



DESIGN AND ACCESS STATEMENT
26 RAVENSTONE ROAD, N8
CONVERSION OF PROPERTY
INTO 2 SELF-CONTAINED FLATS

IBI EKINEH BA(HONS) DIP ARCH(HONS)(DIST) DIP URB POL ARB
ARCHITECTURE INTERIORS HOUSING URBAN REGENERATION
59 CHELMSFORD ROAD SOUTHGATE LONDON N14 5PY
T: 020 8447 8434 E: IBIDES@AOL.COM

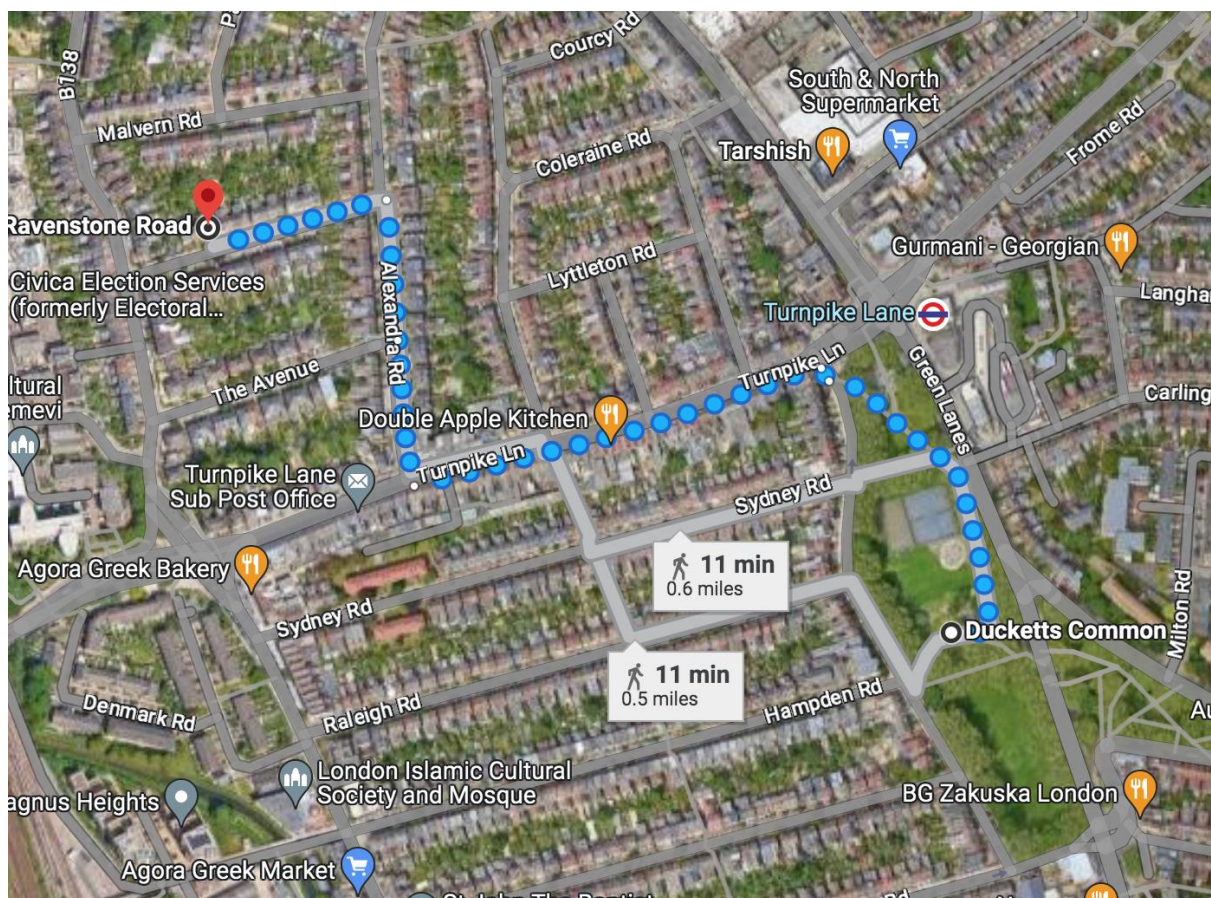
SITE AND SURROUND

26 Ravenstone Road is an end of terrace 4-5 bedroom house, located within Wood Green Town Centre and is 2 minutes walk to the shopping city. It thus benefits from vast array of amenities including shopping facilities, library, restaurants, and cafes.

