

DESIGN & ACCESS STATEMENT



Daisy Court, 6 Brownlow Road
London, N11 2DE



4 Dover Close, Clacton on Sea, CO15 1XF
www.ksde.co.uk

INTRODUCTION

This statement is submitted in support of an application for planning permission for a roof extension to create two new self-contained flats at Daisy Court, 6 Brownlow Road N11 2DE. The proposed development will involve extending the existing staircase and lift shaft, and the construction of a lightweight timber frame 4th floor extension.

The purpose of this statement is to explain the design and land use in context of the proposal. The Statement outlines the scheme design including use, massing, layout, appearance, accessibility, and sustainability issues. It should be read together with the submitted planning drawings and planning statement, daylight and sunlight assessment and energy assessment.

The application is made on behalf of R3 Estates Limited ("the Applicant") for the proposed roof extension to create two new self-contained flats. ("the Proposal") at Daisy Court, 6 Brownlow Road N11 2DE, London, N11 2DE ("the Application Site").

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1 SITE AND SURROUNDINGS

The proposed development site is located in Bounds Green, next to Queen's Parade on Brownlow Road. Bounds Green is a residential suburb just north of Wood Green, in the London Borough of Haringey in north London.

The site comprises a four-storey block of 8 flats which was built approx. 5 years ago. It is located diagonally opposite the Grade II Listed Bounds Green Underground Station (Piccadilly Line), which benefits from travel times into central London of 15-20 minutes.

The site is next to a local shopping parade (Queens Parade) and the immediate area is characterised by 3-4 storey residential blocks, some of which contain ground floor commercial units. North to site is a row of Victorian terraces.

To the rear of the site are three small townhouses (ref: HGY/2015/1643) which were developed in 2018 (approx.). Taller residential blocks of approx. 5 storeys are located to the west of the Underground Station on Bounds Green Road.



The property lies immediately north of Station Chambers, which is a large four storey building. However, this was recently granted permission (ref: HGY/2021/2973) to provide a fifth floor to create 2 dwellings (currently under construction).

In terms of amenity, the site benefits from 'The Green', which is a small park to the west and the Oliver Tambo Recreation Ground & Alexandra Palace to the south. Extensive amenities, shops, restaurants, bars and services are provided to the southeast at Wood Green and to the southwest at Muswell Hill.



The application site is not within a Conservation Area nor is the property listed.

The immediate surrounding area consists of residential properties. The property is set back from the road, to provide space for the front gardens of the two ground floor flats and communal area for bicycle and refuse storage.

There are shops on Brownlow Road including bars, cafés, fast-food takeaways, and supermarkets. With the close by Bounds Green Tube Station the site is well connected to the London Public Transport.

Along with the Underground Station, the site also benefits from a bus stop immediately outside as well as Bowes Park Rail Station to the east. The site has a Public Transport Accessibility Level (PTAL) of '6a', which is the second highest possible.

2 Planning History

The key planning decision at the site was for the '*erection of a four storey block comprising 2 x 3 bed flats and 6 x 2 bed flats*' (ref: HGY/2013/2511), granted on 8th July 2016. This was completed approx. 5 years ago.

This followed on from a previous application at the site (ref: HGY/2010/1444) which was resolved to grant permission by the Planning Committee on 8th November 2010. However, it was never formally approved as the S.106 Agreement was never signed.

It should also be noted that Planning Permission (ref: HGY/2015/1643) was granted on 22nd June 2016 for the '*Erection of a 2 storey terrace of three 2 bedroom starter homes with landscaping to front and rear*', in respect of the independently owned site immediately to the rear of the subject site. This was completed in 2018.

The remainder of the recent decisions at/around the site are minor in nature and refer to the discharge of conditions for the two decisions noted above.

On 13th June 2022 Planning Permission (ref: HGY/2021/2973) was granted at Station Chambers for a proposed fifth floor extension to create 2 self-contained flats. Currently the four-storey building comprises 6 self-contained flats above two commercial units ('*Betfred*' & '*Ellis & Co*').

It lies immediately to the south of the site and although both are four storey buildings, Station Chambers appears to be approx. 1 storey taller due to the generous floor to ceiling height of the ground floor commercial units and slight incline in the ground level.



