

Design and Access statement for the demolition of the existing dwelling and redevelopment of the site to provide 6 self-contained flats at the site known as Langford, at the corner of Maryland Road and High Road, N22 5AR



Jamie Sleep

Architectural design

Sleep Design Studio Ltd
60 St Martin's Lane
WC2N 4JS

www.sleep-design.co.uk

Sleep Design Studio

Contents

1.0 Introduction

- 1.1 The purpose of this document
- 1.2 Corresponding reports and drawings
- 1.3 The team

2.0 Context and background

- 2.1 The site
- 2.2 Access and local facilities
- 2.3 Existing building

3.0 Design

- 3.1 Scale and massing
- 3.2 Use and mix
- 3.3 Overlooking
- 3.4 Materials
- 3.5 Amenity
 - 3.5.1 Balconies
 - 3.5.2 Communal areas
 - 3.5.3 Landscaping
 - 3.5.4 Boundary conditions
 - 3.5.5 Car parking
 - 3.5.6 Cycle storage
 - 3.5.7 Refuse

4.0 Access statement

5.0 Conclusion

6.0 Additional drawings and visuals

1.0 Introduction

1.1 The purpose of this document

This Design and Access statement has been prepared by Jamie Sleep on behalf of B. U Investments Limited. It forms part of the application for the redevelopment of the land on the corner of Maryland Road and High Road in the London borough of Haringey.

This proposal is for the demolition of the current building which is to be replaced by a 3-storey residential building comprising of 1 x 3-bed flats, 3 x 2-bed flats and 2 x 1-bed flats.

This Design and Access statement provides a thorough analysis and justification of the proposal with the design explained in detail.

1.2 Corresponding reports and drawings

This Design and Access statement should be read in conjunction with the following reports, assessments and drawings:

- Transport statement
- Daylight and sunlight statement
- Energy and sustainability assessment
- Water calculations
- Flood risk assessment and drainage (SuDS) assessment
- Preliminary ecological appraisal and biodiversity impact assessment
- Planning drawings:
 - 152-001 Site locations plans as existing
 - 152-002 Site locations plans as proposed
 - 152-100 Site plan as existing
 - 152-101 Floor plans as existing
 - 152-300 Floor plans as proposed
 - 152-301 Basement floor plan
 - 152-302 Ground floor plan as proposed
 - 152-303 First floor plan as proposed
 - 152-304 Second floor plan as proposed
 - 152-305 Roof plan as proposed
 - 152-310 Section A-A as proposed
 - 152-320 Elevations as proposed
 - 152-321 Elevations as proposed
 - 152-322 Elevation visual

1.3 The team

Client: **B. U Investments Limited**

Architectural designer: **Sleep Design Studio**

Energy and sustainability consultants: **BASE Energy**

Transport consultant: **RGP**

Daylight and sunlight consultants: **ACCON**

Biodiversity impact assessment: **Brindle & Green**

Flood risk and drainage consultants: **BASE Energy**

2.0 Context and background

This chapter will introduce the site and investigate the constraints and opportunities that developing it provides.

2.1 The site

The site is located on the corner of Maryland Road and High Road, in the Wood Green area of Haringey. Wood Green tube station is approximately 1.1km away to the South, which provides regular tube services to Central London and to Heathrow airport. Wood Green high street also provides plenty of local bus stops and shopping amenities.

The overall site is approximately 412m² and does not lie within a conservation area.

The area is made up of many 3 and 4 storey buildings. As seen from the aerial below, there is nothing in the local vicinity with more than 4 storeys, so any proposal on the site should be within this limit.





Figure 1 View looking East from across the High Road



Figure 2 View of site looking West from Maryland Road

2.2 Access and local facilities

The site has very good access to public transport. For more information on this specifically, see the corresponding transport statement provided by RGP Consultants.

The site has a PTAL score of 4, which is considered very good. There are plenty of buses along the A105 High Road, including direct routes to London Bridge, Aldgate, Brent Cross, and Edgware. Two night bus routes are also operational, with direct routes to Camden, Euston, Charing Cross, and Leicester Square. Bounds Green tube station and Wood Green tube station are both about 1.1km away, and Alexandra Palace station is about 1.4km away. The latter provides regular services to Kings Cross and Moorgate. Additionally, the area stands to benefit from the possible introduction of Crossrail 2 in the future.

2.3 Existing building

The proposed site currently has a vacant property, which would have originally been constructed as a family home but has since been converted into a church in approximately 2008. It is not known when it stopped operation as a church.

