



DESIGN & ACCESS STATEMENT

Langford, at the corner of, Maryland Road, London, N22 5AR

Demolishment of existing dwelling and redevelopment of the site to provide 8 self-contained flats. Amendments to the approved application (HGY/2024/0111).

MAY 2025

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1.0 Introduction

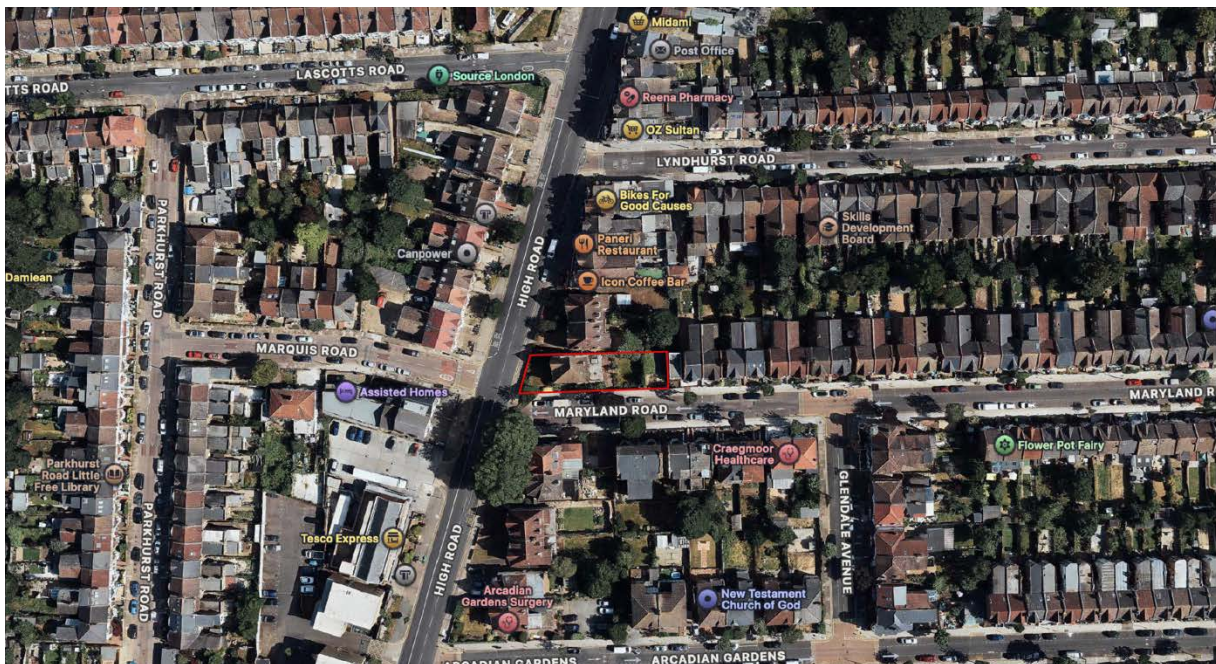
This Design and Access Statement has been prepared to accompany a planning application for the redevelopment of the site located at the corner of Maryland Road, London, N22 5AR, known as Langford. The site currently accommodates a three-storey building, which is proposed to be demolished to facilitate the construction of a high-quality, contemporary residential development.

The proposal seeks to deliver a new four-storey building comprising **eight self-contained flats**, carefully designed to respond to the site's context and the surrounding built environment. Planning permission was previously granted (under reference HGY/2024/0111) for a redevelopment comprising six flats. Since then, a re-assessment of the site's capacity, coupled with the identified critical need for additional housing within the London Borough of Haringey, has led to the evolution of the project to increase the number of residential units from six to eight.

The revised design optimises the site's potential while remaining sensitive to its immediate context, respecting the character and scale of neighbouring properties. Particular attention has been given to massing, materiality, and architectural detailing to ensure the new development positively contributes to the local streetscape and enhances the overall visual quality of Maryland Road.

This Statement explains the design rationale and access arrangements underpinning the updated proposal, demonstrating how it aligns with national and local planning policies and best practice principles, including sustainability, inclusivity, and high-quality urban design.

2.0 Setting: Site Context and Surroundings



Site Location

The site is situated on Maryland Road, positioned at the intersection with High Road in a primarily residential neighbourhood which falls within the London Borough of Haringey. The highlighted plot fronts Maryland Road to the south and is directly visible from High Road to the west, providing strong road connectivity and visibility. The site is neither located within a conservation area, nor is it listed or situated within a flood zone.

Immediate Surroundings

The site borders High Road, a busy local thoroughfare lined with a mix of small businesses, community services, and residential properties. Notable businesses in immediate proximity include Icon Coffee Bar, Paneri Restaurant, Bikes for Good Causes, and Reena Pharmacy, suggesting a strong local commercial presence.

Directly across Maryland Road, the environment transitions into traditional London terraced housing, characterised by uniform two-storey brick houses with small front gardens and private rear spaces. This northern residential area contributes to the suburban residential character of the wider neighbourhood.

Along Maryland Road, similar residential properties continue. Further down, streets like Glendale Avenue also maintain the theme of established residential patterns with a consistent street grid layout.

