

Scott & Sampson Architects

Design & Access Statement

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105 Raleigh Road, N8 0JD

Scott & Sampson Architects
1 Athenaeum Road
Whetstone
London N20 9AA
0208 343 9696

planning@scottsampson.co.uk

Revisions

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Contents	Page
1. Introduction	3
2. Site & Context	4-9
3. Planning History & Policy	10-13
4. Proposal	14-17
5. Accommodation and Similar Sites	18-19
6. Waste and Recycling Storage and Cycle Storage	20-21
7. Transport and Parking	22-23
8. Conclusion	24-25

Proposed redevelopment of:

105 Raleigh Road

London

N8 0JD

Demolition of existing two-storey building and single storey building at the rear. Formation of a three-storey building (with basement level) comprising 5 self-contained flats, with front and rear lightwells and associated front bin store.

Prepared for:

London Borough of Haringey

Site & Context



1. Aerial images of the existing site and surroundings

Site Location

The site is currently occupied by a two storey building which has accommodated 2 self contained flats for over 10 years. In addition, a single storey building is located at the rear of the site which is used as a separate residential unit. The two buildings are separated by a garden which is strewn with accumulated rubbish.

The site is located within the North London Borough of Haringey. It is at the eastern end of Raleigh Road, which forms part of the Haringey Ladder, which is a group of approximately 20 parallel roads, bounded by Wightman Road on the west side and Green Lanes on the east side. The properties found in the ladder consist mainly of two and three storey Victorian terraced houses.

The surrounding area is predominantly residential and is well served by the local shops, cafes and restaurants located on Green Lanes.

In addition, the site has good links to public transport, with Turnpike Lane Underground Station and Hornsey Rail Station located nearby. There are also several bus routes running on

Green Lanes and the site is within the catchment area for North Haringay Primary School, which is located on Falkland Road.

Bounded by the rear gardens of the houses on Willoughby Road to the east, Sydney Road to the north and the house and garden of 103 Raleigh Road to the west, the access to the site is directly from Raleigh Road.

The site is not located within a conservation area.

The use of the site is classified as C3 Dwellinghouses.



2. 1863 Ordnance Map - Site use: Farming



3. 1912 Ordnance Map - Site use: Residential/Business



4. 1954 Ordnance Map - Site use: Residential/Business



5. Current Ordnance Map - Site use: Residential

Site History

The Historical Ordnance Survey Maps of the area and existing research on the local urban development show that the site and surrounding areas were in agricultural use in 1863.

By 1896, the surrounding areas had become residential, whilst the site remained empty until the current building, or one of similar volume, emerged between 1896 and 1912. During this period, the building was used for both business and residential purposes.

The residential use of the current building on the site has been in existence since 1997.

Context

The existing property site out of context with the neighbouring Victorian terraces that are characteristic of the street.

The properties along Raleigh Road and in the surrounding areas are predominantly two and three storey Victorian terraced houses. Many of these properties look very similar to how they were built, with modern windows and paintwork. Much of the original window and door dressings and mouldings have been maintained.

There are also examples of contemporary new-builds properties in the area. One example is directly opposite the site, at No. 110 Raleigh Road. The modern design compliments the Victorian housing and adds architectural variety to the area.



6. Image of properties along Raleigh Road



7. Image of properties along Raleigh Road



8. Contemporary new-build property at No. 110 Raleigh Road



9. View from Raleigh Road including adjacent semi-detached houses



10. View from Raleigh Road



11. View from Raleigh Road showing bin area



12. View of rear showing rear extension and garden

Existing Site

The site is rectangular in shape, approximately 30m long and 8m wide, with an overall area of approximately 240 sqm. The front area is paved and provides access to the main building. The derelict rear garden is also paved and is accessible via a gate and alleyway to the right of the building. A small garden area accommodating 3 large trees exists to the rear of the single storey building.

The existing buildings are in a poor state of repair and there are cracks showing in a number of areas. The accommodation is poorly laid out and does not make good use of the site.

Access to the first floor flat is via an external stair-case and the 2 bedroom unit at the rear is accessed via a narrow side alleyway which passes by the side windows of the ground floor flat and is poorly lit.

The rear garden is subdivided, giving poor amenity space to both ground floor units and the first floor unit has no amenity space. The building at the rear is located close to the boundary fence and prevents access to a narrow strip of land at the rear of the site, which is now derelict.

The grounds of the property are generally neglected and rubbish has been allowed to accumulate in all outdoor areas. There is no boundary wall at the front of the site and the front-age is often used by others to discard furniture and dump rubbish.