It is also within 11 minutes walk to Ducketts Common which offers open public space, outdoor gym, basketball court, café and other recreational facilities.

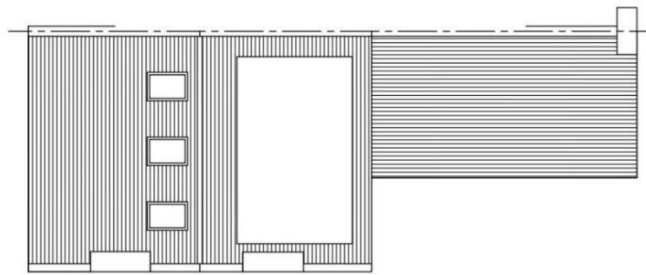
Turnpike Lane and Wood Green Underground stations, Turnpike Lane Bus Station, Wood Green Public Library are also within easy reach.

The site is located within the hub of Haringey's commercial and retail centre, and with the existing infrastructure, able to cater for additional housing supply.



THE HOUSE AS EXISTING

The original house has an area of 157m², prior to having a loft dormer built earlier this year. As the original house is over 120m², it meets the criteria for conversion into flats.

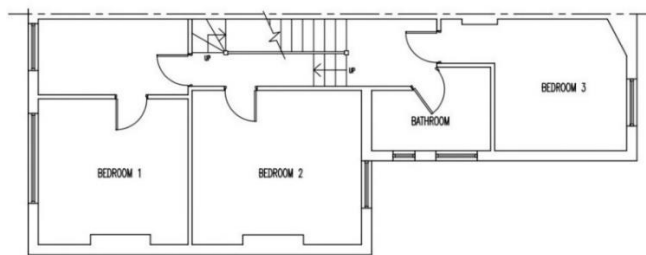


EXISTING ROOF (FOLLOWING CONVERSION)

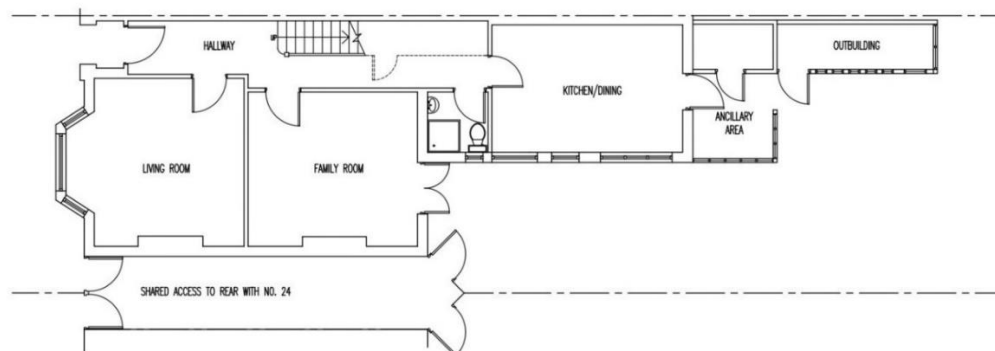


EXISTING LOFT (FOLLOWING CONVERSION)

THE ORIGINAL HOUSE (PRE 1948)
BENEFITED FROM A HABITABLE LOFT
ROOM. THE LOFT HAS NOW
INCORPORATED A REAR DORMER
UNDERTAKEN WITH A LAWFUL CERTIFICATE
REFERENCE HCY/2022/2609



