17 Sirdar Road N22 6QP

Design & Access Statement

Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

March 2026

Prepared by

ONYX
RENOVATION & DESIGN

www.onyx-rd.co.uk info@onyx-rd.co.uk

For and on behalf of

ACK BETA LTD

Contents Page

1.0 Introduction 3

2.0 Planning Appeal Ref APP/Y5420/W/24/3353164 4

3.0 Site Location and Description 5

4.0 Planning History 8

5.0 Relevant Planning Policy 10

- 5.1 National Planning Policy Framework (NPPF) 10
- 5.2 London Plan, 2021 11
- 5.3 Haringey Development Management DPD Adopted July 2017 13

6.0 Proposal Summary 14

7.0 Design Summary 15

- 7.1 Design Intent and Appearance 15
- 7.2 Details of Materials 16
- 7.3 Housing Mix and Floor Space 16
- 7.4 Layout 18
- 7.5 Accessibility 18
- 7.6 Amenity 19
- 7.7 Transportation, Cycle Storage and Parking 19
- 7.8 Refuse, Recycling and Food Waste Storage 20
- 7.9 Security 22
- 7.10 Privacy and Overlooking 22

8.0 Summary 23

Appendix A: Existing Site Photos & Neighbouring Properties 24

Appendix B: PTAL Rating 26

Appendix C: Key Policy Extracts 28

Appendix D: Basement Impact Assessment Report Conclusions 30

1.0 Introduction

1.1 Pre-planning application for 17 Sirdar Road involving sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

1.2 The new dwelling will face Westbury Avenue/A1080, a main busy road, and will be sited next to 12 Westbury Avenue N22 6RS.

1.3 This Design & Access highlights the development objectives, through an appraisal of the site and establishing observed documented and experienced characteristics of the local area. It provides a detailed account of how the proposal meets and exceeds standard of architectural and sustainable design, whilst responding to the design and aesthetic of its wider surroundings. It is our view that the case laid out in the following statement shows the suitability of the proposed scheme and how it is fully policy compliant.

1.4 Attached with this planning application are (1) Drawings, (2) Basement Impact Assessment, (3) Daylight Report for Lower Ground Floor dwelling, (4) Energy Statement, (5) Flood Risk Assessment.

2.0 Planning Appeal Ref APP/Y5420/W/24/3353164

2.1 The proposal is almost identical to Planning Appeal Ref APP/Y5420/W/24/3353164 with the addition of garden access for the basement flat and private amenity space for the first and second floor flats. This addresses the reason for dismissal of the planning appeal.

2.2 Importantly in the Decision Notice, the Inspector addressed the other reasons for refusal of the original application:

- "The proposed development would not harm the character and appearance of the surrounding area."
    - With regards to lightwell: "Although the proposal would draw from the architectural style of the adjoining terrace it would be physically detached. As there is no development to the other side of the appeal site the new development would appear distinct from the terrace. As much of the lightwell would be filled by the stairs, the lightwell and basement would not appear unduly prominent within the wider streetscape. Furthermore, some limited screening would be provided by the boundary wall around the front of the garden."
    - With regards to bins: "Although the proposal would require more wheelie bins in comparison to neighbouring properties, the storage of numerous bins in front gardens is already part of the established character of the area. The arrangement of the storage in one part of the garden as a result of the lightwell would not be dissimilar in appearance to neighbouring properties."
- "The proposed development would provide an appropriate mix of housing for the area."
    - With regards to housing mix: "I have no compelling evidence that the provision of four additional one-bedroom flats would lead to an overconcentration of this sized dwelling and unbalance the area's housing mix. Therefore, although the proposal would not provide a mix of different bedroom sizes, the provision of 4 one-bedroom dwellings would be appropriate given the circumstances of the area."
- "The proposed development would provide adequate, bin and cycle storage."
    - With regards to bins: "The provision of this level of storage is shown… which demonstrates that there would be adequate storage space for this requirement."
    - With regards to cycle storage: "Although the London Cycling Design Standards recommend that cycle storage should avoid obstacles it is not mandatory… given the limited space to the front of the property and constraints of the site the proposed storage is considered acceptable."

2.3 It is worth noting Planning Appeal Ref APP/Y5420/W/23/3332190 also addressed the reasons for refusal, though did not mention private amenity space.