While the existing building may have served its purpose, the proposed development represents a significant improvement in terms of both aesthetics and functionality. As such, it is necessary to demolish the current building and make way for the proposed development.

The proposed development will not only be more aesthetically pleasing than the existing building, but it will also be more functional. The new development will provide much-needed space for the local community and will be a significant improvement in terms of quality of life for those who will reside there.

This proposal also seeks to introduce a greater variety of housing, which is in line with Haringey's planning target.

On the next page are the drawings of this current building.

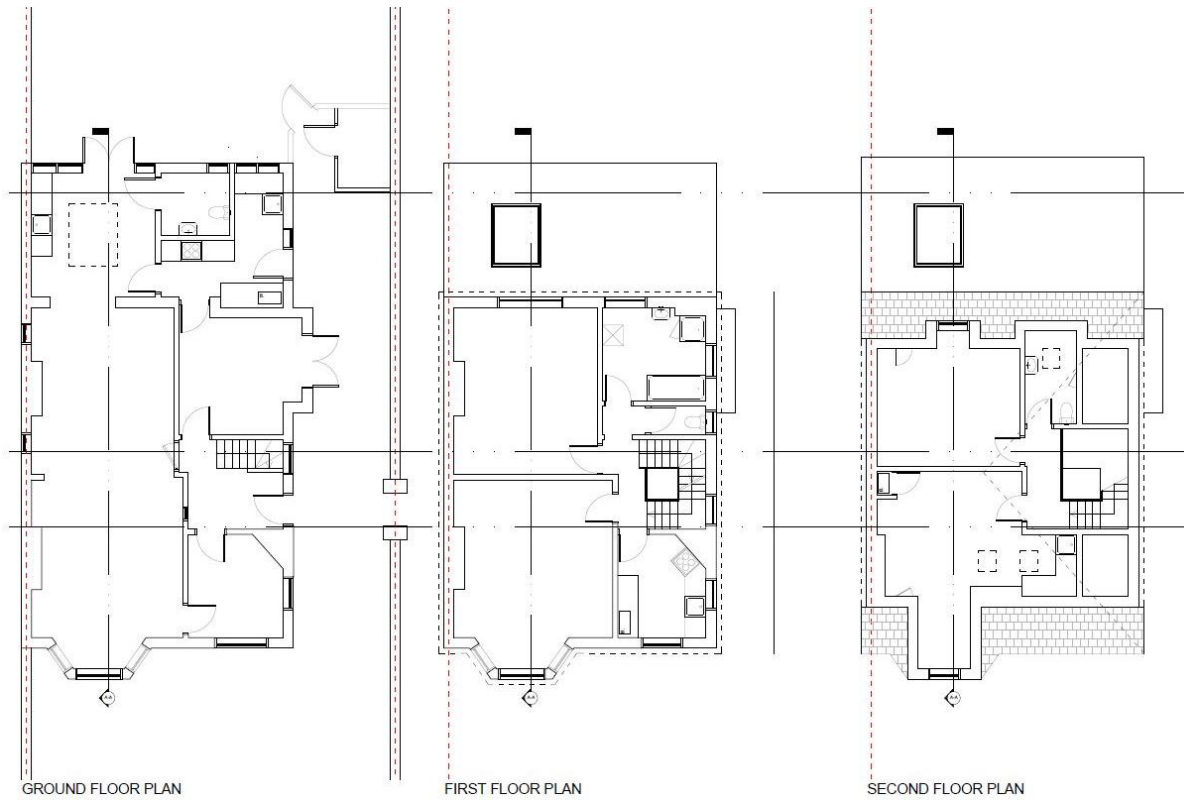


Figure 3 Existing property, looking from the garden at the rear

3.0 Design

In this section, the proposal is introduced in detail to show how it responds to the site and provides an appealing and thoughtful response to the area.

3.1 Scale and massing

As we are proposing to demolish the existing building, it is important that the new building does not appear to be out of character for the local area. On the ground floor plan (152-302), the outline of the existing property is shown in the dotted line. The proposal increases this footprint by a little, but not in an overbearing way. The existing footprint is approximately 115m², whereas the new proposed footprint is 154m², which represents an increase of 34%. In terms of the impact this has on the green space around the site, see corresponding ecological appraisal provided by Brindle and Green.

