



Design and Access Statement

Land to the rear of 28 Sidney Road, Wood Green, N22 8LS

London Borough of Haringey

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Note: Not all drawings in this document are to scale

1.00 | Introduction

1.01 DESIGN & ACCESS STATEMENT

This Design and Access Statement has been prepared to support a new planning application submission to the London Borough of Haringey for a proposed new two bedroom house on land to the rear of 28 Sidney Road, fronting Shropshire Road.

The proposal seeks to replace three derelict garages with a high-quality, sensitively designed, contemporary two-storey dwelling, set on a slightly excavated plot. The scheme responds to Haringey's housing need and aligns with national and local planning policy objectives to optimise small urban sites and deliver well-designed new homes.

This document sets out the design rationale, planning response, and broader benefits of the scheme.

1.02 CRAWFORD PARTNERSHIP

Our projects are driven by a clear and concise design led philosophy that is concerned with maximising opportunities to create interesting spaces and forms that combine dramatic use of materials and light, and address issues of sustainability and energy efficiency. We work largely in the residential sector, with numerous projects in and around Crouch End, Haringey and across London. Working from small conversions of properties to larger conservation projects in some of London's historic areas to significant residential schemes with over a hundred units

1.03 ABOUT THIS SCHEME

Located in Haringey, this project transforms three disused garages into a contemporary two storey dwelling. The ground floor features an open plan kitchen, living area a guest bathroom, with two bedrooms and another bathroom above. The design maximises a constrained footprint, creating bright, functional interiors while maintaining a sense of spaciousness.

By reimagining underutilised urban spaces, the scheme contributes to addressing London's housing shortage, demonstrating how small scale, well considered architecture can deliver sustainable, high quality living within the existing city fabric.



Existing Site Plan

2.00 | Site and Context Analysis

2.01 SITE LOCATION

The site is located on land to the rear of 28 Sidney Road, Wood Green, Haringey (N22 8LS). Sidney Road is a residential street just south of Wood Green town centre. The area has very good transport connections, with Wood Green Station (Piccadilly Line) around a 10 minute walk away and frequent bus services along Lordship Lane and Wood Green High Road. The neighbourhood is predominantly residential with nearby shops, schools, and community amenities.

2.02 SURROUNDING CONTEXT

The site is not located in a conservation area and sits at the junction of a quiet residential terrace and a secondary rear access street, Shropshire Road. The surrounding built environment comprises two storey Victorian and Edwardian terraced houses with consistent brick façades, pitched roofs, and bay windows. The rear of the properties includes long garden plots and boundary fences, creating a quiet backland setting. The garages on the site are no longer in use, and the plot contributes little to the street scene. The wider area includes Wood Green's busy high street, local convenience shops, and green spaces such as Russell Park and Alexandra Park, all within walking distance. This proposal provides an opportunity to repair and enhance the townscape by creating a new, appropriate dwelling that respects its neighbours while improving both visual and functional character.

2.03 SITE STATUS

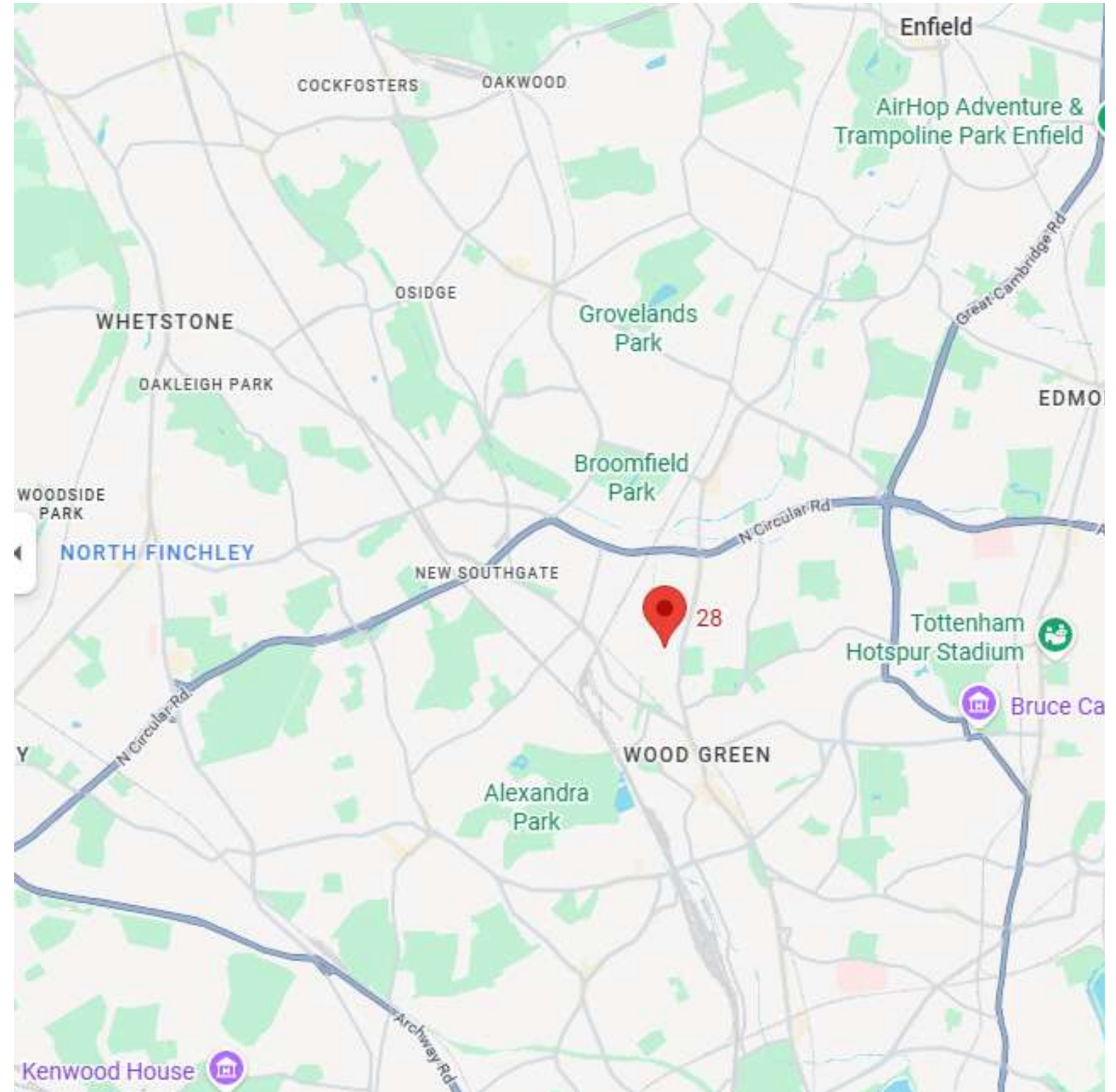
The site comprises three underused single storey garages positioned behind 28 Sidney Road. The plot's compact and regular shape makes it well suited for a small residential infill scheme, supporting Haringey's objectives to make efficient use of backland land where development can be delivered without adversely affecting the amenity of surrounding properties.