3.0 Site Location and Description

3.1 The application site is situated on the south-western side of Westbury Avenue/A1080 within close proximity to Turnpike Lane Station and excellent access to public transport (PTAL rating of 6a, see appendix). Turnpike Lane station is within a 5-minute walk, whilst there are 12 different bus routes within a 7-minute walk.

3.2 The site contains an existing terraced house (facing Sirdar Road), with a garden that extends up to almost 50 metres, with a garage/storage located at the bottom of the garden facing Westbury Avenue/A1080. The proposal involves sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

3.3 Westbury Avenue/A1080 consists of a mix of residential and commercial use properties as well as a greater mix of building types and styles. The A1080 contains several bus stops with various routes and towards the west end of the A1080 is Turnpike Lane Station.

3.4 There is ample green space within walking distance: Belmont Recreation Ground with its green space, playground and picnic space is a 3-minute walk to the south-east; Ducketts Common is a 5-minute walk to the south-west, Russell Park is a 3-minute walk to the North, whilst the larger Lordship Recreation Ground and Downhills Park is 10-minute walk to the East.

3.5 The property is not listed, is not in a conservation area, and there are no tree preservation orders present on the site.

3.6 As shown on the following pages, the A1088/Westbury Avenue has (1) dense traffic during peak hours causing air pollution and noise pollution that extends in both direction from the proposed site (marked by the red line on the drawing below), and (2) constant fast flowing traffic during less busy hours.

3.6.1 Summary of traffic on Westbury Avenue/A1088

3.6.2 The below shows various photos that were taken of the dense traffic at various points (marked by the yellow line on the drawing on the previous page) opposite the proposed site facing South-West and North-East on Westbury Avenue.

South-West Facing
Opposite proposed site

South-West Facing
Opposite 12 Westbury Avenue

South-West Facing
Opposite 16 Westbury Avenue

South-West Facing
Opposite 22 Westbury Avenue

North-East Facing
In Front of Westbury Banks Nature Reserve

North-East Facing
Opposite 18 Westbury Avenue

North-East Facing
Opposite 20 Westbury Avenue

North-East Facing
Corner of Westbury Avenue/Lakefield Road

Legend
Proposed Site

4.0 Planning History

4.1 The planning history of the site is as follows:

HGY/2022/1919 | 17 Sirdar Road Wood Green London N22 6QP | Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.95m and for which the height of the eaves would be 2.95m | Valid 22 July 2022 | Approval Not Required

HGY/2023/0234 | 17 Sirdar Road Wood Green London N22 6QP | Proposed conversion of a single family dwellinghouse to 2no. self-contained flats comprising 1 x 2-bedroom flat and 1 x 3-bedroom flat inc. associated bicycle and bin storage | Valid 24 January 2023 | Approved 21 March 2023

HGY/2023/1216 | Rear Garden of 17 Sirdar Road Wood Green London N22 6QP | Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage | Valid 5 May 2023 | No Determination

HGY/2024/0587 | Rear Garden of 17 Sirdar Road Wood Green London N22 6QP | Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage | Valid 4 March 2024 | Refused 25 April 2024

APP/Y5420/W/23/3332190 | Appeal relating to the application Ref is HGY/2023/1216 | Start Date 09 April 2024 | Appeal Dismissed 16 August 2024

Note, the first 2 applications relate to the conversion of the existing dwelling with a frontage onto Sirdar Road.

4.2 Planning precedents in the surrounding area demonstrates a full acceptability of new residential developments including basement additions:

HGY/2019/2978 | 228 Westbury Avenue London N22 6RU | Demolition of existing garage and garden store, and the erection of a new 3-storey building (with the upper floor located in the roof), divided into 2 self-contained flats. | Valid 25 September 2019 | Approved 20 December 2019

HGY/2014/3331 | 47 Westbury Avenue London N22 6BS | Extension of basement and reconfiguration of ground floor to allow the conversion of the property from an existing 7-bed HMO (with permission for conversion to 2x1-bed and 2x2-bed flats) to 3x1-bed and 2x2 bed flats. | Valid 25 November 2014 | Approved 06 November 2015

4.3 Planning precedents in the surrounding area demonstrates full acceptability of nearby outdoor amenity to compensate for lack of amenity space for first floor and loft dwellings

