

Site Form Comparison

New dwelling proposal at rear of 46 Priory Road compared with new dwelling at rear of 83 Priory Road.

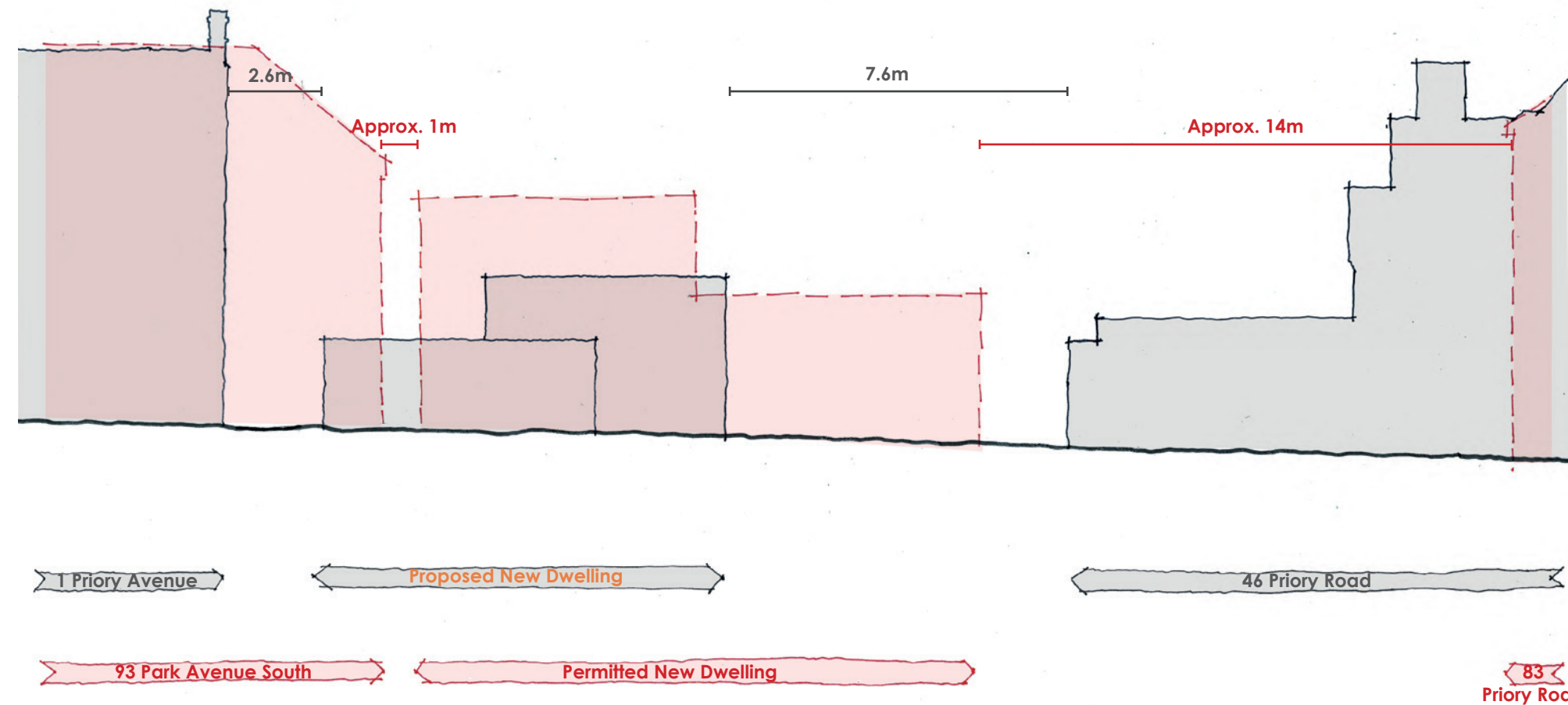


Fig 36. 46 Priory Road / 83 Priory Road Comparison Diagram



Site Form Comparison

New dwelling proposal at rear of 46 Priory Road compared with new dwelling to side of 46 Clovelly Road.