EXISTING FIRST FLOOR PLAN

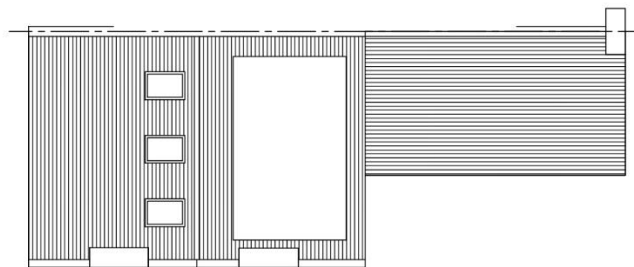


EXISTING GROUND FLOOR PLAN

PROPOSED LAYOUT

The proposal seeks planning permission to convert the house into 2 self-contained flats. Set out on three floors, the original house had a habitable room within the roof space, and this has been increased with the construction of the dormer.

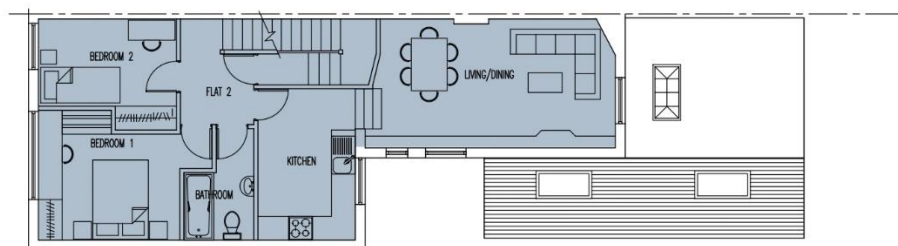
	LIVING/DINING/KITCHEN	BEDROOM 1	BEDROOM 2	BEDROOM 3	STUDY	TOTAL AREA	GARDEN
FLAT 1	37M ²	15M ²	12M ²	8M ²		86M ²	58M ²
FLAT 2	29M ²	12M ²	8M ²	17M ²	5M ²	96M ²	58M ²



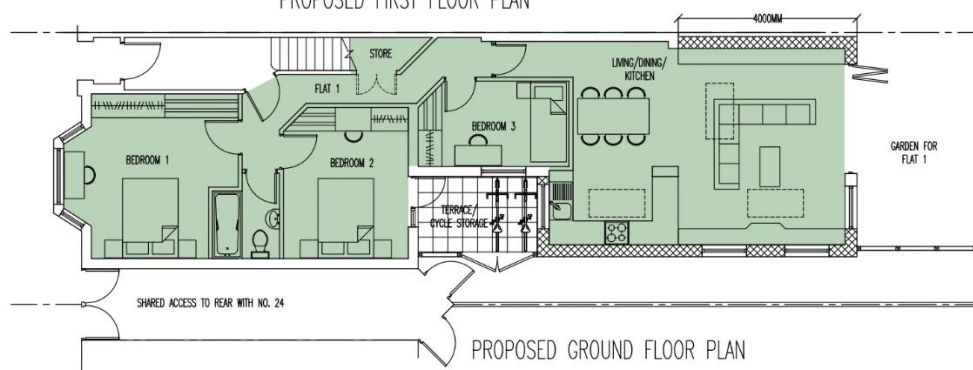
PROPOSED ROOF PLAN



PROPOSED LOFT PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN

ANALYSIS OF THE PROPOSAL

The property is end of terrace house, with a gap of 1800mm between it and the adjacent house (no 24). The gap provides access from the street to the rear gardens of each house, creating the the opportunity for the proposed flat on the upper floors to have its own garden at the rear.

A single storey rear/side extension is proposed which will not be visible from the street, the proposal is therefore not considered to have any material impact on the street scene.

The proposal will also have no impact on the residential amenities of the occupiers of the adjoining properties as illustrated in drawing number HM/26/PP06. The distance between the flank wall of the proposed extension and the adjacent number 24 is over 4,000mm. With the height of the side extension being 2300mm maximum along the boundary, it is considered low enough not to impact on the occupiers of no 24, that is regarding any loss of daylight, sunlight, or outlook. Any windows on the flank wall are to be in frosted glass and fixed (non-openable), and therefore there will be no overlooking unto the occupiers of no 24.