The massing of the proposal is conceived by 2 volumes either side of a central circulation core. The 2 volumes are roughly equal in terms of size, and they each feature a double gable roof. The gable ends are rotated to face their primary streets; the West volume is “turned” as though it was facing the A105 High Road, and the East volume is rotated so it is facing Maryland Road to the South.



3.2 Use and mix

The proposal contains 6 units of varying sizes, which offers a range of housing options for the local community. There is one family unit, which has 3 bedrooms and is arranged over the ground and basement floors. This unit has a very generous garden, which makes it an attractive unit for a family. Then, on the ground floor, there is one wheelchair accessible unit which has 2 bedrooms. On the upper floors, there is a further 2 x 1 bed units, and 2 x 2 bed units. All of these units exceed the London Housing Design guidance, as shown in the table below:

<i>Flat number</i>	<i>Floor</i>	<i>No. of beds</i>	<i>No. of residents</i>	<i>GIA</i>	<i>LHD guidance</i>
Flat 1	Ground and basement	3	5	104 m ²	93 m ²
Flat 2	Ground floor	2	3	62.0 m ²	61 m ²
Flat 3	First floor	1	2	53.8 m ²	50 m ²
Flat 4	First floor	2	3	62.0 m ²	61 m ²
Flat 5	Second floor	1	2	53.8 m ²	50 m ²
Flat 6	Second floor	2	3	62.0 m ²	61 m ²

3.3 Overlooking

Given the site location in a busy residential area of London, care has been taken to ensure any issues relating to overlooking are kept to a minimum.

Firstly, on the North elevation, there are no windows, other than the obscure glazed windows which let light in but residents cannot see out of. This is to ensure privacy is maintained for the neighbouring property at 332 High Road. This is shown in the visual below, where there are no windows along the elevation shared with the neighbours.

Furthermore, all of the balconies for each proposed unit will be on the South elevation, facing Maryland Road. This was decided to reduce any issue of overlooking and to maintain privacy for all neighbouring properties. The balconies on the South elevation do not overlook each other either, due to the way the balconies for the 1-bed units have been tucked away in the niche above the entrance. No balconies have been positioned on the West elevation facing the High Road, as this would be out of character for the street.



3.4 Materials

An idea of the materials is shown on the accompanying elevation drawings and in the visuals.

The proposed building will primarily consist of masonry, with London stock brick in a mid-grey colour chosen to reflect the local area and be appropriate in the context. In addition, the central stair core and top floor flat will be clad in standing seam cladding made of either aluminium or zinc. Windows and doors will feature dark aluminium frames to contrast with the brickwork. A sample of the materials are shown below:



Brickwork: Medium grey stock brick, stretcher bond with light grey mortar.



Balconies: Perforated metal screens to offer privacy, with handrail.



Metal cladding:
Vertical standing
seam zinc cladding.

Coping stone and
rainwater downpipes,
light grey, similar to
image below.



3.5 Amenity

This section outlines the main points regarding amenity space in the proposed scheme.

3.5.I Balconies

Each flat has a private balcony designed to meet the size and depth standards outlined in the London Housing Design guidance. As we have already seen, all the balconies are positioned on the South elevation overlooking the road to ensure privacy and prevent overlooking of other neighbouring properties. There are no balconies on the West elevation which faces the High Road, as this was deemed out of character for the streetscape. Therefore, all balconies are on the Maryland Road elevation to the South of the site.

3.5.II Communal areas

Each flat in the proposal is accessed via a central corridor which contains the staircase. The bin and bike store are located in a small separate structure to the rear of the site, which will be accessible from the pavement, allowing easy access for the bins and bikes.

3.5.III Landscaping

Currently, the site has a significant amount of open garden space, but very few plants or trees of note. Therefore, as part of the proposal, we are planning to bring vegetation that will increase the biodiversity of the area, and provide natural screening and privacy. An indicative layout of this can be seen on the Ground Floor Plan (152-302), and a more detailed landscape plan will be provided in the technical design stage.

More details on the current ecology and landscaping of the site can be found in the ecological appraisal and biodiversity net gain assessment provided by Brindle & Green in this application.

3.5.IV Boundary conditions

Currently, between the application site and the neighbour at 332 High Road, there is a wooden fence, which is not in good condition and is overgrown with messy shrubs. As part of this proposal, this boundary wall will be replaced with a brick wall of 2 metres height to provide privacy for all residents. Furthermore, along the site's frontages onto the High Road and Maryland Road, a similar brick wall will replace the boundary walls which are

there currently, but these walls will only be 1.2meters tall, with metal railings above. This will allow hedges and bushes to be planted which will soften the affect of the brickwork and promote biodiversity to the site.

