

**DESIGN AND ACCESS/HERTIAGE
PLANNING STATEMENT**

RELATING TO

CAPITAL WORKS PLANNING

AT

**27 RADLEY ROAD
HARINGEY
LONDON
N17 6RL**

Quality Control

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1.0 Introduction

Potter Raper is working alongside Wates to facilitate the capital works on properties, on behalf of Clarion Housing. This design and access statement will support the planning application for the refurbishment of 27 Radley Road, Haringey, London N17 6RL.

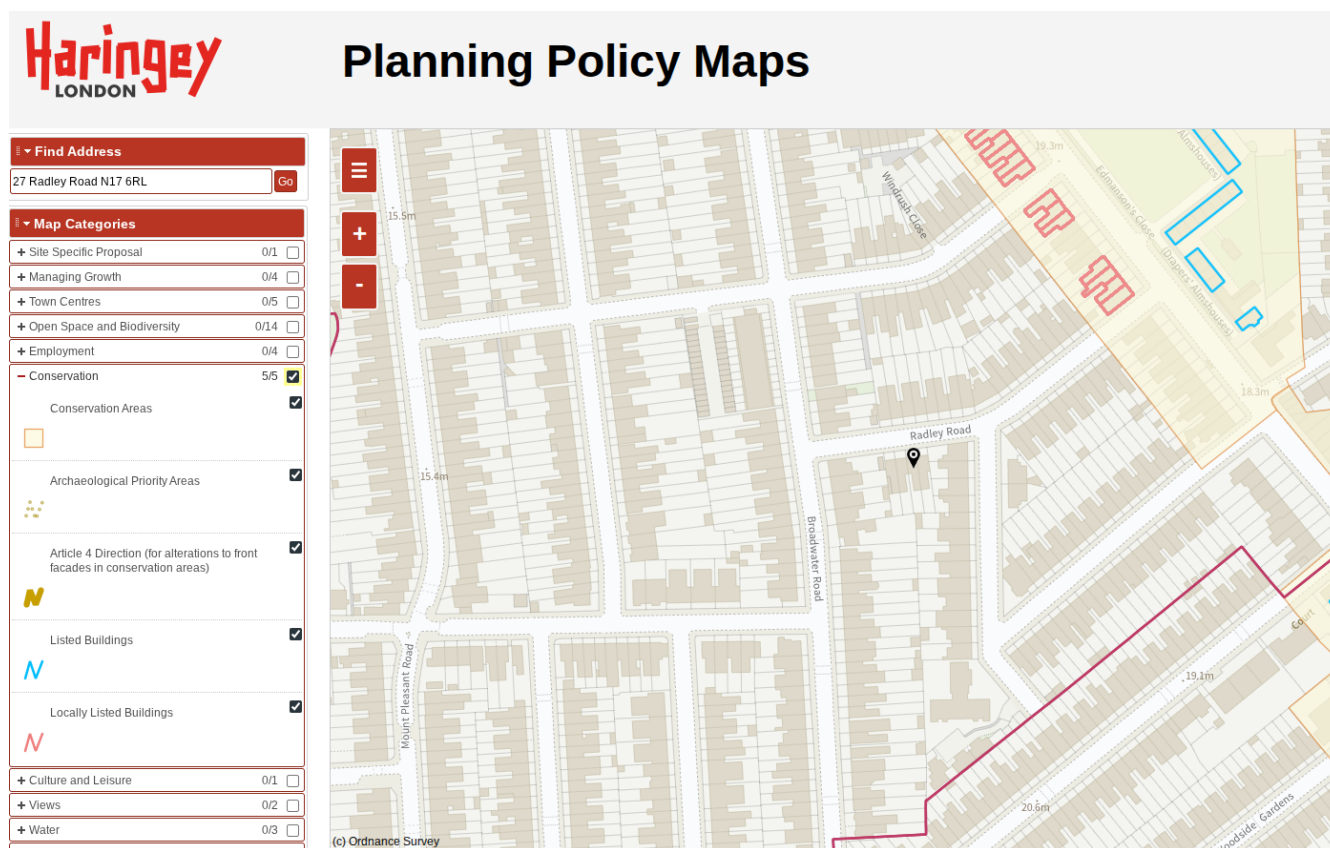
2.0 Planning Restrictions

2.1 Conservation and Heritage

The application site is located at 27 Radley Road within the administrative boundary of the London Borough of Haringey. The property is not statutorily listed, locally listed, nor situated within a designated conservation area.

