



DESIGN & ACCESS STATEMENT

Conversion to 2 self-contained flats, over 2 floors with separate amenity space.

Project: 172 Stroud Green Road, N4 3RS
Project No: 1055
Date: 26/09/2023

This document was prepared by AA Drafting Solutions on behalf of our client Mr Tyral Smith. The information contained within this document has been based on site visits, survey information, OS Maps & client supplied material.

Drawings within this document are not to scale and images are indicative only.

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

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Introduction

The contents of this Full Planning application document are presented by AA Drafting Solutions in support of the conversion to 2 self-contained flats over the lower ground floor and upper ground floor, with separate amenity space. In accordance with the Haringey Borough Council the application is accompanied by plans and the necessary documentation together with the application fee.

Flat A – 2 Bedroom (3 people) 62.4m²

Flat B – 1 Bedroom (2 people) 50.3m²

In formulating our proposal, we have been mindful of the immediate vicinity and in the near environmental context.

Planning Policy

The Technical Housing Standards Nationally Described guidance sets out that a two bedroom and one bedroom unit should have a minimum floor space of 61 / 50(39) square metres respectively which we have adhered to.

The following policies have also been adhered to:

- The National Planning Policy Framework was revised and published on 20th July 2021.
- The development plan for Haringey comprises the London Plan (March 2021), the Haringey Local Plan (July 2017) and the Development Management DPD (January 2016), including residential conversions DM16.
- The relevant London Plan Policies 7.4 Local Character and 7.6 Architecture were also considered.

Supplementary Planning Guidance

- Housing: Supplementary Planning Guidance. (March 2016)
- Technical housing standards - Nationally Described Space Standard (March 2015)
- SPG1 General Design Principles
- SPG2 Residential Design Guidance
- National Design Guide - (September 2019)



Figure 1: Location Plan NTS

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Design – History/Use

The property will externally remain in line with the street scene similar to the residential properties on Stroud Green Road. The road consists of split dwellings, typically 3 or 4+ flats per building. We are not altering the front elevation, only making external alterations at the rear. We aim to match the layout and materials of the neighbouring properties.

Creating two self-contained units over two floor (lower ground and upper ground) with amenity space in this urban environment will provide additional housing within Haringey Borough. We are proposing a car-free development, in line with the CPZ (controlled parking zone). Bike storage with the site's high PTAL rating will grant the users of the flats with sufficient transport options.

The site is located at the north-west end of Stroud Green Road is currently split over two floors with access at both lower ground and upper ground and reasonably sized amenity space at the rear. The proposed conversion would provide 1x 2 bed (3 people) and 1x 1 bed (2 people), both with open plan kitchen/living space, spacious master bedrooms and access too rear gardens via patio doors or private stairwell (Flat B). We have followed the existing typography of the rear street scene, regarding division of amenity spaces and access too at the upper ground floor level.

Design – Access

Each flat will have its own separate entrance, Flat A via existing side door at the lower ground floor level and Flat B via the existing front door, off the shared hallway. We believe this was the previous entrance.

Access to amenity space is via patio door and private stairwell at the rear.

The existing site has one carparking space with dropped kerb access, however as the site is located within a CPZ we have proposed a car-free development, introducing bike storage.

The site is in an area with the second highest PTAL rating of 6a, with excellent accessibility to public transport links. With the overground within 4min walk (330m) and Finsbury Park station (tube, train and buses) within 10min walk (800m) and multiple bus routes in close proximity. We anticipate public transport to be the main use of transport for the residents.

Design – Scale & Appearance

The proposed layout makes the most of the opportunities which exist at the site. By reconfiguring the general layout and forming the proposed extensions, a large, lighter, and better configured space is created.

We have not altered the front elevation, only incorporating additional windows and door at the rear. We feel the proposed elements would appear in scale with the property and sympathetic to its design without harm to the visual amenities or character of the area. The layout follows the rear street scene, introducing a rear door and small accompanying window that opens onto the rear staircase (to garden).

The additional windows at the lower ground floor will provide much needed natural light to the internal kitchen/living room. Both scale and appearance to match the existing sash window at the rear.

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Design – Layout and Amenity

Throughout the development of the proposed scheme, the client has placed great emphasis on functionality and providing the highest quality internally, externally and to the wider environment, which creates attractiveness as a place to live.

