



# DESIGN AND ACCESS STATEMENT

Proposed Conversion of Existing Single Dwellinghouse into Three Self-Contained Flats

56 Hermitage Road, Tottenham, London N4 1LY

Prepared in support of a Full Planning Application

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## 1. Introduction

This Design and Access Statement has been prepared in support of a revised planning application for the conversion of the existing dwellinghouse at 56 Hermitage Road into three self-contained residential flats.

The application follows the refusal of planning application **HGY/2025/0913**. The Council's Officer Report accepted the principle of residential conversion and confirmed that the proposal complied with the strategic objectives of increasing housing supply together with the requirements of Development Management Policy DM16 relating to residential conversions within the Family Housing Protection Zone. The refusal was limited to matters relating to residential quality, cycle parking and the perceived intensification of occupation.

The purpose of this revised application is therefore not to reconsider the principle of development, but to respond positively to the detailed comments contained within the Officer Report.

The revised scheme has been carefully reviewed and amended to:

- improve the quality of residential accommodation;
- clarify the intended occupancy of the family dwelling;
- improve internal layouts;
- enhance cycle parking provision;
- improve access arrangements;
- retain the character and appearance of the existing building.

The proposal continues to make efficient use of an existing residential building within a sustainable urban location whilst providing three high-quality homes in accordance with national, regional and local planning policy.

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## 2. Site Description and Surroundings

The application site comprises an existing two-storey Victorian mid-terrace dwellinghouse situated on the southern side of Hermitage Road within the London Borough of Haringey.

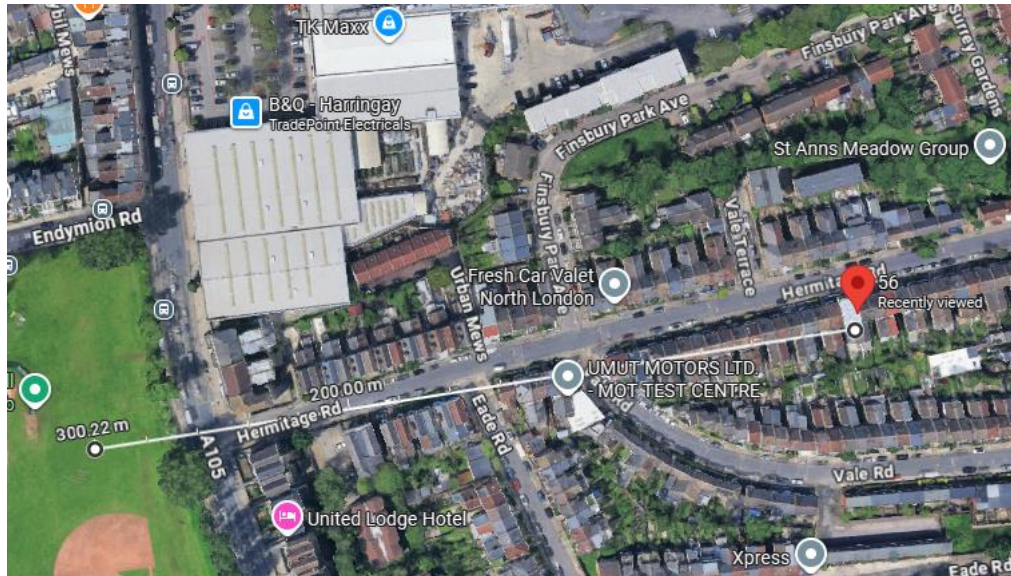
Hermitage Road is characterised by attractive late Victorian terraces displaying a strong and consistent building line. Properties are generally two storeys in height with projecting bay windows, pitched roofs, modest front gardens enclosed by low brick walls and generous rear gardens. The street possesses a coherent residential character with consistent architectural detailing, materials and proportions.

The application property forms part of this established residential streetscape and remains in residential use.

The site is not located within a Conservation Area and is not affected by any statutory heritage designation.