3.5.V Car parking

According to Policy M9: Car-Free Residential Developments permits proposals for new developments without car parking, as long as alternative and accessible means of transport are available, public transport is good, and a controlled parking zone exists or will be provided prior to occupation of the development. For full details, please see the transport statement provided by RGP Consultants.

As a result, there will be no on-site car parking provided in this proposal. Instead, there will be adequate and secure cycle storage facilities to encourage residents to adopt a car-free lifestyle.

3.5.VI Cycle storage

The scheme will provide secure storage for up to 12 long stay bicycles and 2 short stay bicycles. The long stay bikes will be located in the store at the rear of the site, which residents can have access to using a fob key. The short stay bike area is next to the main entrance, and will consist of 2 Sheffield-style bike racks.

3.5.VII Refuse

Similar to the bike store above, the bin store will be accessible via a resident's key at the rear of the site. Bins and bikes will be easily wheeled out to the curb. The bin store will accommodate a 1,100 litre recycling bin, a 1,100 litre refuse bin, and a 140 litre food waste bin.

4.0 Access statement

The site benefits from excellent public transport links, with Bounds Green and Wood Green underground stations located within a 15-minute walk. The site is also well-served by several bus stops that connect it to Enfield, Barnet, and Central London. The site has a PTAL rating of 4, which is high due to the abundance of bus stops and the proximity to the underground station.

The proposed building will be easily accessible, thanks to its location on the corner of Maryland Road and the High Road. Therefore, there will be little need for significant alterations to the existing road or pavement layouts. No off-road parking is being provided, as discussed earlier, and the cycle store will be accessible via paving to the rear of the site.

There are no rights of way or any other required access to consider.

The bin and bike store, which are located at the rear of the site, will be secured with a fob key for the residents to gain access.

The proposed building will offer one unit which is fully accessible with a step-free access from the pavement to Flat 2 on the ground floor. The corridors will all be a minimum of 1,100mm wide to allow for wheelchair access.

5.0 Conclusion

In conclusion, this Design and Access Statement outlines a comprehensive proposal for the redevelopment of the site on the corner of Maryland Road and High Road in the London borough of Haringey which includes the demolition of the existing building and redevelopment into a well-considered 3-storey residential development, with partial basement.

The design balances scale and massing, respecting the character of the local area while introducing a modern aesthetic. The proposed mix of 1 x 3-bed flats, 3 x 2-bed flats, and 2 x 1-bed flats aligns with Haringey's planning targets, offering a diverse range of housing options for the community.

Careful attention has been given to amenities, ensuring that each unit enjoys private balconies with thoughtful placement to minimize overlooking. Communal areas, landscaping, and boundary conditions contribute to a sustainable and aesthetically pleasing environment. The commitment to biodiversity enhancement, evident in the landscaping plans, adds value to the ecological aspect of the development.

The project demonstrates a strong focus on sustainable living, as evidenced by the absence of on-site car parking in favour of secure cycle storage facilities. The proposal takes advantage of the PTAL value of 4 which provides “good” public transport accessibility, further aligning with sustainable urban development principles which are relevant in London.

In terms of accessibility, the proposal provides one fully accessible unit on the ground floor which features step-free access and wide corridors for wheelchair accessibility, emphasizing inclusivity.

In summary, this redevelopment project not only seeks to enhance the aesthetics of the area but also strives to provide quality living spaces that contribute positively to the local community. The comprehensive analysis and thoughtful design elements presented in this statement underscore the commitment to creating a sustainable, inclusive, and harmonious living environment.