Each unit provides large open plan living areas perfectly suited for professionals / families along with each unit containing a master bedroom at 14.6² +. Plus, wardrobe locations and additional storage cupboards will be provided in all units.

Flat A

LG Flat – 62.4m² 2 Bedroom (3Person)

This unit is situated along the LG with private rear and side gardens/access. The property contains an ensuite master bedroom and large open plan kitchen living area leading onto the garden, with additional storage under the external stairs.

Flat B

UG Flat – 50.3m² 1 Bedroom (2Person)

This luxury 1 bedroom accommodation contains a large master bedroom, large open plan kitchen living area with large existing windows at rear of the property provide view of the rear gardens, and separate storage/utility area leading onto the private gardens.

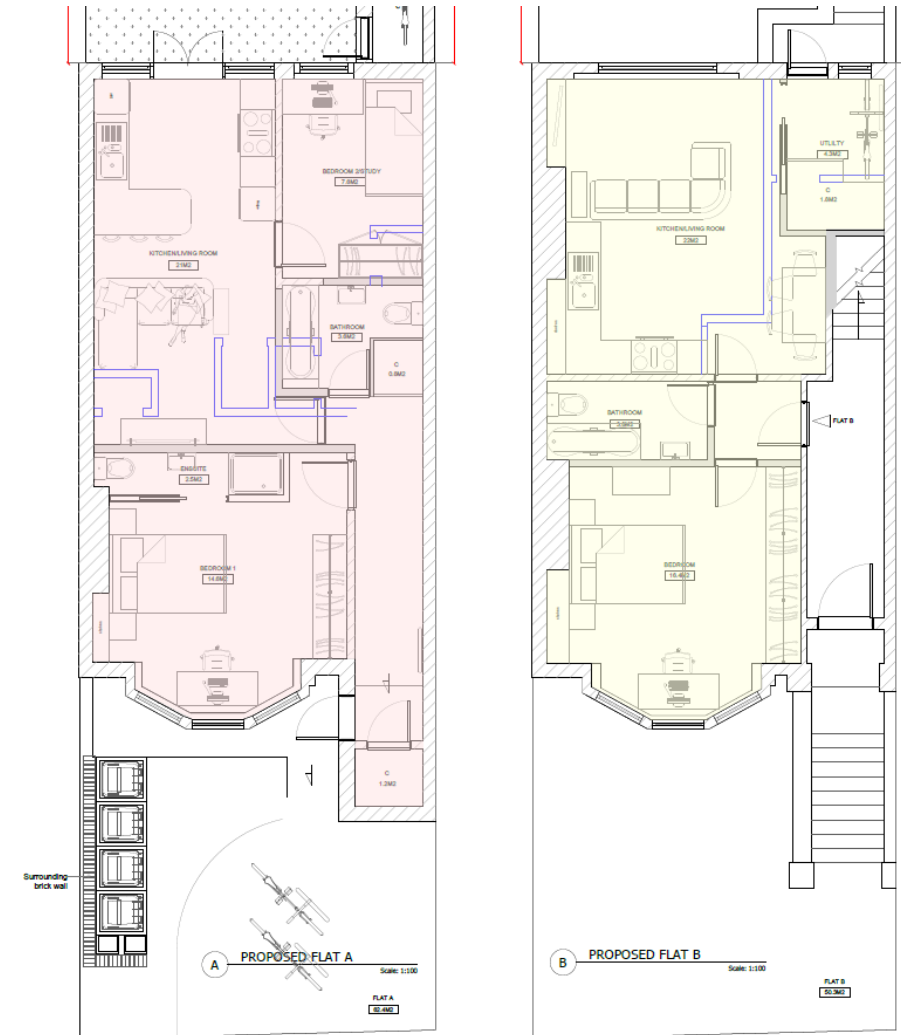


Figure 2: Proposed Flat A and B Floor Plans

	(A) FLAT - 62.4m ² 2 BEDROOM FLAT (3Person)
	(B) FLAT - 50.3m ² 1 BEDROOM FLAT (2Person)

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Design – Local Inspiration

On Stroud Green Road there are multiple residential dwelling divided into flats. This includes the whole block 178-162.

Reviewing the rear elevations, all UG floors have both rear doors and small window, as shown in the image below (Google earth) and figure 4. We believe this design aspect was the original layout, as the previous window detailing of vertical bricks can be seen.



Figure 3: Rear elevations of block.