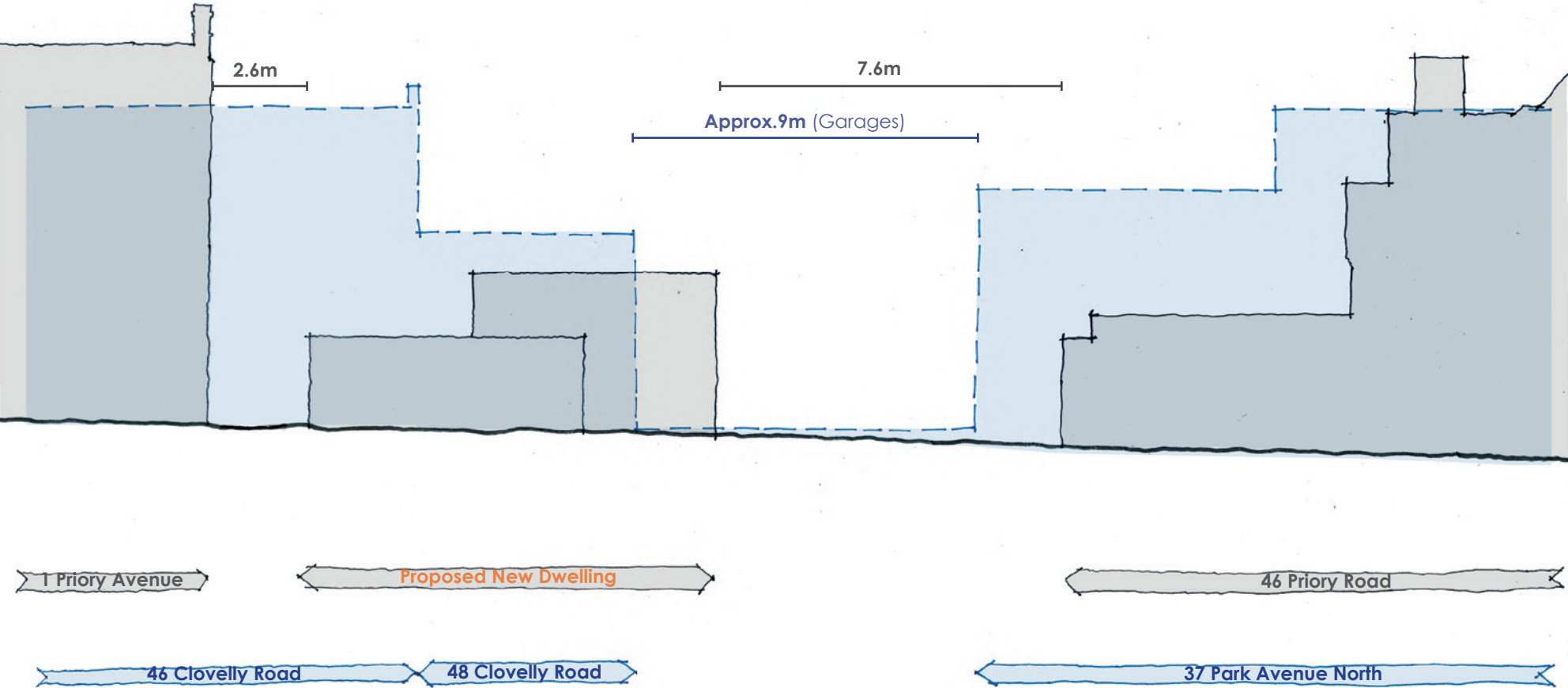


Fig 36. 46 Priory Road / 48 Clovelly Road Comparison Diagram



Site Form Comparison

New dwelling proposal at rear of 46 Priory Road compared with new dwelling to side of 14 Clifton Road.

