

Demolition of existing bungalow and erection of 4no. Mews Dwellings

at

1 Orchard Cottage
Clarence Road
London
N22 8PL

20.0230 – A – 8000 REV B
Design and Access Statement

Issue by Ravjeet Virdee 30.09.2024

Table of Contents

Design and access statement	
1.0 Introduction	3
2.0 Design Principles and Concepts.....	3
2.1 Density	3
2.2 Layout	4
2.3 Landscaping	5
2.4 Scale.....	5
2.5 Appearance	6
3.0 Access	7
3.1 <i>Access to the Transport Network</i>	7
3.2 <i>Access to the local area</i>	7
3.3 <i>Car Provision</i>	7
4.0 Consultations	8
4.1 Flood risk.....	8
4.2 Access Groups	8
4.3 Landfill Assessment.....	8
5.0 Previous Planning Application.....	9
5.1 Planning Applications.....	9
5.2 Pre – Application Advice	9
6.0 Conclusion.....	10



Image 1 | Location Plan

- 1.0 Introduction
- 1.1 This Design and Access Statement accompanies an application for the demolition of an existing bungalow and erection of 4no. mews dwellings.
- 1.2 The site in question is located within the Bowes Park Conservation Area but is not a listed building. It is not within a greenbelt area or a site of special interest.
- 1.3 The DAS has been written to meet the requirements outlined within Haringey council's Local plan, Supplementary planning documents, London Plan, and National Planning Policy Framework (NPPF)
- 1.4 As this is a proposal for a development of new dwellings, some aspects such as the social and economic context, are of limited applicability.
- 1.5 Please read the design and access statement in accordance with the Heritage Statement prepared.
- 2.0 **Design Principles and Concepts**
- 2.1 **Density**
 - 2.1.1 The overall development site has an area of 484.8sqm.
 - 2.1.2 The existing building has a footprint of 74.4sqm over ground floor and space within the roof with a dormer.
 - 2.1.3 The proposal included 4 mews houses with 2 bedrooms each with a total GIA of 80.8sqm each.
 - 2.1.4 Careful evaluation has been undertaken of the capacity of the site to accommodate the additional space proposed as per the density calculation outlined within the polices.
 - 2.1.5 The development is proposed to be a 'car free' scheme.