The extension is also not considered to have any adverse impact on the occupiers of the adjoining property that is no 28. The existing outbuildings along the boundary between the two properties have a rearward depth of 6,040mm and is to be demolished. The new proposed extension would have a rearward depth of 4,000mm, and therefore, would be significantly less than the existing outbuildings.

The two proposed flats have dual aspect orientation, and the internal daylight factor would be good. The bedrooms are located to the front and the living/dining areas are to the rear, set within the existing outrigger. The stacking is similar and would reduce potential noise sensitivity to the occupiers of the flats.

The interior of the flats has been designed to create generous and congenial space flexible to meet the needs of the occupiers.

The ground floor 3-bedroom flat has an open plan living/dining/kitchen area with glass doors to the rear wall which would provide continuous view towards the garden, creating a family-friendly accommodation.

The upper floor maisonette is also 3-bedroom, with generous interior space and incorporates a small room which would be multi-functional and could be used as a dressing area, playroom or home office/study

The proposal would thus create 2 family units in an area where the Council policies seek to ensure that family units are not lost through conversions into smaller units. The proposal is set within an area with established infrastructure, including transportation, leisure and retail amenities, and child friendly open urban space.

BINS, RECYCLING AND CYCLE STORAGE

These are located to the front within an enclosure, with ease to wheel to the pavement on days of refuse collection. Refer to drawings HM/26/PL13, and PL14 for details.

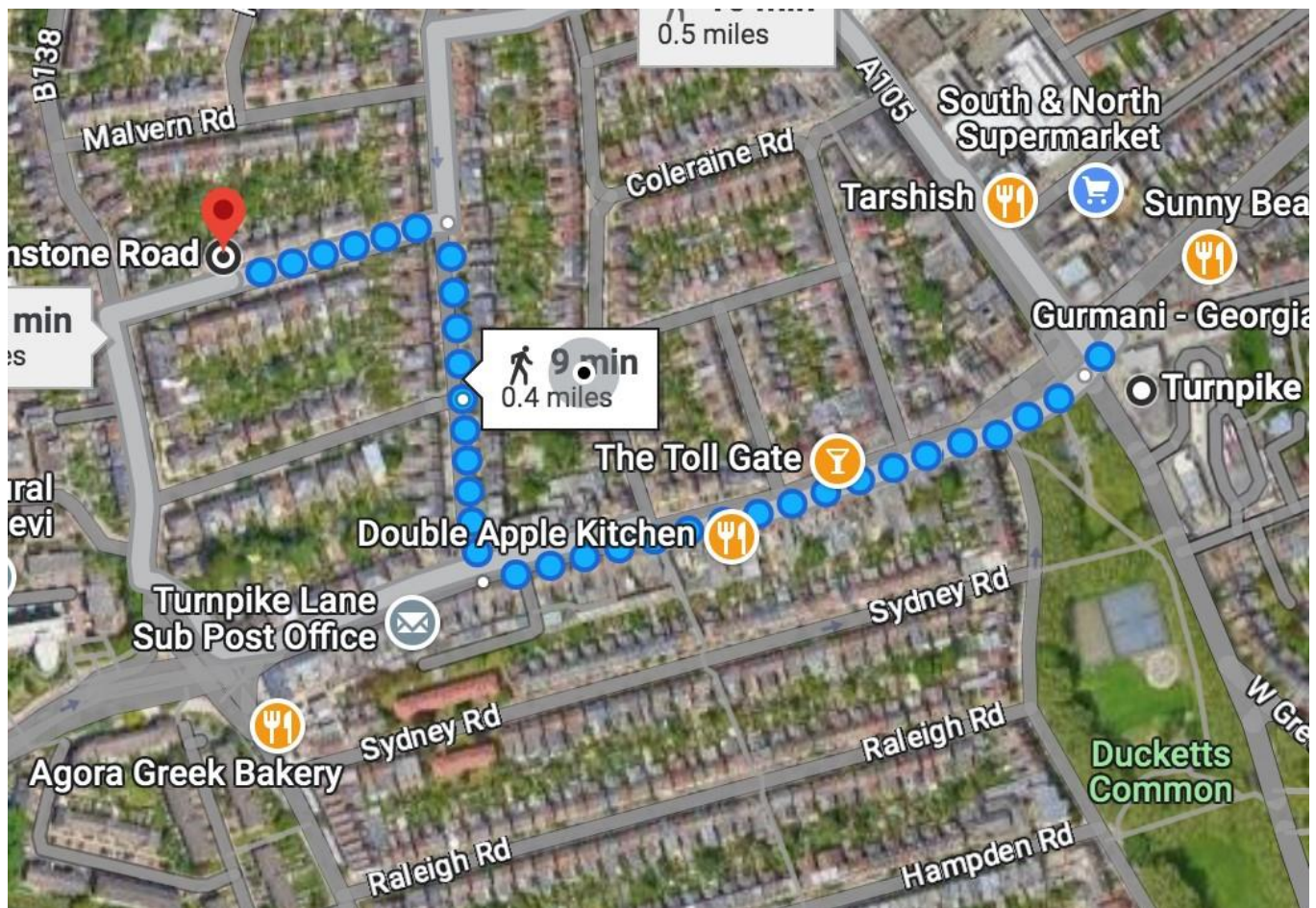
The Council supports the objectives of sustainable waste management. The provision is for the storage and collection of waste and recyclable materials. These are located to the front of the property with 2no waste and recycle bins.