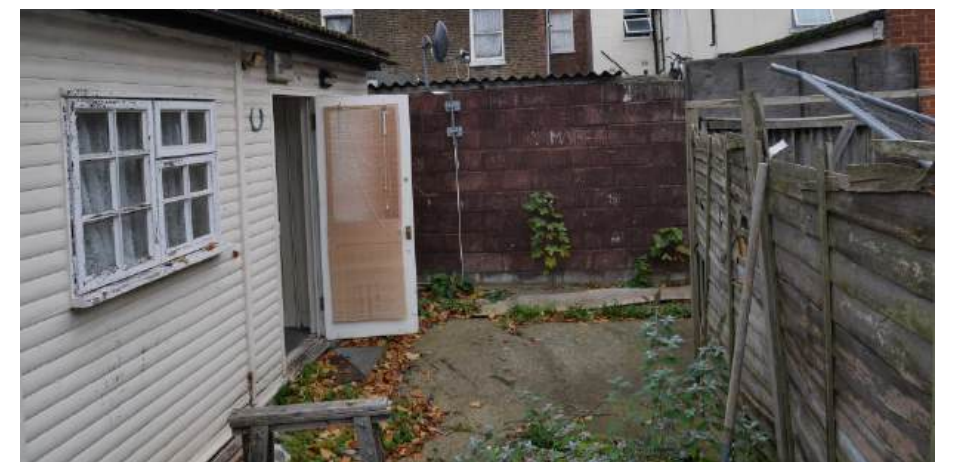
13. View of rear of main building



14. View of rear building and garden



15. View showing side of site and east boundary and View of rear building and garden



16. View of rear building and garden

Planning History and Similar Sites

Historic Planning Applications

Approved application HGY/2018/1536 , made in 2018 is the most relevant planning history for this current proposal.

Application no: OLD/1954/0480 - Permission Granted

24/3/1954; permission granted for the conversion of the first floor office to a flat.

Application no: OLD/1972/1233- Refused

26/6/1972; application for the erection of a ground floor rear extension to the joinery works premises refused.

Application no: HGY/1997/0464 - Permission Granted

2/4/1997; permission granted 3/6/1997 for the change of use of the ground floor from office to a 1 bedroom self contained residential unit.

Application no: HGY/2002/0878 - Refused

24/6/2002, application for the erection of an external staircase and new man-sard roof to accommodate a 1 bedroom flat refused.

Application no: HGY/2018/1536 - Permission Granted

22/5/2018, Demolition of existing two-storey building and single storey building at the rear. Formation of a three-storey building (with basement level) comprising 5 self-contained flats, with front and rear lightwells and associated front bin store

12. Barnet Local Plan 2012
13. Barnet Local Plan SPD: Residential Design Guidance 2016
14. The London Plan 2021



20. 33 Hampden Road



21. 2 Duckett Road



22. 11 Ashfield Road



23. Land to rear of 114a Effingham Road



24. Paragon Court Wightman Road

Similar sites

The following planning permissions have been granted for sites located within the Harringay Ladder and adjacent roads:

33 Hampden Road
OLD/1978/0401: 22/06/1978
Permission granted for "erection of 4 bedroomed single dwelling with an integral garage"

2 Duckett Road
OLD/1981/0350: 21/07/1981
Permission granted for "rebuilding of front wall, erection of first and second floor"

11 Ashfield Road
HGY/2001/1080: 21/01/2002
Permission granted for "demolition of existing buildings and erection of 1x2 storey block and 1x1 storey block comprising 7 flats"

Land to rear of 114a Effingham Road
HGY/2000/1688: 22/02/2001
Permission granted for "outline planning permission for residential use"
HGY/2001/1400: 26/03/2002
Permission granted for "approval of details pursuant to outline planning permission HGY/2000/1688 dated 22/2/2001 for the erection of 7x2 storey houses"

Paragon Court Wightman Road
HGY/2002/0714: 30/09/2002
Permission granted for "erection of 4 and part 4 storey residential building comprising 14 no. self contained flats, including 14 no. off-street car parking spaces"

8-12 Sydney Road
HGY/2003/1792: 13/11/2003
Permission granted for "demolition of existing garages and erection of 3x3 bed 3 storey houses with integral garages"

Land to rear of 97-103 Effingham Road
HGY/2013/1817: 25/10/2013
Permission granted for "change of use from Sui Generis to C3 Residential to provide 3 x 2 bedroom houses within a gated mews. Provision of 3 off-street car parking spaces and front and rear gardens"