HGY/2024/0916 | 4 Sirdar Road N22 6RG | Conversion of existing dwellinghouse into two flats (one 3-bedroom and one 2-bedroom) | Valid 02 April 2024 | Approved 04 June 2024

HGY/2023/0234 | 17 Sirdar Road Wood Green London N22 6QP | Proposed conversion of a single family dwellinghouse to 2no. self-contained flats comprising 1 x 2-bedroom flat

and 1 x 3-bedroom flat inc. associated bicycle and bin storage | Valid 24 January 2023 | Approved 21 March 2023

4.4 Planning precedents in the surrounding area demonstrates a full acceptability of balcony/roof terraces to first floor and second floor flats

HGY/2025/1515 | Flat B 82 Sydney Road N8 0EX | Construction of a rear dormer and outrigger located on the roof space of the existing building and for the erection of a roof terrace accessed from the outrigger.

5.0 Relevant Planning Policy

5.1 National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and sets out how they are expected to be applied. In addition, the NPPF must be taken into account in the preparation of local and neighbourhood plans, and the Courts have held that Central Government's policy is a material consideration that must be taken into account by the decision-maker, as are relevant appeal decisions.

5.1.1 Paragraphs 2 & 48 state that "Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise" and Paragraph 47 continues that "decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing."

5.1.2 Paragraphs 7 and 8 state that the "purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner"

5.1.3 Paragraphs 10 & 11 identify the presumption in favour of sustainable development, with Paragraph 11 reaffirming that "applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise", and that development proposals which accord with the development plan should be approved without delay.

5.1.4 Paragraph 11d, the presumption in favour of sustainable development. For decision taking this means:

"(c) approving development proposals that accord with an up-to date development plan without delay; or

(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (8), granting permission unless:

> (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
>
> (ii) any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole."

Footnote (8) referenced advises "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years."

In summary, the presumption in favour of sustainable development applies in two situations - where a Council is unable to demonstrate a five-year housing land supply, and when a Council fails to achieve 75 per cent or more in the Housing Delivery Test.

5.1.5 Paragraph 33 states that local plans and strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as

necessary. Reviews at least every five years are a legal requirement for all local plans (Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012).

5.1.6 Paragraph 38 relates to decision making and confirms that "Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."

5.1.7 Paragraphs 56 and 57 state that planning conditions should be kept to a minimum must only be sought where they meet all the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.

5.1.8 Paragraph 60 emphasises the Government's objective to significantly boost the supply of homes.

5.1.9 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.

5.1.10 Paragraph 119 highlights that policies and decisions should promote an effective use of land in meeting the need for homes and other uses, maximising the use of brownfield land. Similarly, Paragraph 120d encourages decisions to promote and support the development of under-utilised land and buildings.

5.1.11 Paragraph 126 notes that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. It elaborates that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

5.1.12 Paragraph 128. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety.

5.1.13 Paragraph 130 seeks to ensure that developments will function well and add to the overall quality of the area, be visually attractive as a result of good architecture, and be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

5.2 London Plan, 2021

The London Plan 2021 forms part of the development plan for Greater London and sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 20-25 years.

5.2.1 Policy GG2 "Making the Best Use of Land" seeks to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must "prioritise sites which are well-connected by existing or planned public transport", "proactively explore the potential to intensify the use of land to support additional homes and workspaces", "promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling"

5.2.2 Policy D3 "Optimising Site Capacity through the Design-Led Approach" states that the form and character of London's buildings and spaces must be appropriate for their location, fit for purpose, respond to changing needs of Londoners, be inclusive, and make the best use the city's finite supply of land. The efficient use of land requires optimisation of density, and "higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling".

5.2.3 Policy D6 "Housing Quality and Standards" states housing development should be of high-quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures

5.2.4 Policy D10 "Basement Development", states that whilst discouraging large-scale basement developments (i.e. those that are multi-storey and/or those that extend significantly beyond the existing building footprint), smaller-scale basement excavations, where they are appropriately designed and constructed, can contribute to the efficient use of land.

5.2.5 Policy H1 "Increasing Housing Supply", sets the ten-year targets for net housing completions that each local planning authority should plan for (15,920 in Haringey) and must "optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity a) sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary" among other sources.