The site is very close to community-centred amenities including Craegmoor Healthcare, Arcadian Gardens Surgery and the New Testament Church of God. A Tesco Express lies just slightly to the southwest on High Road, supporting local convenience shopping needs.

Wider Context

Residential Nature:

The wider surrounding area is predominantly residential, with a strong presence of Victorian and Edwardian terraced housing that defines much of this part of north London.

- **Community Services:**

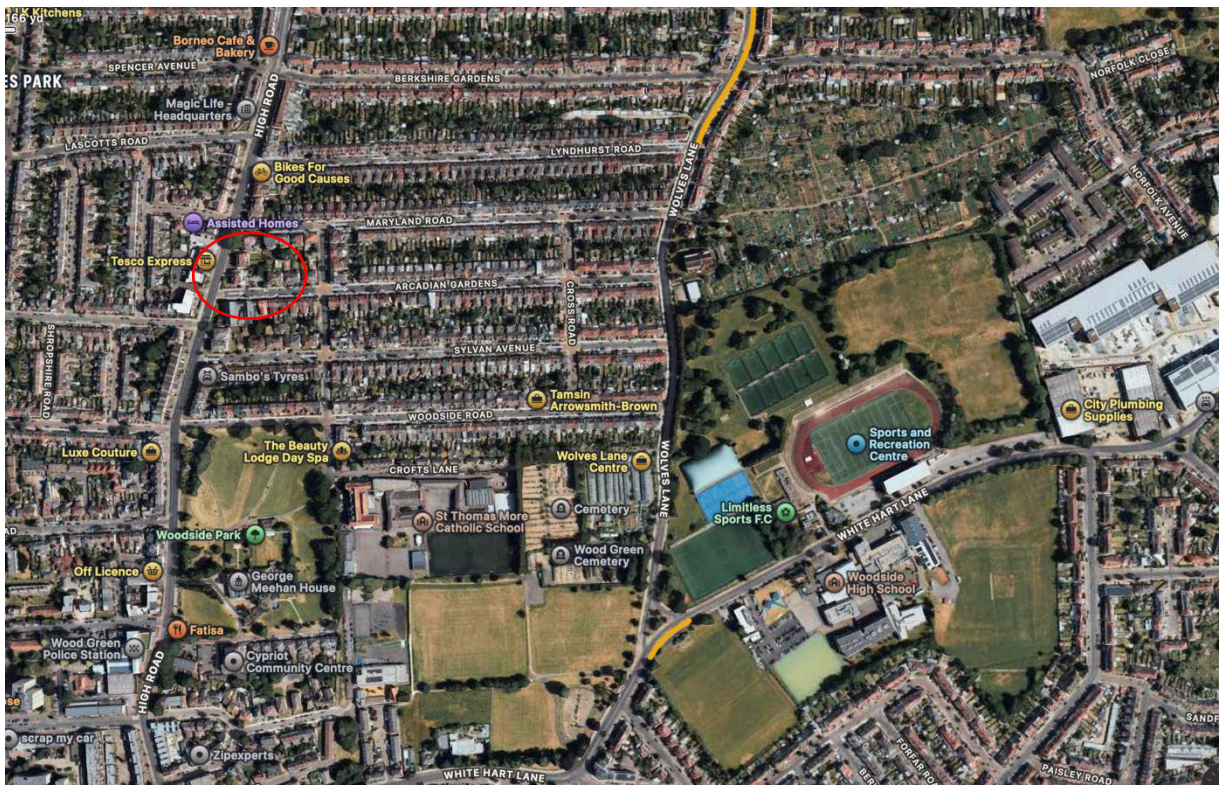
There are sufficient public services nearby, including healthcare centres, churches, and a local library (Parkhurst Road Little Free Library) to the west.

- **Transport Links:**

The site's frontage onto High Road suggests excellent connectivity for buses and easy access to wider London via car or public transport. With a PTAL rating of 4, this gives future occupants convenient transport options.

- **Green Spaces:**

Larger parks and recreational areas are within a short walking distance to the site.



2.1 Satellite view of site surrounding



3.0 Existing Site



The site is positioned prominently at the junction of Maryland Road and High Road, within the Wood Green area of the London Borough of Haringey. Wood Green underground station is located approximately 1.1 kilometres to the south, providing frequent and direct services to Central London as well as connections to Heathrow Airport. In addition to the underground links, Wood Green High Road offers a range of local bus services, alongside a broad selection of shopping facilities, eateries and essential amenities, all contributing to the area's vibrant and well-connected character.

The total area of the site measures approximately 413 square metres. It is important to note that the site does not fall within a designated conservation area, thereby offering greater flexibility for redevelopment proposals. The surrounding urban context is predominantly characterised by residential and commercial buildings ranging between three and four storeys in height.

The site currently accommodates a vacant structure which was originally constructed as a family dwelling. Around 2008, the building underwent conversion for use as a place of worship, serving as a church for a period of time. The precise date when church activities ceased remains unknown. Although the existing building has fulfilled various roles over the years, it is no longer fit for purpose in its current form. It is proposed that the building be demolished in order to facilitate a new development that will offer a considerable uplift both in architectural quality and in practical use.

