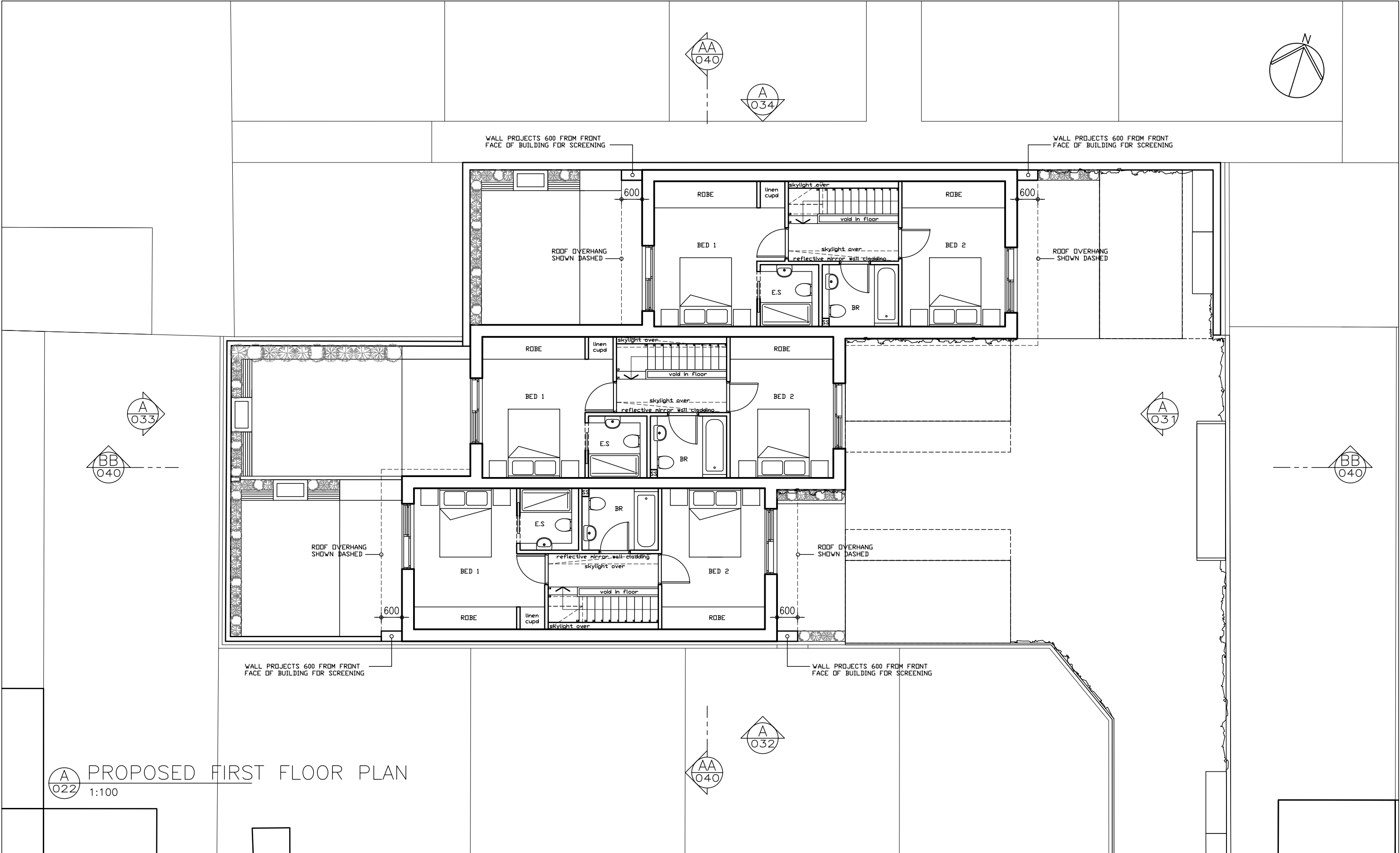
DRAWING TITLE:
PROPOSED GROUND FLOOR PLAN

SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com



PROPOSED FIRST FLOOR PLAN
1:100

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DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
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1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-022

PLOT FILE REF:
X-REF FILES:

NOTES:

0 1 2 3m

A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE

CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-022

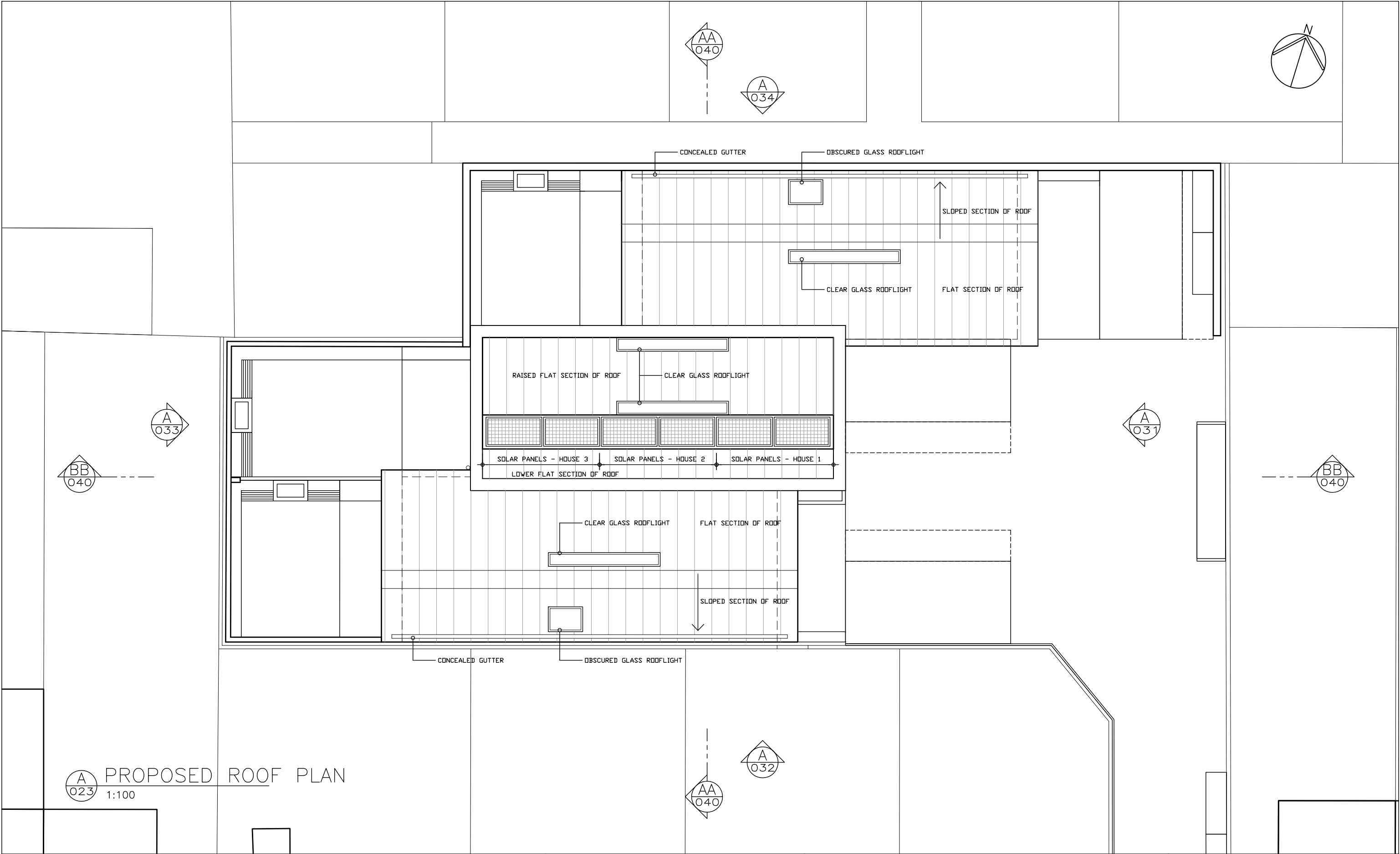
DRAWING TITLE:
PROPOSED FIRST FLOOR PLAN

SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com



PROPOSED ROOF PLAN
1:100

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DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-023

PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REV	DATE	DESCRIPTION	DRN	CHK