Figure 4: Existing Rear Elevation & Proposed Rear Elevation

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Design – Amenity Space

The large existing garden and patio covers 90m². We have proposed to split this vast space to provide 36.4m² for Flat A and 50.6m² for Flat B, following similar layout to the neighbouring properties. Figure 5 shows neighbouring garden's subdivision which we hope to match.

See image for current state, very overgrown with good vegetation opportunities.

Acoustic Report/ Sound Insulation

With minimal internal alterations, little noise interference will affect the neighbouring properties. Each flat will be designed with the latest sound insulation material ensuring that soundproofing between the proposed flats along with fire safety within the building would meet building regulations. Impact and vibration sound testing will be conducted during the building control phase of the project to ensure more than adequate privacy to the occupants of the proposed dwelling. All stud partition walls to provide acoustic soundproof quilt (min 10kg/m³ density) and new windows and doors to be double glazed, providing minimal impact.

Daylight and sunlight

No extensions are proposed; therefore, the proposed development does not impact the residential neighbours and will not impact in terms of daylight.



Figure 5: 174's Rear Garden

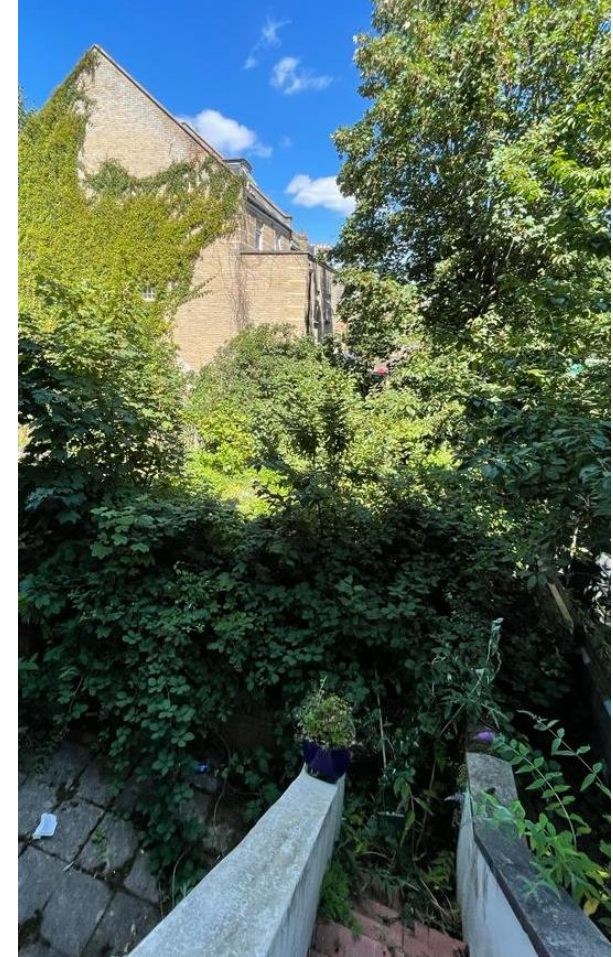


Figure 6: 172's Rear Garden

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

5 Years Maintenance Plan:

New Plantation to be done after the completion of External Building Works Prior to occupation. If the Plants/ Trees die become diseased or fail to thrive within a period of 5 years from the date of Planting. They are to be removed, uprooted or destroyed, it must be replaced by another plant of the same kind, size and at the same place.

The development will seek to retain the existing site vegetation. New landscaping elements will incorporate native trees and vegetation as part of the scheme to enhance the bio-diversity value.

Design – Landscaping Plan

Proposed vegetation includes a surrounding hedge, providing natural boundary, with Hollyhook interweaved at rear boundaries (dividing the two gardens and the very rear).

Both gardens have a patio and grass areas, with possible seating options.

BBQ and planted herbs for outdoor dining experience.

Wooden planters are used to subdivide the spaces. Containing a mix of flowers with a range of heights, and colours to provide a sweet natural fragrance throughout.

