

DESIGN AND ACCESS STATEMENT

89 WILLINGDON ROAD LONDON N22 6SE

INTRODUCTION:

This design and access statement sets out the proposal to convert 89 Willingdon Road, London, N22 6SE into 2 self-contained flats. The statement supports the accompanying planning application and is submitted by Tricon Designs. The property is not situated in a Conservation Area nor does it contain a Listed Building.

PROPOSAL:

The proposal is "Proposed conversion of single-family dwellinghouse into 2x self-contained flats; with associated cycle parking, refuse storage, single storey rear and side extension".

The proposed development will provide high quality accommodation for a large and medium size family and will assist in providing homes for the wide spectrum of people within the area.

EXISTING SITE CONTEXT:

The subject site is located in the London Borough of Haringey. The existing use is a dwelling house. The surrounding of the application site is a well-established residential area. The application site is a two-storey mid terraced dwellinghouse located on Willingdon Road. The area is residential in character. The area of the application site is 175.5 m².

The main planning considerations regarding proposed development are:

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

PRINCIPLE OF DEVELOPMENT:

London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 'Increasing housing supply' states that boroughs should optimize the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town center boundary

London Plan (2021) Policy H2A outlines a clear presumption in favor of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey -10-year target is 2,600).

London Plan Policy D6 seeks to optimize the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

Local Plan Policy SP2 seeks to ensure that an adequate mix of dwelling sizes is delivered within new developments while protecting existing family housing as it is recognized that a lack of family housing in Haringey is contributing to overcrowding. Policy DM16 of the Development Management DPD adopted 2017 sets out that to maintain a supply of larger family homes to meet Haringey's housing need; the Council will only permit the conversion of a larger home to small self-contained homes where the gross original internal floor space of the existing dwelling is greater than 120sqm. Conversions must also provide good quality accommodation; including stacking arrangements and any alterations or forecourt changes should not harm the appearance of the street-scene.

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6. Overall proposal meets and comply with the above criteria and policies.

IMPACT ON NEIGHBORING AMENITY:

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimizing overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbors. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighboring properties to avoid overlooking and loss of privacy and detriment to amenity of neighboring resident.

As the development does not have bad impact on their neighboring property with respect to privacy, outlook and amenity.

TRANSPORT CONSIDERATIONS:

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the

occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The site is not within a protected area and would not impact on protected assets as set out in para 11d) i) In line with 11d) ii) the benefits of approving a sub-standard flat have been found to be demonstrably outweighed due to the poor standard of accommodation being provided, contrary to Paras 59 & 61 of the NPPF.

The proposal shows that the development is compliance with the above stated policies.

LAYOUT:

The ground and first floor layouts will accommodate two self-contained flats. The living spaces are more than adequately proportioned and provide all the necessary facilities expected within the space.

The internal layout proposed utilizes the site in a safe economic manner and fulfils the requirement for accommodation in the area.

The proposed ground floor marked in blue, consist of FLAT # 1 (outlined in blue) which contains 3-bed for 4-persons and an area of 76.8 sqm.

The first floor would accommodate 2-bed for 3-persons FLAT # 2 (outlined in green). The gross area of the upper flat is 64.0sqm.

STANDARD AND QUALITY OF RESIDENTIAL ACCOMMODATION:

London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximizing the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

SPACE STANDARDS

Dwelling Type	London Plan (sq.m)	Proposed GIA (sq.m)	Complies
3-bed 4-persons flat	74	76.8	Yes
2-bed 3-persons flat	61	64.0	Yes

SUSTANABILITY:

The development will use the most energy efficient construction materials and methods using high performance thermal insulation products and low carbon emitting appliances. All modification and new construction will be to the latest building regulation taking specific account of the fire, ventilation and acoustic requirements. The proposal has followed the principle of stacking of the rooms.

EXTERNAL AMENITY SPACE:

Amenity spaces would be provided for ground floor flat (Flat-1) would have direct access to the rear garden. The first floor flat would use Russell Park located at the rear of the application site and is 5mins walk away.

PARKING:

The site has a PTAL of 4, indicating it has 'good' access to public transport services. The site is located within the Wood Green Outer Zone (WG) CPZ, which operates Monday-Friday, 08:00-18:30. Therefore, it is considered that the proposed development is not expected to create a significant material transport and highway impacts. The proposed development would be car free.

CYCLE STORAGE:

Cycle parking is shown diagrammatically in the front and rear to the property, 4 spaces are shown, as to meet London Plan requirements for secure, weatherproof spaces. Full details of cycle storage are submitted to meet the London Design Standards.

BIN STORAGE:

For the purpose of storage of refuse and recycle bins, the applicant for these to be placed in accessible locations for each flat.