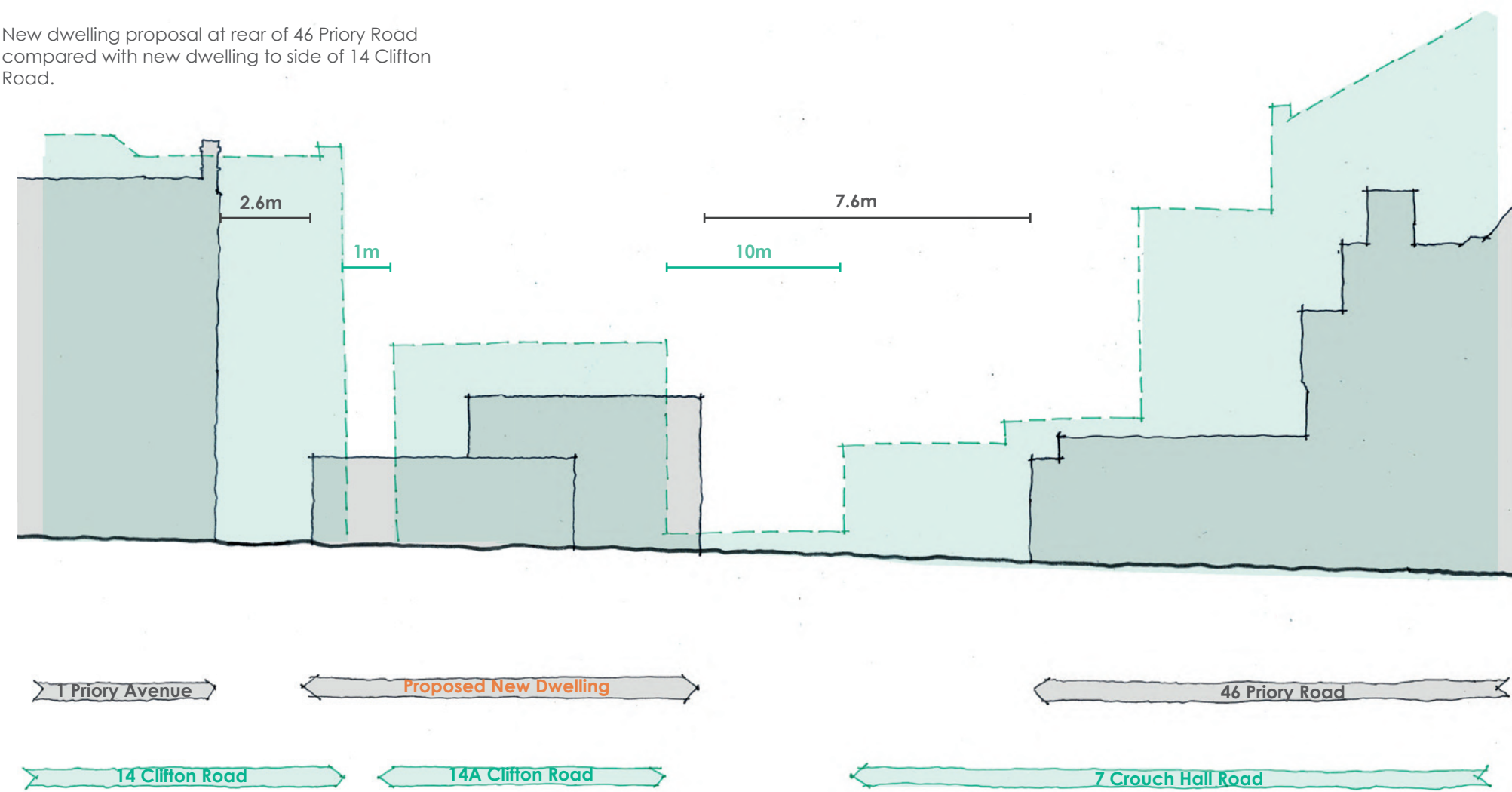


Fig 36. 46 Priory Road / 14A Clifton Road Comparison Diagram

Fig 11. Existing
Priory Avenue Elevation

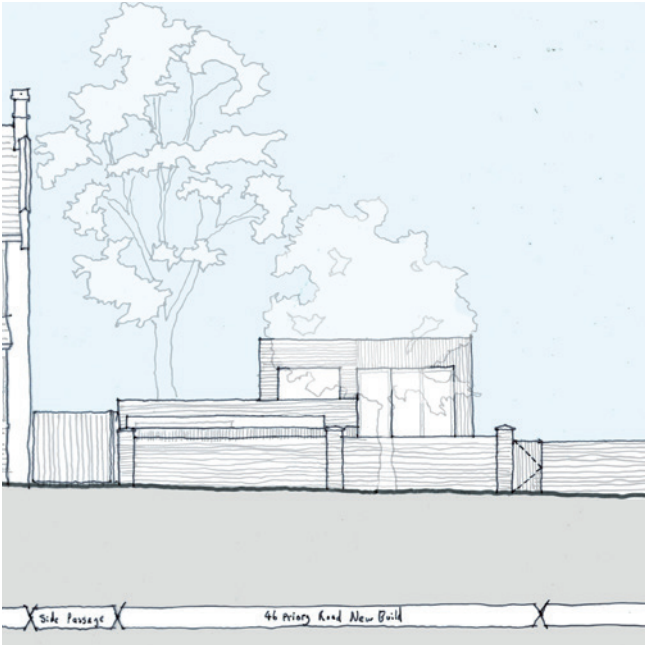
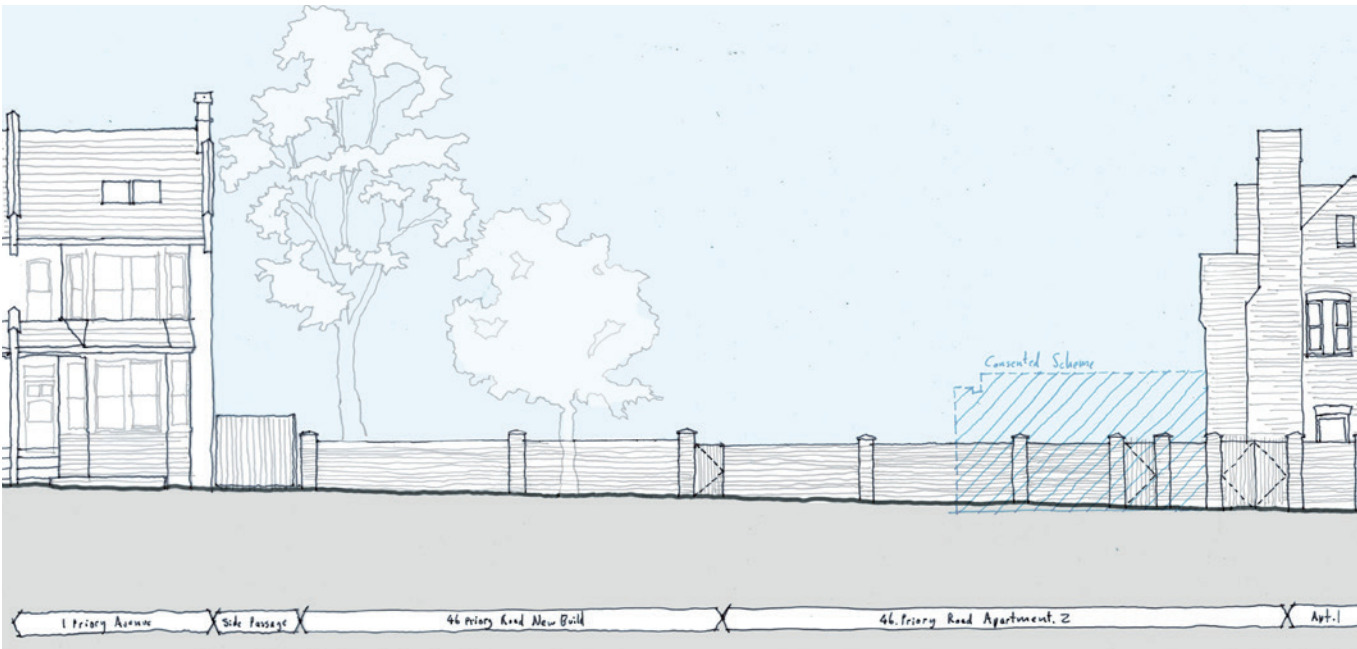