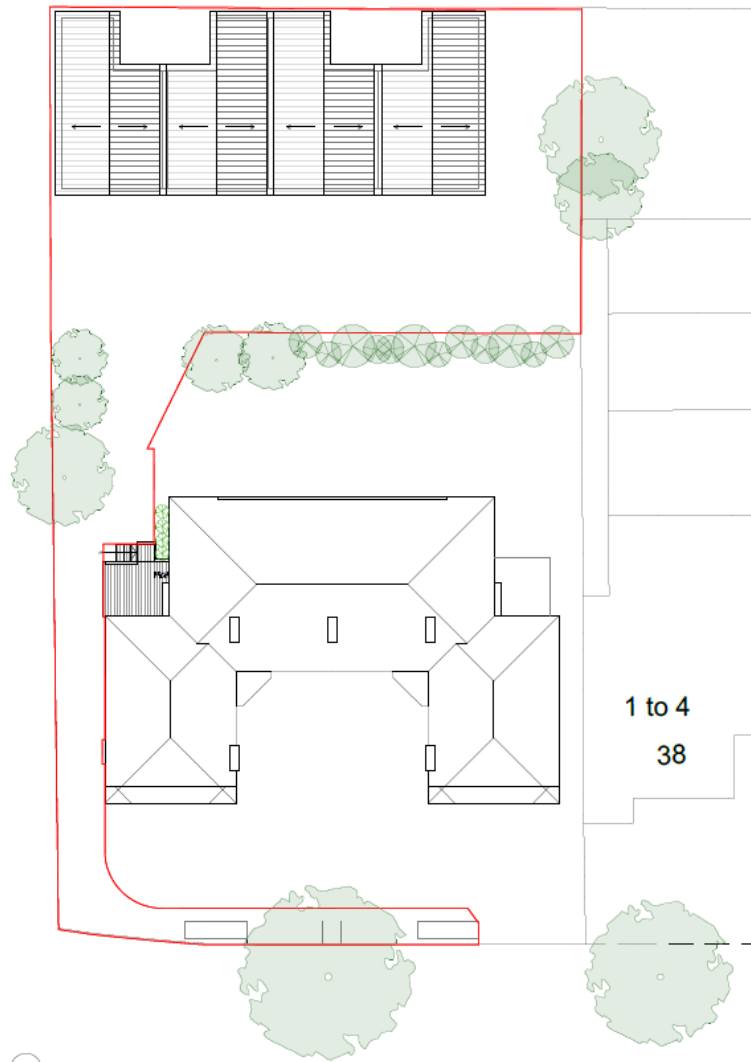


Image 2 | Proposed Site Plan

2.2 Layout

- 2.2.1 The proposal allows demolition of the existing bungalow which is situated centrally of the site. The proposal shows 4 No. mews all with dual outlook aspects with associated cycle storage and refuse storage.
- 2.2.3 The 4 No. mews are designed to incorporate a combined kitchen, living & dining space at ground floor level & a water closet accessed from the entrance hall. Access to private garden amenity will be provided to the rear of the properties & will be south facing. 2 bedrooms of equal size are sought to be provided at first floor level with a shared bathroom accessed from the first-floor landing.
- 2.2.4 The new internal rooms are designed to meet minimum space standards as per the governments technical housing standards – nationally described space standard.
- 2.2.5 The mews properties incorporate a traditional pitched roof design ensuring that they are in keeping with the surrounding area. The scale, bulk and massing of the mews has been improved following meetings & input from the local authority. An improvement has also been made in the siting of the scheme which has improved the outlook of the end users & surrounding stakeholders.
- 2.3.4 The access to the new mews is as per existing, off Clarence Road.
- 2.2.4 The table below indicates the number of dwellings along with the sizes for each of the proposed floors of the property:

Dwelling	Size (in m ²)	No of Bedrooms	No of Persons
Mews 1	80.8	2	4
Mews 2	80.8	2	4
Mews 3	80.8	2	4
Mews 4	80.8	2	4

- 2.2.5 We have proposed designated refuse to the front of the site (See image 10) which is accessible via Clarence Road. The Storage is proposed to be 1.8m high in horizontal close timber which is designed to respect the local character of the area and not cause harm to the surroundings.

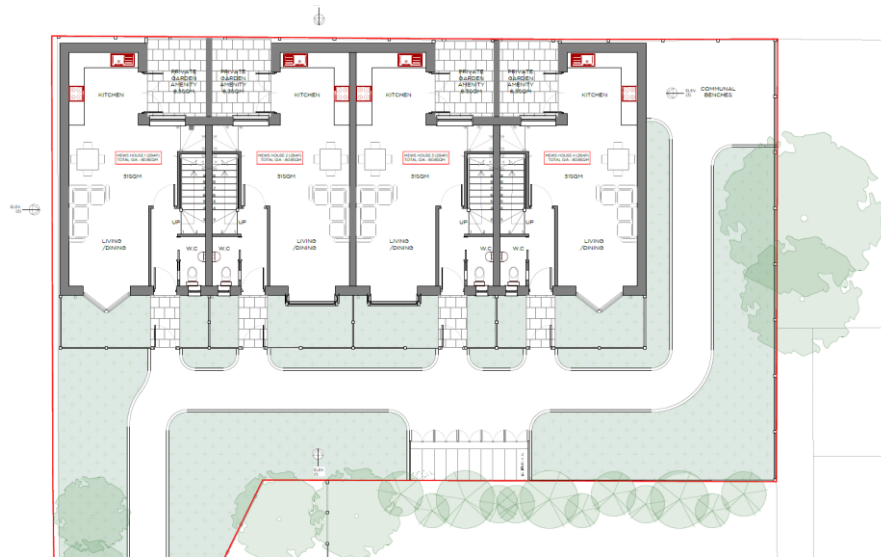


Image 3 | Proposed Ground Floor Plan



Image 4 | Proposed First Floor Plan

2.3 Landscaping

- 2.3.1 The new mews on the East side creates a solid boundary where the garages sit for the neighbours, other sides of the boundary are to be in close timber fence panels on gravel boards in between 100mm concrete posts, maximum height to be 1800mm.
- 2.3.2 Each new mews is designed to have two private amenity spaces located on the ground floor accessed via the living area & front of the site. The rear amenity area is within a boundary with close timber fence panels on gravel boards in between 100mm concrete posts, maximum height to be 1800mm. The amenity to the front is bound by timber close board fence panels at a height of 0.9m high.
- 2.3.3 Additional to the private amenity, the development also has 229sqm communal shared amenity.
- 2.3.4 The building is proposed to the south east of the site therefore, due to the roots of the trees located on the Western boundary, the space to the south west has been carefully considered as communal amenity.