Planning Permission (ref: HGY/2021/2973)

On 14th January 2022 Planning Permission (ref: HGY/2020/1615) was granted at 26-28 Brownlow Road for the following development:

'Demolition of existing buildings; erection of a part 3 and part 4 storey building comprising 23 flats; erection of 1 detached dwelling to the rear with 1 parking space, provision of 3 disabled parking spaces at the front; cycle, refuse and recycling storage; provision of new access onto Brownlow Road and accessway to the rear.'

3 PROPOSAL

The proposal includes the addition of a 4th floor extension comprising two units.

Flat 1 is a two-bedroom, 3 person flat which totals 61.7 m². It benefits from a kitchen, living and dining area to the rear as well as front and rear terrace with a total of 14.4m² private amenity space. Both terraces are a minimum of 1.5m deep. The flat layout also incorporates 2.2m² of storage space.

Flat 2 is a one bedroom, 2 person flat which totals 51 m². Like flat 1 it has a kitchen, living and dining area to the rear and benefits from a front and rear terrace, with a total area of private amenity space of 13.8m². Both terraces are a minimum of 1.5m deep. The flat layout also incorporates 2.3m² of total storage space.

Both units would be at least dual aspect and would benefit from good daylight and sunlight levels, due to their east and west facing orientation.

The existing lift will be extended to provide step free access to both units. The existing ambulate staircase will be continued to reach the proposed 4th floor.





4 USE

The surrounding environment is characterised by established residential use, as well as the application site. No change of use is proposed, and the use remains residential (C3 Use Class).

5 SCALE

Particularly the relation between the neighbouring properties and the proposed extension, was the main objective in the design process. The scale of the whole development is designed to be in keeping with the surrounding built environment, by proposing single storey upwards extension, related to the existing and adjacent buildings.

The Proposal will not affect any existing light angles and will not cause over shadowing of neighbouring properties. The submitted daylight & sunlight assessment of the surrounding properties indicates that the proposal, will not cause a change in light levels to occupants located near the proposed site, and states that it be considered acceptable for the specific site.

It is also of note that although Station Chambers and Daisy Court are both four storey buildings, Station Chambers appears to be approx. 1 storey taller than the Proposal due to the generous floor to ceiling height of the ground floor commercial units and slight incline in the ground level.



6 APPEARANCE & DESIGN

The main considerations on the design of the proposed development were the impact of the proposal on the character and appearance of the surrounding area; as well as the impact on the amenity of adjoining occupiers.

The proposal has been revised following advice and comments given from the local planning authority in the pre-application advice, and as submitted comprises a single storey upwards extension to provide two self-contained residential dwellings. The single storey height, set back from the existing building frontage, is designed of lightweight timber-frame with Aluminium cladding and large glazed areas. The proposed extension is in contrast from the existing brick construction by a change of external finish and sits comfortably within the wider street scene in responding to the prevailing height and balances. The proposal addresses the need in the NPPF and London Plan to make effective use of land and optimise development and is in accordance with Policy SP11 of the Strategic Policies and Policy DM1 of the Development Management Plan.

A previous mansard roof design and a double story proposal was submitted for pre application advice but taking the planning and design and conservation officer's advice and considering the impact of the proposed development into the surrounding area, we applied the appropriate changes to our design to respond to his concerns.

The proposed roof extension has been designed to be energy efficient and to comply with current building regulations.

The following planning policies have been address by the proposal.

Policy DM1 of the Development Management Plan states that all new development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Development must ensure a high standard of privacy and amenity for occupant and neighbours.

7 AMENITY SPACE

Both proposed dwellings will benefit from a front and rear terrace, which will provide the required private amenity space. Flat 1 will have a combined amenity space of 14.4 square metres and flat 2 provides 13.8 private amenity space.