Fig 12. Proposed
Priory Avenue Elevation

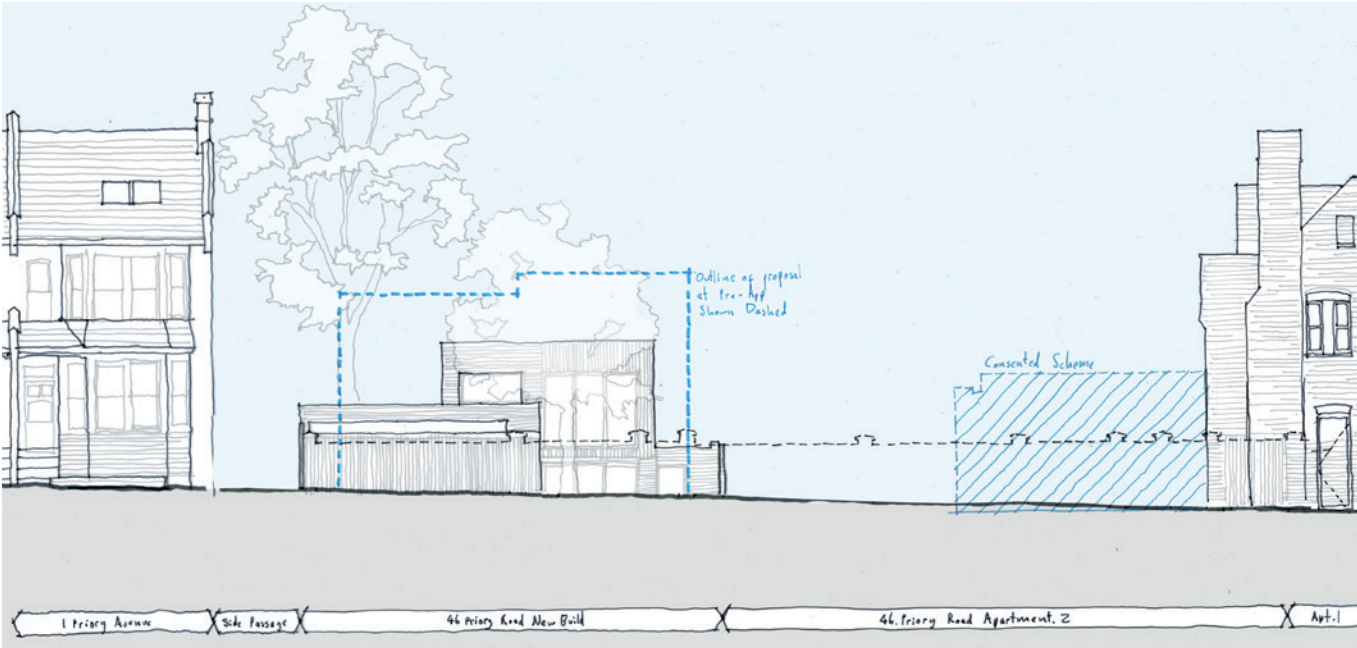


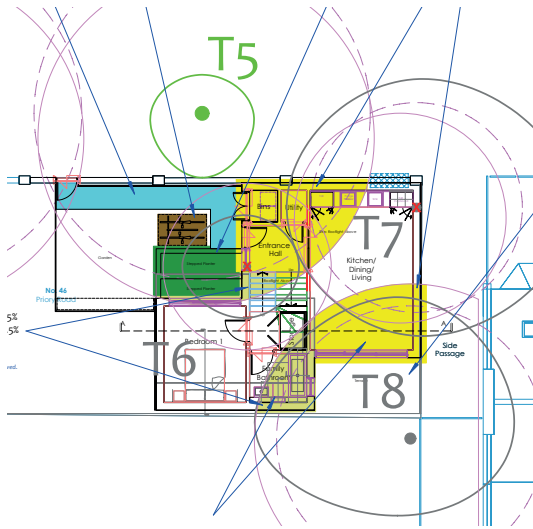
Fig 13. Proposed
Priory Avenue Elevation (Boundary Wall not Shown)

Crown Tree Consultants Impact Assessment

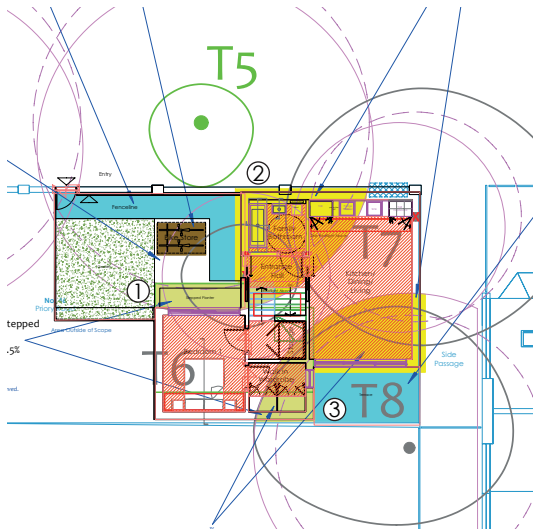
The diagrams on this page reflect three design iterations of our plan and the subsequent feedback from Crown Tree Consultants. The final design factors in all feedback from Crown Tree and keeps the impact of neighbouring root systems to a minimum, without raising the design further above the ground. These design moves aim to satisfy the requirements of the tree officer by moving its volumes as far away as possible from neighbouring trees as well as the planning officers through keeping the visibility of the scheme from neighbouring properties to a minimum. The key plan denotes some of the key design moves made during the design process to mitigate the impact of the design on neighbouring trees following feedback from Crown Tree Consultants.