The surrounding area is characterised by predominantly residential development, comprising traditional terraced housing. Properties along the street display consistent architectural features including bay windows, painted brick façades, decorative stucco detailing and timber sash windows, contributing to a cohesive streetscape

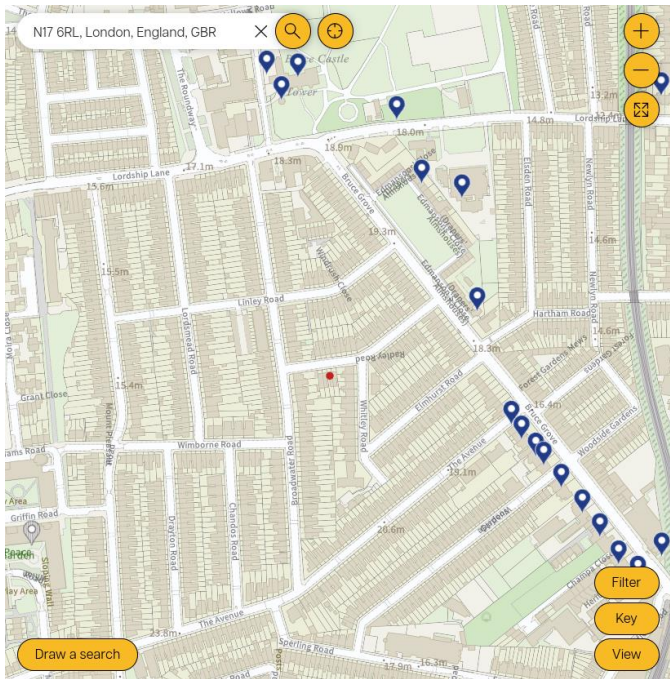
The property is not located within a designated conservation area, according to the London Borough of Haringey's interactive conservation area map, as indicated by the black marker on the image below. As such, there are no statutory heritage constraints that apply to the site in relation to conservation area designation, locally listed or statutory listed building status.



London Borough of Haringey's interactive conservation area map

2.2 Listing

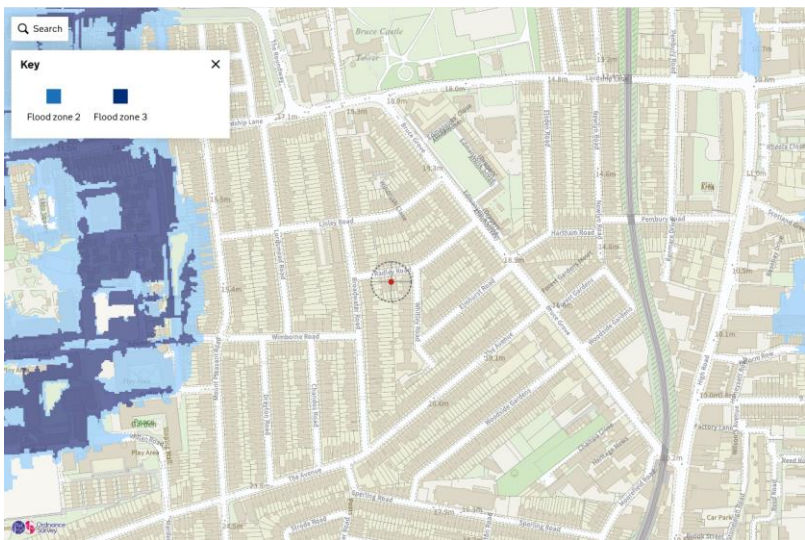
The building is not listed, either locally or by statute, as indicated by the red marker, from the following map identifying the latter, taken from Historic England's Website:



Historic England's Interactive Listed Building Map

2.3 Flood Risk Assessment

The property has been identified as being located in zone 1, as indicated by the red marker on the gov.uk interactive flood map below. This zone is deemed to be of a low flood risk area, and flood risk does not have a significant bearing on the content of the application.



