

**PLANNING, DESIGN
AND ACCESS
STATEMENT**

**288 West Green Road
N15 3QR**

**TWO STOREY REAR
EXTENSION, NEW
STUDIO FLAT AT
GROUND FLOOR AND
CONVERSION OF
EXISTING FIRST FLOOR
FLAT TO CREATE 2 SELF
CONTAINED FLATS**

AJM PLANNING

Report Prepared by

Andrew MacDougall BaHons, DipTP, MA, MRTPI

andrew@ajmplanning.co.uk

Mobile: 07711 399591

1. Proposal

- 1.1 This Planning, Design and Access Statement supports the modernisation of the above site from a vacant unit offering no financial advantage to the local economy to a site which provides better quality residential accommodation together with investment into the commercial unit to make it attractive to the market.
- 1.2 It is proposed to retain the front commercial unit largely untouched albeit some internal amendments to create a more open plan offering. To the rear of the ground floor will be a new 1 bedroom studio accessed from the rear.
- 1.3 At first floor, the large flat is to be extended and divided into 2 self-contained flats each accessed from the existing ground floor corridor and doorway to the front of the building.
- 1.4 A detailed accommodation breakdown is given below.

Flat Number	Existing GIA	Proposed GIA	Bedrooms
Commercial Unit			n/a
Flat 3 (Ground Floor)	n/a	41m2	Studio
Flat 2 (First Floor)	n/a	50m2	1 bedroom
Flat 1 (First Floor)		50.5m2	1 bedroom

- 1.5 A new communal bin store and bike store are proposed at the rear of the site.
- 1.6 The communal amenity is to be retained and brought back into a useable standard; a rear first floor terrace is to be provided for the rear first floor residential unit.

2. Site Description

- 2.1 No.288 is located on the north side of West Green Road and to the south of Ashleys Alley. The site is currently vacant having been earmarked for investment by the applicant following the granting of planning permission.



Application Site



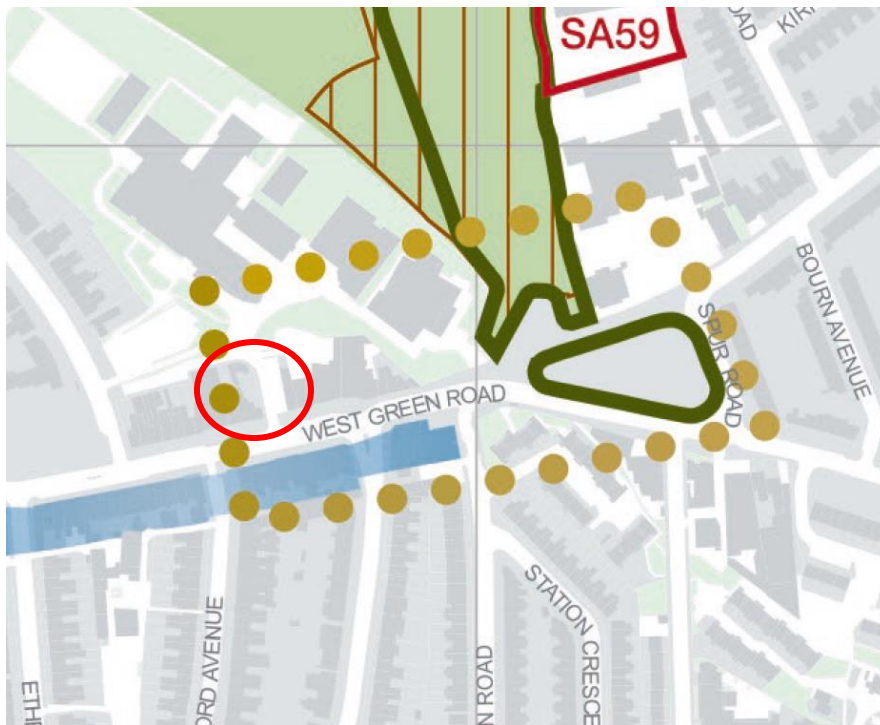
- 2.2 The site consists of a commercial retail unit at ground floor level with a residential flat at first floor. While the commercial unit currently benefits from both front and rear access (front for customers, rear for deliveries) the flat is accessed solely from a private entrance on the front elevation which then links into an internal corridor.
- 2.3 To the rear of the site is an area which has been used for parking historically, but it is not an authorised space, the previous occupier used to jump up the kerb.