5.2.6 Policy H2 "Small Sites" encourages Boroughs to pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making to achieve 10-year targets for net housing completions on Small Sites (2,600 in Haringey). The policy states "incremental intensification of existing residential areas within PTALs 3-6 is expected to play an important role in contributing towards the housing targets. This can take several forms, including new build and redevelopment of existing buildings including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London's needs."

5.2.7 Policy T5 "Cycling" seeks securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located in accordance with the minimum standards (see Appendix D). Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

5.3 Haringey Development Management DPD Adopted July 2017

5.3.1 DM1 "Delivering High Quality Design (Haringey Development Charter)" seeks to ensure new developments achieve a high standard of design and contribute to the distinctive character and amenity of the local area and meet design standards that relate to character of development, landscaping and privacy and amenity.

5.3.2 DM2 "Accessible and Safe Environments" seeks to ensure new developments (a) can be used safely, easily and with dignity by all; (b) are designed so that the layout improves people's access to social and community infrastructure, including local shops and public transport; (c) protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability; and (d) have regard to the principles set out in 'Secured by Design'

5.3.3 DM7 "Development on Infill, Backland and Garden Land Sites" seeks to ensure development proposals for infill, backland and garden land should meet the requirements of Policies DM1 and DM2 and must: (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; and (g) not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.

5.3.4 DM10 "Housing Supply" confirms that windfall development will make a valuable contribution to Haringey's housing supply.

5.3.5 DM11 "Housing Mix" confirms that proposals for new residential development, including mixed-use schemes comprising residential accommodation, should provide a mix of housing "having regard to individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed".

5.3.6 DM12 "Housing Design and Quality" seeks to ensure new housing is high quality, taking account of the privacy and amenity of neighbouring uses and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG.

5.3.7 DM18 "Residential Basement Development and Light Wells" states construction of new basements, including in existing dwellings will only be permitted where it can be demonstrated that the proposal: (a) will not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions; (b) does not increase flood risk to the property and nearby properties from any source; (c) avoids harm to the appearance or setting of the property or the established character of the surrounding area; (d) will not adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity; (e) will not adversely impact the local natural and historic environment.

6.0 Proposal Summary

6.1 Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

6.2 All units comfortably exceed the minimum space requirements (for both the units and the individual rooms) and careful consideration have been made for stacking.

7.0 Design Summary

Within this summary we have assessed the proposals against key policy and recent consents in the borough.

7.1 Design Intent and Appearance

The building is not physically connected to the neighbouring property at 12 Westbury Avenue and on the opposite site is undeveloped land. This ensures a degree of separation that minimises any potential impact.

The proposal is similar in scale, volume and massing to many of the terraced houses in the area, including the immediately surrounding properties (particularly those that have completed loft conversions). All materials and finishes will be carefully selected to complement the area ensuring a cohesive and unobtrusive development.

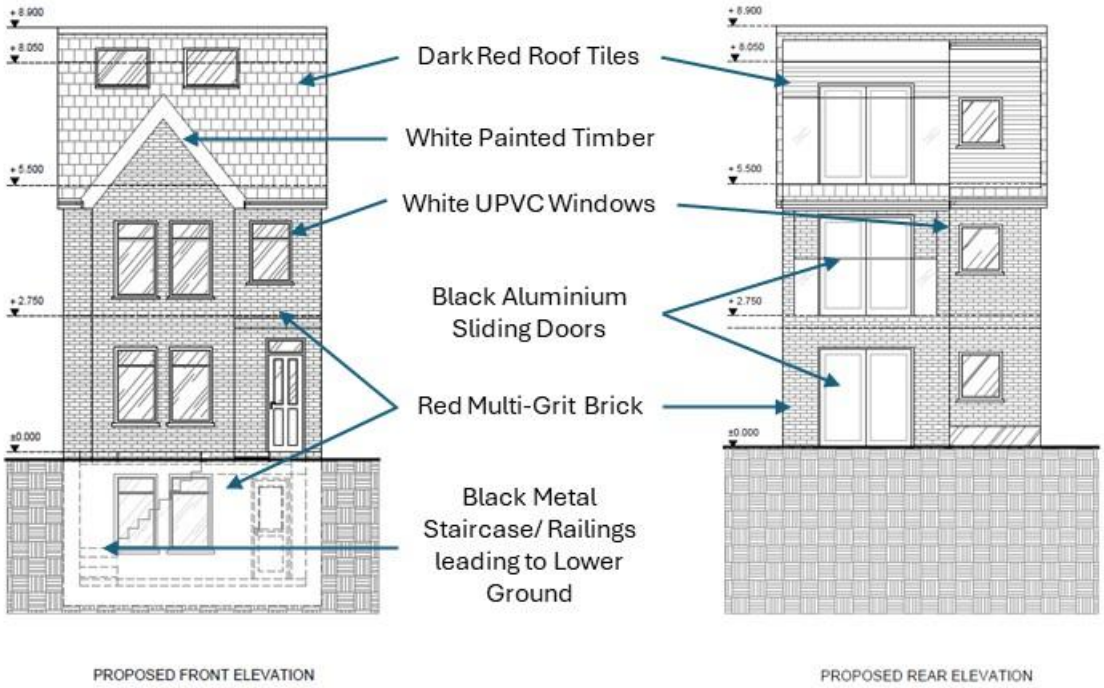
Careful consideration has been taken for the appearance of the proposal to be harmonious with the street scene and minimise impact on any adjacent building or building users.