The location is safe to access, for both occupiers and collection operatives, including vehicles and would comply to the Council's Refuse Collection Strategy.

The location is screened with close boarded timber panels, to avoid nuisance, and any adverse visual impact. The surrounding area would incorporate a gully and hose down facilities to ensure that the area is kept clean and does not attract any vermin.

PARKING

The site is within 10 minutes to Turnpike Lane Station with PTAL of 6A, indicating it has excellent access to public transport.



There is an existing parking for one car in the front, which would be retained. A parking Stress survey has not been considered necessary due to the excellent PTAL and as the site is located within a CPZ. It is not considered that the development would lead to any parking stress on availability of existing spaces.

ACCESSIBILITY

SYNOPSIS (REQUIRED FOR COMPLANCE)

Developed from Approved Document M: Access to and use of buildings from The Building Regulations 2010

Section 2A: Approach to the dwelling

2.1- The provisions of Section 2A apply only where a planning condition requires compliance with optional requirement M4(2) for accessible and adaptable dwellings

2.2- The provisions of Section 2A apply to external and internal areas and elements that form part of the approach route to the individual dwelling and fall within the plot (or curtilage) of the dwelling or the building containing the dwelling.(complies)

2.3- The provisions also apply to the approach route between the dwelling and the point, or points, at which an occupant or visitor, including a disabled person, would expect to get in and out of a car. This point, or points of access may be within or outside the plot of the dwelling or the building containing the dwelling (typically a block of flats). These provisions do not apply beyond the curtilage of the development.(applies to ground floor flat)