The redevelopment of the site will not only enhance its visual appeal within the streetscape but will also better serve the needs of the local community by providing high-quality residential accommodation. This new scheme is intended to contribute positively to the area's housing supply, offering a wider range of housing options in alignment with Haringey Council's housing targets. Overall, the proposal aims to deliver a well-considered and sustainable improvement to the site, supporting both the local character and the wider objectives for growth within the borough.

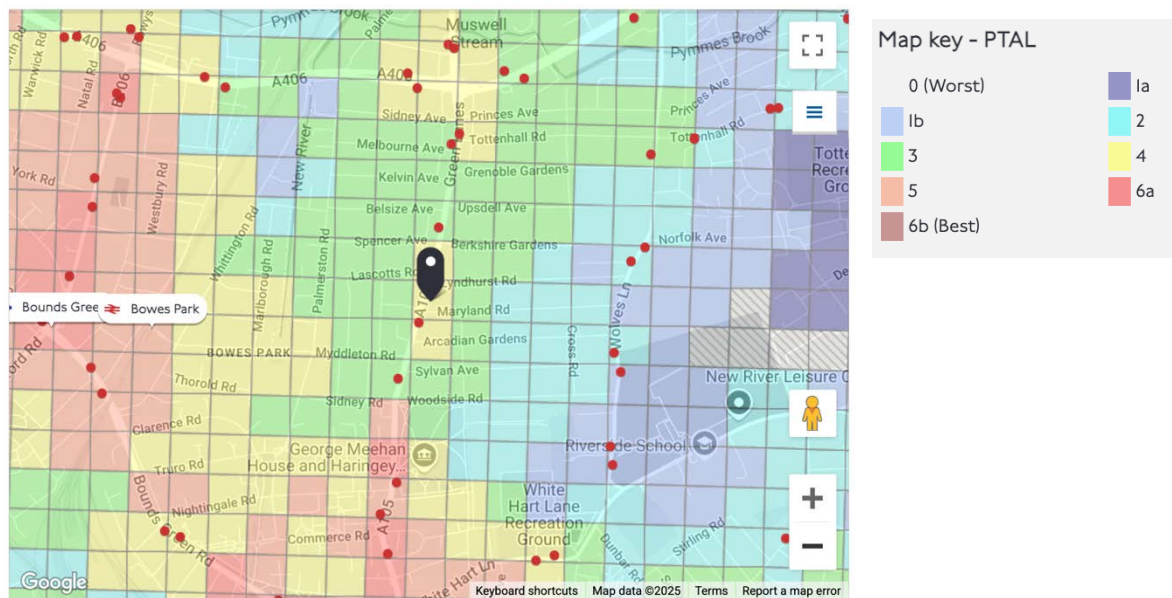
3.1 Site Photographs



3.2 Existing Drawings



3.3 PTAL rating



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

4

332 High Rd, London N22 8JW, UK
Easting: 530940, Northing: 191535

Public Transport Accessibility Level (PTAL) is a measure used in London to assess the accessibility of a location to public transport. PTAL ratings range from 0 to 6b, with 0 indicating very poor access and 6b (the highest level) indicating excellent access. These ratings are determined based on several factors, including the number and frequency of nearby bus, train, and Underground services, as well as the walking distance to the nearest stations and stops.

The application site has a PTAL rating of 4, meaning it has very good access to public transport. This PTAL rating provides several advantages:

- Enhanced Connectivity:** Residents have quick and easy access to numerous public transport options, making it easier to commute and reach key areas in and around London.
- Reduced Reliance on Private Vehicles:** With strong public transport connections, residents may not need to rely on cars, reducing traffic congestion and the demand for parking spaces. This also supports environmental goals by potentially lowering carbon emissions.
- Increased Property Appeal and Value:** Locations with higher PTAL ratings are often more attractive to prospective buyers and renters due to the convenience of transport options, which can positively influence property values.
- Sustainability Benefits:** Better public transport access encourages more sustainable travel patterns, aligning with London's goals for reducing traffic and promoting greener transport options.

Overall, the PTAL rating of 5 for this property highlights its suitability for residents who value accessibility and reduced travel times within a well-connected urban area.

4.0 Planning history

Below, you will find a chronological list of the planning histories associated with the site, starting from the most recent application, and progressing to the oldest. Each entry includes detailed information regarding the respective planning application.

Site address: Langford, Maryland Road, Wood Green, London, N22 5AR

Proposal description: Demolition of existing dwelling and redevelopment of the site to provide 6 self-contained flats

Reference number: HGY/2024/0111

Application type: Full planning permission

Decision: Approved with conditions

Date: 27/06/2025

Site address: Langford, Maryland Road, Wood Green, London, N22 5AR

Proposal description: Use of two rooms for selling carpets by retail.

Reference number: OLD/1952/0356

Application type: Full planning permission

Decision: Refuse

Date: 12/11/1952

Site address: Langford, Maryland Road, Wood Green, London, N22 5AR

Proposal description: Erection of Church Hall in garden of private dwelling house.

Reference number: OLD/1953/0412

Application type: Full planning permission

Decision: Refuse

Date: 29/05/1953

Site address: Langford, Maryland Road, Wood Green, London, N22 5AR

Proposal description: Erection of electricity sub-station and garage at rear.