14A Willoughby Road
HGY/2014/2940: 03/03/2015
Permission granted for "roof extension for five new units with new hydraulic lift system"

1 Willoughby Road
HGY/2015/1594: 11/02/2016
Permission granted for "conversion and extension of existing detached building to provide 2x3 bed, 1x2 bed and 1x1 bed flats, demolition of existing garage at rear and erection of new 3 bed detached house"

Land adjacent to 2 Frobisher Road
HGY/2017/1166: 18/09/2017
Permission granted for "erection of 2 semi-detached 3-bedroom dwelling houses (1x3 storey and 1x2 storey, both with basement levels) with private amenity space to the rear. Excavation of base-ment and lightwells to front and rear"



25. 8-12 Sydney Road



26. Land to rear of 97-103 Effingham Road



27. 14A Willoughby Road



28. 1 Willoughby Road



29. Land adjacent to 2 Frobisher Road

Proposal



30. Proposed Front and Rear Elevations

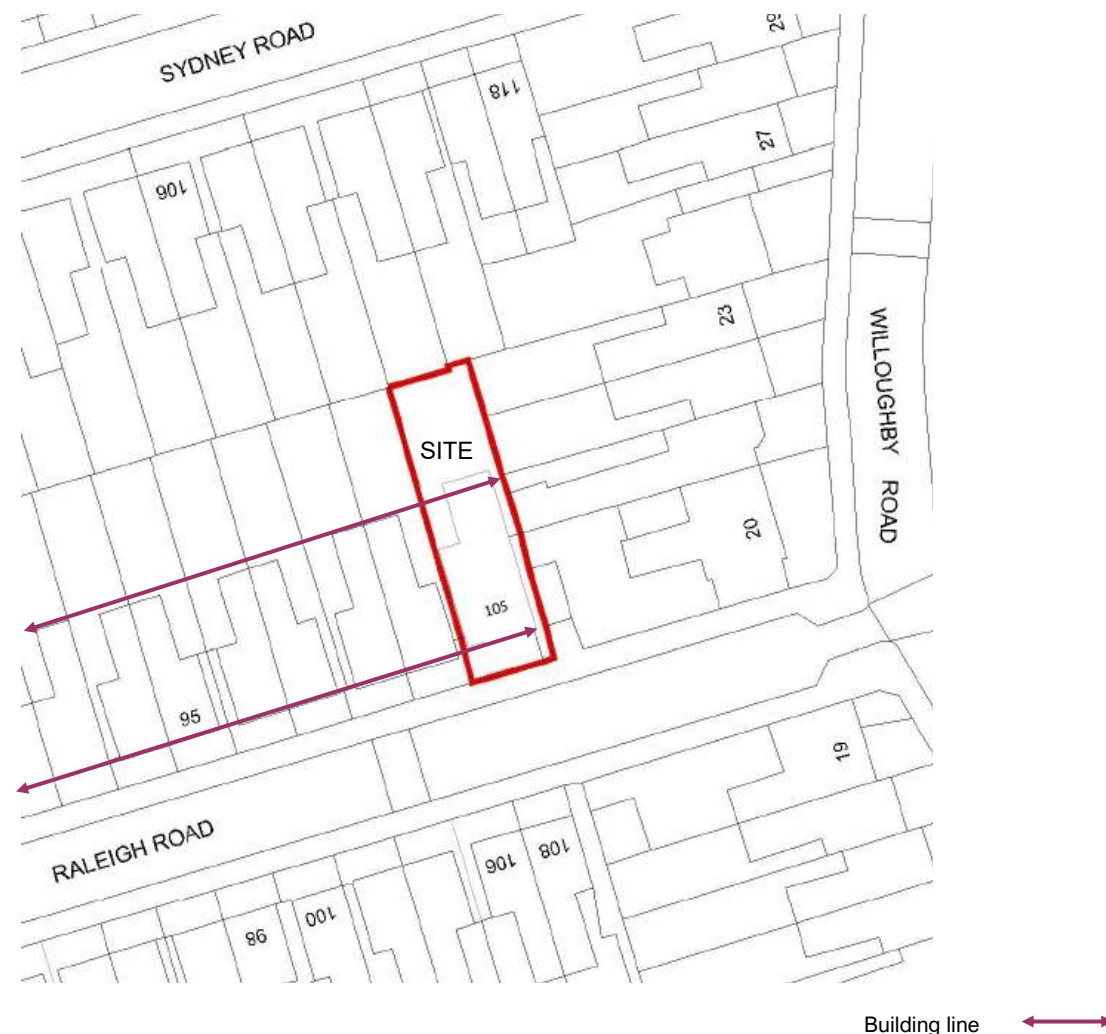
Principles of Design

The ambition of the proposal is to create an architecturally rich scheme within the context of the suburban street-scene which complements the surrounding Victorian brick built terrace houses. The constraints of the site have been respected, with careful modelling of the volumes to ensure that neighbouring properties will not be adversely affected with regard to privacy and overshadowing.