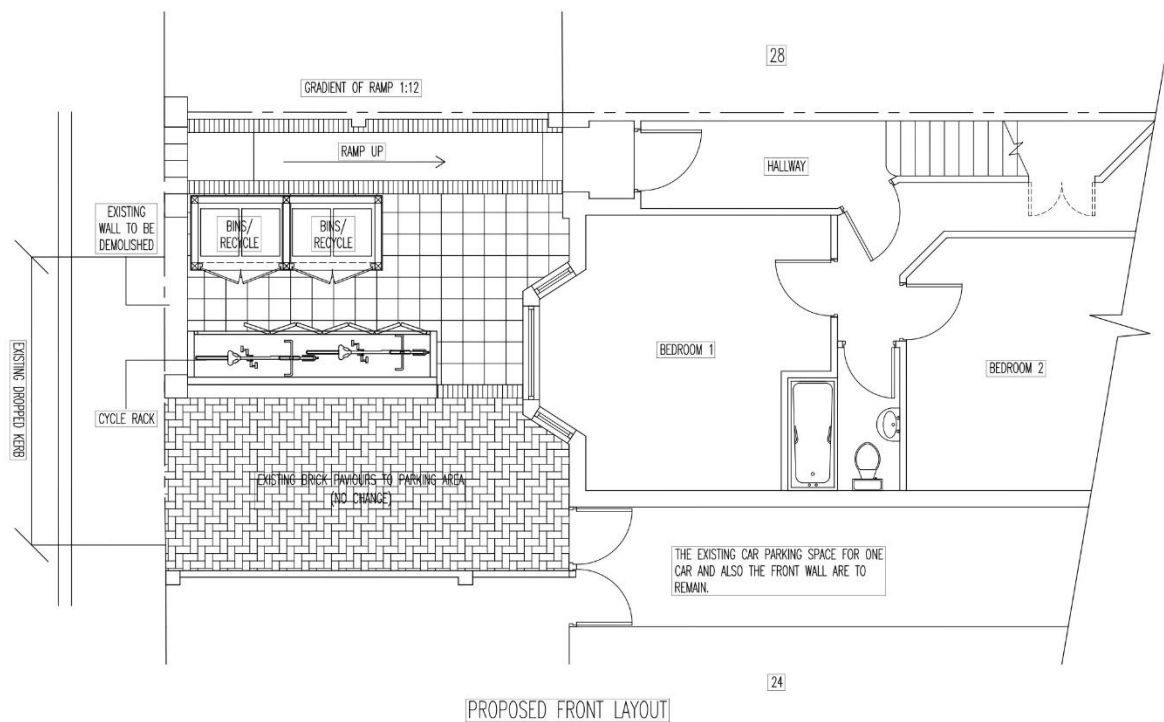
2.4- Reasonable provision should be made to ensure that the approach route to any communal facilities that serve the dwelling meets these provisions.

Communal facilities include storage areas, such as those used for depositing refuse and recycling, but not plant rooms or other service areas unless occupants need regular access, for example meter reading (applies to ground floor)

2.5- For a house (or other dwelling that sits within its own plot) the approach route will often involve a driveway, or a gate and a path, but for a dwelling within a larger building (typically a block of flats) the approach route will usually involve one, or more, communal gates, paths, entrances, doors, lobbies, corridors and access decks as well as communal lifts and stairs (not applicable)

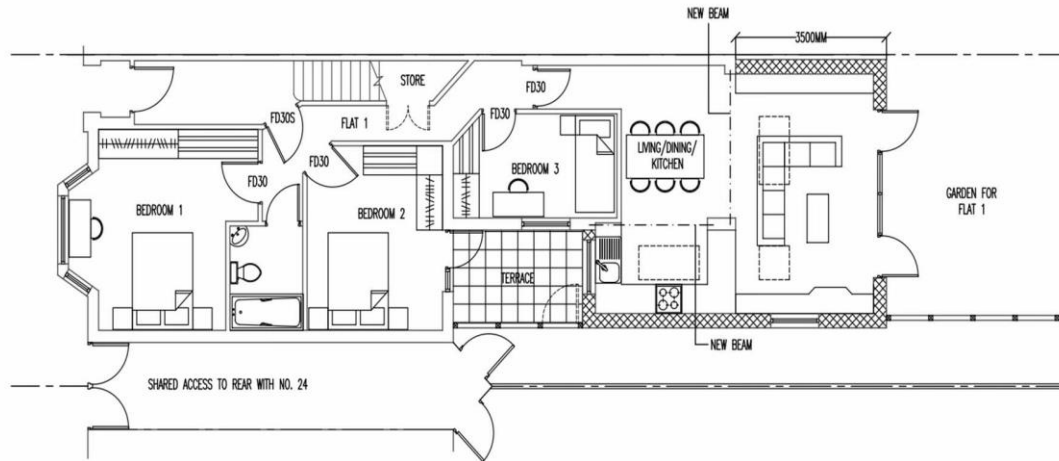
ASSESSMENT OF THE PROPOSAL

The existing entrance to the house is set 300mm above the outside ground level. In order to ensure that there is a level threshold to the entrance, a ramp is proposed from the entrance from the street to the doorway. This will have a gradient of 1:12



The flat above ground floor is not assessable for wheelchair users as there is no provision for a lift.