Reference number: OLD/1966/0463

Application type: Full planning permission

Decision: Approved with conditions

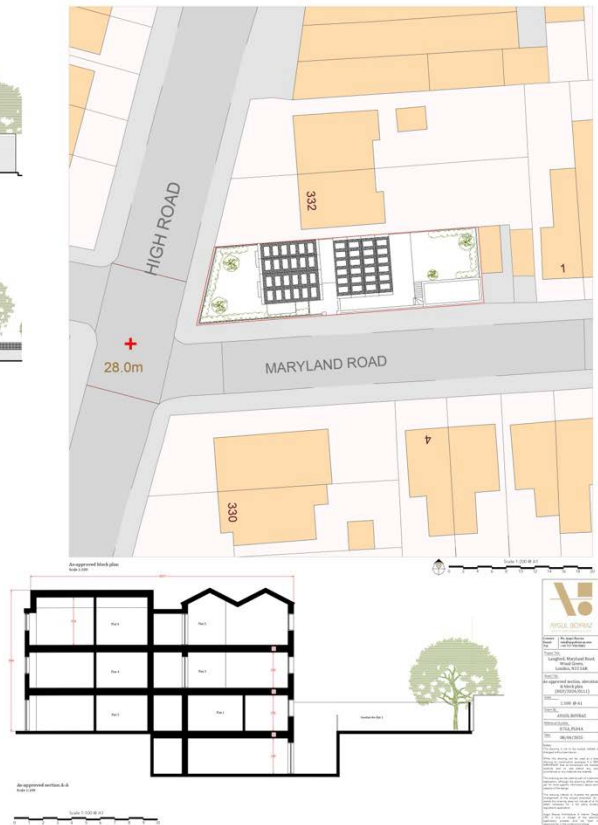
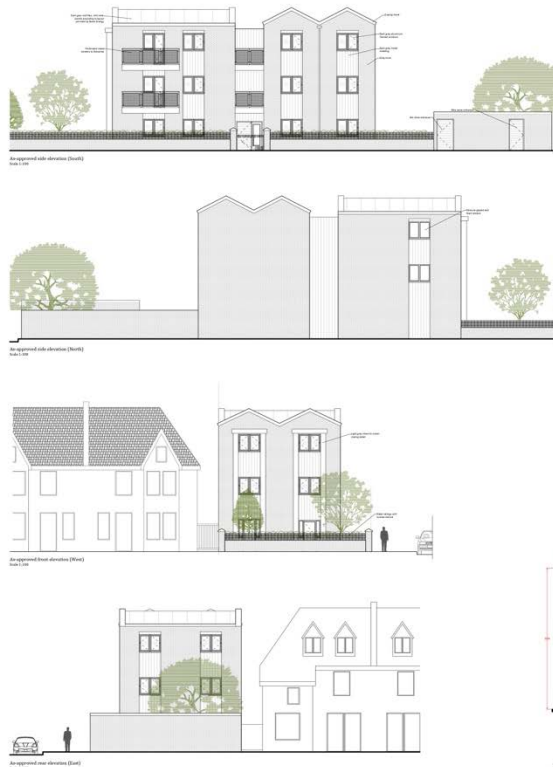
Date: 06/03/1966

The site at Langford, Maryland Road, London, N22 5AR has been the subject of a few planning applications. Most recently, in 2024, full planning permission was granted (Ref: HGY/2024/0111) for the demolition of the existing three-storey building and the redevelopment of the site to provide six self-contained flats. This approval established the principle of residential intensification on the site and set a clear framework for redevelopment.

Prior to this, historic applications dating back to the 1950s and 1960s were submitted for various minor developments, including a proposed retail use, the erection of a church hall, and the construction of an electricity substation, with varying outcomes.

Upon the previously approved six-flat scheme, the current application seeks to optimise the site's potential through the delivery of eight self-contained flats within a sensitively designed four-storey building. In response to both the borough's pressing need for additional housing and careful consideration of planning feedback, the revised proposal has been designed to respect the approved schemes character while maximising the efficient use of the site.

4.1 Approved 6 flat scheme (HGY/2024/0111)



The previous scheme included 6 residential units of varying sizes, providing a diverse range of housing options for the local community. This included one family-sized unit—a spacious 3-bedroom

dwelling arranged over the ground and basement levels with a large private garden, ideal for family living. Additionally, the ground floor housed a wheelchair-accessible 2-bedroom unit to meet inclusive design needs. On the upper floors, the scheme provided 2 one-bedroom flats and 2 two-bedroom flats. All these units met or exceeded the space standards set out in the London Housing Design Guide, as detailed in the accompanying table.

	Size	Bedrooms	No. of people
Flat 1	104m ²	3	5
Flat 2	62m ²	2	3
Flat 3	54m ²	1	2
Flat 4	62m ²	2	3
Flat 5	54m ²	1	2
Flat 6	62m ²	2	3
TOTAL:			
1-bedroom flat		2	
2-bedroom flat		3	
3-bedroom flat		1	

Overlooking

Given the site's location in a busy residential area of London, particular care was taken in the approved 6-flat scheme to minimise any issues of overlooking.