Key Plan

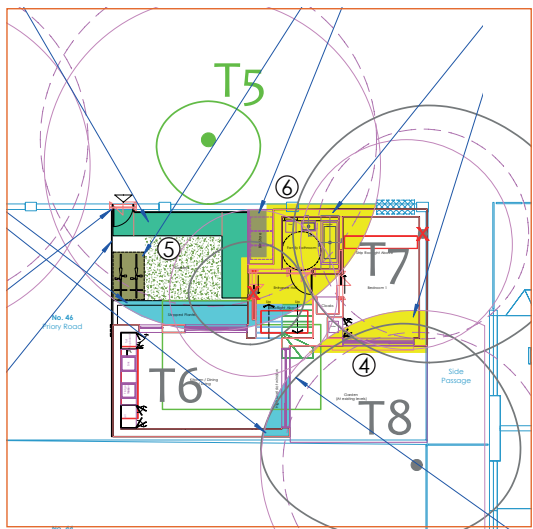
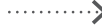
- 1. Number of stepped planters reduced from 2 to 1 to reduce amount of excavation needed towards T5
- 2. Family bathroom moved from lower ground to ground level to reduce need to excavate below ground even further to mitigate the effects on T8.
- 3. Terrace area changed from hard surface to soft to reduce the amount of excavation required next to T8.
- 4. Volumes of the plan significantly pulled back from T8 in both directions to reduce the impact on the roots of T8.
- 5. Surface of pathway changed to a porous surface to avoid intrusion into the root system of T5.
- 6. Building line of the plan stepped back to move the slab as far away from T5 as possible.



Assessment Feedback Plan 06.06.2023



Assessment Feedback Plan 07.07.2023

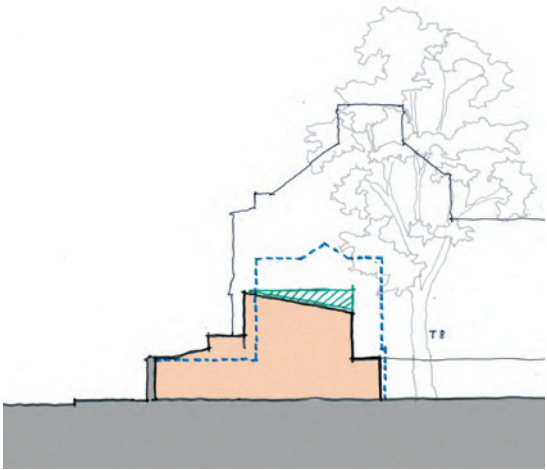
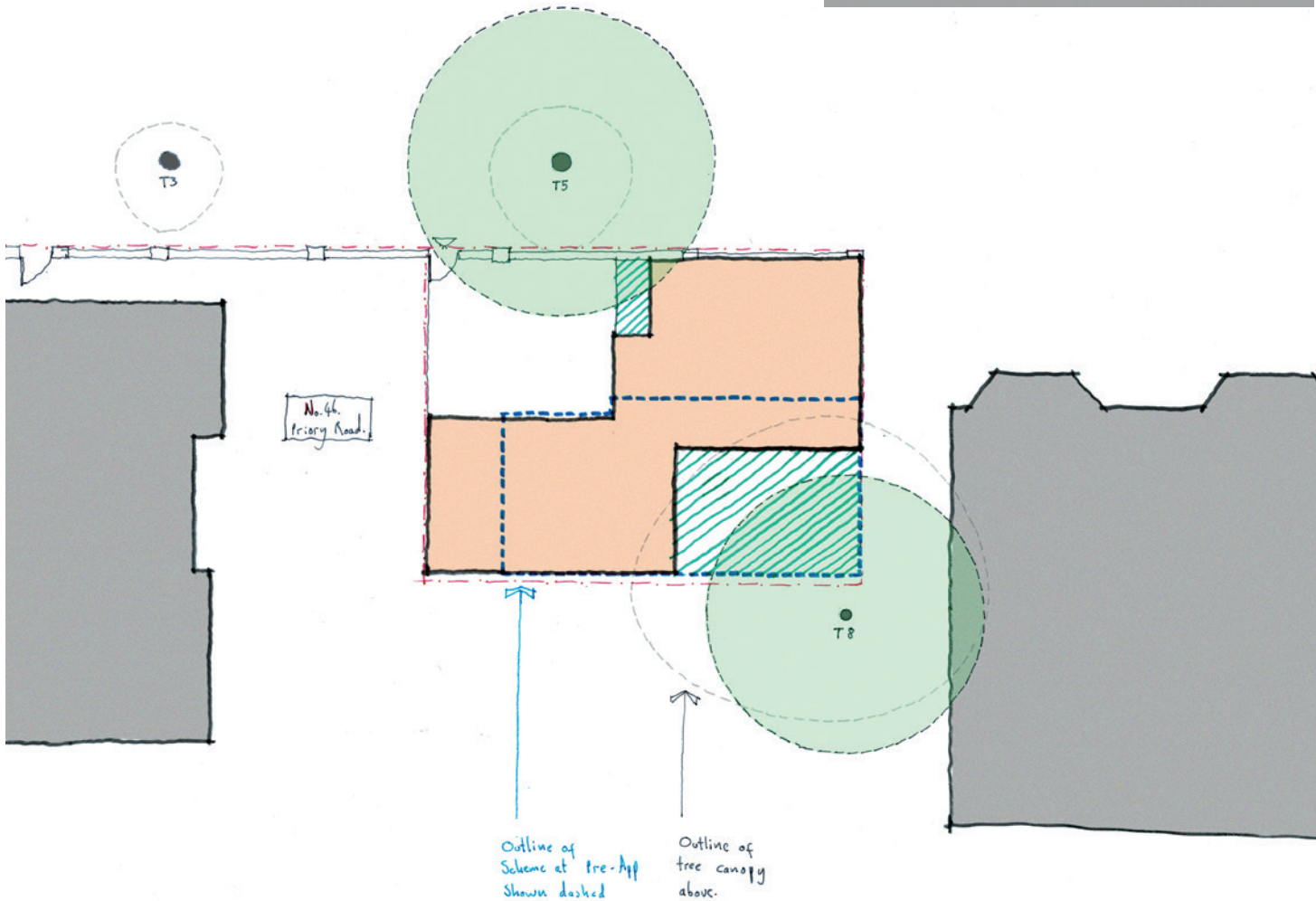