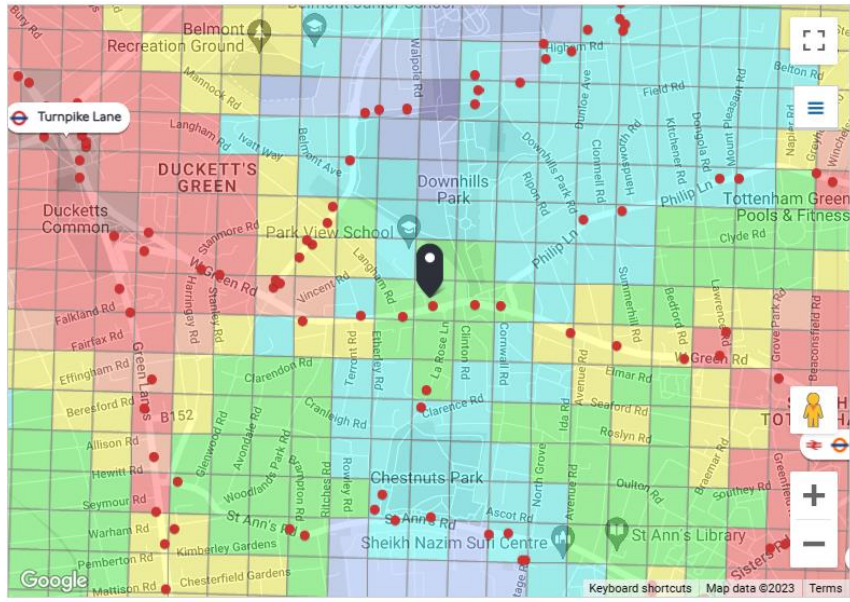
- 2.4 The properties scale and overall design is typical of properties in the locality, with immediate neighbours being both residential and commercial in nature.

3. Special Designations

- 3.1 The Site is not subject to any special designation it is not in a Conservation Area and there are no Listed Buildings in the vicinity of the site. The site abuts an Area of Archaeological Importance.
- 3.2 To the north of the site are protected areas of accessible open space – Downhills Park.



- 3.3 The site falls outside of any Flood Risk Areas being in Zone 1.
- 3.4 In terms of Transport the site is listed as having a PTAL 3. Local Bus Routes run in front of the site and provide good links to surrounding areas and nearby train stations for example Turnpike Lane.



4. Pre-Application Advice

- 4.1 Back in June 2018 a meeting was held with the Council wherein the development was discussed. While the meeting took place almost 5 years ago, the principles discussed remain relevant. The project was shelved for reasons of viability and COVID, however the market has now changed meaning that the scheme is now considered viable.
- 4.2 The meeting was deemed positive achieving an Amber RAG status. This is largely because the pre-app submission did not cover all required elements. Principle, Design, Amenity and Transport matters all received a RAG status of Green. A summary of the issues is provided below.

Principle

- 4.3 The proposal involves the retention of existing commercial A1 retail floor space. Erection of two storey extension to provide studio flat on the ground floor, 1bed 2 person flats and conversion of existing first floor into 1bed 1person flat.
- 4.4 Given that many of the buildings along the High Road have established residential accommodation on the upper floors, it is considered that the principle of retaining the commercial space on the ground floor, converting the upper floors into residential and the erection of a two storey extension to provide two additional flats is acceptable, provided that a viable retail use with frontage to the High Road is retained.

Design

- 4.5 The proposal is considered proportionate and subordinate to the host building and is in keeping with the pattern of development in the area. Therefore, the local character and visual amenity of the area will be protected.

Amenity

- 4.6 Given that there are no windows on the side elevation on No.284-286 and that the proposed extension does not proceed beyond the existing extension at this property it is considered that the impact would not be that significant. In relation to No. 290 the property appears to be entirely commercial and therefore it is considered that the impact on this property would not be that significant. The ground floor flat was shy of the London Plan Space standards; however, this was considered easily overcome.

Transport

- 4.7 The site can be accessed by 5 bus routes and achieves a public transport accessibility level of 3 (with 0 being the worst and 6b being the best). There are no rail/underground stations within the maximum walking parameters used in PTAL calculations, but it is noted that the bus routes operating in the vicinity of the site offer direct connections to stations such as, Turnpike Lane.
- 4.8 The adjoining roads are within a controlled parking zone (CPZ) and as such are subject to parking controls. The development does not include any parking. Policy DM32 states that the Council will generally support such developments in locations that achieve PTAL 4 and above and are within a controlled parking zone. However, the Council takes a flexible approach where the site constraints preclude any on-site parking provision. The D&A statement should include a statement on the constraints of the site.
- 4.9 The proposal will need to include cycle parking in accordance with the London Plan - 1 space per unit for the units proposed. The submitted will need to show the location of these spaces. Alternatively, the Council would secure this by way of a planning condition.

5. Planning Assessment

Principle

- 5.1 During the pre-application approach the Council entirely the accepted the principle of the site's extension and conversion. It is not considered necessary therefore to exhaustively repeat matters. However, in summary the proposal fully accords with both the London Plan and Haringey's Development Management Policies regarding the provision of housing in areas of good sustainability. Further, the proposal ensures that the town centre is protected and improved; by way of investment in an existing and retained active frontage.
- 5.2 The Council accepts that many of the buildings along the High Road have established residential accommodation on the upper floors, this proposal entirely respects this character.
- 5.3 The new ground floor residential unit does not impact upon the retail offering, and the investment revenue secured by this development will ensure the existing unit is brought up to market requirements.