On the North elevation, there are no windows apart from obscure glazed windows, which let in natural light while preventing outward views. This ensured privacy for the neighbouring property at 332 High Road. The visual included in the original submission illustrates that there are no windows overlooking this shared boundary.

Additionally, all balconies in the approved scheme were positioned on the South elevation, facing Maryland Road. This placement was chosen to eliminate any potential overlooking of neighbouring properties and to preserve privacy. The balconies on the South elevation were designed not to overlook one another, and the balconies for the one-bedroom units were recessed into niches above the entrance for further privacy. No balconies were included on the West elevation facing High Road, in keeping with the character of the street.

Materials

The primary material proposed was masonry, featuring mid-grey London stock brick to harmonise with the surrounding context and reflect the local character. The central stair core and the top-floor flat were designed to be clad in standing seam cladding, either in aluminium or zinc, to add a contemporary accent. Windows and doors were specified with dark aluminium frames to provide a subtle contrast to the brickwork. Below, you'll find a sample of the proposed materials.



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.



CGI of the as-approved 6-flat development

This section summarises the key elements of amenity space incorporated in the approved 6-flat development.

Balconies

Each flat in the approved scheme benefits from a private balcony designed to meet the size and depth standards of the London Housing Design Guide. As previously noted, all balconies were situated on the South elevation facing Maryland Road, ensuring no overlooking of neighbouring properties and maintaining privacy. The design also ensured there were no balconies on the West elevation (High Road) to preserve the existing streetscape. Consequently, all balconies face the quieter Maryland Road frontage.

Communal Areas

The scheme provided access to each flat via a central corridor with a staircase. Bin and bike storage areas were in a separate structure to the rear of the site, easily accessible from the pavement and ensuring convenience for residents.

Landscaping

The approved scheme noted that the site had substantial open garden space, but with minimal established vegetation. Therefore, it included plans to introduce new planting that would enhance biodiversity, create natural screening, and offer increased privacy. An indicative landscape layout was included in the Ground Floor Plan (152-302), with detailed landscaping to be developed further in later design stages. Supporting ecology and biodiversity information was provided in reports by Brindle & Green.

Boundary Conditions

Previously, the site boundary with 332 High Road featured an aging wooden fence overgrown with vegetation. In the approved scheme, this was to be replaced by a 2-metre brick wall to improve privacy for residents. A similar brick wall was proposed along the High Road and Maryland Road frontages, with the addition of low metal railings and soft planting to integrate with the surrounding streetscape and promote biodiversity.

Car Parking

In line with Policy M9: Car-Free Residential Developments, the approved scheme did not include on-site car parking, supporting sustainable travel choices. Full details were provided in the transport statement by RGP Consultants. Secure cycle storage facilities were proposed as an alternative to car parking to support a car-free lifestyle.

Cycle Storage

The approved development included secure storage for up to 12 long-stay bicycles and 2 short-stay bicycles. Long-stay storage was planned for the rear of the site with fob-access security, while the short-stay racks were to be positioned near the main entrance, consisting of Sheffield-style stands.

Refuse

The refuse and recycling store was also to be situated at the rear of the site, accessible to residents with a fob key. Bins were designed to be easily wheeled to the pavement for collection. The bin store was planned to accommodate a 1,100 litre recycling bin, a 1,100 litre refuse bin, and a 140 litre food waste bin.

5.0 Proposed scheme

The current proposal seeks to provide 8 self-contained flats, an increase from the 6 flats approved in the earlier scheme. This has been achieved through careful and sensitive adjustments to the massing of the proposed building, ensuring that the development remains in keeping with the surrounding context and respects neighbouring properties. The refined layout and increased number of units offer an enhanced range of housing options while maintaining the overall scale and appearance of the approved scheme.

Below is a comparative chart illustrating the number of units in the current proposal alongside the previously approved application, highlighting the evolution of the scheme to better meet local housing needs.

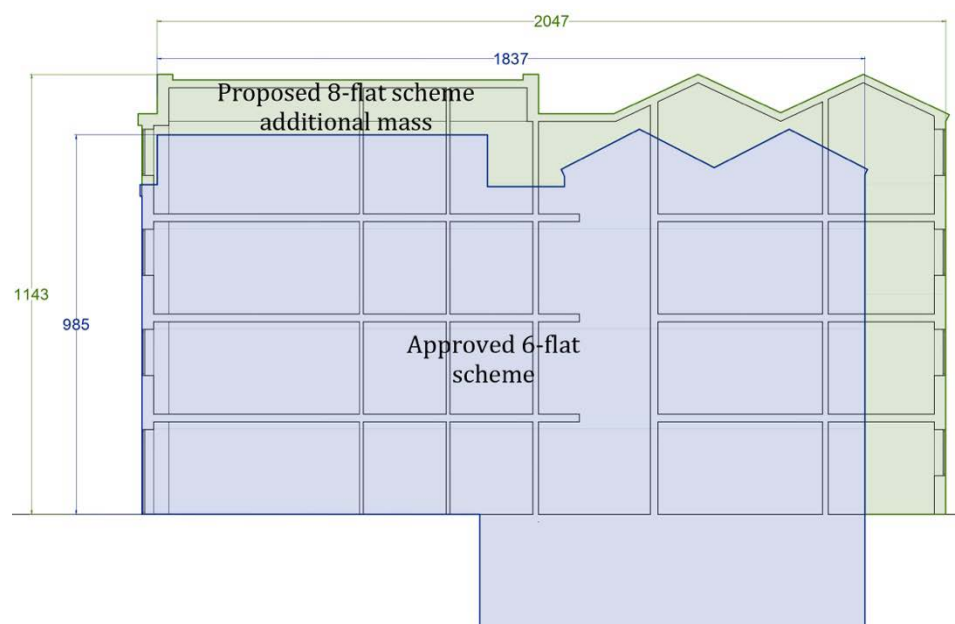
	Size	Bedrooms	No. of people
Flat 1,3,5,7	78.6m ²	3	4
Flat 2,4,6,8	63.1m ²	2	3
TOTAL:			
	6-flat scheme	Proposed 8-flat scheme	
1-bedroom flat	2	-	
2-bedroom flat	3	4	
3-bedroom flat	1	4	