Gov.UK Interactive Flood Map

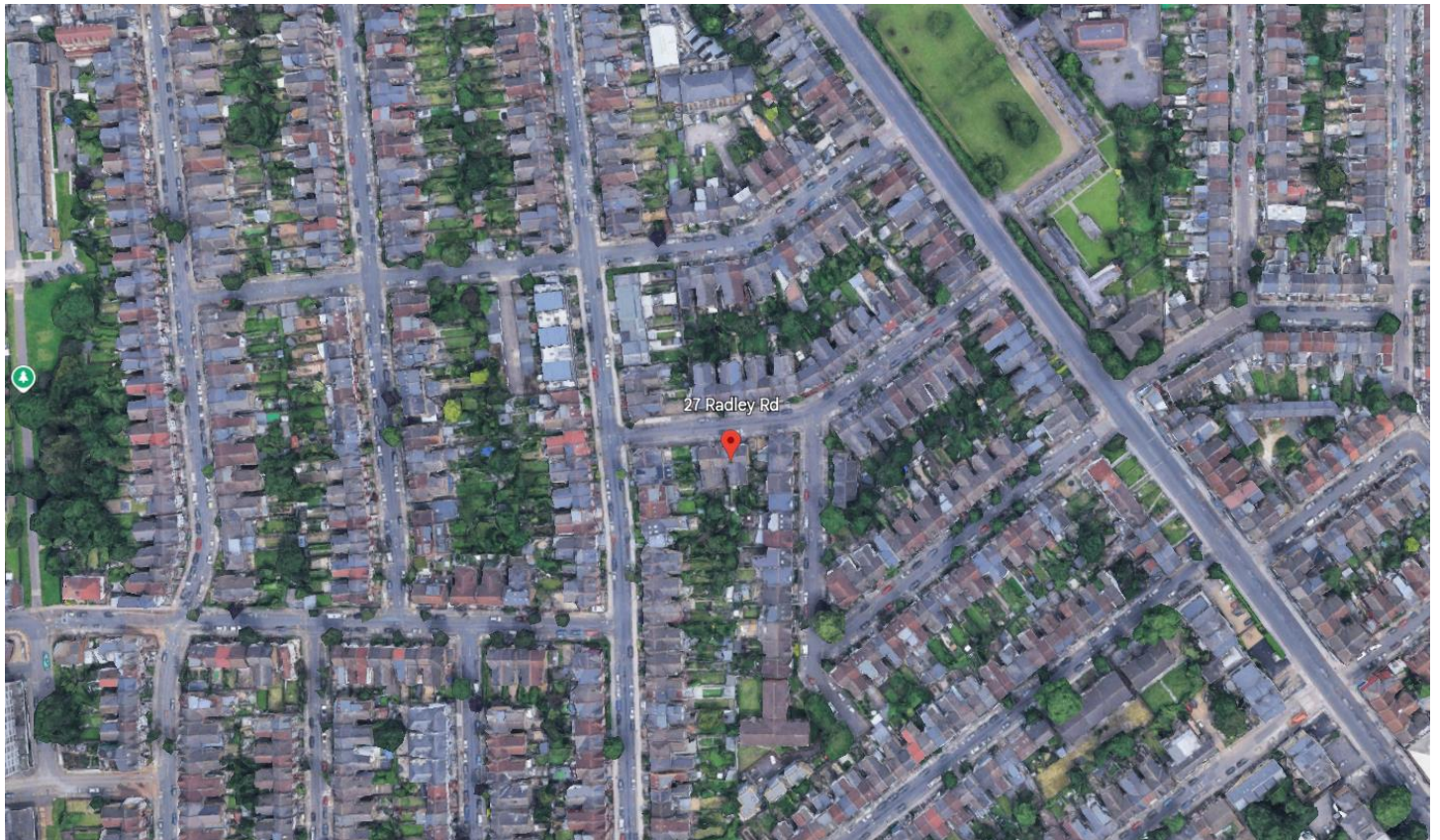
3.0 Existing Building

3.1 Location

The property is situated at 27 Radley Road within a residential area of Tottenham in the London Borough of Haringey. The street forms part of an established terrace of similar properties, contributing to a consistent and well-defined residential environment.