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-023

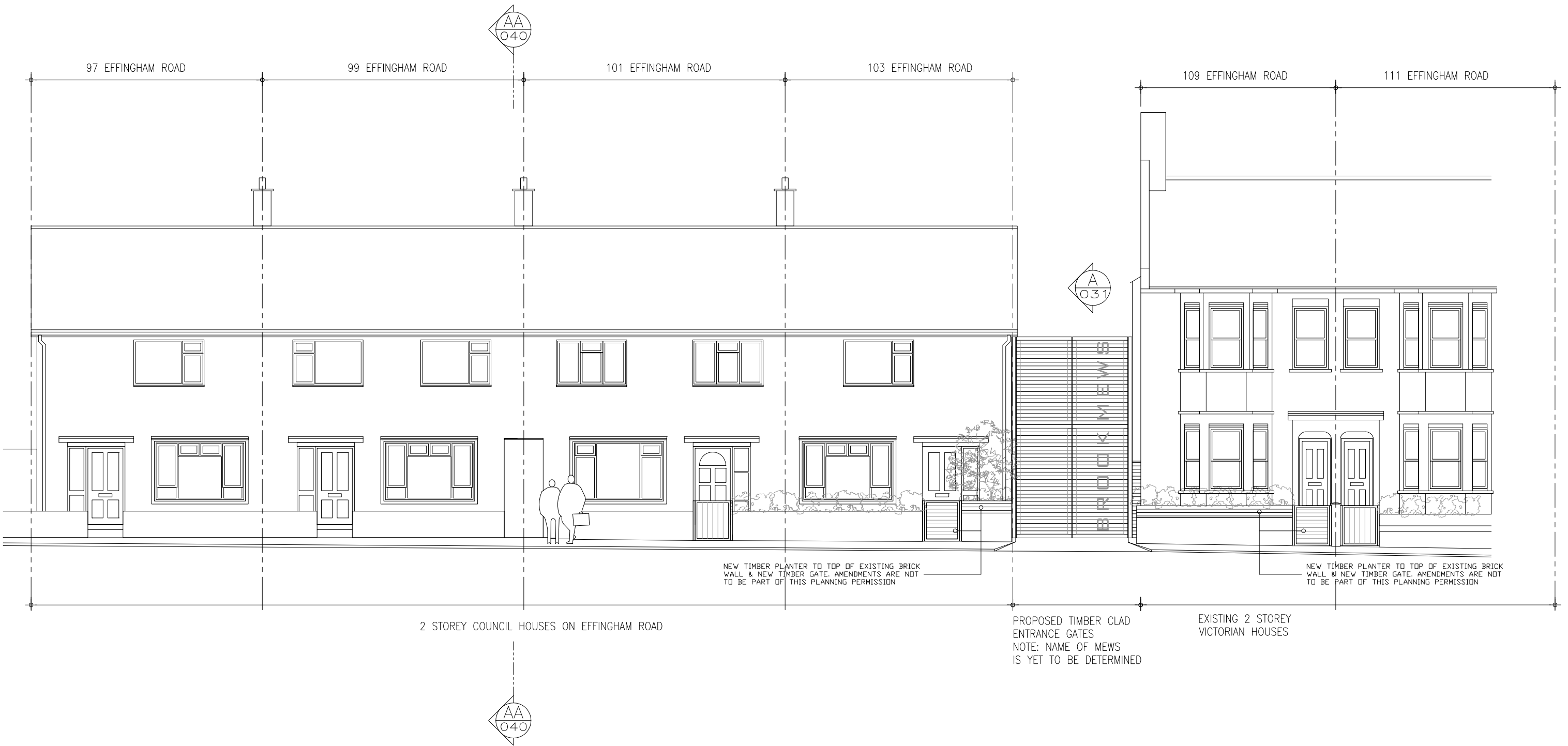
DRAWING TITLE:
PROPOSED ROOF PLAN

SCALE @ A3: 1:100

REV:
A02

UNIT

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Row, London, EC2A 4JB
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A
030
1:100
PROPOSED EFFINGHAM ROAD ELEVATION

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DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-030

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-030

DRAWING TITLE:
PROPOSED EFFINGHAM ROAD ELEVATION

SCALE @ A3: 1:100

REV:
A02

UNIT

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Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com

- | | |
|----|--|
| SB | YELLOW STOCK BRICK |
| TC | TIMBER CLADDING |
| ZC | ZINC CLADDING (VM PIGMENTO GREEN) |
| GB | GLASS BALUSTRADE (FRAMELESS) |
| TD | HARDWOOD TIMBER DOOR |
| WF | HARDWOOD WINDOW FRAMES & SLIDING DOORS |
| TB | HARDWOOD TIMBER BENCH |
| DP | SQUARE SECTION DOWNPIPES TO BE ALUMINIUM |
| PV | PHOTO-VOLTAIC PANELS BUILT INTO ROOF PITCH |
| PW | S/S PLANTING WIRES WITH CREEPERS |



PROPOSED EAST ELEVATION

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-031

PLOT FILE REF:
X-REF FILES:

NOTES:



A02	16.08.13	SUBMITTED FOR PLANNING		JB	CF
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION		JB	CF
REV	DATE	DESCRIPTION		DRN	CHK
REVISION HISTORY					

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-031

DRAWING TITLE:
PROPOSED EAST ELEVATION

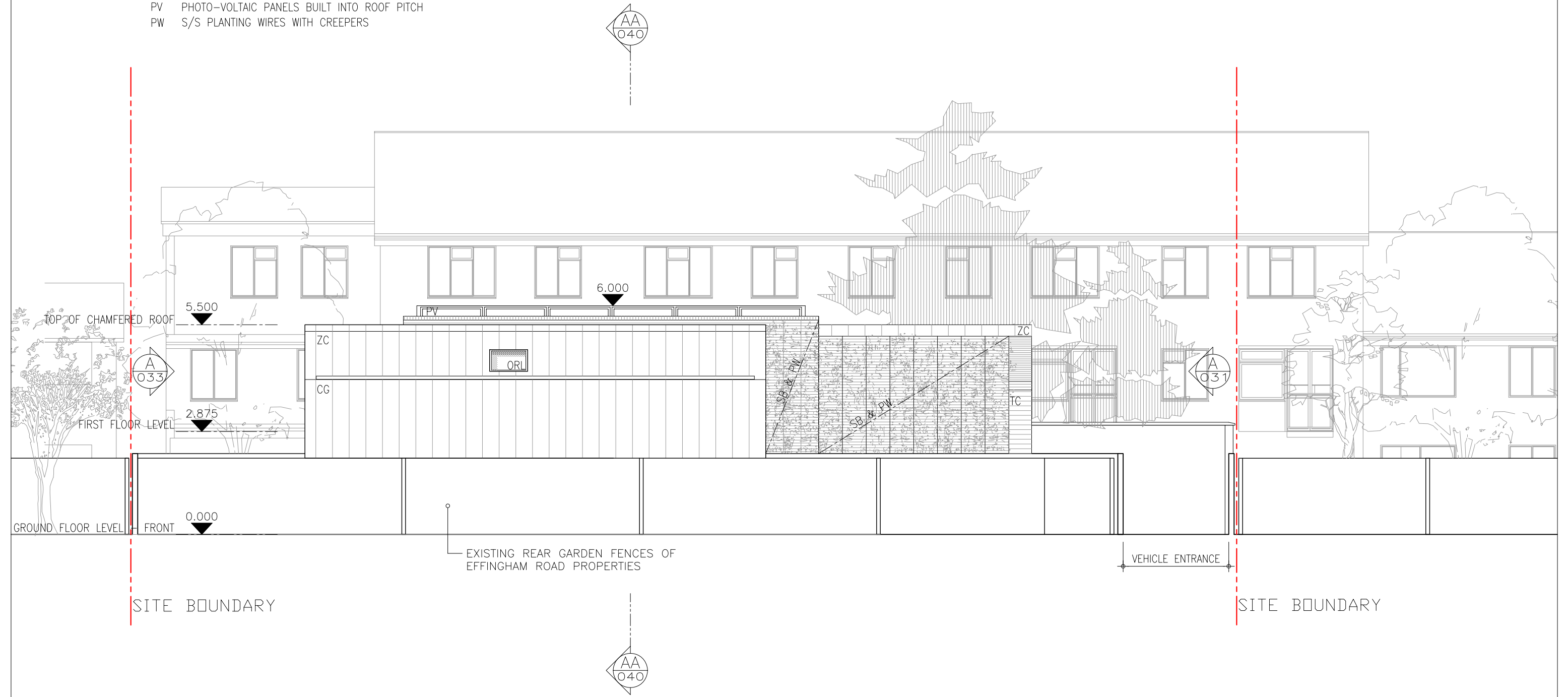
SCALE @ A3: 1:100

REV:
A02

UNIT[®]