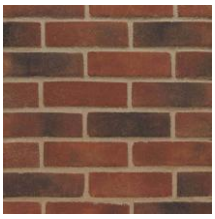
The building line is consistent with the neighbouring property at 12 Westbury Avenue. Note, the OS Map doesn't not include the bay window for 12 Westbury Avenue.

Several designs were considered, including more modern designs like 228 Westbury Avenue N22 6RU (Approved HGY/2019/2978), however, given the location of the site it was deemed most appropriate to apply a design consistent with the terraced houses surrounding the site.

With regards to constructing a basement level, 47 Westbury Avenue, some 0.2 miles down the road, received approval for a basement excavation (HGY/2014/3331).

7.2 Details of Materials





- Brickwork, including to Lower Ground and side elevation: Red Multi-Grit Brick (e.g. Wienerberger New Red Multi Gilt Stock Facing Brick)
- Roof Tiles: Dark Red Roof Tiles (e.g. Marley Plain Tile Old English Dark Red and Marley Ludlow Plus Concrete Roof Tile Old English Dark Red)

7.3 Housing Mix and Floor Space

The housing mix is identical to the arrangement proposed in Appeal Ref APP/Y5420/W/24/3353164 where the Inspectorate noted: "I have no compelling evidence that the provision of four additional one-bedroom flats would lead to an overconcentration of this sized dwelling and unbalance the area's housing mix. Therefore, although the proposal would not provide a mix of different bedroom sizes, the provision of 4 one-bedroom dwellings would be appropriate given the circumstances of the area. I thereby conclude that the proposed development would provide an approprffaiate mix of housing for the area and therefore does not conflict with Policy DM11 of the DM which amongst other things seeks to ensure proposals for new development provide a mix of housing."

Given the site opens onto a main busy road, Westbury Avenue/A1080, it is not considered suitable for a family dwelling. Therefore, 4 × 1-bed units have been provided to help meet the housing need in the Borough.

These are all incremental units to the Borough and not a conversion that would remove any family-sized units. They are high-quality units that comfortably exceed the minimum space requirements and should be welcomed by the Borough.

DM11 states the housing mix should have regard to "Individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed".

- With regards to its location and character of its surrounds:
  - The A1088/Westbury Avenue is not suitable for a 3-bed family dwelling with children. It is a main arterial road that has dense traffic during peak hours causing air pollution and noise pollution, and constant fast-moving traffic during less busy hours (as outlined earlier in this document). The house has a small frontage, and the pavement is relatively narrow making it unsuitable for a family unit.
  - In the comments for the Planning Application HGY/2023/1216, Nahuel Mainard-Sardon from Transport for London said "A1080 Westbury Avenue forms part of the Strategic Road Network (SRN)". The SRN is not an appropriate place for a family-sized dwelling. National Highways describe the SRN as follows:
    - The strategic road network (SRN) is arguably the biggest and most important piece of infrastructure in the country. Its 4,500 miles of motorways and major A roads are at the core of our national transport system. Its many arteries connect our major towns and cities, ensure commuters make it to work every day, and help millions of us visit our friends and families. The SRN is the most heavily used part of the national road network, carrying a third of all traffic and two-thirds of all freight. It provides businesses with the means to get products and services to their customers, gives access to labour markets and suppliers and encourages trade and new investment.
- With regards to its site constraints and scale of development proposed:
  - The proposal is very small scale with 4 residential units, and therefore should not be required to provide a mix of housing size (just as there is no requirement for affordable housing). With 4 residential units it is barely a minor development (Haringey classifies "Minor" developments as up to 9 residential units). By including a 3-bed unit the proposed development would be further reduced in scale and reduce the incremental housing to the Borough.