ASSESSMENT AND EVALUATION:

The proposed development respects and enhances the character and appearance of the original building as well as the adjacent properties in terms of scale, massing and materials. It will blend well through use of appropriate materials and would add interest through its design features.

Flood map for planning

Your reference
89 Wilngdn Rd

Location (easting/northing)
531824/190127

Created
25 Oct 2023 13:50

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following:**

- bigger than 1 hectare (ha)
- In an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

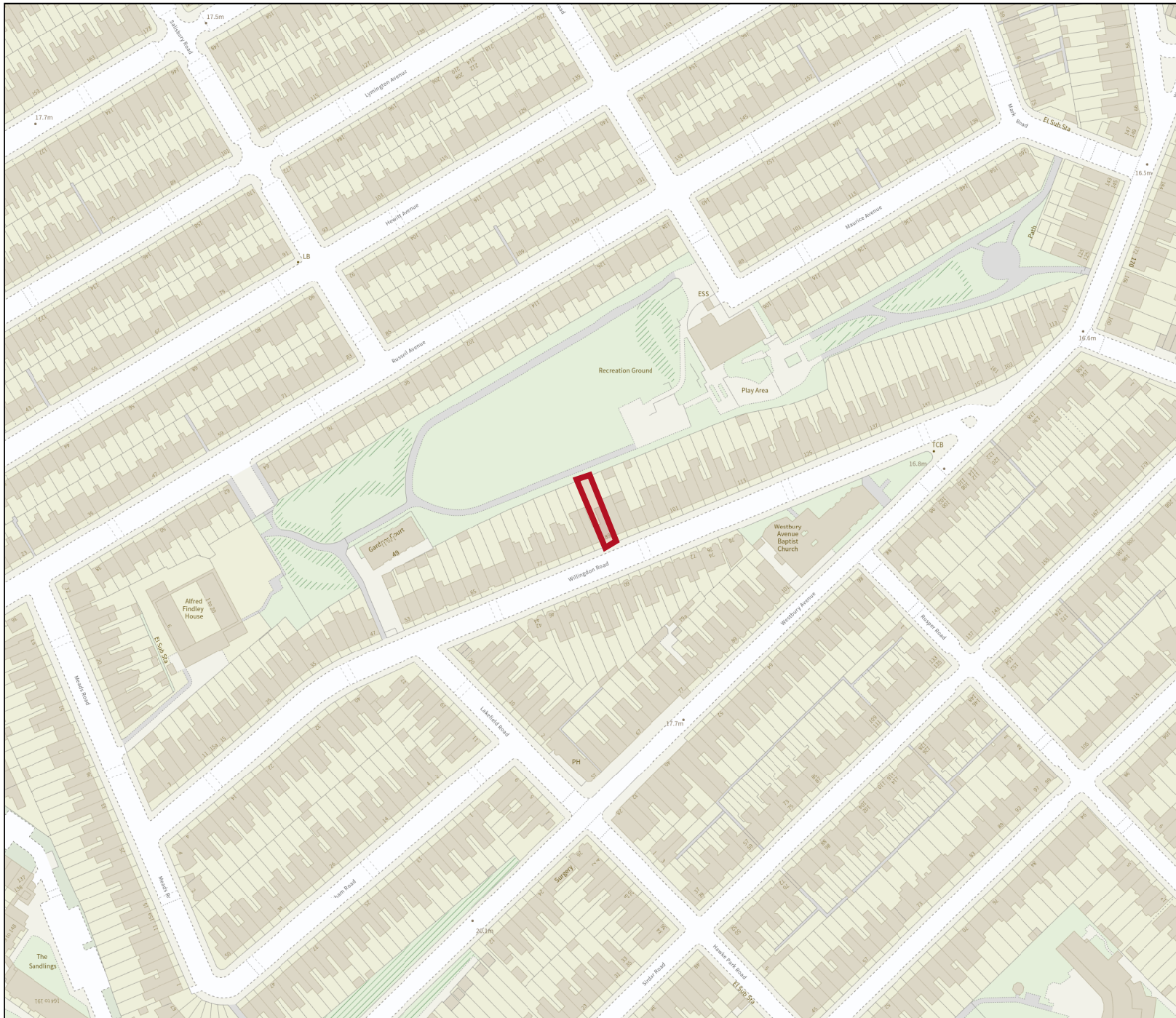
Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence **which** sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

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Flood map for planning

Your reference
89 Wilngdn Rd

Location (easting/northing)
531824/190127

Scale
1:2500

Created
25 Oct 2023 13:50

-  Selected area
-  Flood zone 3
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area


0 20 40 60m