2.04 ORIENTATION

The plot is aligned north/south, with north to the left when standing in front of the garages. Morning sunlight illuminates the eastern boundary, while afternoon light reaches the western side. The orientation and enclosed nature of the site allow for a small private front outdoor space, consistent with neighbouring fences and terraces, and support a bright interior layout through careful placement of windows and rooflights.



Neighbourhood



Location Map

3.00 | Photographs

3.01 EXISTING BUILDING



Front View



Side Aerial View



Street View



Side Aerial View

3.02 SITE PHOTOGRAPHS (TAKEN WITHIN 21 DAYS OF THE APPLICATION)



Front View



Front View



Side View



Front View

3.03 NEIGHBOURING PROPERTIES



12 Shropshire Road



3 Shropshire Road



31 Sidney Road



26 Sidney Road



38 Myddleton Road



37 Myddleton Road



2 Sidney Road



4 Shropshire Road

4.00 | Planning History

4.01 CRAWFORD PARTNERSHIP & HARINGEY SMALL SITE PLANNING HISTORY

Crawford Partnership has worked on numerous planning approvals, including several in the Haringey borough. Many of the reference projects involved underutilised garage sites, where we focused on maximising the available space to create functional and well designed homes. In each project, we aim to respond sensitively to the local context, respecting the area’s history and architecture, considering neighbours to avoid impacting their daily lives, and proposing designs that enhance the streetscape.

Proposal:
Demolition of existing triple garage and erection of single family dwelling house built over 3 storeys with provision for on-site parking, a secure bike store, a secure refuse store, and amenity space.

Address:
Garages adjacent to 13 Clifton Road London N8 8HY London

Planning Application Reference:
HGY/2016/2653

Decision:
Approve with Conditions



Previous Existing Garages



Approved House

Proposal:
Demolition of existing double garage with pitched roof and the construction of a two storey dwelling with accommodation at basement level.

Address:
Garages to side of, 14, Clifton Road, London, N8

Planning Application Reference:
HGY/2014/0463

Decision:
Granted with conditions



Previous Existing Garages



Approved House

4.02 CRAWFORD PARTNERSHIP & LONDON SMALL SITE PLANNING HISTORY

Crawford Partnership has extensive experience securing planning approvals across London, having worked on a diverse range of projects including residential, mixed use, and infill developments. Our team combines technical expertise with a deep understanding of local planning policies to deliver proposals that are both design led and policy compliant, ensuring successful outcomes for clients across the capital.

Proposal:

Construction of two-storey, two bedroom, 4 persons dwelling house (following demolition of double domestic garage); construction of brick front boundary wall; provision of refuse and cycle storage; installation of photovoltaic panels to flat roof |

Address:

Land South Of 72 Grange Road Ealing London W5 5BX.

Planning Application Reference:

193941FUL

Decision:

Granted with conditions



Previous Existing Garages



Approved House

Proposal:

Construction of single storey detached dwellinghouse with basement level (following demolition of existing six lock-up garages) with access fronting onto Windsor Road; provision of associated amenity space, cycle and refuse storage, hard and soft landscaping and other ancillary works

Address:

Land To Rear Of , 83 Grange Road, Ealing, W5 3PH

Planning Application Reference:

231074FUL

Decision:

Granted with conditions



Previous Existing Garages



Approved House

4.03 HARINGEY SMALL SITE PLANNING HISTORY

Across Haringey, several planning applications have been approved for the conversion of garages and small sites to create new homes. In some cases, proposals that did not fully meet minimum space standards were still granted permission, and some of them, even received architectural awards. We have included some examples below.