Assessment Plan 03.08.2023

Site Considerations & Design (Trees)

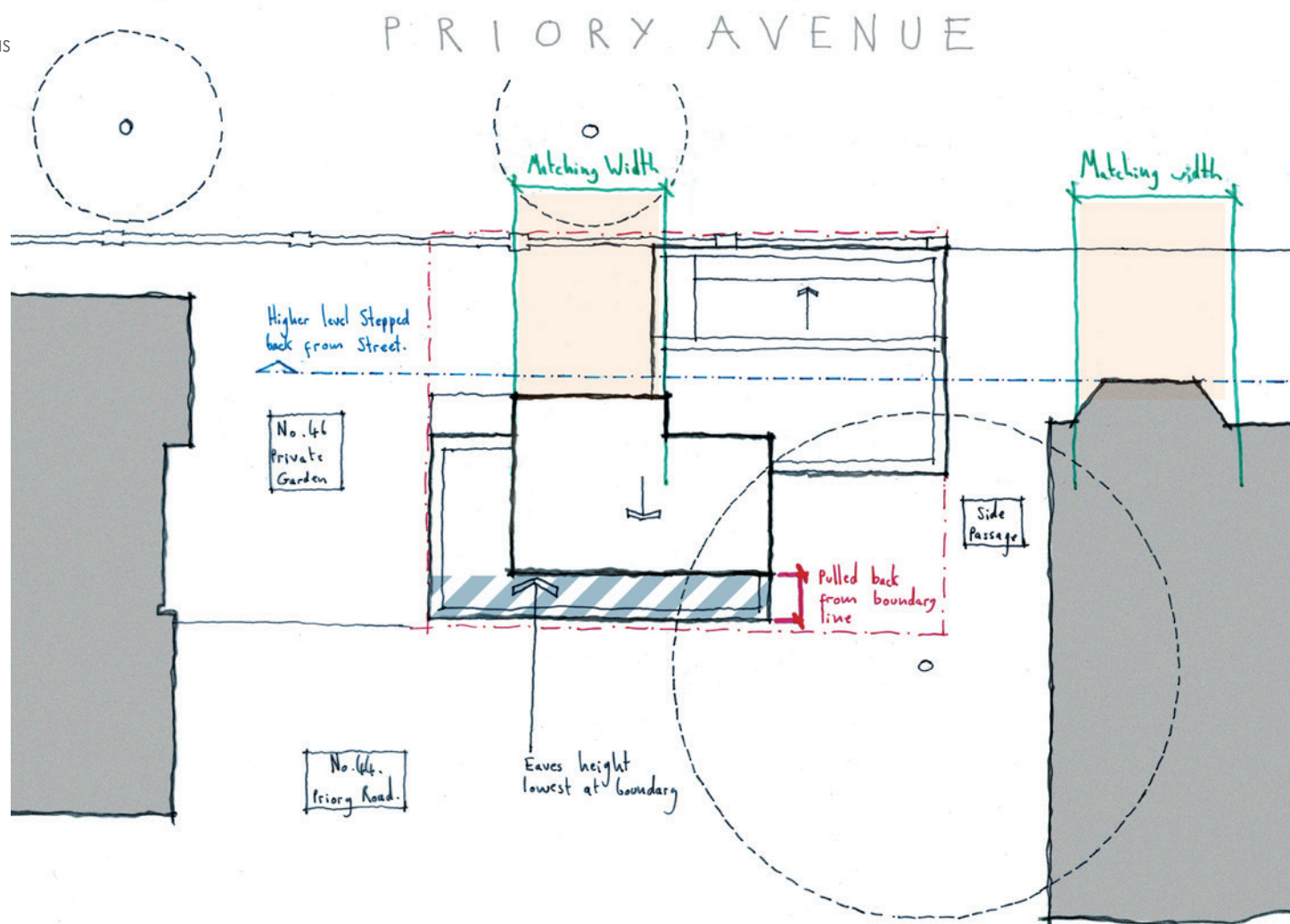
The diagrams on this page elaborate on design alterations noted on the previous page, explaining design alterations made in order to mitigate the effects on neighbouring trees. As noted previously, the changes were made following a large degree of correspondence with Crown Tree Consultancy, who have also prepared a report to accompany this application. As noted on the diagrams on this page, we have sloped the roof of the larger volume underneath the canopy of T8 on the property of number 44 Priory Avenue to significantly reduce the amount of pruning of T8's canopy needed, shifted the volumes of the plan away from T8 to mitigate effects on its root system as well as shifted the part of the plan away from the root system of T5.

- Proposed outline of current design
- Approximate root protection areas of trees nearby that are to be retained
- Area of proposed design deliberately shifted away from tree roots or canopy



Site Considerations & Design

The below sketch illustrates key decisions made when considering the volumes of the design. As noted on the sketch the larger volume on the upper level has been pulled back from the boundary of number 44 Priory Road. In addition the window protrusion on the upper level has been designed to echo the proportions of the bay windows on the terraces adjacent. In addition, this volume has deliberately been kept as small as possible in volume so as to minimise its impact on the surroundings, setting it back from the street face to a similar extent as the neighbouring terraces.