Massing and Dimensions of the Proposed Scheme

To accommodate the increase in residential units from 6 to 8, the proposed development includes subtle but carefully considered adjustments to the building's massing. These changes ensure the scheme remains harmonious with its surroundings while providing much-needed additional housing.

The overall height of the building has been modestly increased from the 9.84m of the approved scheme to 11.43m in the proposed scheme—a rise of just 1.59m. This height increase has been achieved through reconfiguring the internal floor-to-ceiling heights. In the approved scheme, each storey had an internal height of 2.5m plus 0.5m of ceiling/floor structure. In the proposed scheme, this has been refined to 2.4m internal height with a more efficient ceiling/floor structure of only 0.2m, enabling the addition of two extra storeys within this relatively small external height increase.

In terms of length, the building has been extended to the rear to better utilise the site. The total length has increased from 18.37m in the approved scheme to 20.47m in the proposed design, resulting in a 2.1m extension at the rear. This additional space allows for the improved internal layout and the creation of two additional residential units.





The width of the building has been marginally widened from 8.5m to 8.8m—an increase of just 0.3m. This slight change ensures the proposed development remains proportionate to its context and is well integrated into the streetscape.

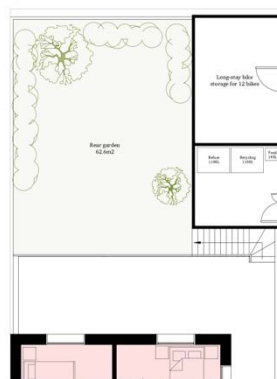
Removal of Basement and Garden Layout Amendments



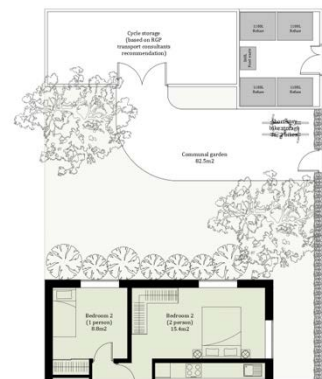
Initially, the proposal included a 9th flat at basement level. However, after thorough analysis and considering the sunlight and daylight issues identified in the supporting reports, this unit has been omitted from the final design.

In the approved scheme, the rear garden and basement area were exclusively allocated to the duplex ground floor/basement level flat, offering private outdoor space. In the revised proposal, this configuration has been significantly improved. The basement is no longer used as a private unit, freeing up the rear portion of the site to create a communal garden area of approximately 85.5m². This shared amenity space not only enhances the quality of life for residents but also improves access to secure cycle storage facilities, integrating them more discreetly into the site layout.

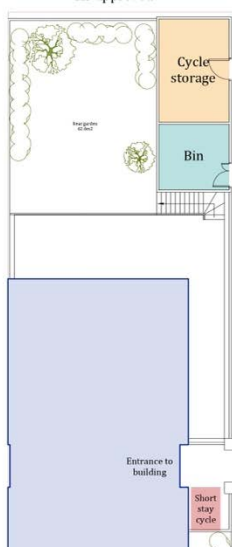
As-approved rear garden



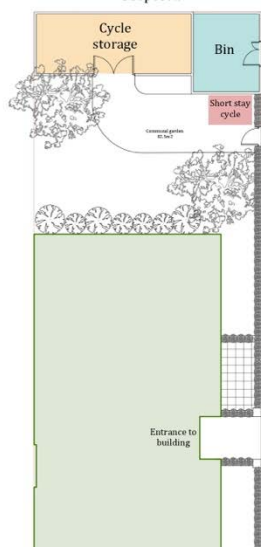
Proposed rear communal garden



As-approved



Proposed



The orientation of the communal garden has been thoughtfully adjusted in this scheme to maximise natural light for the new flats, creating a brighter and more pleasant environment. Additionally, the refuse and recycling area will remain in its existing position, with capacity for 4 x 1100L bins and 1 x 360L bin to meet the needs of the increased number of units.