Proposal:
Demolition of existing garage and erection of 1 x 1 bedroom two storey house set back from street edge

Address:
Site to the West of, 1, Maryland Road, London, N22 5AR

Planning Application Reference:
HGY/2013/1661

Decision:
Approve with Conditions



Previous Existing Garages



Approved House

Proposal:
Demolition of single storey lockup garage (B8 use) and erection of single storey (plus basement) detached 2 bedroom dwelling

Address:
Land at Rear of 88 and 90 Westbury Avenue, London N22 6RT

Planning Application Reference:
HGY/2023/1355

Decision:
Approve with Conditions



Previous Existing Garages



Approved House

4.04 PREVIOUS APPLICATION ASSESSMENT

A scheme was previously approved for a single storey dwelling on the site under HGY/2019/1058.

A subsequent application for a two-storey dwelling on the site, extending into the garden of No. 26 Sidney Road, under HGY/2020/0606 was refused for the following reasons:

Reasons for refusal:

1. The proposed development, by virtue of its bulk, massing and design, notably the inclusion of a 2-storey element, its projection beyond the established building line, and front first floor balcony, would result in a cramped, visually unsympathetic development that is out of keeping with the pattern of development in the locality, to the detriment of the visual amenities of the street scene and the character and appearance of the wider townscape. The development is therefore contrary to policies 7.4 and 7.6 of the London Plan 2016, policy SP11 of the Haringey Local Plan 2017, and policies DM1 and DM7 of the Haringey Development Management DPD 2017.

2. The footprint, siting, bulk and massing of the proposed development would result in an unacceptable visually overbearing and overshadowing impact on the occupants of neighbouring properties, and an unacceptable loss of amenity space by the occupants of no. 26 Sidney Road, to the detriment of the amenities of neighbouring occupants. The development is therefore contrary to policy 7.6 of the London Plan 2017 and policies DM1 and DM7 of the Haringey Development Management DPD 2017.



Refused Street Elevation HGY/2020/0606



Refused Ground Floor HGY/2020/0606

4.05 PRE-APPLICATION ADVICE

Following a pre-application meeting held on 16 December 2025, Haringey Council has provided written advice on the proposal to redevelop Land to the rear of 28 Sidney Road for a new single dwelling.

Principle

- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
- b. Provide a site specific and creative response to the built and natural features of the area;
- c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
- d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens
- e. Retain and provide adequate amenity space for existing and new occupants.
- f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces;
- g. Not result in ‘gated’ developments that prevent access which would normally be provided by a publicly accessible street.

The garages are understood to be vacant and there is no resistance to their loss in principle. The principle of developing a dwelling on this site is considered acceptable in terms of its access and frontage. However, the design, appearance and amenity impacts of the scheme are assessed in more detail below.

Design and appearance

- *The proposals must relate appropriately and sensitively to the surrounding area and street scene, providing a site specific and creative response to the built and natural features of the area.
- *The proposed bulk and scale of the dwelling is considered excessive.
- *Dominating the existing dwelling 28 Sidney Road and appearing incongruent in the street scene.
- *The dwelling appears overly tall due to the pitched roof, which dominates the two-storey outrigger at 28 Sidney Road. Its greater width compared to the Shropshire Road terraces disrupts the established rhythm of the street.
- *The scheme maintains the same front setback as the existing garages, and removes the projections in the garden.
- *The scheme presents a greater height and volume (particularly on the first-floor level) when viewed from the street. The proposed scheme therefore does not overcome the design, bulk and massing issues raised in the refused scheme.
- *A two-storey dwelling could be acceptable if designed as 1.5 storeys, with the upper level contained within the roof.
- *The new dwelling must be subordinate to No. 28, with a lower height than the existing outrigger.
- *The unusual size and shape of the site, which differs from the surrounding terraces, justifies a contemporary design approach.
- *Using modern materials and design is encouraged to respond to the site’s distinct character.
- *A clear contrast between lower and upper storeys can help reduce visual bulk and create a lighter overall appearance.
- *Clarification should be provided ensuring that the front alignment is consistent between the photomontages and the drawings.

Living conditions of future occupants

- *The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the dwelling.
- *The proposed gross internal floor area must comply 70m2 set by Table 3.1.
- *Make bedroom 1 single to comply with minimum standards.

Neighbouring amenity

- *Site is next to residential gardens, assess daylight/sunlight impact on neighbours. Use a 25° daylight test on drawings as a starting point.

Transport and parking

- *Existing double-width dropped kerb must be reinstated to full height; applicant covers costs and administrative changes for CPZ bays, giving two on-street spaces. Requires Highways Act Agreement.
- *Development is car-free but doesn’t fully qualify due to PTAL 3; reinstating kerb provides adequate mitigation for parking.
- *Cycle parking near front door must be secure and weather-protected, complying with London Cycle Design Standards; full layout/dimensional details required.
- *Waste and recycling storage/collection must meet Borough standards.



Pre-application advice

4.06 PRE-APPLICATION ADVICE (ANSWERS)

Following a pre-application meeting held on 16 December 2025, Haringey Council has provided written advice on the proposal to redevelop Land to the rear of 28 Sidney Road for a new single dwelling.