The current proposal looks to have a reduced impact on its surroundings compared to the pre-application scheme. As noted previously, the one and a half story dwelling is partially sunken into the ground with its larger volume set back from the street. Pale brick has been chosen to reference the texture of the neighbouring dwellings.

Appearance and Materiality

We have prepared a simple palette of materials that would both reflect the local vernacular as well as providing a simple modern and lightweight appearance to the proposed new dwellings.

At ground level the new building is to be finished in a light coloured slatted timber to provide a natural feel to the front courtyard. The upper floor is proposed to be clad in a light coloured brick to provide a finish consistent with that of the surrounding residential buildings. The light colour is proposed to firstly differentiate it, albeit subtly from its surrounding but also to work with the proposed timber for the lower floor.

This lightweight material has been proposed to provide both a lightweight appearance which blends well into the tree-surrounded environment. The collection of materials creates variation and interest rather than a large expanse of the same texture. The difference also assists in differentiating the new build with the local residential street. The materials are a direct match to those chosen for the extension to 46 Priory Road.

Windows and doors are to be finished in a light timber frame again to sit comfortably with the lighter brickwork and timber batons.

Above this the flat roof with roof lights is to be competed with an intensive sedum green roof, thus ensuring a positive outlook from the upper windows of the surrounding dwellings. This in theory effectively replaces the former garden space visually from these higher vantage points. The pitched part of the roof will be finished with a blue tinted zinc, again to match the extension at 46 Priory Road.

Clockwise from Top Left.

Fig 39. Green Sedum Roof.

Fig 40. Vertical Timber Baton Cladding

Fig 41. Pairing of brick and vertical timber

Fig 42. Light brick and timber combination creating a calm and neutral feel paired with timber window frames.



Energy & Sustainability Statement

We are proposing a number of sustainable aspects and will carry out the following at a minimum:

- . Where possible exceed current standards set by Building control when ensuring the thermal efficiency of the walls, windows and roof.
- . Reducing air permeability by improving the passage of fresh and stale air in and out of the building.
- . Installing high efficiency boilers to the dwelling.
- . Designing the building to ensure a reduction in thermal bridging to prevent heat loss from the outer walls, where new additions are proposed.
- . Providing adequate waste management allowing sufficient storage for waste materials.
- . Providing energy efficient lighting.
- . Use environmentally friendly materials where possible.
- . Proposing a green roof to promote local biodiversity, replenish vegetation and provide a good thermally performing roof. As noted in the prior section we intend to replace the former garden green surfaces with a new living roof surrounded by retained planting beds surrounding the perimeter of the proposed addition to ensure it remains concealed and the current greenery effectively maintained.

Inclusive Design

The scheme has been designed where possible to satisfy the principles set out within the Lifetime Homes Standard, a good benchmark with regards accessibility and as a means of best practice inclusive design along with meeting the current Building Regulations Part M. These have been addressed as follows:

1. Car Parking. The development is to be car free therefore no parking has been provided.

2. Access from Car Parking. As noted above no parking space is to be provided as the development is to be car free.

3. Approach. All access points to the building are along the boundary with no approach across communal land.

4. Thresholds to External Entrance. All entrances are to be designed as level with a maximum of 15mm protrusion.

5. Communal Stairs. Not necessary for the single dwelling.

6. Doors and Hallways. All new entrance doors are a minimum of 800mm clear with a 300mm nib to the side of the leading edge. Internally every corridor is a minimum of 900mm width with clear openings to all doors of at least 750mm.

7. Wheelchair Accessibility. Position for lift provision is shown. 1500mm turning circles are shown in the diagram.

8. Living Room. The dwelling has space on the ground floor that can be used either as a living room or a bedroom.

9. Two Storey Requirement. The living space can easily provide ground floor sleeping accommodation if required in either a temporary or permanent arrangement.

10. WC. Provision for shower drainage shall be provided within all bathrooms in both apartments. The dwelling can be easily adapted to accommodate a ground floor bathroom in the position of the dining room as per the diagram.

11. Bathroom and WC Walls. All walls shall be designed to be enabled to take fixings for handrails and other adaptations between 300mm and 1500mm from the finished floor.

12. Lift Capability. A stair lift can be installed on both sets of stairs if required.

13. Main Bedroom Hoist. A hoist can be accommodated with minor adaptation between the master bedroom and bathroom within the new dwelling.

14. Bathroom Layout. All bathrooms have been designed to be as generous as possible.

15. Window Specification. All windows are to be set no higher than 800mm from floor level and shall easily operable handles at low level.

16. Fixtures and Fittings. All controls shall be located between 450mm and 1200mm above floor level.

In addition to the above we have proposed that all entrances shall be as level as possible thereby adhering as closely with the Building Regulations Part M as possible.