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com

- SB YELLOW STOCK BRICK
- TC TIMBER CLADDING
- ZC ZINC CLADDING (VM PIGMENTO GREEN)
- ORL OBSCURED ROOFLIGHTS – (CONCEALED FRAME)
- CG CONCEALED GUTTER
- PV PHOTO-VOLTAIC PANELS BUILT INTO ROOF PITCH
- PW S/S PLANTING WIRES WITH CREEPERS



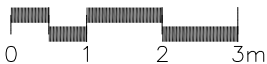
A
032
PROPOSED SOUTH ELEVATION
1:100

DO NOT SCALE OFF THIS DRAWING
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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-032

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP
REVISION HISTORY				

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE

CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-032

DRAWING TITLE:
PROPOSED SOUTH ELEVATION

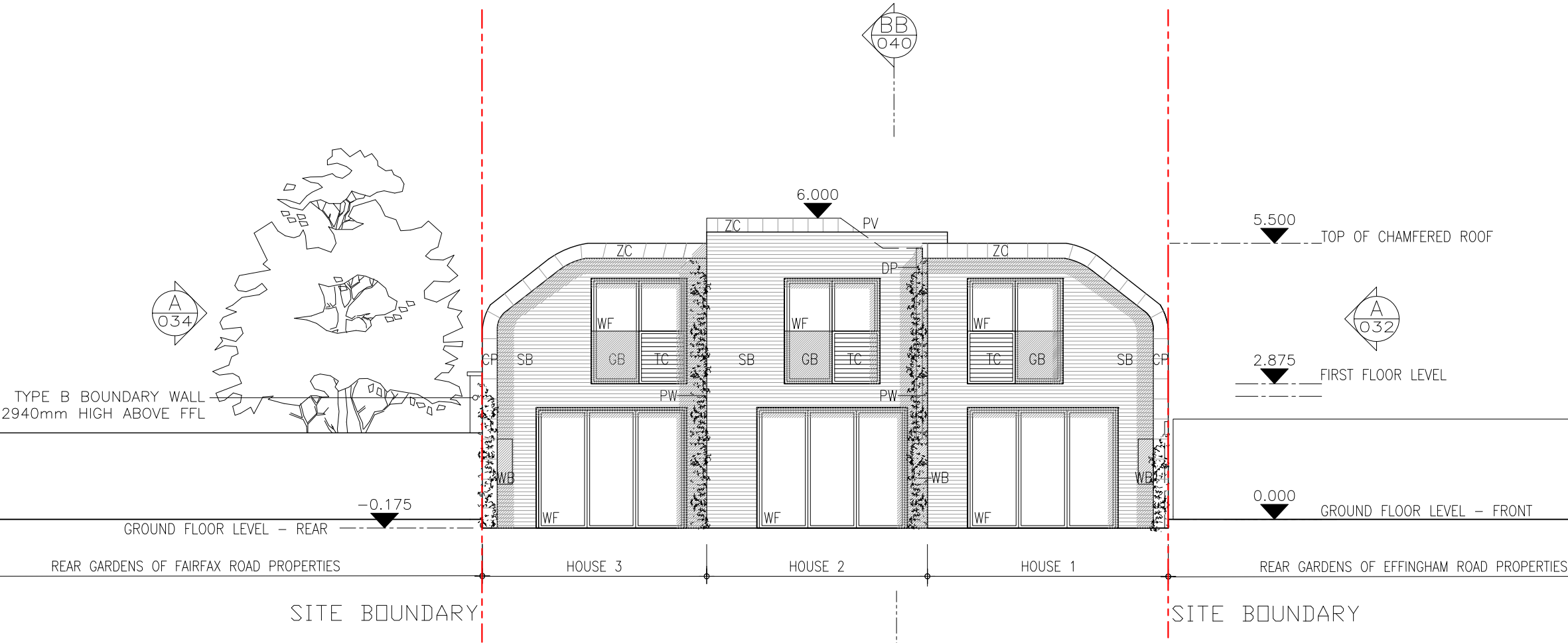
SCALE @ A3: 1:100

REV:
A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com

- SB YELLOW STOCK BRICK
TC TIMBER CLADDING
ZC ZINC CLADDING (VM PIGMENTO GREEN)
GB GLASS BALUSTRADE (FRAMELESS)
TD HARDWOOD TIMBER DOOR
WF HARDWOOD WINDOW FRAMES & SLIDING DOORS
TB HARDWOOD TIMBER BENCH
DP SQUARE SECTION DOWNPIPES TO BE ALUMINIUM
CP CONCEALED DOWNPIPES WITHIN PROJECTING WALL
PV PHOTO-VOLTAIC PANELS BUILT INTO ROOF PITCH
PW S/S PLANTING WIRES WITH CREEPERS
WB WATER BUTT



PROPOSED WEST ELEVATION
1:100

DO NOT SCALE OFF THIS DRAWING
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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-033