Principle

- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes
(The revised height, scale, massing, and design ensure a sensitive response to the surrounding context and street scene).
- b. Provide a site specific and creative response to the built and natural features of the area;
(The design incorporates contextual elements such as bay windows, parapets, low front walls, and a curved roof to minimise neighbour impact).
- c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
(The proposal reinstates the street frontage by replacing the crossover with a standard pavement and enhancing passive surveillance and security through boundary treatment and integrated technology).
- d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens
(The proposal prioritises all of these areas).
- e. Retain and provide adequate amenity space for existing and new occupants.
(External amenity is limited due to compliance with space standards, but the design maximises internal space and provides storage).
- f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces;
(The proposal incorporates a street frontage, respecting the host dwelling and adjacent houses/terraces).
- g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.
(The proposal does not create a gated development, with only a low boundary wall that maintains normal street access).

The garages are understood to be vacant and there is no resistance to their loss in principle. The principle of developing a dwelling on this site is considered acceptable in terms of its access and frontage. However, the design, appearance and amenity impacts of the scheme are assessed in more detail below.

(We acknowledge the advice and have developed a scheme in line with it)

Design and appearance

- *The proposals must relate appropriately and sensitively to the surrounding area and street scene, providing a site specific and creative response to the built and natural features of the area. The revised height, scale, massing, and design respond sensitively to the surrounding context.
- *The proposed bulk and scale of the dwelling is considered excessive. (The scheme has a 500 mm excavation, with the first floor set back behind a parapet and a curved roof form to reduce bulk and scale).
- *Dominating the existing dwelling 28 Sidney Road and appearing incongruent in the street scene. (This is why the scheme has been excavated and a curved first-floor form introduced, reducing its perceived impact on No. 28 Sidney Road).
- *The dwelling appears overly tall due to the pitched roof, which dominates the two-storey outrigger at 28 Sidney Road. Its greater width compared to the Shropshire Road terraces disrupts the established rhythm of the street. (The pitched roof has been removed).
- *The scheme maintains the same front setback as the existing garages, and removes the projections in the garden. (The scheme provides just enough space to achieve compliance with the minimum space standards).
- *The scheme presents a greater height and volume (particularly on the first-floor level) when viewed from the street. The proposed scheme therefore does not overcome the design, bulk and massing issues raised in the refused scheme. (Partial excavation and minimal floor-to-ceiling heights keep the development below neighbouring windows).

*A two-storey dwelling could be acceptable if designed as 1.5 storeys, with the upper level contained within the roof.
(The design has been revised to a 1.5-storey house, with the first floor partially concealed).

*The new dwelling must be subordinate to No. 28, with a lower height than the existing outrigger. (Confirmed, the new dwelling is lower than the existing outrigger).

*The unusual size and shape of the site, which differs from the surrounding terraces, justifies a contemporary design approach.
(Yes, the scheme employs a contemporary design approach).

*Using modern materials and design is encouraged to respond to the site's distinct character. (Corten steel (modern) has been employed and white brick to follow the character of the area)

*A clear contrast between lower and upper storeys can help reduce visual bulk and create a lighter overall appearance.
(A visual contrast has been created, with the ground floor appearing more prominent and the first floor lighter and recessed, achieving the desired effect.)

*Clarification should be provided ensuring that the front alignment is consistent between the photomontages and the drawings.
(The front alignment has been reviewed, ensuring consistency between the photomontages and the drawings)

Living conditions of future occupants

*The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the dwelling.
(The proposed scheme provides 2.5 m for more than 75% of the building).

*The proposed gross internal floor area must comply 70m² set by Table 3.1.
(The scheme provides exactly 70 m²)

*Make bedroom 1 single to comply with minimum standards.
(The proposed bedroom 1 is a double, with an area of 11.8 m², meeting the minimum requirements).

Neighbouring amenity

*Site is next to residential gardens, assess daylight/sunlight impact on neighbours. Use a 25° daylight test on drawings as a starting point.
(We are providing a 25° daylight test, which demonstrates compliance).

Transport and parking

*Existing double-width dropped kerb must be reinstated to full height; applicant covers costs and administrative changes for CPZ bays, giving two on-street spaces. Requires Highways Act Agreement.
(Will be reinstated).

*Development is car-free but doesn't fully qualify due to PTAL 3; reinstating kerb provides adequate mitigation for parking.
(We will comply with this requirement).

*Cycle parking near front door must be secure and weather-protected, complying with London Cycle Design Standards; full layout/dimensional details required.
(Cycle parking has been enclosed to provide adequate secure storage).

*Waste and recycling storage/collection must meet Borough standards.
(Yes, waste and recycling storage is compliant with Borough standards).

5.00 | Proposal

5.01 BRIEF

The proposal seeks to convert the existing three underused garages into a new two-storey residential dwelling, providing approximately 70 sqm of high-quality internal accommodation.

The dwelling is designed to accommodate up to three occupants and will comprise two bedrooms and two bathrooms. Appropriate refuse and cycle storage will be provided in accordance with current policy standards.

The design has been carefully developed to minimise impacts on neighbouring properties. Internally, minimum floor-to-ceiling heights of 2.5 metres are maintained to ensure good-quality living spaces without increasing the overall building height. In addition, the proposal includes an excavation of approximately 500 mm, which helps to reduce the perceived height and bulk of the building, prevent any undue loss of sunlight or daylight to neighbouring properties, and ensure the development sits comfortably within its context.

The massing is further moderated by setting the first floor back from the neighbouring property at No. 28 Sidney Road, as well as recessing it behind a raised parapet to the front elevation. These measures collectively reduce visual prominence, limit overlooking, and ensure the development reads as a modest form within the streetscape.