The design focuses on incorporating elements commonly found in new developments around the area. Architectural considerations, such as setbacks in the elevation and pitched roofs help to minimise the impact of increased massing on the site. Design detailing, such as brickwork detailing, styling of windows and doors and considered landscaping ensures that the proposal will maintain a high quality and harmonious appearance throughout its lifetime.



31. Proposed block plan and analysis



Building Line and Depth

The setback of the proposal matches that of the surrounding properties, mitigating additional impact on the street's character. This will also maintain a consistent level of privacy for ground floor rooms and at the front of the dwellings.

The proposed depth of the new development will sit slightly beyond the rear building lines of the adjoining properties, but is still an acceptable depth and will not cause any overbearing to the neighbouring properties. The proposal is within a reasonable distance of the rear elevation of No.103 Raleigh Road. There will be minimal to no adverse impact on amenity or light to neighbouring plots and properties.

Overlooking

Privacy is a crucial design consideration, and the placement of the proposal, including the windows, has been considered to ensure no adverse impact on adjoining properties or future occupiers. The proposal minimises any overlooking into adjoining properties by adhering to the building line of the road and considering the adjoining neighbours. The east side elevation is punctuated with perforated panels, which give rhythm to the brickwork and allow light in to rooms, whilst protecting the privacy of both residents and neighbours.

Street Frontage and Streetscape

A set back in the front elevation identifies the main entrance to the building and bin stores are located on the right hand side of the access. The view from the first and second floor bay windows orientates towards the open space and greenery on Ducketts Common. Views to the houses on the opposite side of Raleigh Road are restricted by the perforated panels providing privacy screens.

Scale, Massing and Height

The proposed volume of the development can be perceived as a re-modelling of the existing 2 storey building on the site with a section of the front façade pulled forward and a front bay and pitched roof added to echo the details of the terraced houses. Viewed from different external perspectives, the volumes and forms of the building will transform to create interesting compositions which relate to the scale and detailing of the adjacent properties; the width of the proposed main block relates to the width of the adjoining houses and the dimensions of the proposed bay window, which is a contemporary interpretation of the bays in the adjacent terrace, respect the proportions of the existing bays.



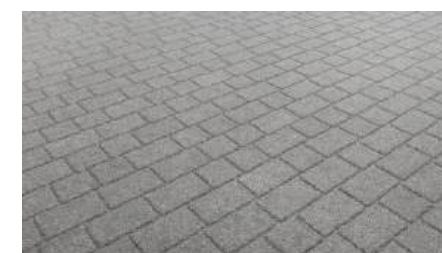
A.



B.



C.



D.

E.

- A. Zinc mansard roof panels
- B. Aluminium modern tall windows
- D. Crest Kingston Weathered Gault Stock Facing Brick or similar.
- E. Permeable Paving: Marshalls, Argent priora

Materials

The texture, colour, pattern, and durability of materials selected for new development significantly contribute to its individual appearance and the character of its broader surroundings. The use of durable and high-quality materials is crucial to creating a robust and sustainable residential development.

The chosen materials are designed to withstand their environment, weather well over time, and require minimal maintenance. Specifically, facing brickwork, aluminium panels, and a zinc roof have been specified in response to the site context and design objectives.

Amenity and Outdoor Space

The proposal will increase the amenity space in comparison to the existing site, and the area provided will fulfil that required by Haringey council.

Soft landscaping contributes positively to streetscape and local character. A detailed and well designed landscaping proposal for the front and rear is expected to be conditioned.

Accommodation and Amenity



32. Proposed plans

Accommodation

The mix of accommodation comprises the following :

- 3 x 1 bedroom units
- 1 x 2 bedroom unit
- 1 x 3 bedroom unit

Two of the units will be family sized accommodation with the rear lower ground floor unit and Unit 2 and Unit 3 having access to their own private gardens at the rear. The objective of the project is to provide units with good sized rooms and large living areas with adaptable space for future flexibility.