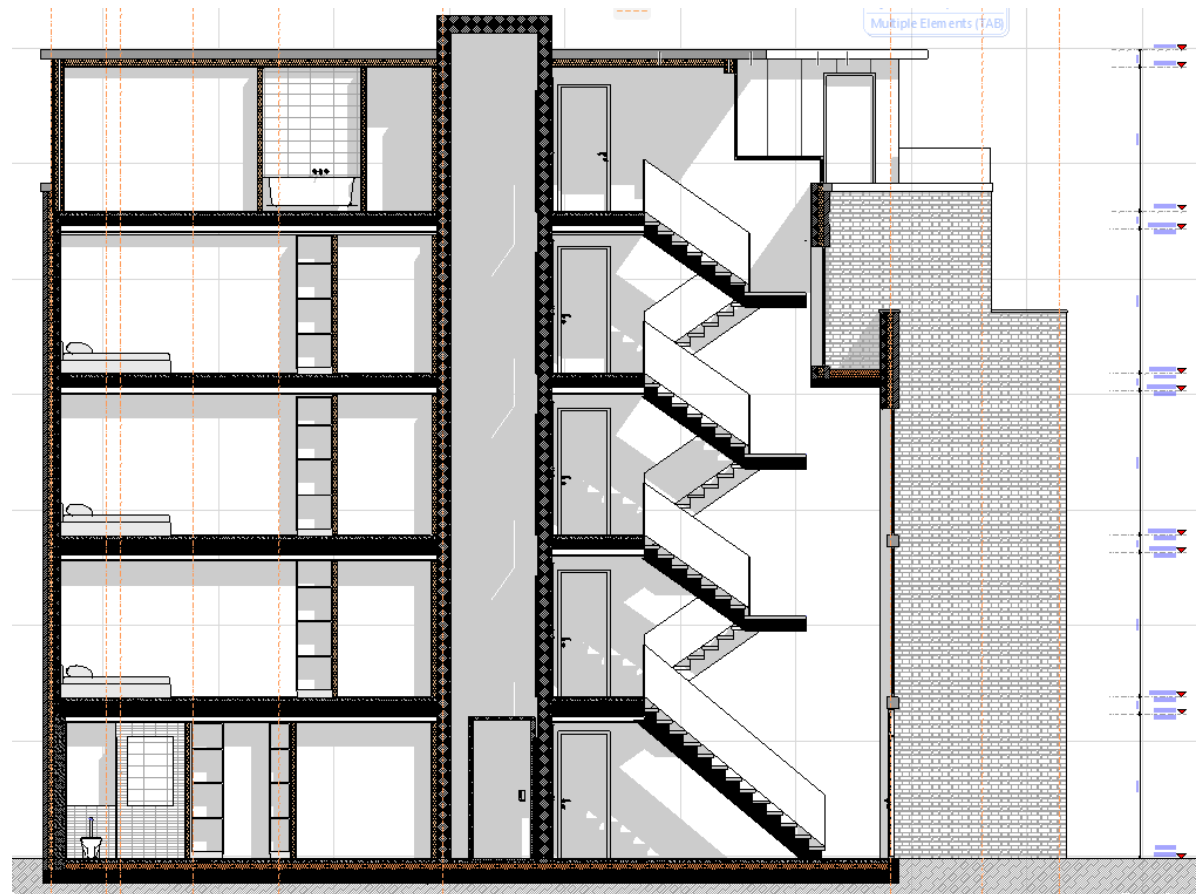
The proposed extension at roof level has been designed with specific attention to safeguard the natural light of all the neighbouring gardens.

8 ACCESS

The existing lift will be extended to reach the 4th floor and give level access to both flats. It is also proposed to continue the existing staircase to the new top floor.