Architecturally, the proposal adopts a contemporary approach, with materials, elements, scale, and proportions that respond sensitively to the character of the surrounding area. Overall, the scheme delivers a well-proportioned and thoughtfully designed home that integrates successfully into the existing urban context while making efficient use of previously underutilised land.



Proposed Main Facade

Proposed Design

5.02 DESIGN EVOLUTION

Previous Design Approach

The initial design proposal explored a more traditional residential design, comprising a two-storey dwelling with a pitched roof. This roof form reflected the prevalence of pitched roofs within the surrounding area, reinforcing a familiar streetscape character.

Traditional architectural elements were incorporated, including a bay window and pitched roof forms, alongside detailing such as corbels, mouldings, window surrounds, brick projections to the side elevations, and a balustrade railing to the front façade. These features were intended to echo conventional domestic architecture.

The material palette was deliberately restrained, comprising yellow common brick and rendered finishes consistent with neighbouring properties, together with white-framed windows throughout. While this approach sought to achieve visual continuity, it became evident that certain elements particularly the pitched porch and the timber bay window, were not characteristic features of the immediate context.

Design Approach Following Pre-Application Advice

The scheme responds sensitively to the surrounding context, street scene, and neighbouring amenity. The revised height, scale, massing, and design incorporate contextual elements such as bay windows, parapets, low front walls, and a curved roof to minimise neighbour impact. The street frontage will be reinstated, enhancing passive surveillance and security, while maintaining normal street access. Privacy, amenity, and security for adjoining houses are safeguarded, internal space is maximised within standards, and a street frontage is provided respecting the host dwelling and adjacent terraces.

To address previous design and massing concerns, the scheme has been partially excavated, floor-to-ceiling heights minimised, and the first floor partially recessed within a 1.5-storey form. The dwelling remains subordinate to No. 28, with the pitched roof removed, and a visual contrast between the prominent ground floor and lighter first floor has been created. Modern materials, including corten steel and white brick, provide a contemporary yet contextually sensitive appearance.

Internal space and amenity standards are met: over 75% of the dwelling has a 2.5 m floor-to-ceiling height, and the gross internal area is 70 m². Neighbouring daylight and sunlight impacts have been assessed using a 25° test, demonstrating compliance and ensuring no adverse impact on neighbours.

Transport and parking requirements are addressed: the dropped kerb will be reinstated, providing two on-street spaces; cycle parking is secure and weather-protected, and waste and recycling arrangements comply with Borough standards.



Previous Design



Proposed Design

5.03 ARCHITECTURAL APPROACH

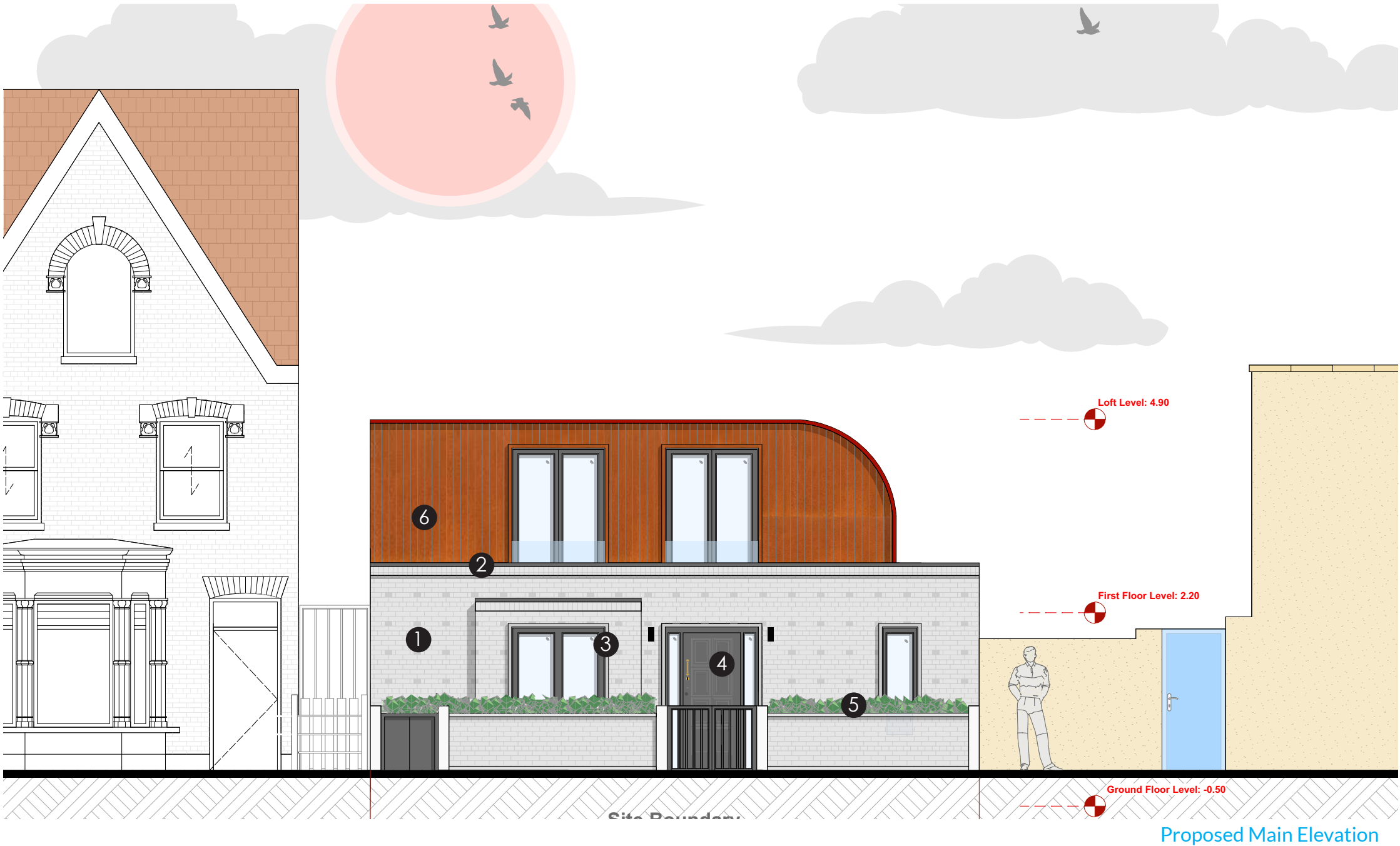
The proposed dwelling takes inspiration from a contemporary design approach, combining familiar and modern materials to create a refined yet contextually sensitive appearance. The ground floor is finished in painted white brick, reflecting local character, while the first floor introduces a contrasting form with a curved roof and corten steel cladding. The building is symmetrical, using proportions that relate to the surrounding area and incorporating traditional elements such as bay windows, parapets, and low front walls, but with a more minimalistic interpretation. Sidney Road itself is a quiet, well-established street with a consistent architectural rhythm, which the design respects.