All units meet the minimum area standards as set out in nationally prescribed space standards.

The criteria set out in the following Haringey DPD 2017 policies have been taken into account and satisfied:

Policy DM12: Housing Design and Quality

A. All new housing and residential extensions must be of a high quality, taking account of the privacy and amenity of neighbouring uses (see Policy DM1) and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG.

B. Ground floor family housing should provide access to private garden/amenity space, and family housing on upper floors should have access to a balcony and/or terrace, subject to acceptable amenity, privacy and design considerations, or to shared amenity space and children's play space.

Amenity Space

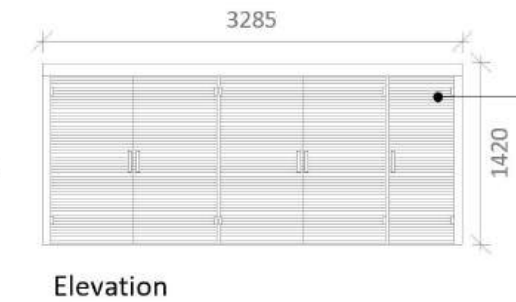
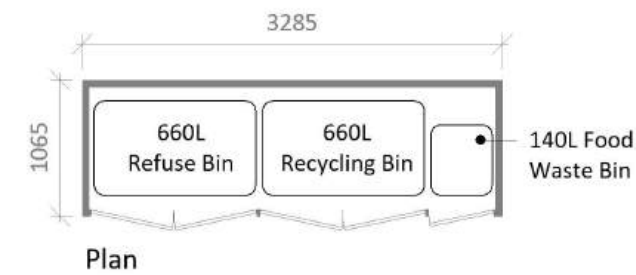
All units comply with the required standards for the area of amenity space to be provided. The above table sets out the areas for each unit.

Landscaping

The landscaping around the property will be carefully planted and maintained and hard landscaping to the pathways will be in permeable block paving. There are three trees located at the rear of the site, which help to screen views between the site and adjacent proper-es to the rear on Sydney Road. The measures to be taken to protect the trees during construction works and aftercare are set out in the attached Arboricultural Report.

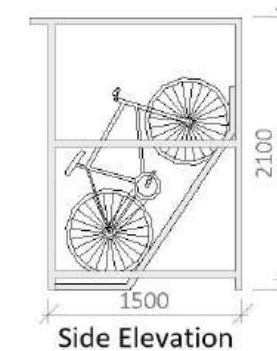
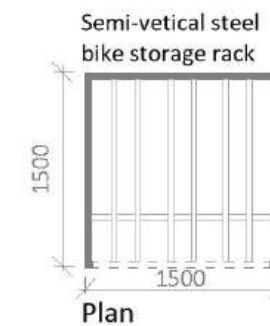
Waste and Recycling Storage and Cycle Storage

Refuse Store:



Steel frame bin store finished with timber cladding. Accessible from above and front

Cycle Store:



33. Proposed Refuse store and Cycle Store

Waste and Recycling Storage

Bins are housed in an enclosed storage area located on the right hand side of the main access to the property, adjacent to the pavement on Raleigh Road. Easily accessible with hinged doors to the front and top. They consist of 2no 660L bins (one for refuse and one for recycling) and 1no 140L (for food waste). Adequate storage for waste has also been provided in each flat.

The proposed waste storage complies with the requirements set out in the Haringey Sustainable Design and Construction SPD 2013.

Cycle Storage

The London Plan States:

POLICY 6.9 CYCLING

Planning decisions B Developments should: a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions) .

In accordance with Table 6.3, 12 cycle spaces are provided in

a dedicated storage area at the rear of the property. Separate access is provided at the side of the property.

See detailed drawings of the bike store opposite.

Transport and Parking

34. Proposed Site Plan

Access

The pedestrian access to the site is via Raleigh Road. This will be maintained.