With regards to a potential overconcentration of 1 bed units, the existing properties in the row of terraced houses neighbouring the site consist mainly of original-built 3-bed family houses (12, 14, 16, 20, 22, 24 Westbury Avenue), a couple of which have HMO licenses due to the unsuitability for family dwellings. Furthermore, looking at the availability of properties to buy/rent in the immediate area (1/4 mile), supply is most constrained for Studio/1-Bed dwellings.

Number of Properties Available on Rightmove within ¼ mile of N22 6RS (as of 1 September 2024)	**Buy**	**Rent**
1-Bed Dwellings	1	0
2-Bed Dwellings	10	0
3-Bed Dwellings	6	2

The proposed development comfortably exceeds the minimum floor space standards in accordance with the London Plan and London Housing Design Guide for the bedrooms and living, kitchen, dining areas.

Level	Unit Size (Beds / Persons)	Bedroom	Living / Kitchen / Dining Area	**Total Area**[1]	*Min Space Standard*[2]
Lower Ground	1B 2P	18.7 sqm	30.0 sqm	**63.4 sqm**	*50 sqm*
Ground Floor	1B 1P	19.0 sqm	26.5 sqm	**49.4 sqm**	*39 sqm*
First Floor	1B 1P	13.8 sqm	21.3 sqm	**44.8 sqm**	*39 sqm*
Second Floor	1B 1P	14.5 sqm	25.1 sqm*	**49.2 sqm**	*39 sqm*

*Additional c.4sqm on first floor landing

7.4 Layout

The design development of the proposal has followed the criteria set in accordance with Lifetime Homes. Each flat has been carefully designed to provide optimal layout and to feature comfortable and contemporary living standards.

Open plan living/dining/kitchen areas have been used to maximise light within the units and windows at the front and rear of the property. Bedrooms are situated at the rear of the property to avoid noise from the street.

The large courtyard/lightwell will provide sufficient natural light into the lower ground floor unit and provide a sizeable amenity space.

A Daylight Assessment Report of the lower ground floor unit was conducted by T16 Design that concluded "The assessed rooms meet the recommendations using the DFT test. This means the future occupants will enjoy a well-lit environment, with reduced reliance on artificial lighting. It is therefore the conclusion of this report that the proposals meet the guidance levels for daylight and are therefore acceptable in planning terms."

7.5 Accessibility

The proposed development has been designed to ensure that it provides an inclusive and accessible environment for all users, in line with the requirements of Approved Document M (Access to and Use of Buildings) of the Building Regulations 2015.

All new dwellings will meet the minimum requirements of Category M4(1): Visitable Dwellings, ensuring step-free access to the principal entrance, appropriately sized internal doorways and circulation spaces.

Where practicable within the site's topographical and spatial constraints, the design also seeks to achieve the best intentions of Category M4(2): Accessible and Adaptable Dwellings, in accordance with London Plan Policy D7 and Haringey Local Plan Policy SP2. This includes provision for step-free access to the building entrance and communal areas, level thresholds

[1] Includes other private spaces/rooms within the dwelling (e.g. hallways, bathrooms).
[2] London Plan 2021.

where feasible, and the structural capacity and spatial layout to allow for future adaptability — such as bathroom modifications if required by future occupants.

Full compliance with the relevant provisions of Part M4(1) and best efforts towards M4(2) will be demonstrated and confirmed at Building Control stage.

7.6 Amenity

The existing site will be subdivided between the existing house (17 Sirdar Road) and the new dwelling facing Westbury Avenue/A1080.

Each of the flats would be dual aspect and the layout ensures adequate levels of daylight and outlook to all habitable rooms.

The lower ground unit will have access to a courtyard of 11.7sqm and garden over 15sqm whilst the ground floor will have access to a garden of over 35sqm.