The house adopts a two-storey form that reflects the scale and character of neighbouring buildings, carefully set below the height of first-floor windows on adjacent properties to reduce visual impact. A creative material palette, including corten steel, painted white brick, and black aluminium windows with aluminium roof cappings, balances a modern aesthetic with traditional context. The design maximises internal space, safeguards neighbour amenity, and reinforces familiar local materials and architectural features.

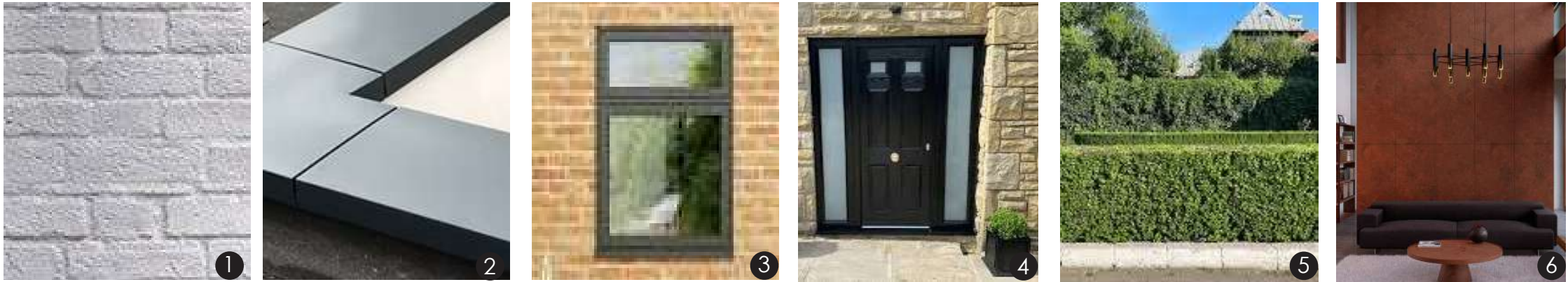
Overall, the proposal delivers a modest, well-proportioned family home that responds sensitively to the established character of Sidney Road while meeting contemporary living and sustainability standards.

5.04 MATERIALITY

- 1)Brick painted white
- 2)Black aluminium capping
- 3)Anthracite black aluminium windows
- 4)Aluminium doors
- 5)Green boundary bushes
- 6)Corten steel