Layout

- 5.4 Following pre-application, the main substantive change is that the ground floor flat has been enlarged to fully comply with London Plan Space standards.
- 5.5 The ground floor commercial unit maintains its active frontage and its size ensures that the unit will be viable in future. The unit now enjoys an improved rear access. The ground floor residential unit enjoys a separate

private access to the rear with the first floor flats utilising the existing frontage access that runs adjacent to the commercial unit.

- 5.6 To the rear we have provided an improved bin store area, which would cater for all units on site, alongside a new cycle store. Both these elements would be located behind a rear gate to ensure security is maintained.
- 5.7 The buildings proximity to neighbours remains unchanged. The orientation of the units ensures that there would be no intrusive impacts upon neighbours. To the rear of the site there is the potential for an improved amenity offering, but it is acknowledged that the close by open space to the north is likely to prove more attractive to residents in terms of use.
- 5.8 The proposed extensions would be subordinate in scale to adjacent residential buildings.
- 5.9 The development will not impact surface water flows across the site.

[Design and Scale](#)

- 5.10 Development surrounding the site is typically 2 storeys in nature, the majority of which maintain both an active frontage and a rear access, this development is no different.
- 5.11 The active front of the development site will be retained, from public vantage points there will be no difference. The extensions to the rear would not compete with existing building or neighbours for attention and would be subservient in both size and scale. While the extension is more contemporary in design, this is not considered to be an issue as the area is

robust enough to accommodate different forms of design. The area is not a Conservation Area nor are any of the surrounding buildings listed. The bulk of the building would be lower in height than neighbouring properties.

5.12 During the preapplication approach the Council it was confirmed that the two-storey extension would be finished in materials to match the existing building. The Council considered the proposal to be proportionate and subordinate to the host building and in keeping with the pattern of development in the area. Therefore, the local character and visual amenity of the area will be protected.

5.13 The internal living arrangements would provide excellent accommodation which would feel both light and airy, without the need for windows in areas which would impact upon neighbouring amenities. All windows and massing are in such a position as to avoid unacceptable impacts.

5.14 At first floor, the scheme creates a private terrace and provide an element of additional amenity for occupiers.

Amenities

5.15 The extensions are located to ensure that there are no window-to-window conflicts created between the building those existing houses abutting the site.

5.16 The extensions are set off sensitive site boundaries to ensure that there is no dominant impact created either upon neighbouring dwellings or sensitive open spaces. While some neighbours will be able to see new built form, the built form visible will be set a significant distance from neighbouring

properties and would in no way prove to be prominent or intrusive. Neighbour and new occupant amenities are respected and would be of a high quality.

5.17 Internally, the flats and window locations have been designed to reduce overheating whilst maximise internal daylight levels thus providing excellent internal accommodation standards.

5.18 During the pre-application approach it was confirmed that the Council raised no issues with regards to amenities either in relation to future occupiers or neighbours.

Parking and Refuse

5.19 A PTAL calculation has been provided and this highlights that the site has a PTAL rating of 3. The area is well served by alternative modes of transport. Therefore, there are realistic alternatives for future occupiers other than the private car.

5.20 Cycle storage and Refuse Storage is shown on the plans. Refuse collections will be able to take place from the street. Cycle parking can be provided easily on site in safe and secure storage areas.

5.21 The site is well served by bus routes operating in the vicinity of the site offer direct connections to stations such as, Turnpike Lane. The adjoining roads are within a controlled parking zone (CPZ) and as such are subject to parking controls.

5.22 The site is to remain car free. Development Management Policy DM32 states that the Council will generally support such developments in locations that achieve PTAL 4 and above and are within a controlled parking zone. However, in the pre-app it was explained that the Council takes a flexible approach where the site constraints preclude any on-site parking provision. This is a good candidate site for a relaxation of policy.

Energy

5.23 The proposed extension and conversion have been designed to achieve the highest of environmental performance standards following the Energy Hierarchy as set down by the London Plan and the London Borough of Haringey's local plan policies.

5.24 A 'Lean, Clean, Green' approach has been adopted and the development achieves an overall improvement (DER/TER) in regulated emissions over and above Part L 2013 standard, through the adoption of high standards of insulation, efficient heating, and hot water systems to the flats. The applicant is to consider adopting the use of a heat pump and roof mounted PV array.

6. Conclusion

- 6.1 This development achieves all policy requirement and aspirations of a high quality flatted development on this site. The development improves an unneighbourly commercial site thus improving the amenity of residents in the local area. During pre-application advice was received that has been followed and this statement has set out the measures undertaken to ensure that the advice was fully taken on board.
- 6.2 This scheme meets all local planning policy and full suite of supporting statements has been provided to ensure that technical elements have been considered, met, and explained.
- 6.3 It is requested that the Council fully support this scheme, which is readily deliverable and will contribute to the council's housing land supply in the short term while at the same time ensuring an active frontage is maintained and economy boosted.