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-033

DRAWING TITLE:
PROPOSED WEST ELEVATION

SCALE @ A3: 1:100

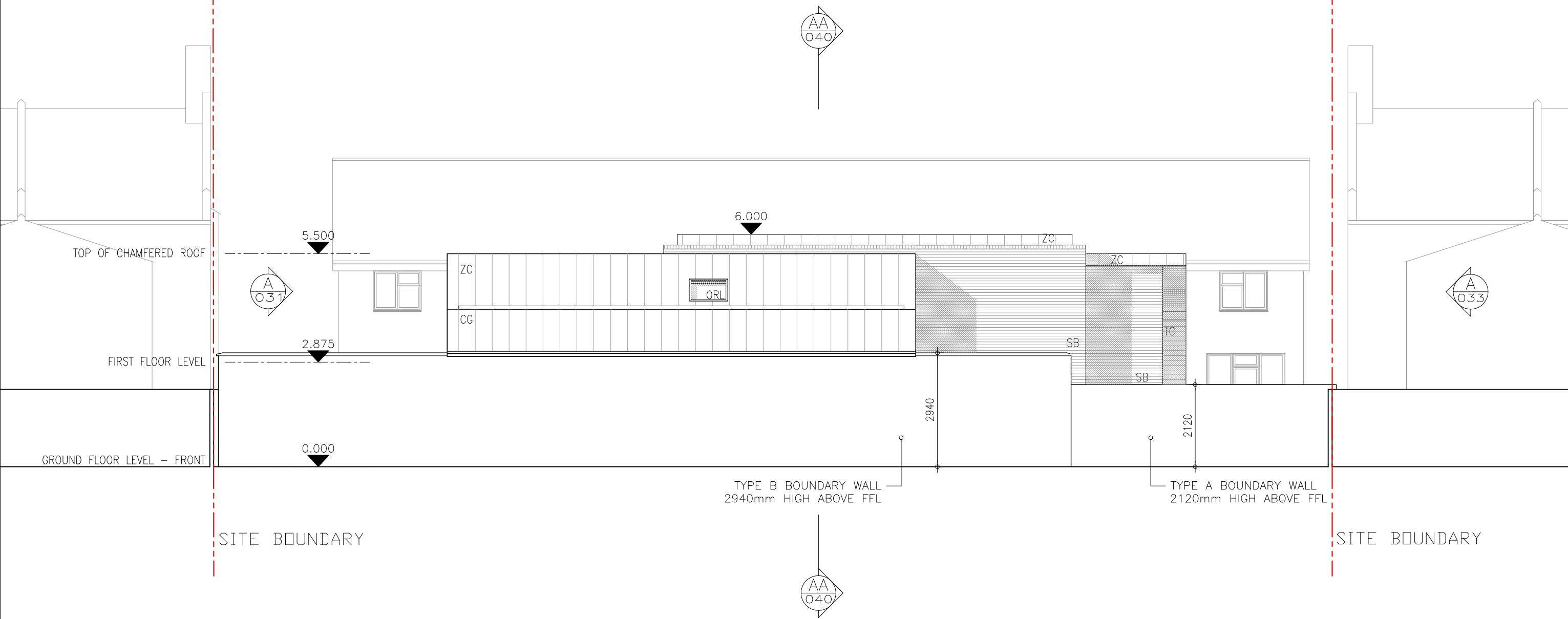
REV:

A02

UNIT

Unit One Architects Ltd, First Floor, 27 Holywell
Row, London, EC2A 4JB
t: 0207 183 1456 f: 0207 183 1457
studio@unit1architects.com

- SB YELLOW STOCK BRICK
TC TIMBER CLADDING
ZC ZINC CLADDING (VM PIGMENTO GREEN)
ORL OBSCURED ROOFLIGHT – (CONCEALED FRAME)
CG CONCEALED GUTTER
PV PHOTO-VOLTAIC PANELS BUILT INTO ROOF PITCH
PW S/S PLANTING WIRES WITH CREEPERS