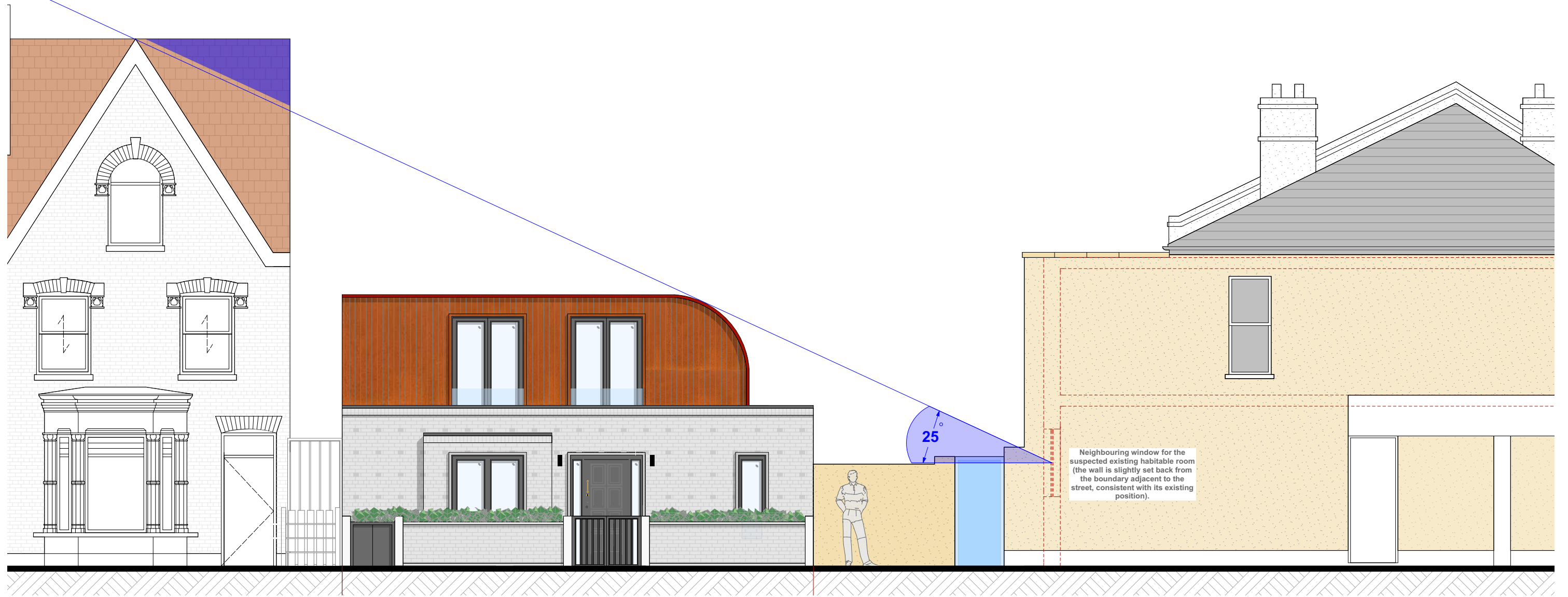


Proposed Main Elevation



5.05 SUNLIGHT/DAYLIGHT - 25 DEGREE TEST

The dwelling has been carefully designed to comply with the 25° daylight and sunlight test in relation to the neighbouring property at 28 Sidney Road. The proposed height, scale, and massing have been carefully configured to ensure that there is no adverse impact on the adjacent house, preserving natural light and maintaining privacy. As demonstrated in the supporting drawings, even the existing roof at 17 Shropshire Road casts a greater influence than the proposed development, highlighting that the scheme has been sensitively designed to respect neighbouring amenity while optimising the internal space and layout of the new dwelling.



25 Degree Test

6.00 | Access and Sustainability

6.01 ACCESS AND MOVEMENT

The proposed dwelling will be accessed from Shropshire Road. No off street parking is included, in accordance with borough and London Plan policies promoting car free developments. The design incorporates secure cycle storage to encourage sustainable travel. Waste and recycling bins will be stored in a designated enclosure located adjacent to the main entrance for convenient access.

6.02 SUSTAINABILITY STRATEGY

The proposed new house is being designed to meet high environmental performance standards, aligning with both the London Plan Policy SI2 and SI3 and Haringey's Local Plan commitments to zero carbon housing.

The scheme will incorporate:

- **High levels of insulation**

Structural insulation panels are proposed to meet required U-values, allowing for a reduced wall thickness without compromising thermal performance.

- **Triple glazed aluminium windows**

with thermally broken frames to further reduce heat loss and maximise passive solar gain.

- **Air Source Heat Pump (ASHP)**

technology for efficient space heating and hot water, reducing reliance on fossil fuels.

- **Integrated roof mounted photovoltaic panels,** contributing toward on site renewable energy generation.

- **A green roof system**

to manage surface water run off, improve biodiversity, and enhance the building's microclimate.

- **Permeable paving** and potential rainwater harvesting solutions for sustainable drainage and water conservation.

The proposal demonstrates a clear commitment to low-carbon construction and long-term environmental sustainability. An Energy Statement accompanies this application.



Sustainable Travel



Refuse Storage



PV panels



Triple Glazed Windows



Structural Insulated Panels



Permeable paving



Green Roof



ASHP

7.00 | Relevant Planning Policy

7.01 LONDON'S PLANNING POLICY

The applicant is aware that a planning application must be determined in accordance with the development plan unless there are other material considerations. The Council will be familiar with its own development plan, so it is not intended to quote large extracts from it. Rather, this statement seeks to apply development plan policy having regard to the main planning issues which this case raises.

There are some issues to consider:

- The need for the form of accommodation proposed.
- The quality of the living accommodation.
- The impact of the development on the character and appearance of the area.
- The impact of the development on the amenity of other neighbours.
- Whether the proposal represents a sustainable development in all other respects.

Each of these issues have been discussed having regard to development planning policy and the foregoing analysis of the design of the proposal.

1. The need for the form of accommodation proposed.

The provision of a single dwelling would be appropriate in this location given the high proportion of larger residential units in the vicinity, which limits the accessibility of housing. It will help improve the mix of local housing in accordance with LP Policy H4 and H10.

2. The quality of the living accommodation

The proposal delivers high quality living accommodation with an efficient and well planned layout. It aligns with the design principles of London Plan Policy D4 and follows the guidance of the Interim London Housing Design Guide, ensuring a practical and comfortable home.

The internal floor area meets the Nationally Described Space Standards, providing a minimum of 70 sqm for a two-storey dwelling designed to accommodate three occupants, thereby ensuring adequate internal space, good functionality, and long-term adaptability.

3. The impact of the development on the character and appearance of the area.

LP Policies D1 and D3 offer London wide guidance on design and architecture. The thrust of these policies is that new development should respect neighbourhood character and where possible, improve it. The development is compatible with the surrounding area while being conscientiously subservient in material and style and remaining within the established scale of the context. The design is in line with the Urban Design Framework in Haringey.