2.4 Scale

- 2.4.1 The proposed building has been designed to have a limited impact to the neighbouring properties on Clarence Road and Truro Road.
- 2.4.2 The new builds have been designed to have pitched roofs which ensure that the new builds are not high and cannot be seen from the front of Clarence Road. This results in the new builds not being intrusive to the neighbouring properties.



Image 5 | Proposed Front Elevation



Image 6 | Proposed Rear Elevation

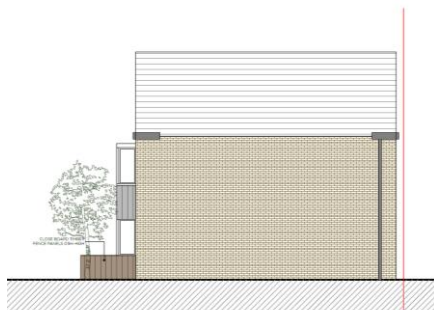


Image 7 | Proposed Side Elevation



Image 8 | Proposed Side Elevation

2.5 Appearance

- 2.5.1 The character of the proposed building is to match that of the local characteristics.
- 2.5.2 Our design concept was to create a 4 new mews houses suitable for small families with associated amenity areas that respect the requirements of our clients brief and that of the planning policies.
- 2.5.3 The scale of our proposal is designed to be smaller and less dense in respect the block of flats at Orchard court facing Clarence Road and the Cherry Tree House to the rear looking onto Truro Road.
- 2.5.4 Our client has already expressed that he wishes to use good ways to implement sustainable designing within the build.
- 2.5.5 The Design statement does not include issues such as circulation routes, seating, and lighting as these are not relevant for private dwellings at this stage. However, the internal spatial arrangement and accessibility has been designed with careful consideration of future occupants.

3.0 Access

3.1 Access to the Transport Network

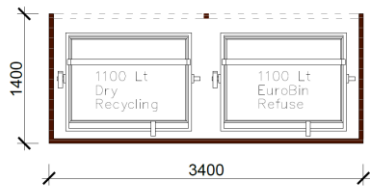
- 3.1.1 The site is located in a PTAL 4 location and is accessible by both bus and train.

The closest station is:

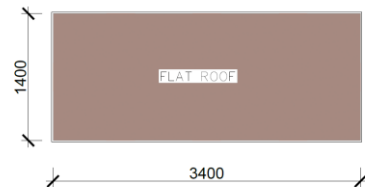
Bowes Park 0.4 miles | 7mins walk
Bowes Park has links to the Southern Railway. The closest underground station is Bounds Green – 0.4 miles | 8 mins walk. This station The new East London underground station has links to the piccadilly line with direct links to Heathrow airport via central London.

- 3.1.3 Public transport is well provided for in the locality. There are bus stops locally, within 350m – 7 mins walk away from the site to the north.