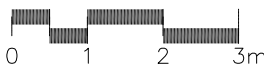
A
034
PROPOSED NORTH ELEVATION
1:100

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-034

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-034

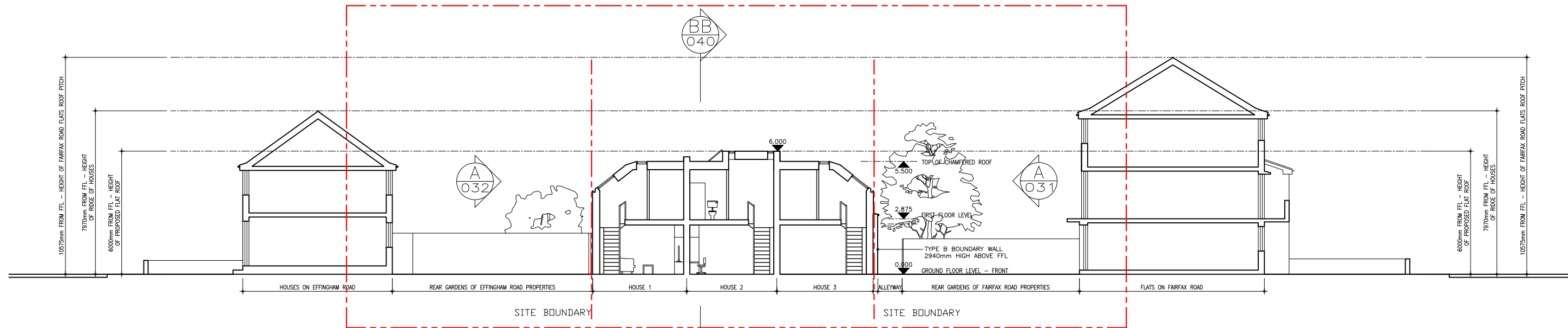
DRAWING TITLE:
PROPOSED NORTH ELEVATION

SCALE @ A3: 1:100

REV:
A02

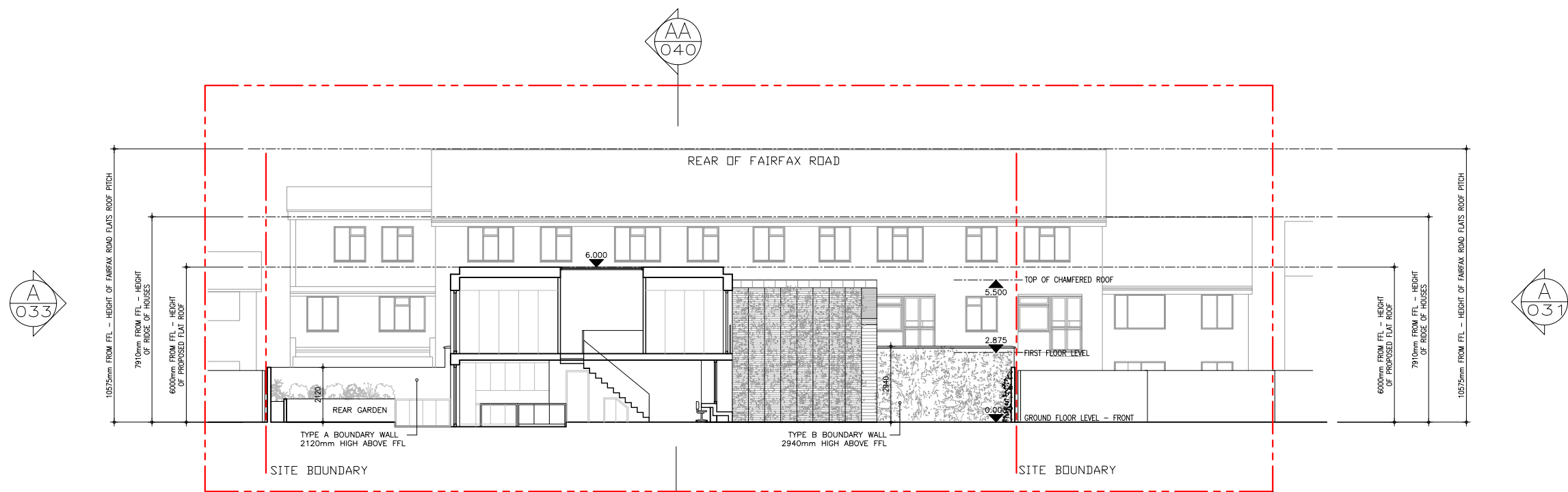
UNIT

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AA
040 PROPOSED SECTION - NORTH / SOUTH
1:200

REFER TO DRAWING AA/041 FOR
LARGER SECTION THROUGH HOUSES



BB
040 PROPOSED SECTION - EAST / WEST
1:200

REFER TO DRAWING BB/042 FOR
LARGER SECTION THROUGH HOUSES

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

NOTES:



PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-040

PLOT FILE REF:
X-REF FILES:

REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 OAE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-040