Transport

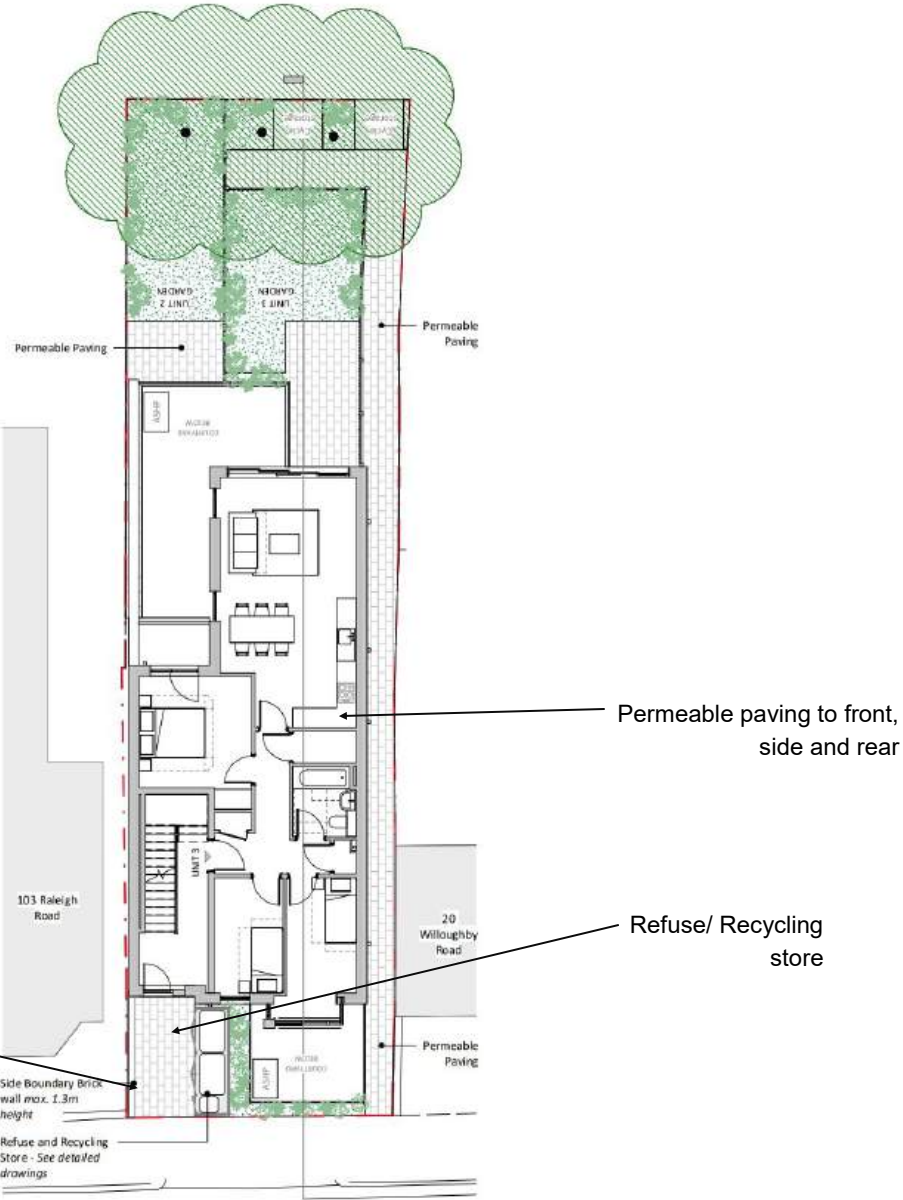
The site has excellent access to public transport services. The site has a PTAL value of 6a which is considered 'excellent'. 13 different bus services are accessible within 3 and 7 minutes' walk of the site. Turnpike Lane underground station is a 4 minute walk away, and Hornsey National rail station a 9 minute walk away.

Parking

The Haringey Unitary Development Plan M9 Policy refers to car-free developments being permitted as follows:

M9: Car-free Residential Developments

Proposals for new development without the provision of car parking will be permitted in locations where: a) there are alternative and accessible means of transport available; b) public accessibility is good; and c) a controlled parking zone exists or will be provided prior to occupation of the development.



18. Proposed Site Plan

Conclusion

We believe that the proposal for 105 Raleigh Road, to demolish the existing two-storey building and single storey building at the rear & form a three-storey building (with basement level) comprising 5 self-contained flats, with front and rear lightwells and associated front bin store, is in accordance with current planning policy and will be in accordance with the characteristics of the locality.

It is also noted that a very similar form of development has previously been approved on this same plot. This earlier approval establishes an important precedent in terms of the principle of redevelopment, scale, and residential use of the site, and demonstrates that development of this nature has already been considered acceptable in planning terms. The current proposal follows this established approach while incorporating a considered and policy-compliant design response.

We feel that the proposal not only provides much needed additional housing in the local area, but also offers a considered design that will that will be a positive addition to the area. The proposal considers the site and context to create a

high quality design, addressing mass, scale, materials, the surrounding properties and the wider locality. The proposal aims to meet the policy and standards set out in the London Plan and Haringey's Local Planning Policy.