4. The impact of the development on the amenity of other neighbours.

To protect residential amenity, the design limits building height, sets the structure back from neighbouring properties, and avoids windows that could overlook adjoining homes.

The applicant is also open to using planning conditions to address any concerns raised by neighbours.

5. Whether the proposal represents a sustainable development in all other respects.

The project provides an opportunity to deliver a new, sustainable home in a suitable location. The design will focus on improving the building's performance through a 'fabric first' approach, using high quality insulation throughout. It will also consider energy efficient technologies such as a heat pump, mechanical ventilation with heat recovery (MVHR), and the potential installation of solar PV panels to enhance the home's overall efficiency.

7.02 SMALL SITES POLICY

"The use of small sites is an important consideration and should not be under estimated in terms of the opportunities that can be generated, providing the prospects of more choice, utilisation of sites that larger developers may deem to be outside their business model and enables community group custom and self build and smaller SME developers the prospect of such sites."

Reference:
<https://nacsba.org.uk/news/london-plan-approved/>

This proposal embodies the spirit of Policy H2 by delivering a sensitively designed infill home on underutilised land. The modest scale is appropriate to the context and typology, contributing positively to Haringey's annual small site delivery target.

7.03 OTHER PLANNING POLICY OVERVIEW

This proposal has been guided by the following planning policies and guidance:

- NPPF 2023**
Encourages development on small sites, supports boosting housing supply, and promotes high quality design.
- Haringey Local Plan**
Relevant policies include DM1, DM2, DM10 and SP2

Housing Design SPD 2021
Sets standards for internal space, private amenity, and privacy.

Urban Character Study
Ensures the proposal is compatible with local building types and the character of the area.

This development contributes to Haringey's housing targets of 1,592 homes per year, over 40% of which are expected from small sites. It supports urban regeneration and makes a positive contribution to the borough's housing objectives.

7.04 POLICY ASSESSMENT CONCLUSION

In combination, these policies strongly support the delivery of well designed, small scale infill development in urban locations. The proposed scheme has been carefully designed to reflect the site's context and addresses previous concerns raised during earlier applications. By optimising the site's contribution to local housing supply while remaining sensitive to neighbouring properties, the proposal accords with the thrust of both strategic and local planning policy.

Policy H2 Small sites	
A	Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to: 1) significantly increase the contribution of small sites to meeting London's housing needs 2) diversify the sources, locations, type and mix of housing supply 3) support small and medium-sized housebuilder 4) support those wishing to bring forward custom, self-build and community-led housing 5) achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.
B	Boroughs should: 1) recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites 2) Where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites 3) identify and allocate appropriate small sites for residential development 4) list these small sites on their brownfield registers 5) grant permission in principle on specific sites or prepare local development orders.

Policy H2 Small Sites

8.00 | Conclusion

8.01 OPPORTUNITY

The proposed development at the rear of 28 Sidney Road, Wood Green, N22 8LS represents an important opportunity to deliver a high quality home while making a meaningful contribution to London’s housing needs. By transforming an underused and derelict garage site into a carefully designed dwelling, the scheme demonstrates how modest and overlooked plots can offer genuine social, architectural, and environmental value.

The design has been sensitively shaped to respond to its immediate context, complementing the scale and character of neighbouring properties while maintaining a respectful relationship with adjoining residents and the wider streetscape. Through thoughtful planning and well considered massing, the proposal maximises the potential of a constrained site and delivers a home that is functional, sustainable, and visually coherent.

In doing so, the development unlocks a number of important opportunities:

- Returning a disused site to productive and meaningful use
- Providing a much needed small family home within an established residential area
- Enhancing the character and fine urban grain of Sidney Road
- Serving as an exemplar infill dwelling that supports Haringey’s housing targets and demonstrates best practice in small site urban design.

Overall, the proposal illustrates how small scale, context led interventions can positively support London’s housing provision by turning underutilised land into well designed, high quality homes.

8.02 FINAL OVERVIEW

This proposal provides a carefully considered response to the site’s constraints and its planning history. The revised massing, façade articulation, and material palette have been refined to reduce the impact on neighbouring properties while positively contributing to the surrounding context.

The scheme delivers a well proportioned, policy compliant two bedroom home on previously underutilised land, supporting the borough’s objectives for sustainable growth and climate resilient development.

We welcome the opportunity to continue working collaboratively with Haringey’s Planning Department to progress this application and bring forward a high quality new family home on this sustainable brownfield site.



Proposed Front Facade

9.00 | Crawford Partnership

9.01 PRECEDENTS

With extensive experience in designing and delivering residential developments across London, we specialize in projects that often involve constrained sites, conservation areas, or urban infill plots. Our focus is on providing high quality residential accommodations, even in challenging environments.

We understand the complexities of delivering intricate residential and mixed-use schemes. By working closely with stakeholders, including planners, building control, neighbours, community groups, and end-users. We develop effective solutions to address the ongoing housing crisis.

Through the use of flexible design and innovative technology, we have successfully completed numerous residential projects. These transformations turn even the most difficult sites into exceptional new accommodations. Our efforts not only benefit the end users but also enhance the broader community by revitalizing sites of little architectural merit, improving the street scene, and promoting the use of previously derelict areas.





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