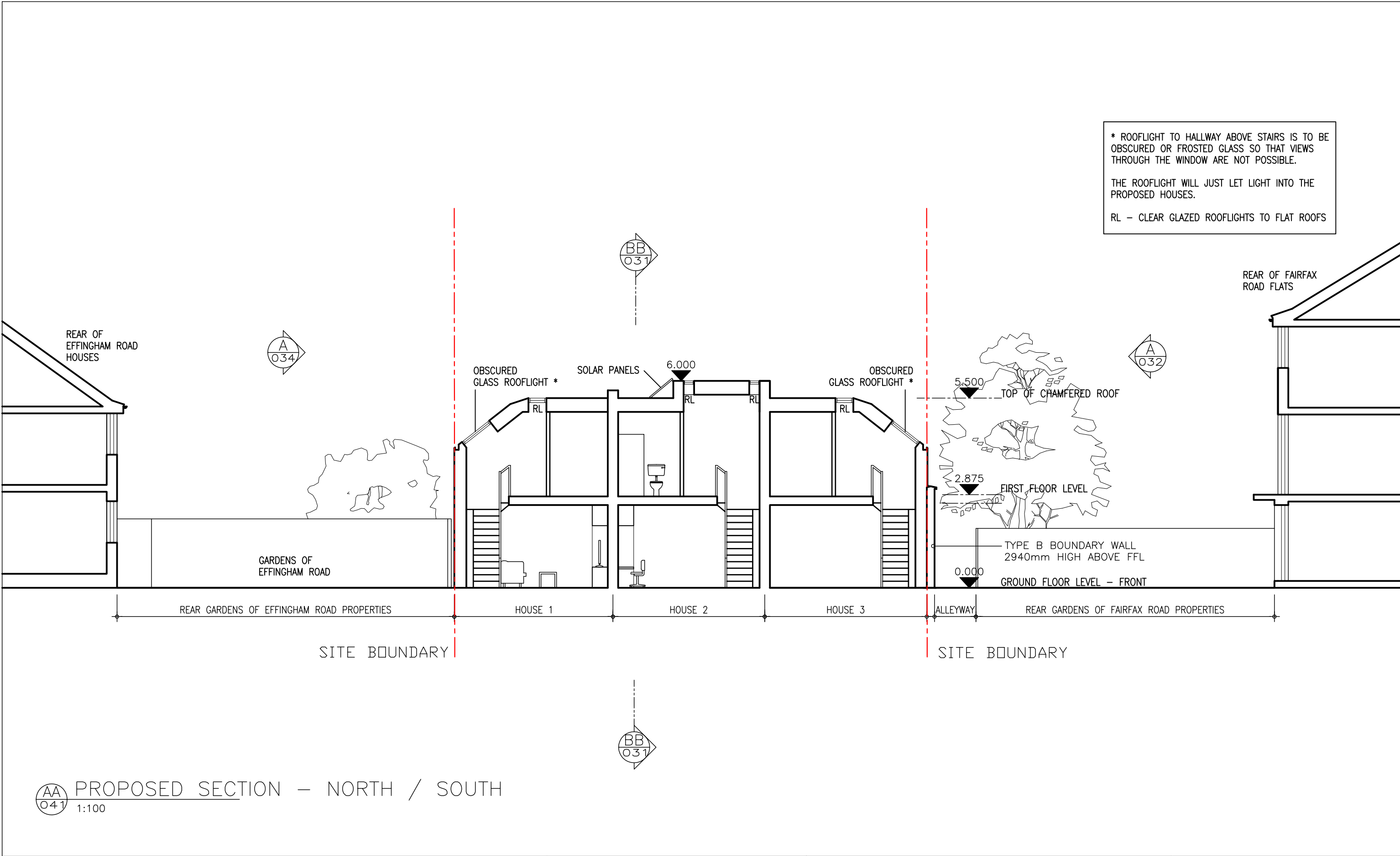
DRAWING TITLE:
PROPOSED SECTIONS AA & BB

SCALE @ A3: 1:200

REV:
A02

UNIT

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AA
041

PROPOSED SECTION – NORTH / SOUTH

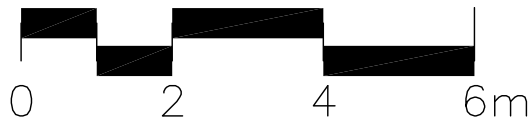
1:100

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-041

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE

CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-041

DRAWING TITLE:
PROPOSED SECTION AA

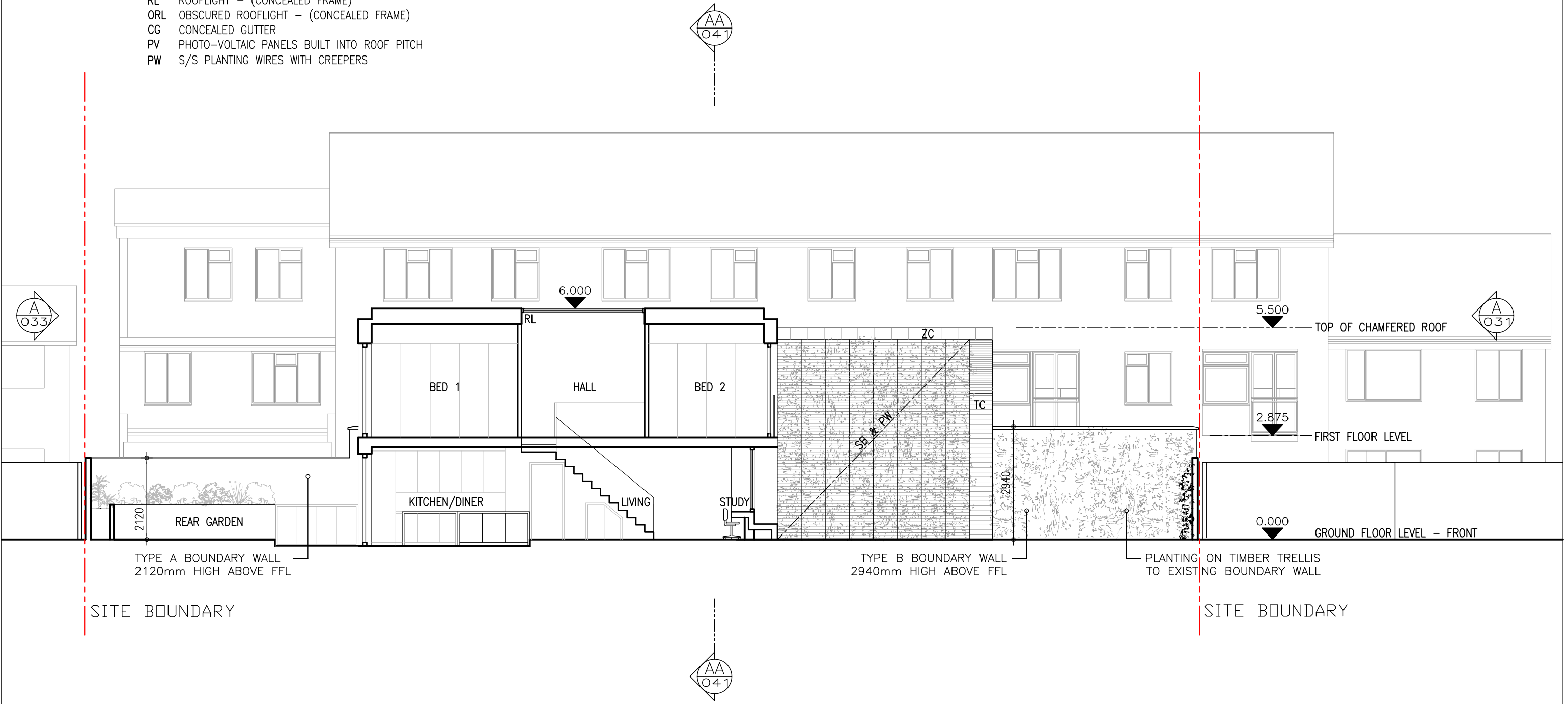
SCALE @ A3: 1:100

REV:
A02

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- SB YELLOW STOCK BRICK
TC TIMBER CLADDING
ZC ZINC CLADDING (VM PIGMENTO GREEN)
RL ROOFLIGHT – (CONCEALED FRAME)
ORL OBSCURED ROOFLIGHT – (CONCEALED FRAME)
CG CONCEALED GUTTER
PV PHOTO-VOLTAIC PANELS BUILT INTO ROOF PITCH
PW S/S PLANTING WIRES WITH CREEPERS