As part of the new layout, the 2 short-stay cycle parking spaces, which were previously located adjacent to the building's entrance, have now been moved into the communal garden. This relocation enhances security, as the bicycles are screened from the street by a brick partition wall and ensures a tidier and more cohesive streetscape.

Accessibility and Inclusive Design

A key enhancement in the proposed scheme is its comprehensive approach to accessibility and inclusive design. Unlike the approved 6-flat scheme, which did not include a lift and provided step-free access to only one unit (Flat 2), the proposed 8-flat development integrates a lift serving all four levels of the building. This new lift, visible in the accompanying proposed plans, ensures that every resident and visitor can easily navigate the building, irrespective of mobility needs.

Beyond the lift, significant internal adjustments have been made to improve inclusivity throughout. The 4 x three-bedroom flats situated on the building's front façade have been designed with adaptable layouts and generous circulation areas to support future conversion for wheelchair use, if required. These units incorporate open plan living, dining, and kitchen spaces, wide doorways, and accessible bathrooms, aligning with best practices in accessible housing design.

The communal garden—expanded in the proposed scheme to 85.5m²—further enhances inclusivity. Its step-free design and direct link to the building's core provide accessible outdoor space for all residents.

These changes collectively ensure that the proposed development not only meets but exceeds modern accessibility standards. By prioritising step-free movement and adaptable internal layouts, the scheme offers a truly inclusive environment that can accommodate a broad spectrum of residents and visitors. The accompanying proposed plans and sections provide a clear visual representation of these enhancements, underlining the project's commitment to inclusivity and high-quality residential design.



Internal Layout and Residential Quality

The internal layout of the proposed scheme has been thoughtfully refined to respond to the site's urban context and to maximise residential quality. In the approved 6-flat scheme, the two-bedroom flats were positioned along the main street frontage, while the one-bedroom flats were placed towards the quieter rear of the site. In the new 8-flat proposal, this strategy has been continued: locating the three-bedroom units towards the front, engaging more directly with the active street frontage, while the two-bedroom flats are situated to the rear, benefitting from a more tranquil setting.

Every unit in the proposed scheme includes a minimum of 5m² of private balcony space, enhancing the connection between inside and outside living spaces and providing valuable private amenity space for residents. Flat 1, located at the ground floor level, benefits from a generous private garden at the front of the site, creating a highly attractive and spacious family-friendly dwelling.

The new layout also ensures improved ventilation and natural light throughout the development. All flats are designed with dual aspect or cross-ventilation where possible, allowing fresh air to flow through the units and enhancing comfort and energy efficiency. These carefully considered design

improvements not only support healthier living environments but also contribute to the overall sustainability of the development.

The accompanying proposed plans illustrate these layout refinements and highlight the project's ambition to deliver well-designed, comfortable homes that meet modern standards for residential quality.

Schedule of floor areas



Flat 1, 3, 5, 7 (3 bed 4 person)		
	Min. requirement	Proposed
Total floor space	74m ²	78.6m ²
Living, dining & kitchen	27m ²	27.1m ²
Storage	2.5m ²	2.5m ²
Bathroom	-	6.5m ²
Bedroom 1 (2 person)	11.5m ²	14.2m ²
Bedroom 2 (1 person)	7.5m ²	9.8m ²
Bedroom 3 (1 person)	7.5m ²	8.7m ²
Private amenity	5m ²	5m ² for all except flat 1 – 87.8m ² garden

Flat 2, 4, 6, 8 (2 bed 3 person)		
	Min. requirement	Proposed
Total floor space	61m ²	63.1m ²
Living, dining & kitchen	25m ²	25m ²
Storage	2m ²	2.5m ²
Bathroom	-	6.5m ²
Bedroom 1 (1 person)	7.5m ²	8.8m ²
Bedroom 2 (2 person)	11.5m ²	15.4m ²
Bedroom 3 (1 person)	-	-
Private amenity	5m ²	5.1m ²

Materials and Architectural Detailing

The proposed scheme embraces a carefully curated palette of materials that respects the character of the surrounding area while introducing a refined and contemporary aesthetic. A key feature is the use of perforated metal screens for the balconies. These not only create an elegant and modern appearance but also provide privacy for residents and contribute to the overall architectural rhythm of the elevation.



The primary building material comprises two shades of grey brickwork, thoughtfully selected to break up the continuity of the façade and create visual interest. This subtle variation in brick colour helps to articulate the building's massing and highlights the different residential elements of the scheme. Notably, the previously proposed cladding material in the approved scheme has been replaced with dark grey brickwork in the proposed design. This change ensures a more robust and cohesive appearance while reinforcing the building's urban character.

Windows and doors throughout the development will be framed in dark grey aluminium, complementing the brickwork and perforated screens. This choice of materials not only offers durability and low maintenance but also provides a contemporary and unified finish to the development.

Overlooking

Given the site's prominent location in a dense residential area of London, particular care has been taken in the proposed 8-flat scheme to minimise any potential issues relating to overlooking. On the North elevation, the design includes only obscure-glazed windows that provide natural light without compromising the privacy of neighbouring residents at 332 High Road. This careful treatment is clearly shown in the visuals, where no clear-glazed windows are placed on this shared boundary.