The surrounding area is predominantly residential in nature, interspersed with local community facilities, schools, shops and public open space. The site benefits from excellent accessibility to public transport and local services.

Finsbury Park, one of London's principal metropolitan parks, is located approximately **300 metres** from the site and provides extensive public open space, children's play facilities, sports pitches, landscaped gardens and recreational opportunities. The close proximity of this significant public open space provides an important amenity resource for future residents.



#### PTAL 2023 Score

4

Grid ID: 120392

Coordinates: 532145,187952 (BNG)

Accessibility Index (PTAI) : 18.03

#### Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



The site also benefits from a **Public Transport Accessibility Level (PTAL) of 4**, reflecting good accessibility to public transport. Manor House Underground Station, Harringay Green Lanes Station and several local bus routes are all located within comfortable walking distance, providing excellent connections across London and supporting sustainable travel patterns.

The application property lies within a designated **Family Housing Protection Zone (FHPZ)**. As confirmed within the Officer Report, the dwelling possesses an original unextended internal floorspace exceeding **120 square metres**, satisfying the minimum threshold required by Development Management Policy DM16 for residential conversion. Furthermore, the proposal retains a family-sized dwelling within the development, ensuring there is no net loss of family accommodation. The Officer Report therefore accepted the principle of residential conversion, subject only to the detailed design matters discussed later within this statement.

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### 3. Planning history

The planning history relevant to the current application is summarised below.

#### **HGY/2023/2902**

Certificate of Lawfulness for a rear dormer roof extension and rooflights.

**Decision:** Refused.

#### **HGY/2024/0258**

Proposed rear dormer roof extension, linked roof extension above the rear outrigger and front rooflights.

**Decision:** Permitted Development.

#### **HGY/2025/0913**

Conversion of the existing single dwellinghouse into three self-contained flats.

**Decision:** Refused.

The Officer Report accepted a number of important planning principles which remain relevant to the revised proposal.

In particular, the Council accepted:

- the principle of providing additional housing;
- the principle of residential conversion;
- compliance with London Plan Policy H1;
- compliance with Local Plan Policy SP2;
- compliance with Development Management Policy DM16;
- that the dwelling exceeds the minimum 120sqm threshold for conversion;
- that the proposal retains a family-sized dwelling;
- that no objection exists in relation to the external appearance of the building;
- that refuse storage is acceptable; and
- that the site occupies a sustainable location with good accessibility to public transport.

The refusal related only to detailed matters concerning internal accommodation standards, cycle parking and the perceived intensification of occupation.

Accordingly, the revised proposal has evolved specifically to address those detailed concerns whilst retaining the Council's accepted principle of development

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## 4. Planning Policy Context

The revised proposal has been prepared having regard to the statutory Development Plan together with national planning guidance.

### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework places significant emphasis upon the efficient use of land and the delivery of sustainable development.

Section 5 seeks to significantly boost the supply of homes by encouraging the effective use of previously developed land and existing buildings in sustainable locations.

Section 12 promotes high-quality design, requiring development to function well, respond positively to local character and create places that provide a high standard of amenity for existing and future users.

The revised proposal makes efficient use of an existing residential building without extending its footprint or altering its contribution to the established streetscape.

### **London Plan (2021)**

The proposal has been assessed against the relevant policies of the London Plan, including:

#### **Policy H1 – Increasing Housing Supply**

Supports the delivery of additional housing throughout London and encourages the optimisation of housing capacity in sustainable locations.

The proposal contributes towards London's housing supply through the provision of three self-contained dwellings within an established residential area.

#### **Policy D6 – Housing Quality and Standards**

Requires new residential accommodation to provide high-quality internal layouts, appropriate internal space standards, adequate storage, sufficient daylight, functional living accommodation and good standards of amenity.

The revised proposal has been specifically amended to respond to the matters identified under Policy D6 within the previous Officer Report.