The property benefits from proximity to local amenities along nearby routes such as West Green Road and the High Road, which provide a range of shops, cafés and local services. Nearby open spaces include Downhills Park, offering recreational facilities and green space.

In terms of public transport, the property is well connected. Turnpike Lane Underground Station is located within walking distance, providing access to central London. Bus routes operate along nearby main roads, offering convenient connections to surrounding areas.



Google Earth Satellite Image

3.2 Building Description

The application property comprises a two storey mid-terraced residential building, subdivided into two self-contained apartments (A and B).

The building is constructed in traditional brickwork which has been painted white, and forms part of a small terrace of similar properties. The principal elevation features bay windows at both ground and first floor levels, projecting from the façade and topped by a hipped roof projection, characteristic of this type of residential architecture.

The front elevation incorporates uPVC Vertical sliding windows and decorative white stucco detailing surrounding the windows and entrance door, contributing to the visual character of the building.

The main entrance is recessed within the façade and features a timber door with a full height vertical obscured single glazed pane and a fixed fanlight above. This arrangement contributes to the architectural composition and traditional appearance of the property.



Front Elevation (North)

3.3 Existing features subject to proposals

3.3.2 Existing Door (with Photos)

The existing main entrance is recessed within the front elevation and features timber door with a full height vertical obscured single glazed pane with a fixed single glazed fanlight above.

By virtue of its age and deterioration over many years, the existing door is in poor condition, and performs very poorly from a thermal capacity, losing a significant amount of heat.



Front Elevation Main Entrance Door



Front Elevation Main Entrance Door

The door above is summarised below:

Existing Doors:	Material	Colour	Door Glazing	Adjoining Windows
Front Entrance Door (ground floor)	Timber	White	One full height vertical obscured single glazed pane	Single glazed obscured fixed fanlight

4.0 Design Proposals

4.1 Proposed Door

Due to the condition of the existing main entrance door no longer meeting the needs of the residents, being in poor condition and as such is causing issues with heat loss, condensation and other condition related defects, the client plans on replacing the door to the property.

This would achieve an improved thermal performance, better security, and resident comfort within the property.

Please see below summary regarding the door proposed to be installed:

Proposed Doors:	Material	Colour	Door Glazing	Adjoining Windows
Front Entrance Door (ground floor)	Composite	TBC	One double glazed obscure pane over two solid panels	Double glazed fixed fanlight

5.0 Heritage Impact

5.1 Heritage Introduction

Although 27 Radley Road is not a listed building, locally listed and does not fall within a designated conservation area, it forms part of the well established residential fabric of Haringey. The surrounding streets are characterised by late Victorian and early Edwardian terraced and semi-detached housing, reflecting the area's nineteenth century suburban expansion linked to the development of the area. The property contributes to the consistent architectural rhythm of the terrace and urban grain typical of this period, with its traditional brick elevations and defined roof lines. While the site does not possess individual heritage designation, it nonetheless holds contextual value as part of Haringey's broader townscape, which remains largely intact and representative of the borough's historic growth. However, as the building is subdivided into two self-contained apartments, it does not benefit from permitted development rights.

5.2 Heritage Impact

The property is a mid-terrace dwelling subdivided into two self-contained apartments, situated outside any conservation area and not forming part of a designated heritage asset. As such, the proposed replacement of existing timber main entrance door, with a new updated double glazed composite door and fixed fanlight over is considered to have no adverse impact on the architectural or significance of the property or the surrounding area. The works are sympathetic in scale, design, and material and maintains the visual consistency of the terrace while improving energy efficiency and functionality.