Meanwhile first and second floor flats will have access to private terraces of 6sqm. The inclusion of private amenity space to the upper flats is a fundamental aspect of good residential design as reflected in both national and local planning policy. Oriented south-west, the balconies would benefit from generous natural light throughout the day, making them well suited for container planting. This would introduce soft landscaping and visual greenery, contributing positively to the immediate surroundings, particularly in contrast to the hard-surfaced, traffic-heavy frontage of Westbury Avenue. In the context of a noisy and busy street, the balcony would offer a calm and private external space for daily use, providing access to fresh air, sunlight, and natural elements in an otherwise highly urbanised setting. It would form a valuable and well-integrated extension of the living environment, supporting health, comfort, and quality of life. Furthermore, they would significantly enhance the fire escape strategy for the flats.

The site is also within walking distance of various green spaces: Belmont Recreation Ground with its green space, playground and picnic space is a 3-minute walk to the south-east; Ducketts Common is a 5-minute walk to the south-west, Russell Park is a 3-minute walk to the North, the larger Lordship Recreation Ground and Downhills Park is 10-minute walk to the East and opposite the road is Westbury Banks Nature Reserve.

The existing dwelling at 17 Sirdar Road will retain a garden amenity space of over 40sqm once allowing for the approved planning application for the conversion of a single family dwellinghouse to 2no. self-contained flats (HGY/2023/0234).

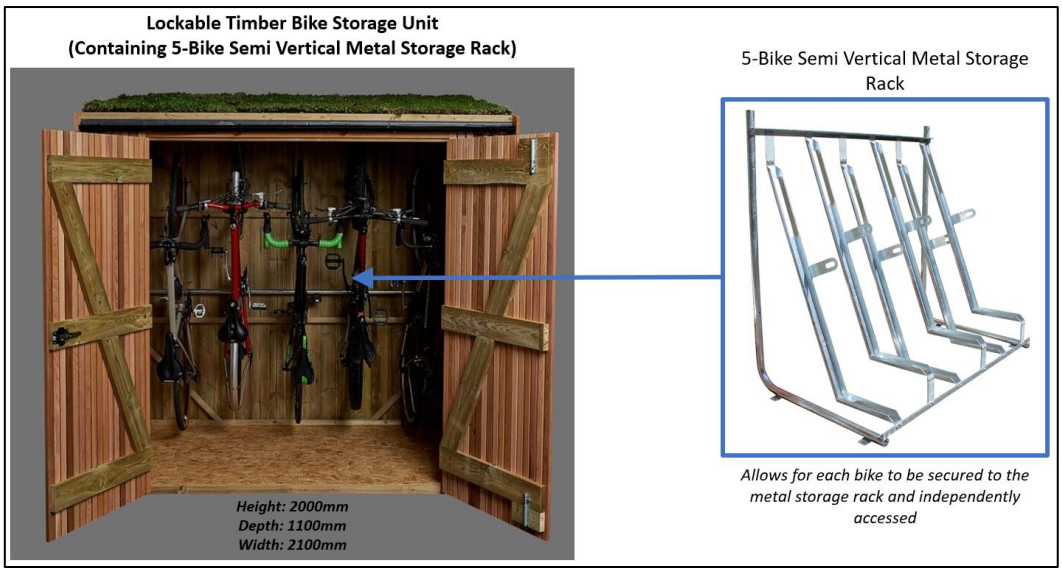
7.7 Transportation, Cycle Storage and Parking

The cycle storage is identical to the arrangement proposed in Appeal Ref APP/Y5420/W/24/3353164 where the Inspectorate noted: “The proposed cycle storage to meet the requirements of the LDNP would be provided in the basement area, which would be accessed via steps. The Supporting Statement proposes that this lockable storage would be of timber construction. This arrangement would mean that cycles would be carried up and down these steps, which is an awkward arrangement. Although the London Cycling Design Standards recommend that cycle storage should avoid obstacles it is not mandatory… Therefore, given the limited space to the front of the property and constraints of the site the proposed storage is considered acceptable.”

The property is well located for local transportation and has a PTAL Rating 6a.

In line with the London Plan[3], this will be a car-free development with cycle storage for 5 cycles under the stairs at the front of the site that lead to the Lower Ground unit.

Based on feedback from the Council a timber-framed storage solution is proposed rather than weatherproof galvanised steel that may be considered more secure and required in other London Boroughs. Cycle storage (secure and timber framed) will be provided as follows:



It should be noted the planning application HGY/2023/1216 included storage in the rear garden and courtyard, but this was deemed unacceptable by the Council and was revised following the Council's feedback.