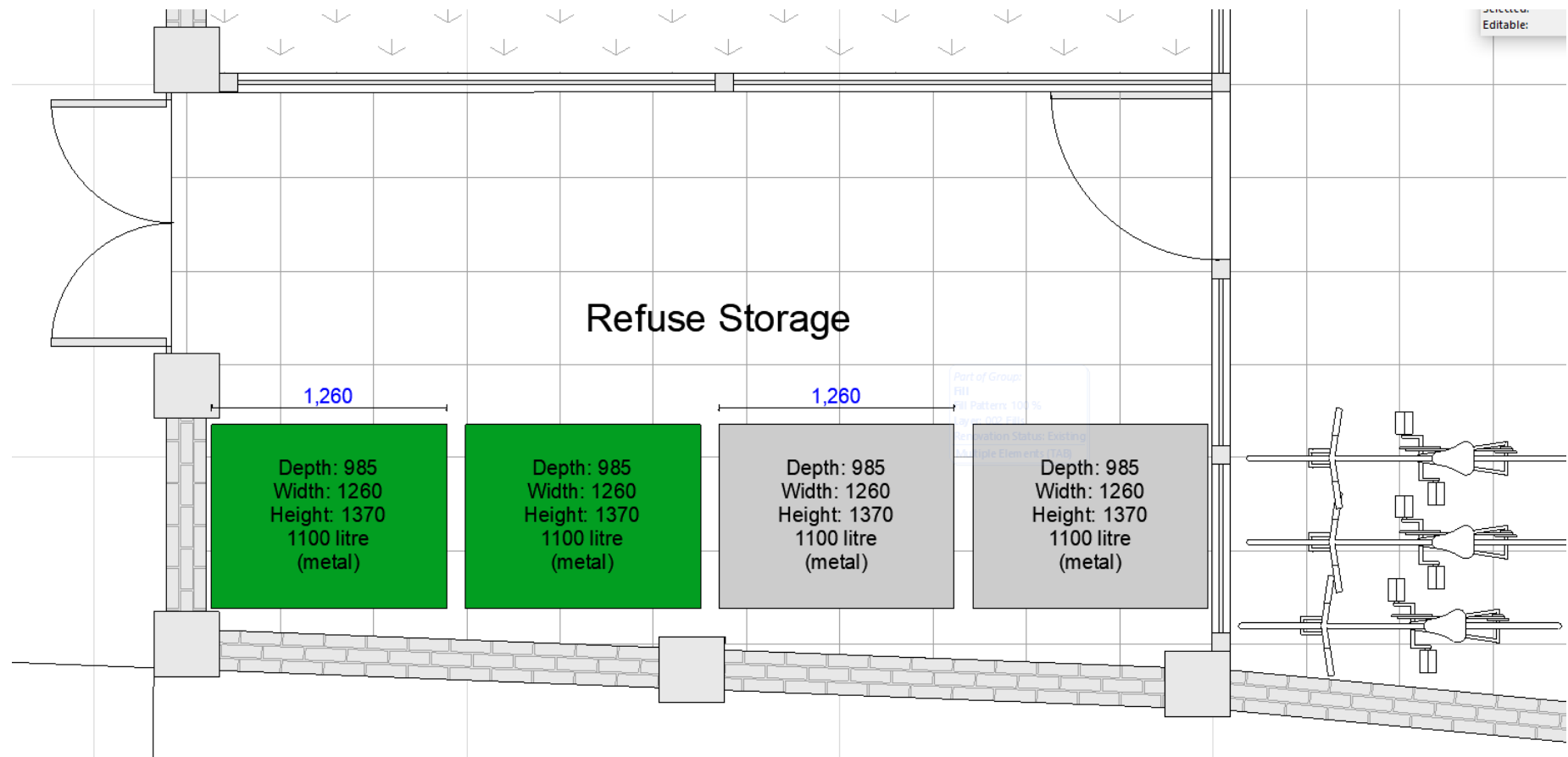
The proposed development has easy access for emergency services. No alteration to the existing access is proposed.

The proposal is in compliance with Part M4 (1) of the current Building Regulations.