#### **Policy D14 – Noise**

Requires development to avoid unacceptable impacts upon residential amenity through noise and disturbance.

The proposal remains wholly within Use Class C3 and continues to operate as conventional residential accommodation.

#### **Policy T5 – Cycling**

Requires secure and accessible long-stay cycle parking to encourage sustainable travel choices.

The revised proposal significantly increases cycle parking provision compared with the previous submission.

### **Haringey Local Plan**

The proposal has been prepared having regard to the objectives of:

#### **Policy SP2 – Housing**

Supports the delivery of additional homes to meet identified housing needs whilst making efficient use of available housing capacity.

#### **Policy SP11 – Design**

Requires development to achieve the highest standards of architecture and urban design whilst respecting local character and protecting residential amenity.

### **Development Management Policies**

The proposal has been designed to comply with the following Development Management Policies:

- **DM1 – Delivering High Quality Design**
- **DM4 – Provision and Design of Waste Management Facilities**
- **DM16 – Residential Conversions**
- **DM31 – Sustainable Transport**

The Council has already accepted that the proposal complies with the strategic objectives of Policy DM16 and that the principle of residential conversion is acceptable. The revisions contained within this application therefore focus on demonstrating compliance with the detailed residential quality and design requirements identified within the previous refusal.

## **5. The proposed Development**

The proposal seeks planning permission for the conversion of the existing single dwellinghouse into three self-contained residential flats whilst retaining the existing building and its contribution to the established character of Hermitage Road.

The revised scheme has evolved following the previous refusal and has been specifically amended to improve residential quality, clarify occupancy levels and enhance the functionality of the development.

The accommodation proposed comprises:

### **Flat A – Ground Floor**

- Three-bedroom, four-person family dwelling.
- Approximately 74sqm Gross Internal Area.
- Approximately 58sqm private rear garden.
- One principal double bedroom (12.8sqm).
- Two generous single bedrooms (9.0sqm and 9.2sqm).
- Approximately 27sqm open-plan kitchen, dining and living area.
- Three secure cycle parking spaces located within the rear garden.
- 2.7sqm Storage

#### **Flat B – First Floor**

- Two-bedroom, three-person dwelling.
- Approximately 61sqm Gross Internal Area.
- Served by secure cycle storage within the front forecourt.
- One principal double bedroom (14.89sqm).
- One single bedroom (8.5sqm)

#### **Flat C – Second Floor**

- One-bedroom dwelling.
- Approximately 41sqm Gross Internal Area.
- Served by secure cycle storage within the front forecourt.

The proposal requires only limited external alterations.

These comprise the replacement of the existing side access door with a matching white uPVC double-glazed door to provide independent access to the rear garden together with the replacement of the existing rear bedroom window with a matching sliding patio door within the existing structural opening. The sliding door improves access to the private rear garden and provides an additional means of escape in accordance with current Building Regulations.

No extensions are proposed.

No alterations are proposed to the principal front elevation.

The proposal therefore preserves the existing appearance of the property whilst significantly improving the quality and functionality of the accommodation.

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## 6. Design Evolution and Response to the Previous Refusal

The revised proposal has been prepared following a detailed review of the Officer Report accompanying planning application HGY/2025/0913.

The Council accepted the principle of converting the existing dwelling into three self-contained flats. The refusal related to detailed matters concerning residential quality, cycle parking and the perceived intensification of occupation rather than the principle of development itself. The revised proposal therefore focuses on addressing each of these matters through design rather than fundamentally altering the development.

### Residential Quality

The principal concern identified by the Officer related to the assessment of Flat A.

The previous proposal was assessed as a three-bedroom, five-person dwelling, resulting in the application of the minimum space standards associated with a five-person family dwelling.

Following a detailed review of the previous submission, the internal layout has been redesigned and clarified.

Flat A is now expressly designed as a three-bedroom, four-person family dwelling. The accommodation schedule and furniture layouts have been amended to remove any ambiguity regarding occupancy.