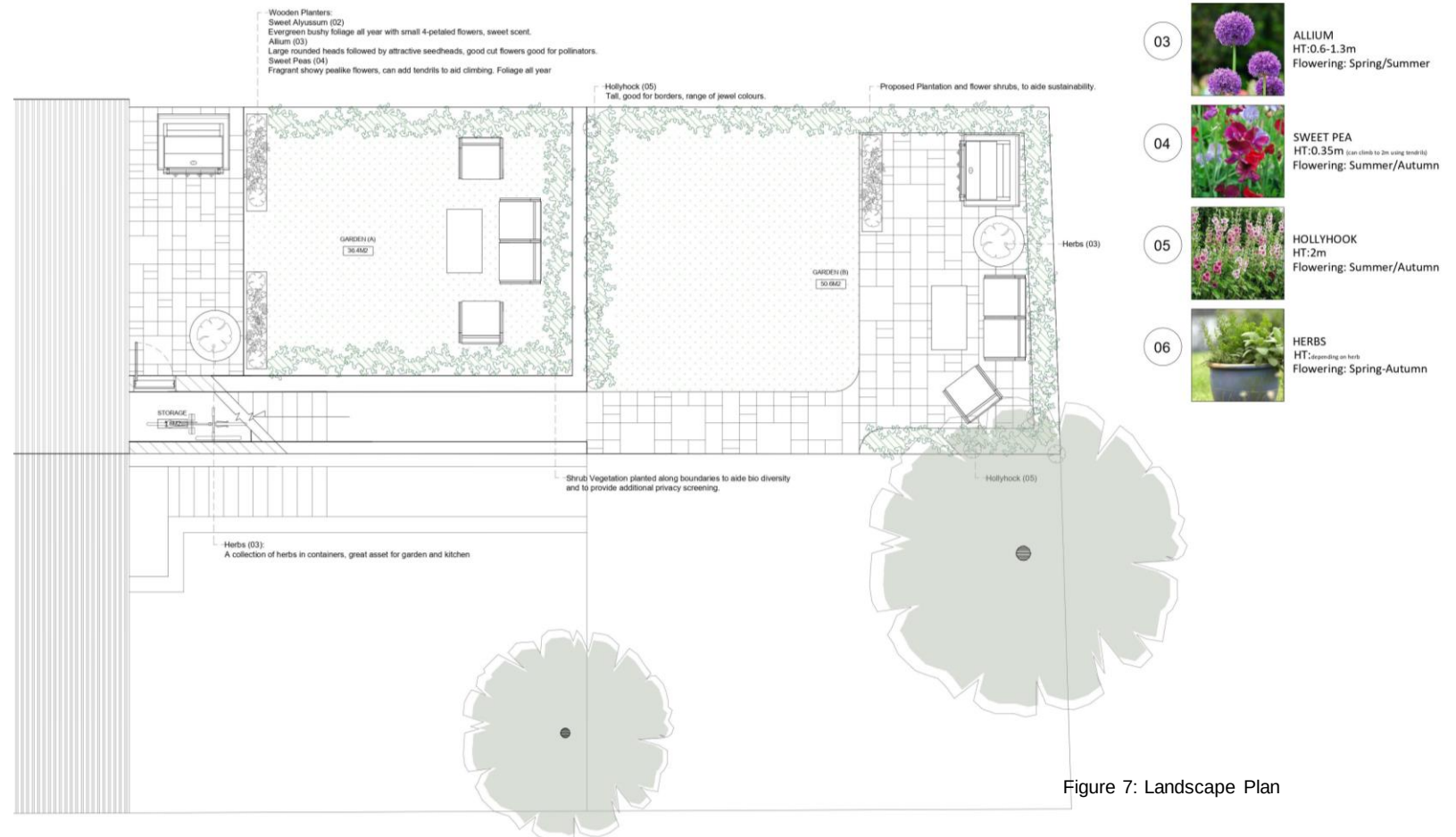


Figure 7: Landscape Plan

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Refuge Storage

Proposed Refuge storage to be enclosed by brick detailing, following examples on road (figure 9&10). We have chosen to locate the refuge storage on the boundary line away from the key access routes and opposite 174's refuge location.