9 REFUSE STORAGE

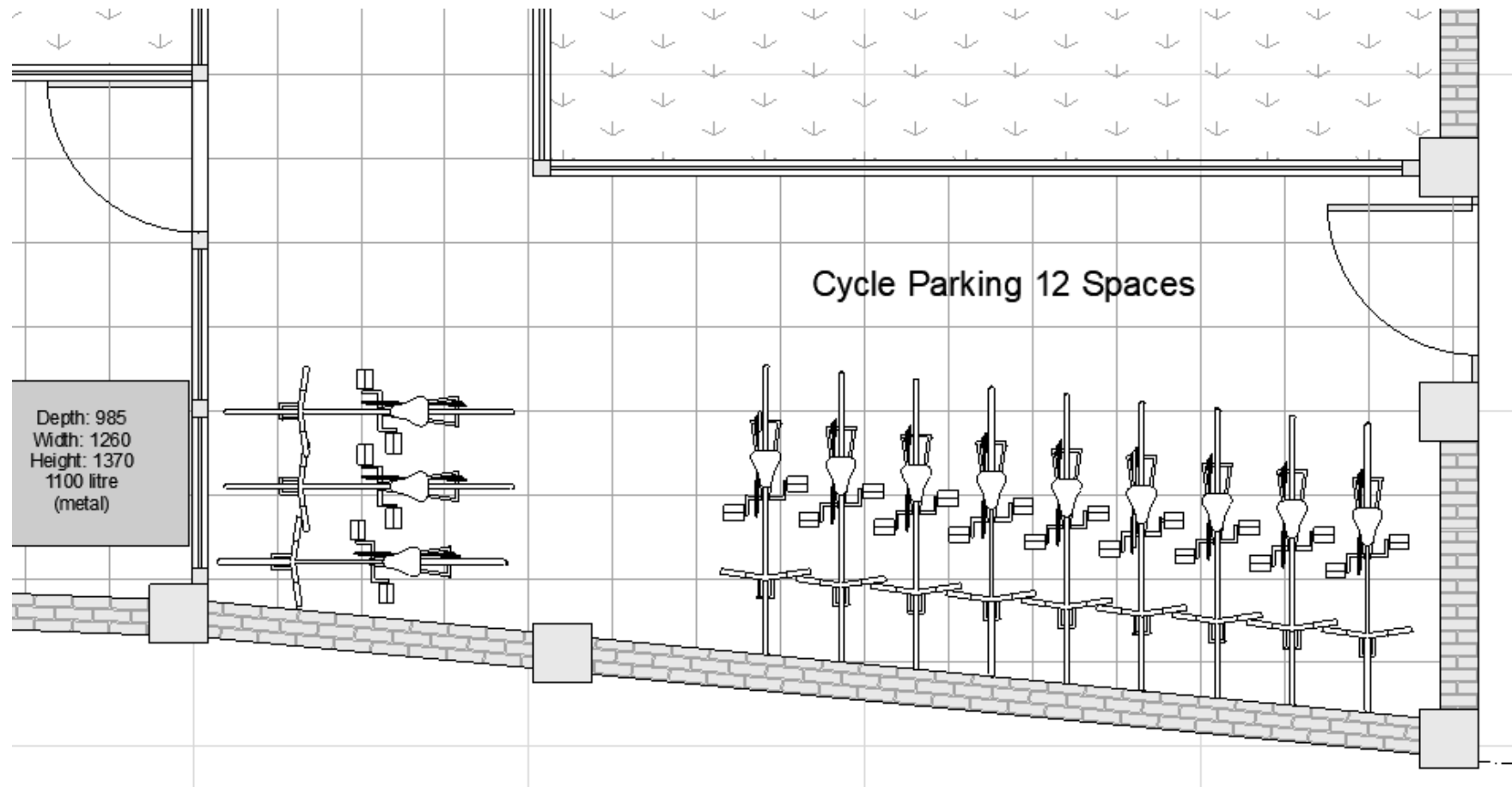
The existing refuse storage enclosure provides sufficient space to accommodate refuse according to page 13 of the LB Haringey Sustainable Design and Construction SPD (March 2013)



The refuse storage enclosure and collection will be maintained as existing.

10 CYCLE PARKING

Policy T5 'Cycling' and Table 10.2 'Minimum cycle parking standards', within the London Plan require at least 1.5 cycle spaces for 1 bedroom (2 person dwellings) and 2 cycle spaces for all other units (2 bed +). For ease, the proposal will provide 4 additional cycle parking, which brings the total amount of cycle parking to 12 spaces.



11 CAR PARKING

The existing scheme with eight flats is a car free development. The proposed two additional dwellings will also remain car free. This will be legally enforceable via the proposed leases granted for the additional flats which will follow the form of the registered leases in place for the existing eight flats. These contain a prohibition preventing any owner or occupier of the flats from making any application for residents' parking permits which is legally binding upon each owner and their successors in title for the 150 year duration of the lease.

10 CONCLUSION

- The Proposal makes full and effective use of the application site.
- The Application Site is an accessible location.
- The Proposal fully complies with relevant government guidance as contained in the National Planning Policy Framework.
- The Proposal accords with relevant policies of the London Plan Published in March 2021 and Haringey's Local Plan and Development Management Policies.
- The Application Site is located within the residential area of Bounds Green and the proposed redevelopment has been designed to the highest environmental quality, in compliance with regional and local policy.
- The design of the Proposal is a well-planned, articulate and appropriate response to the challenges presented by the Application Site and the need to integrate the proposed development successfully with neighbouring properties.
- The Proposal represents an acceptable, sustainable and appropriate way of efficiently maximising the redevelopment potential of the Application Site, whilst providing dwelling type identified within the local plan as being required.