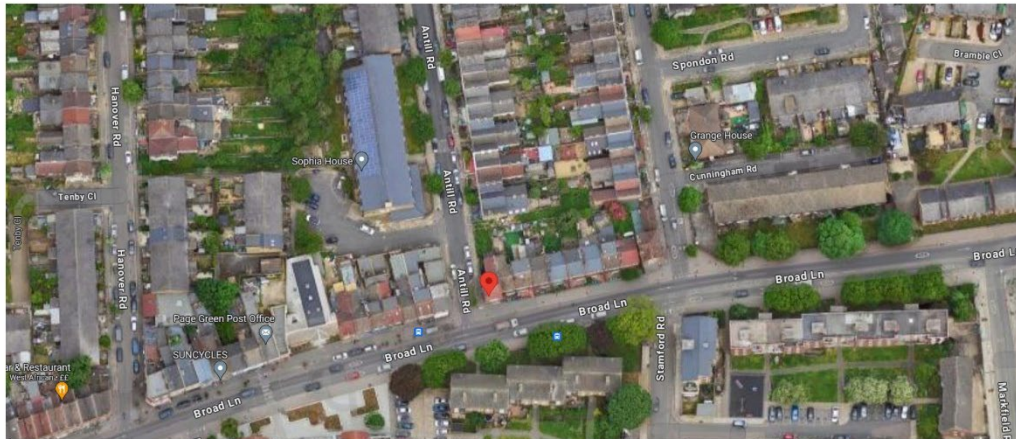


# Design and Access Statement

Address: 105 Braod Lane, London, N15 4PD

**Proposal: conversion of part of existing E1 premises to create a 1x1bedx2p dwelling including demolition of existing rear extension and erection of new single storey wrap around extension**



## SITE AND SURROUNDINGS

The application site is the ground floor shop and flat of a corner two-storey building located on the centre of Broad Lane with a PTAL level of 6a. It is not in a conservation area nor is it a listed building.

The shop is vacant and the existing rear extension and part of the rear of the building is being used as a studio flat. The upper floor is being used as 1xbed flat.

## PROPOSAL

The applicant seeks permission for the demolition of the existing extension, erection of a larger wrap around extension, similar to that approved at no. 107 and using a small part of the existing shop (approx. 9sqm) to create a larger dwelling.

## RELEVANT PLANNING HISTORY

HGY/1994/0702- Continuation of use as mini-cab office. (Commenced Without Authority) refuse

## **RELEVANT PLANNING POLICIES**

London Plan ( 2021)

Policy D6

Policy D14

Development Management Plan

DPD Policy DM12 'Housing Design and Quality

DPD Policy DM1 'Delivering High Quality Design

Local Plan (2017) Policy SP11

## **ANALYSIS/ASSESSMENT**

### **Principle of Development**

The use of site as residential has been established and found acceptable given the mixed composition and character of the surrounding area characterised by both terrace houses and shops with residential above. The site is very well served by public transport.

### **Scale and Appearance**

The proposed extension extends about 5.5m deep beyond the existing rear elevation and approx. 3m beyond the existing extension due for demolition due to its poor construction. This means that this extension would be approx. 2m deeper than that at no. 107. However, being a corner property, the wrap around infills the whole width of the original house to the boundary. A light well is also created between the existing rear end of the building and the new side extension.

The proposal has a ridge height of approximately 3m on the boundary with No. 107 , matching the height of that extension.

The overall scale of the extension is considered to be proportional and subordinate to the host building. Additionally, it is proposed that the materials will match the existing where applicable. Therefore, the proposal does not undermine the existing uniformity of the building.

The flank elevation facing Antill Road will be entirely built in matching brickwork and is similar to other rear extensions of this type in Broad Lane, where single storey rear and side extensions have been added either to shops or new residential units have been created.

### **Impact on neighbouring properties**

The neighbouring property at No. 107 has a rear extension of about 3.5m deep, the proposed further 2m deep rear extension at a height of 3m is within 45 degree angle taken from the centre of the neighbouring property large opening, therefore it would not have a great impact on their daylight and sense of enclosure.

### **Living conditions for future occupants**

#### **Private internal Space**

The proposed dwelling has an internal GIA of 52.8sqm, therefore in compliance with London Plan 2021. The apartment has a separate access through the main upper flat entrance which is both provided with security locks.

Floor to ceiling heights internally will measure 2.5m clear, the bedroom is of good size for a double bedroom and the whole unit benefits from dual aspect and sufficient openings to adequately satisfy a reasonable outlook.

### **Amenity**

The proposed unit would benefit of a small outdoor amenity

### **Transportation and Waste**

It is proposed that the secure cycle shelter for 2 cycles will be provided in the rear yard.

The present arrangements for refuse will not be affected

### **SUMMARY AND CONCLUSION**

The proposed additional residential unit would cause no harm to residential amenity, the appearance and character of the neighbouring buildings or local transport networks. Consequently, the proposal would be in compliance with London Plan 2021, the DMD and the Local Plan.