We have provided one 240L refuse bin and one 240L recycling bin with the option of one 23L food waste, plus additional storage for the existing residential dwellings

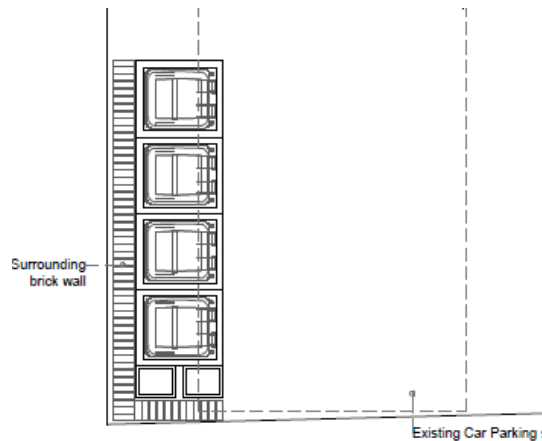


Figure 8: Proposed Refuge Storage



Figure 9&10: Neighbouring Refuge Storage

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Bike Storage

To support our car free development and in line with the council's Walking and Cycling Action Plan; improving active travel across the borough, we have proposed covered bike shed to be installed in the front, with further cycle storage options within both flats.

With multiple cycle parking options in close proximity, we have proposed 2 cycle parking covered spaces, 1 per 75m² as per the London Plan 2017: Cycling Parking. These cycle racks will be covered with timber structure and with a max height of 1.26m they will cause minimal impact behind the refuge storage.

We have proposed internal options such as wall mounted bike hooks, please see figure 12 for reference of vertical and horizontal storage options by Cycloc.