BB PROPOSED SECTION BB
042 1:100

DO NOT SCALE OFF THIS DRAWING
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INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-042

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	22.05.13	SUBMITTED FOR PRE-APPLICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 OAE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-042

DRAWING TITLE:
PROPOSED SECTION BB

SCALE @ A4: 1:100 @ A3

REV:
A02

UNIT

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NOTE
SECTION PRESENTS THE DIFFERENCE BETWEEN:

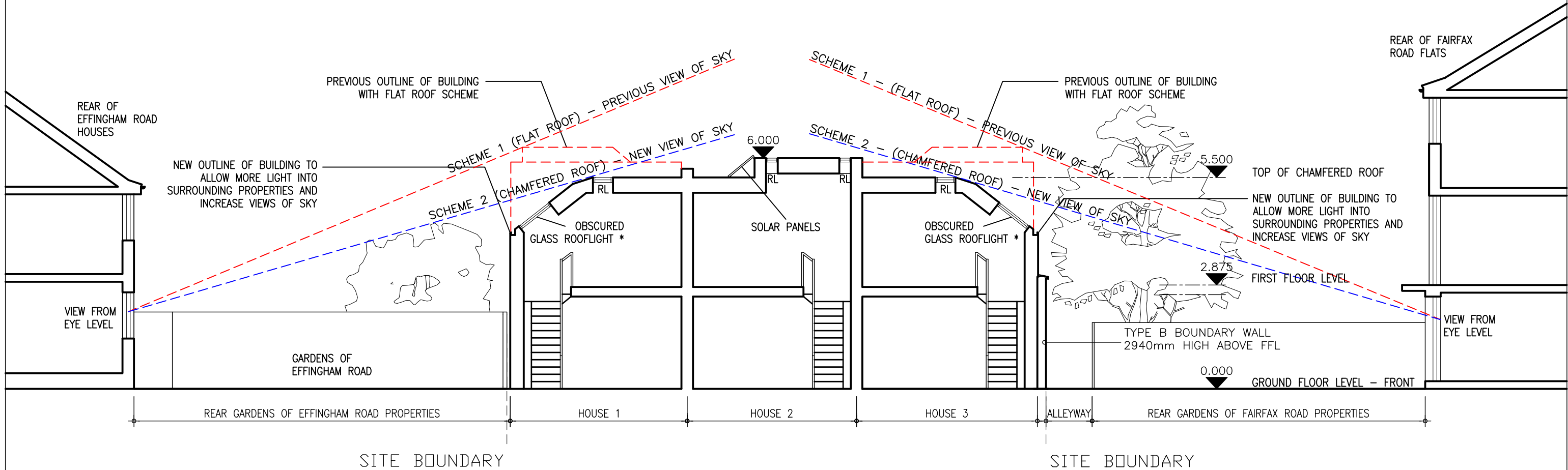
SCHEME 1 – FLAT ROOF SCHEME, SHOWN DASHED,
SUBMITTED FOR PRE-APPLICATION – OLD SCHEME

SCHEME 2 – CHAMFERED ROOF SCHEME, SHOWN SOLID,
SUBMITTED FOR PLANNING PERMISSION – CURRENT SCHEME.

* ROOFLIGHT TO HALLWAY ABOVE STAIRS IS TO BE
OBSCURED OR FROSTED GLASS SO THAT VIEWS
THROUGH THE WINDOW ARE NOT POSSIBLE.

THE ROOFLIGHT WILL JUST LET LIGHT INTO THE
PROPOSED HOUSES.

RL – CLEAR GLAZED ROOFLIGHTS TO FLAT ROOFS



AA
043

PROPOSED SECTION – NORTH / SOUTH
1:100 @A3

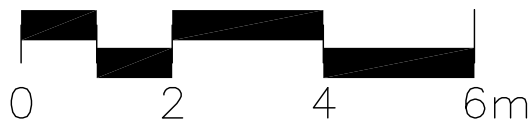
SHOWING THE DIFFERENCE BETWEEN THE PRE-APPLICATION (FLAT ROOF
SCHEME – 1) AND THE PLANNING (CHAMFERED ROOF SCHEME – 2).

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION

PLOT SIZE: A3
C:\USERS\CHRIS\DROPBOX\REVE DEVELOPMENTS\U DRIVE_UNIT
1\0104-EFFINGHAM ROAD\CAD\PAPER\0001-0499\SCHEME
2_PLANNING\104-043

PLOT FILE REF:
X-REF FILES:

NOTES:



REV	DATE	DESCRIPTION	DRN	CHK
A02	16.08.13	SUBMITTED FOR PLANNING	JB	CP
A01	26.07.13	SUBMITTED FOR NEIGHBOUR NOTIFICATION	JB	CP

REVISION HISTORY

PROJECT:
LTR 97-103 EFFINGHAM ROAD
LONDON N8 0AE
CLIENT:
REVE DEVELOPMENTS LTD

DRAWING NO:
104-043

DRAWING TITLE:
PROPOSED SECTION AA
NEIGHBOUR UPDATE SKETCH

SCALE @ A3: 1:100

REV:
A02

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