6.0 Additional drawings and visuals

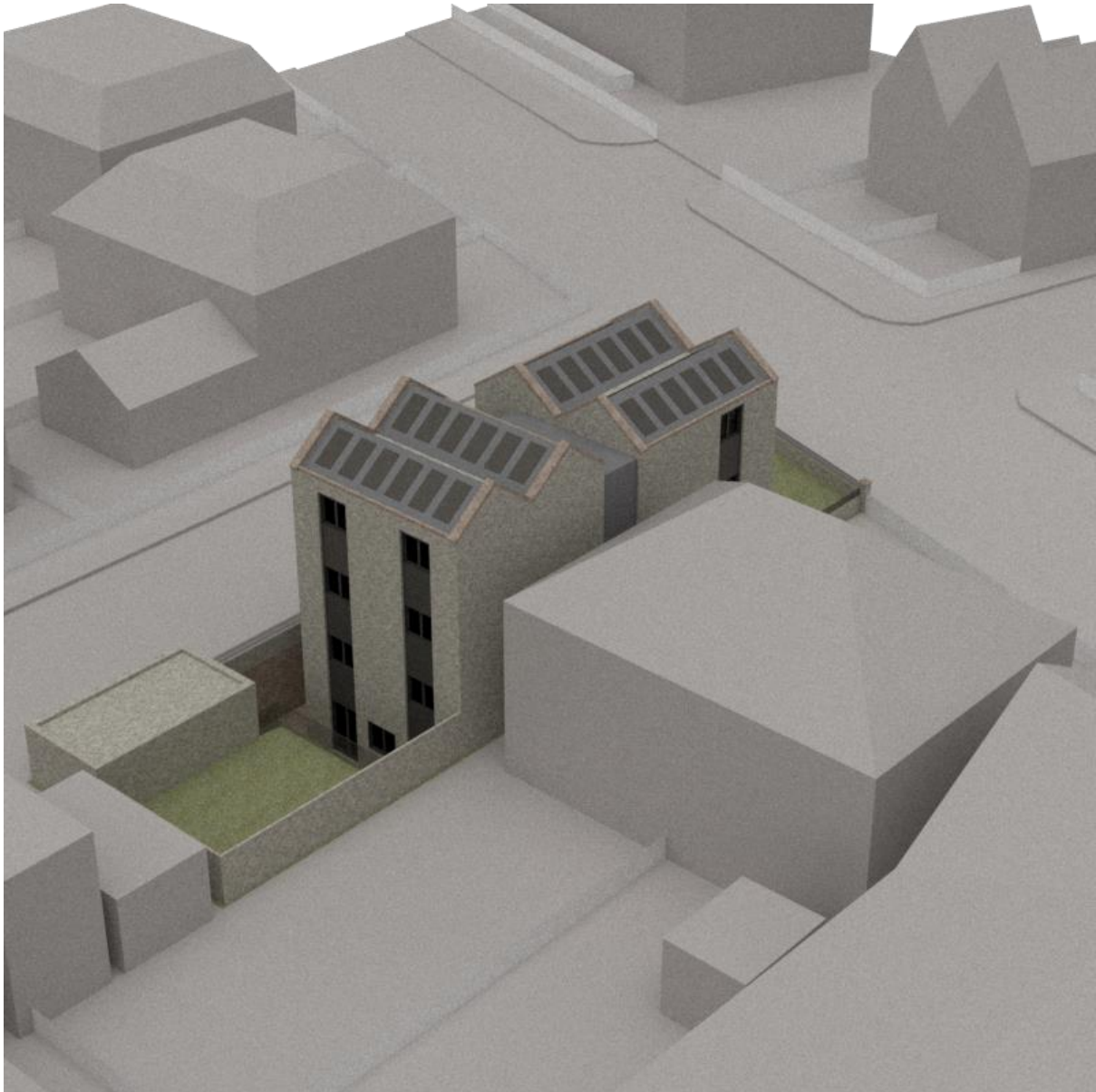
6.1 Isometric view from South West



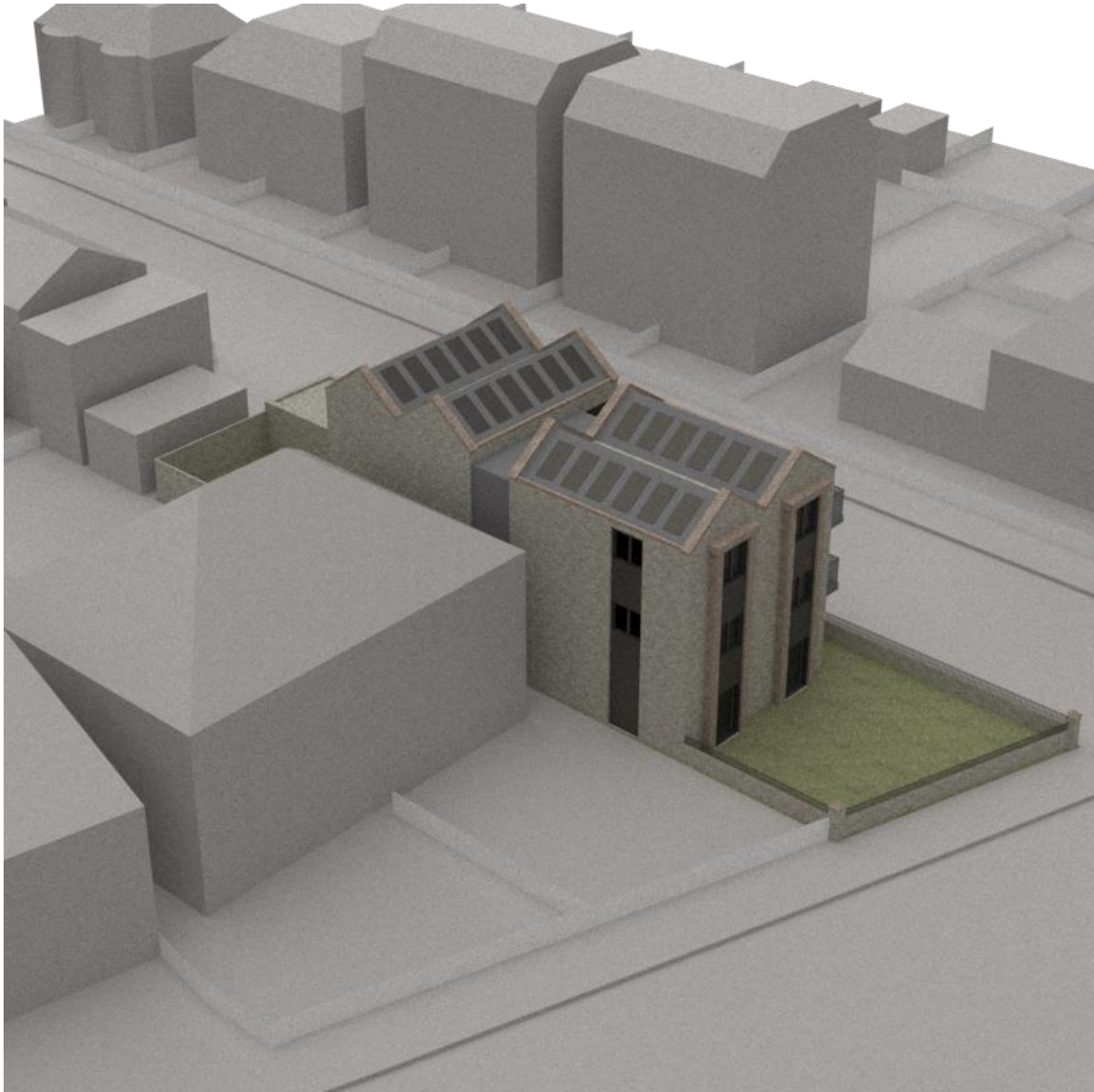
6.2 Isometric view from South East



6.3 Isometric view from North East



6.4 Isometric view



6.5 Schedule of floor areas



Ground and lower ground floor

Apartment 1	3 beds, 5 people
Living room and kitchen	37.7
Storage	4.8
Family bathroom	3.5
Bedroom 1	15.2
Ensuite	3.1
Bedroom 2	12.1
Bedroom 3	8.5
Study	10.2
Outdoor	110
Total (internal)	104.0

Apartment 2	2 beds, 3 people
Living room and kitchen	24.6
Storage	2.6
Family bathroom	4.0
Bedroom 1	15.0
Bedroom 2	7.9
Outdoor	85.7
Total (internal)	62.0

First floor

Apartment 3	1 beds, 2 people
Living room and kitchen	27.0
Storage	2.0
Family bathroom	4.2
Bedroom 1	12.6
Outdoor	5.0
Total (internal)	54.0

Apartment 4	2 bed, 3 people
Living room and kitchen	21.7
Storage	3.2
Family bathroom	4.6
Bedroom 1	15.2
Bedroom 2	7.9
Outdoor	6.0
Total (internal)	62.0

Second floor

Apartment 5	1 beds, 2 people
Living room and kitchen	27.0
Storage	2.0
Family bathroom	4.2
Bedroom 1	12.6
Outdoor	5.0
Total (internal)	54.0

Apartment 6	2 bed, 3 people
Living room and kitchen	21.7
Storage	3.2
Family bathroom	4.6
Bedroom 1	15.2
Bedroom 2	7.9
Outdoor	6.0
Total (internal)	62.0