Figure 11: Bike Shed Option

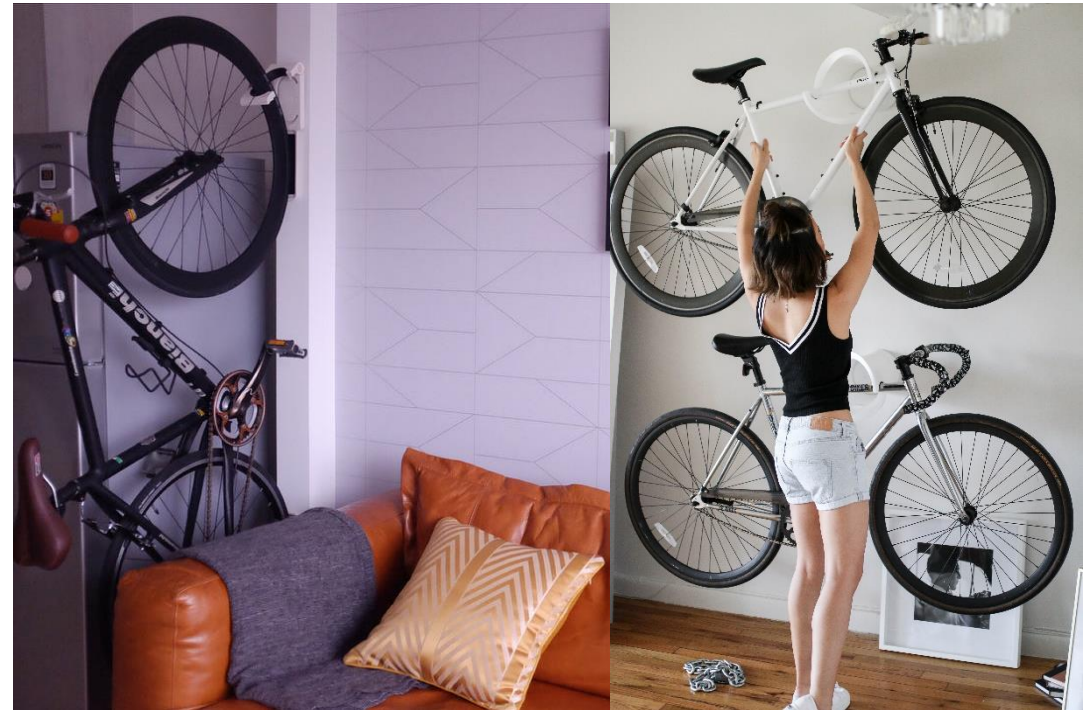


Figure 12: Vertical and Horizontal Bike Storage
by Cycloc

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

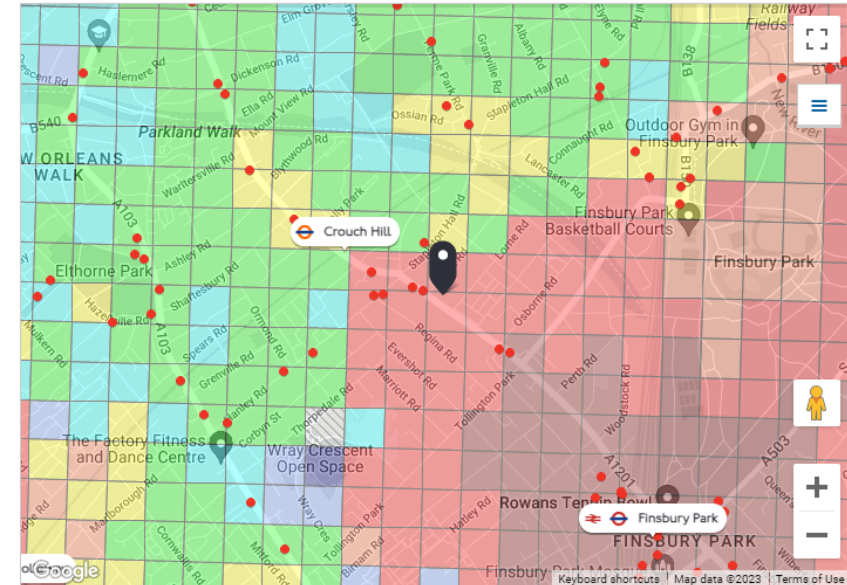
Car Free Development

We have proposed a car free development, removing the existing car parking space as the site is located within a Controlled Parking Zone and has a high PTAL rating. This follows the New Local Plan for Haringey November 2020 section 5.3.6 (page 126):

‘We are looking to dramatically reduce car use in the borough,

In addition, parking management and control schemes such as Controlled Parking Zones (CPZs) have helped to reduce the number of non-local cars (commutes and shoppers) in the borough.

In October 2021 the Central London Ultra Low Emission Zone will be extended to create a single larger zone bounded by the North and South Circular Roads. This will cover the entire borough and mean that anyone driving a petrol or diesel vehicle within the borough will also need to meet tighter emissions standards or pay a daily charge.’



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

6a

N4 3RS

Stroud Green Rd, Finsbury Park, London N4 3RS, UK

Easting: **530834**, Northing: **187382**

All public transport modes in London currently available:

National Rail, London Overground, Tube, DLR, Tram, Buses

Figure 12: 6a PTAL Rating

DESIGN & ACCESS STATEMENT

Project: 172 Stroud Green Road, N4 3RS

Project No: 1055

Date: 26/09/2023

Conclusion

The proposal preserves the amenities of the occupiers of the neighbouring properties. Also preserved is the character and appearance of the individual property, street scene and immediate area. This will not have a detrimental impact on the existing qualities of the dwellings.

The floor area for each new flat created meets or exceeds the minimum standards. The combined floor areas for living/ kitchen/dining are also meet or exceeding the minimum standards. The type and size of the rooms are designed to achieve the functional needs of the users to provide sufficient space to incorporate furniture, activity and good circulation. The space provision of the units and their rooms are proposed in relation to the size of the property, shared circulation areas, ceiling heights and private open spaces to protect and provide comfort, amenity, privacy, daylight and ventilation.

All habitable rooms have an area of clear glazing situated in several windows to provide bright, naturally lit interior spaces. The proposal achieves maximum levels of daylight and sunlight without compromising levels of privacy of adjoining properties. The windows and/or doors of all the habitable rooms will provide the necessary ventilation to achieve the healthy flow of air throughout the rooms. The layout of the flats and circulation spaces limit the transmission of noise to sound sensitive rooms within the flats.

The horizontal and vertical distribution of the smart space-allocation leads to the creation of larger habitable bedrooms. Living and dining areas, kitchens, bathrooms and bedrooms have attractive propositions to meet a range of needs of the occupiers professionals / families. The provision, position and orientation of the proposed development is sympathetic in both design and in proportion with the existing properties and both public and private open spaces in the vicinity.

The proposal takes into considerations all the relevant SDP and UD guidelines for new dwellings in London and Haringey.

London Plan Policy H1 sets Haringey's housing target at 1592 homes per annum. To deliver this target, the borough is encouraged to optimise the potential for housing delivery on all suitable and available brownfield sites.

The site is in a residential location where the Council will consider a greater density of infill development provided it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

We have the option to remove one gas and switch to cleaner energy source using an electric boiler or air source heat pumps, alongside a car free development we feel this will provide a more sustainable residential addition to Haringey's current housing population.

Therefore, we believe this proposal lies in a suburban residential area where there should be no objection in principle to new residential development. This application would provide 1 additional residential units (net gain) which would represent a modest contribution to the supply of housing within the Borough and provides a public benefit.