However the ground floor flat has been designed to ensure that it offers the maximum flexibility possible within the context of the upgrading of an old Victorian property.



The design features include the following:

- 1) Circulation spaces are not at right angles, but are chamfered so as to ensure ease of movement for a wheelchair user.
- 2) The master bedroom is of generous size.
- 3) The door to the bathroom opens outwards
- 4) There is a level threshold into the garden
- 5) The kitchen/dining/living areas are generous enough to reconfigure the furniture arrangement accordingly.

CONCLUSION

It is considered that the principle of the development is acceptable in providing an additional dwellings in an urban area with established amenities.

The proposed extension meets the necessary threshold of good design and contains all the elements of proportionate scale, size, position and appearance. There will be no impact on the street scene and the public realm, therefore the character of the area will not be impacted.

There will be no adverse impact caused to neighbouring residential occupiers. The proposal seeks to maximise the potentials within the location, optimising the land use in a town centre site with established amenities and with existing infrastructure. This is a sustainable proposal.

PHOTOGRAPHS



Rear view prior to construction of loft.



Rear view with loft dormer constructed



Rear and front views





The rear outriggers are well set back from the site boundary.



As would be noted, the gardens to the houses on Ravenstone Road are much deeper than those to the properties on Malvern Road which they back unto

Aerial views

FRONT



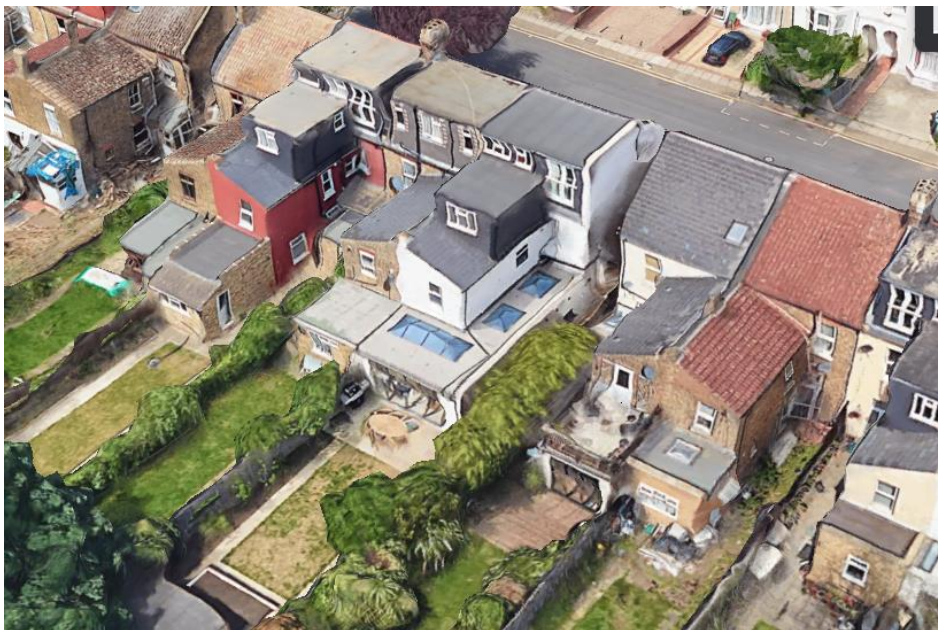
REAR



REAR VIEW OF HOUSES ALONG RAVENSTONE ROAD



REAR VIEW OF HOUSES ALONG MALVERN ROAD



As would be noted, several houses on Ravenstone Road and the surrounding streets have benefitted from various single storey, double storey and loft extensions that are comparable to and in some cases significantly larger than the proposed. Whilst some of these might have been undertaken under permitted development, nonetheless, the town centre location of the site is a catalyst for these developments.