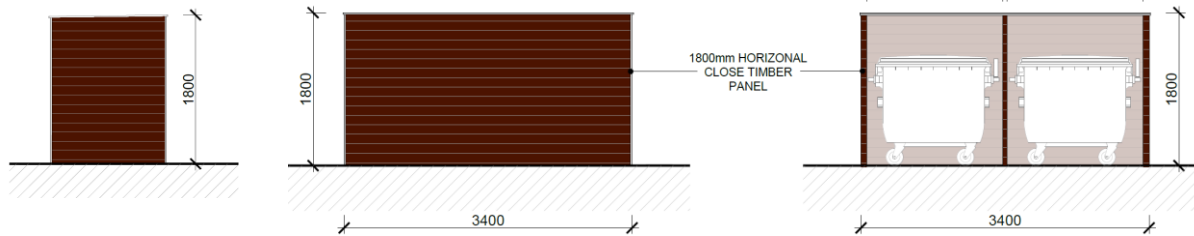
Image 4-8 | Proposed Elevations



Typical Refuse Store Plan



Typical Refuse Store Roof Plan



Typical Refuse Store Elevations

- 3.1.4 A transport statement to support the application has also been prepared and submitted. Please refer to this for further information on access to the site.
- 3.1.5 Refuse provision will be provided to the proposed mews dwellings & the existing refuse store is to be relocated for the site with the intention of improving outlook. The new position of the refuse store will be kept away from the access to the proposed mews dwellings. These will now be provided to the front of the site (northern) & western boundaries with associated landscaping to provide screening.

3.2 Access to the local area

- 3.2.1 The site is within the built-up area of Haringey, London. It is well located for pedestrian access to facilities as set out below.

Post Office
Local shopping
Medical centres
Police Station

- 3.2.2 We have provided designated secure spaces for 10 bicycles in our scheme.

3.3 Car Provision

- 3.3.1 This area has a permit parking scheme and as a result street parking does not appear to be a particular problem in this area.
- 3.3.2 The development site has various gradients within the site however there is currently level access from the footpath to the front door that has a finish suitable for use by prams and wheelchairs.

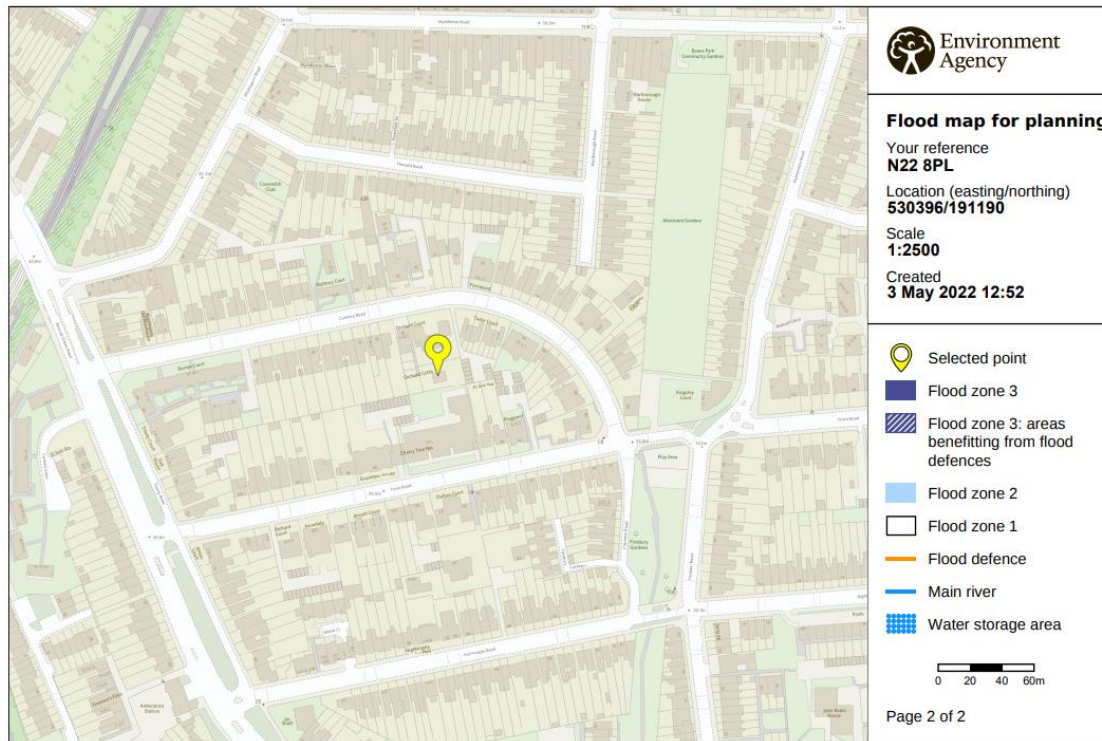


Image 10 | Environmental Agency Flood Risk Map

4.0 Consultations

4.1 Flood risk

The location of this site is, according to the Environment agencies website, in an area which falls outside the area of likelihood of flooding.