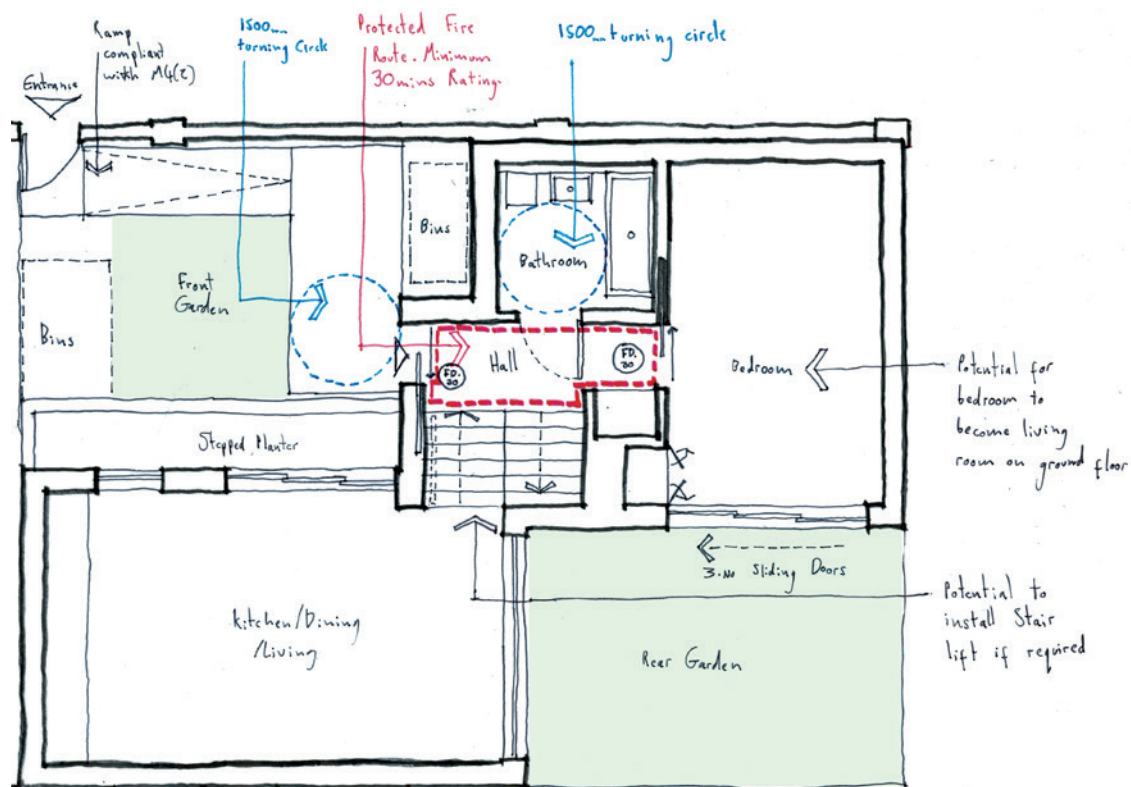


Fig 43. Inclusive Design Sketch

Relevant Policy

The following documentation has been referred to and is understood to have been adhered to in preparation of this submission.

- . NPPF, National Planning Policy Framework.
- . The London Plan 2021. In particular Chapter 3 Design.
- . Haringey's Local Plan: Strategic Policies

Haringey's Local Plan: Strategic Policies 2017

SP2 Housing Fig 3.2: Haringey's 15 Year Housing Land Supply states that the *area North of Priory Road in the Hornsey ward should provide 100-500 more units in the 5 year plan.*

Strategic Policy 2: Housing: Target a.
Meet or exceed the annual target of 1,502 homes from 2015/16 – 2025/26.

SP2 Housing 3.2.4 states: *the Council's annual housing target is provided through:*
- development and redevelopment on ... small sites (below 0.25ha)

The London Plan 2021

The London Plan Policy H2 Small Sites A states:

Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

- 1) significantly increase the contribution of small sites to meeting London's housing needs*
- 2) diversify the sources, locations, type and mix of housing supply*
- 3) support small and medium-sized housebuilders*
- 4) support those wishing to bring forward custom, self-build and community led housing*
- 5) achieve the minimum targets for small sites...*

Table 4.1 - 10 year targets (2019/20 -2028/29) for net housing completions on small sites (below 0.25 hectares in size)

Haringey: 2600 homes



Fig 44. Proposed Timber Clad Refuse and Cycle Storage

Services

It is proposed that the waste services from the new dwelling be connected to the mains below ground sewer currently in use at No.46 Priory Road.

Refuse

The substantial front garden area provided to the dwelling is proposed to be adapted to provide the additional facility as is required. The provision of general waste, recycling and communal green waste can easily be accommodated. The proposal allows space for 2 x 140lbs bins, however a third for garden waste could be accommodated.

Access

Access to the relevant part of the site will be via a gate located within the brick wall on the pavement on Priory Avenue. The PTAL level for the address is 2.

Parking & Cycle Provision

Haringey's Local Plan: Strategic Policies SP4 Working towards a low-carbon Haringey 4.1.7 mentions:

The Council's overall strategy for managing future growth in Haringey is to ... support sustainable modes of travel by minimising car parking provision in new development; (and) to increase cycle parking provision.

The scheme has been designed to be car free, although spaces could be provided along Priory Avenue. The site is served by a bus stop located along Priory Road whilst Hornsey Station is approx 10 minutes walk.

There is ample space across both the front garden for the provision of the required cycle storage, as shown in the drawings.

Flood Risk Assessment

The existing 146 Priory Road is classified as having a low probability of flooding from rivers and the sea.

Further information can be provided as part of a follow up full submission if required.

Summary

This applications seeks comment on the proposal to form 1no new dwelling to the rear backland area to No.46 Priory Road. Currently in no use, the proposal would provide 1no 2 bedroom 3 person home.

The proposals have been carefully considered to ensure limited impact on the surrounding neighbours. Due care has also been given to the position of windows to ensure there is no chance of direct overlooking between the new dwelling and surrounding neighbours.

All elements are in accordance with National and Local Policy.

A warm-toned photograph of a garden scene. In the foreground, a wooden bench with a coiled orange hose sits on the left, and a wooden lawn chair is on the right. The middle ground is a grassy lawn. The background features a brick wall on the left, a large evergreen tree in the center, and other trees and a building on the right. The word "District." is overlaid in white text in the center.

District.