The revised dwelling provides one principal double bedroom together with two generous single bedrooms and a spacious open-plan living, kitchen and dining area designed to meet the everyday needs of a modern family.

Direct access between the principal living accommodation and the rear garden significantly improves the quality of the dwelling, providing excellent natural surveillance of the garden together with an attractive external amenity area.

The introduction of a sliding patio door serving the rear bedroom further improves accessibility whilst remaining wholly within the existing structural opening.

Overall, the revised layout delivers a substantially improved standard of accommodation for future occupiers.

## **External Design**

The revised proposal continues to respect the established character of the existing dwelling and surrounding streetscape.

The external alterations have intentionally been kept to a minimum.

No increase in the height or footprint of the building is proposed.

The principal front elevation remains unchanged.

The only external works comprise replacement doors within existing openings using matching white uPVC double-glazed units.

The proposal therefore preserves the character and appearance of the host building whilst improving residential functionality.

## **Cycle Parking**

The previous application proposed two secure cycle spaces which the Officer concluded were insufficient.

The revised proposal significantly improves cycle parking provision.

Three secure covered cycle spaces are provided within the rear garden serving Flat A.

A further three secure covered cycle spaces are provided within the front forecourt serving Flats B and C.

The development therefore provides six secure long-stay cycle spaces distributed across the site to ensure convenient access for all residents whilst promoting sustainable methods of transport.

## Residential Amenity

Flat A benefits from approximately 58sqm of private rear garden, providing an excellent standard of private outdoor amenity for future occupiers.

Whilst Flats B and C do not benefit from private external amenity space, the Officer previously accepted that this is offset by the site's close proximity to Finsbury Park. The park lies approximately 300 metres from the application site and provides extensive recreational facilities and publicly accessible open space.

The site also benefits from a PTAL rating of 4, reflecting its excellent accessibility to public transport and local services.

The revised proposal therefore continues to provide a high standard of residential accommodation within a highly sustainable location.

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## 7. Residential Quality

The revised development has been designed in accordance with the objectives of London Plan Policy D6 by providing functional, well-proportioned and comfortable homes suitable for long-term occupation.

Each dwelling benefits from:

- good levels of natural daylight;
- dual aspect where practicable;
- practical internal layouts;
- generous bedroom sizes;
- functional open-plan living accommodation;
- dedicated refuse storage;
- secure cycle parking.

Flat A has been specifically designed as the family dwelling within the development and benefits from direct access to a substantial private rear garden.

Flats B and C benefit from an efficient internal arrangement and occupy a highly sustainable location immediately adjacent to extensive public open space and excellent public transport connections.

The proposal therefore delivers three homes that provide a significantly improved standard of accommodation compared with the previous submission.

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## **8. Cycle Parking, | Refuse and Sustainability**

The revised proposal significantly improves sustainable transport provision.

Secure covered cycle parking is distributed between the front and rear of the site, providing a total of six long-stay cycle spaces.

Refuse and recycling storage remains unchanged from the previous submission.

The Officer Report confirmed that the proposed refuse arrangements were acceptable and no amendments have therefore been required.

The proposal represents the efficient re-use of an existing residential building within a sustainable urban location and supports wider objectives relating to sustainable patterns of development and reduced reliance upon private motor vehicles.

## **8. Conclusion.**

This revised application has been carefully prepared in response to the Officer's previous assessment.

The principle of converting the property into three self-contained flats has already been accepted by the Council.

The revised proposal responds positively to the detailed concerns identified within the previous refusal through improved residential accommodation, enhanced cycle parking, revised occupancy, improved access and a significantly enhanced family dwelling.

The proposal preserves the character and appearance of the existing building, provides three well-designed homes and contributes positively towards housing delivery within the Borough.

Having regard to the National Planning Policy Framework, the London Plan, the Haringey Local Plan and the Development Management Policies, it is respectfully considered that the revised proposal represents sustainable development and that planning permission should be granted.