All balconies in the proposed scheme are thoughtfully positioned on the South elevation, facing Maryland Road. This layout ensures that no overlooking occurs onto neighbouring gardens or properties and maintains a high level of privacy for both existing and future residents. The balconies are designed to avoid overlooking each other as well, with the two-bedroom units' balconies partially recessed into the building's façade to provide further privacy and a more intimate outdoor space.

Importantly, no balconies have been positioned on the West elevation fronting the High Road, as this would not only disrupt the streetscape character but also introduce unnecessary overlooking to the

busy road below. These sensitive design decisions ensure that the proposed development respects its surroundings and supports a harmonious residential environment.

Biodiversity

The existing site is currently devoid of any trees, providing minor ecological benefits in its present condition. The proposed development takes a proactive approach to improving biodiversity and enhancing the local environment. As part of the scheme, at least four large trees will be planted, complemented by a carefully designed landscape plan incorporating additional soft landscaping and planting. These enhancements will not only improve the visual quality of the site but also provide essential habitats and food sources for local wildlife, fostering urban greening and supporting a more resilient ecosystem.



The new landscaping will contribute to improved air quality, offer shading and cooling effects, and create a more attractive and welcoming environment for residents. Furthermore, these measures align with policy goals to increase urban canopy cover and promote biodiversity in built-up areas.

To ensure these commitments translate to real ecological gains, a Biodiversity Net Gain (BNG) report has been prepared by Tunley Environmental, submitted as a separate supporting document. In line with the findings of this report, BNG unit credits will be purchased upon approval of the application, securing a measurable increase in biodiversity and compliance with relevant policy requirements. For full details of the proposed on-site and off-site biodiversity enhancements, please refer to the comprehensive BNG report.

Car Parking

In accordance with Policy M9: Car-Free Residential Developments, new schemes without on-site car parking provision are permitted where alternative and accessible modes of transport are readily available, supported by strong public transport links, and a controlled parking zone is in place or will be implemented prior to occupation. Full details of these arrangements can be found in the transport statement prepared by RGP Consultants. Consequently, this proposal does not include any on-site car parking. Instead, secure and adequate cycle storage facilities are provided to support sustainable travel choices and promote a car-free lifestyle for future residents.

Cycle Storage

In line with recommendations from the report prepared by RGP Consultants, which is submitted separately as part of this application, the proposed scheme includes secure cycle storage facilities located towards the rear of the site. This facility will accommodate long-stay bicycles for residents, accessible with a secure fob key, ensuring both convenience and safety. Additionally, provision has been made for two short-stay bicycle spaces to meet visitor needs and encourage sustainable travel.



Refuse

Similar to the cycle storage provision, the bin store will be located at the rear of the site and will be accessible to residents using a secure key. The refuse storage area has been designed to ensure bins can be easily wheeled to the curb for collection. The bin store will accommodate four 1,100-litre bins and one 360-litre bin, catering for general waste, recycling, and food waste to support effective waste management and maintain a clean, functional environment for residents.

5.1 Renders

Below are a selection of comparative render images illustrating the *as-approved* and *proposed* schemes. The full suite of renderings is available in the separate render documentation submitted alongside this application.



As-approved



Proposed



As-approved



Proposed



As-approved



Proposed



As-approved



Proposed



As-approved



Proposed

6.0 Conclusion

This Design and Access Statement has outlined the evolution of the proposed development at Langford, at the corner of Maryland Road and High Road, N22 5AR, from the previously approved 6-flat scheme to the new, carefully considered proposal for 8 self-contained flats. The revised design achieves a sensitive increase in housing provision through modest adjustments to the massing, layout, and internal floor-to-ceiling heights. These changes have been developed with careful regard to the site's context, the character of the surrounding area, and the needs of future residents.

Key improvements include the integration of a lift providing step-free access to all floors and the creation of adaptable three-bedroom units designed to meet inclusive and accessible housing standards. The refined internal layouts maximise natural light and ventilation, enhancing residential quality throughout the building.

Externally, the material palette for the proposed development has been carefully selected to create a contemporary, high-quality finish that seamlessly integrates with the local streetscape. In selecting these materials, careful attention was given to nearby new-build developments to ensure the proposal is contextually appropriate and in keeping with emerging character in the area. The design features perforated metal balcony screens, dual-tone grey brickwork to articulate the façade, and dark grey aluminium windows and doors that provide a subtle yet sophisticated contrast. Together, these materials contribute to a robust, modern architectural expression that sits comfortably within its setting.

The site's external environment has also been carefully designed to support resident wellbeing and biodiversity. The communal garden area has been enlarged and reoriented to provide an attractive shared space with secure cycle storage and step-free access. The provision of short-stay cycle spaces and generous refuse storage facilities ensures the development will meet modern sustainability and management standards while supporting a car-free lifestyle.

The proposed development represents a significant improvement in inclusive design, sustainability, and quality of accommodation, delivering much-needed homes for the local community. It balances the site's development potential with sensitive design that respects and enhances the surrounding area.

We trust that this statement, along with the supporting plans, visuals, and technical documentation, demonstrates the careful thought and considered approach that has been taken in bringing this project forward.