Generally this means that the chance of flooding each year from the sea/river is 0.1% (1 in 1000) or less.

This we understand puts the site in a zone 1 category for flooding.

No separate consultation is therefore needed.

4.2 Access Groups

As this is a private development and not a public building no consultation has been undertaken with any access group.

4.3 Landfill Assessment

4.3.1 This indicates there are no landfill sites within a 500m proximity of the site.



Image 11 | Pre-Application Scheme REF: PRE/2021/0020

5.0 Previous Planning Applications

5.1 Pre – Application Advice

The Local planning authority were engaged in pre-application discussions at the start of 2021.

REF: PRE/2021/0020

Proposal: Demolition of existing two bedroom dwelling, to create a block of flats to include 4 x self contained units.

Meeting held: 16 - 02 - 2021 followed by a written response

The following points were raised and discussed during this process, which has been taken into consideration when re – designing the scheme for the full planning application.

Concerns raised:

The roof makes the proposed scheme look bulky due to the scales

This had been actioned by reducing the height of the roof, by changing the style from a hipped roof to a flat roof.

Design characteristics:

Increase proportions between space neighbouring gardens and buildings.

This had been actioned because now each dwelling has private gardens as well as a large communal garden located further away from the neighbours.

Heritage officer wants something unique, bespoke to site

NOTE: 1/2, Muse style houses is more supportive than flats.

We have introduced a new style of units to the area. There currently does not seem to be any Mews houses – which is what we have proposed.



Image 12 | Application HGY/2022/4268 Scheme

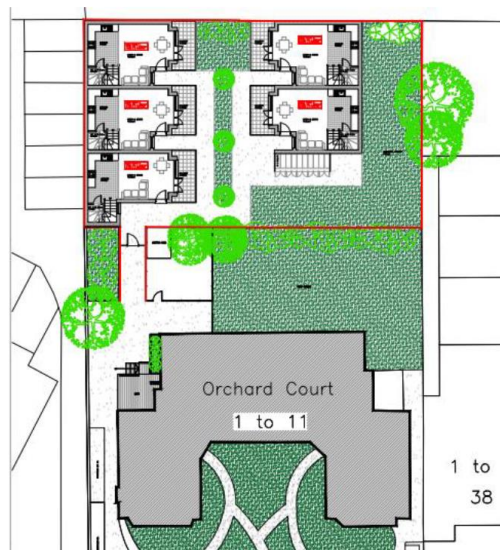


Image 13 | Application HGY/2022/4268 Scheme

- Heritage
- Figure ground mapping required

Please refer to the drawings within the heritage statement to support this.

- On street parking street survey (Transport comments for current scheme is that it is a car free scheme, as soon as we start increasing the number of bedroom flats we need car parking - PTAL 4)

Please refer to the supporting Transport statement provided.

5.2 Planning Application

Following the initial pre-application discussions. A planning application had been submitted under planning reference HGY/2022/4268 which was not determined. Please refer to images 12 & 13 for the corresponding scheme.

- Detailed & on-going discussions with the Local Planning Authority took place where the scheme had been assessed & refined.
- The current scheme has been the result of these discussions & the councils' concerns have all been addressed. The LPA has expressed positive comments relating to this current iteration and have expressed support for the scheme.
- It must be noted that the current scheme has developed significantly from the one submitted under the original pre- app scheme and is reflective of continued pro-active discussed that were held with the local authority planning department.

6.0 Conclusion

- 6.1 The site has previously had a pre – application submitted to Haringey Council and the application has been prepared in accordance with Councils Local Plan emerging policies, Local London plan and the National Planning Policy Framework 2019 (NPPF 2019).
- 6.2 The new dwellings have been well designed specifically to carefully maintain the local character and distinctiveness relating well to its site and surroundings in respect of siting, height, scale, massing form, design and materials.
- 6.3 It fully respects site lines, landmarks, existing site patterns and keeping in mind the neighbouring site context.
- 6.4 The access is practical and additional traffic generated can be safely accommodated.
- 6.5 The mews are appropriately orientated to sit in line with the existing footprint of the site.
- 6.6 There is adequate provision for waste storage and separation and storage of recycling materials and secure cycle storage.
- 6.7 The new development is fully compatible with the surrounding land uses with no adverse environmental impacts.