6.0 Social/Economic benefits

The proposals will achieve social and economic benefits for the residents of the apartments proposed for refurbishment. The social benefits will include improved living conditions for residents, who will benefit from improved thermal comfort and reduction of damp and mould/condensation risk. The economic benefits will come in the form of reduced energy bills for the residents of the units, as well as the business generated through the client's supply chain.

7.0 Access

7.1 Car Parking

The property does not benefit from off street parking and relies upon on street parking along Radley Road and surrounding residential streets. Parking in the area is typically controlled through a Controlled Parking Zone administered by the London Borough of Haringey.

The proposed works do not alter the use or occupancy of the property and will not result in any increase in parking demand.

7.2 Transport

The site benefits from good access to public transport. Turnpike Lane Underground Station provides direct connections to central London and surrounding areas. Additional bus routes operate along nearby West Green Road and the High Road.

The proposal is limited in scope and will not generate additional trips or impact the local transport network.

8.0 Refuse Strategy and Disposal

8.1 Refuse Strategy

The existing refuse arrangements for the property remain unaffected by the proposals.

8.2 Waste

All refuse which arises from the replacement door will be carefully removed from site and disposed of in line with the building contractor's waste management plan.

9.0 Sustainable Design and Construction Statement

Policy S1: Delivering Sustainable Design

The proposals included within this application aim to improve the sustainability of the host buildings, and as such are in line with the council's plan to deliver sustainable design.

Policy S2: Sustainable Design and Construction

The proposals included within this application are in the interest of improving the thermal performance of the building, whilst taking into account the character of the building and leaseholder preferences

Policy S3: Sustainable Design Standards

The development proposals are not relevant to any design standard, however building control compliance will be obtained by virtue of a FENSA certificate.

Policy S4: Minimising greenhouse gas emissions

The proposals aim to reduce the energy consumption of the property and as such align with this policy.

Policy S5: Energy Infrastructure

Not relevant to the application.

Policy S6: Managing heat risk

Not relevant to the application.

Policy S7: Improving Air Quality

Not relevant to the application.

Policy S8: Flood Risk Management

Not relevant to the application.

Policy S9: Integrated Water Management and Sustainable Drainage

Not relevant to the application.

Policy S10: Circular Economy and Adaptive Design

Not relevant to the application.

10.0 Planning Fire Safety Statement (PFSS) for London Plan Policy D12

Information on space provisions for fire appliances and assembly points (criteria 1).

- a) The subject property is a converted mid-terrace house, subdivided into two self-contained apartments, consisting of two storeys, which can be accessed via the road by the fire service. There is no change proposed to the existing arrangements.
- b) The assembly point for an evacuation of this building would be directly outside on the street (public realm).

Information on passive and active safety measures (criteria 2)

The subject property is a converted mid-terrace house, subdivided into two self-contained apartments, consisting of two storeys, which we are only proposing to replace the door. These passive and active fire safety measures will remain as existing and are not relevant to the application.

Information and data on construction products and materials (criteria 3)

The subject property is a converted mid-terrace house, subdivided into two self-contained apartments, consisting of two storeys, which we are only proposing to replace the door. The fire risk relating to products and materials choices is not relevant. Window frames and glass are included in the exemptions list under the materials and workmanship (regulation 7) paragraph (3) Item (j).

Information on means of escape and evacuation strategy (criteria 4)

The subject property is a converted mid-terrace house, subdivided into two self-contained apartments, consisting of two storeys, which we are only proposing to replace the door. The existing means of escape and evacuation strategy will remain the same. The front entrance door will be controlled by a thumb-turn internally to allow for evacuation in the event of a fire.

Information on access and equipment for firefighting (criteria 6).

The subject property is a converted mid-terrace house, subdivided into two self-contained apartments, consisting of two storeys, which we are only proposing to replace the door. This item is not relevant the application.

11.0 Summary

This application includes replacement of the existing main entrance door, these works will improve the security, condition, and thermal performance of the property and has been carefully planned.