Whilst step-free access would be preferable, given the site constraints this is not possible. The plot is around 5 metres wide so side access to the garden is not possible whilst area in front of the house at the ground floor level is occupied by the refuse, recycling, and waste storage requirements. Given that 3 of the 4 units are accessed via stairs it is even more likely that the bike storage under the stairs would be accessible for the occupiers. Cycle storage for the Ground Floor unit, the only unit in the property that is not accessed by a staircase, was provided for in the garden in application HGY/2023/1216 (i.e. step-free) but the Council did not find this acceptable.

The London Plan 2021, states "where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers".

Subject to being permissible by Building Control, a manual bike wheeling ramp manual is proposed to be installed on the staircase to improve accessibility to the bike store.

7.8 Refuse, Recycling and Food Waste Storage

The refuse, recycling and food waste storage is identical to the arrangement proposed in Appeal Ref APP/Y5420/W/24/3353164 where the Inspectorate noted: "As a result of the proposed lightwell the space available to store bins would be reduced. I observed that the dwellings along Westbury Avenue have 3 or 4 wheelie bins and that these are generally clustered together in one

[3] Table 10.3 - Maximum residential parking standards.

area of the front gardens. Although the proposal would require more wheelie bins in comparison to neighbouring properties, the storage of numerous bins in front gardens is already part of the established character of the area. The arrangement of the storage in one part of the garden as a result of the lightwell would not be dissimilar in appearance to neighbouring properties."

A space for refuse will also be located at the front of the property that will be screened from the street scene with timber framing.

Shared bins will be provided including:

- General Waste: 2 × 240L bins, 1 × 140L bin
- Recycling: 2 × 240L bins, 1 × 140L bin
- Food Waste: 4 × 25L bins

7.9 Security

The existing garage is an inherent security risk to the adjacent properties as it provides relatively easy access to the rear gardens of the surrounding properties on both Westbury Avenue and Sirdar Road. The proposal would help eliminate this security risk by aligning the fences of the proposal with the surrounding properties/fencing.

7.10 Privacy and Overlooking

Given the proposal is located next to an existing terraced house there is no overlooking of the gardens of the houses of Sirdar Road that is not already in place from the existing properties on Westbury Avenue.

An obscure glass balustrade is proposed around the courtyard/lightwell of the lower ground unit, at the ground floor level (where it meets the garden), to prevent overlooking from the ground floor flat garden whilst allowing ample light into the courtyard/lightwell.

Meanwhile on the balcony of the first and second floor dwelling a 1.8M privacy screen will be used to prevent overlooking of 12 Westbury Avenue. This will consist of bamboo screen or a living trellis.

8.0 Summary

To summarise, the key design points of the current proposal are as follows:

8.1.1 Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

8.1.2 The proposal has been designed to fit seamlessly with the existing street scene, preserve the character of the existing surroundings, and does not cause any detrimental effect on the visual outlook from any neighbouring properties.

8.1.3 The site has excellent transport links and is near public green spaces and services.

8.1.4 The garage is in a state of disrepair, and the design has emerged from the careful consideration of the constraints and opportunities presented by the site, and this has resulted in high quality design which serves to optimise the space of this location and provide important additional housing gain for Haringey.

8.1.5 This document has provided a detailed account of how the proposal meets and exceeds standard of architectural and sustainable design, whilst responding to the design and aesthetic of its wider surroundings. The case that has been laid out shows the suitability of the proposed scheme and how it is fully policy compliant.

8.1.6 The proposed development will create sustainable new residential units that meets the pressing local need and optimises the site to increase housing supply as outlined in the National Planning Policy Framework, The London Plan and Haringey Local Plan.

8.1.7 The site is in a sustainable location and is accessible by alternative modes of transport. It is also within close proximity to employment opportunities, as well as local facilities, including shops, schools, churches, restaurants, public houses and other local community facilities.

Haringey's "Housing strategy for Haringey 2022-2027", states: "We will particularly look to bring forward more small sites for housing. These sites are likely to be less attractive to larger construction firms. Small sites' contribution to housing supply is critical, and in Haringey small sites have delivered a substantial number of new homes. However, the smaller builders specialising in these sites now face a number of obstacles. We will work with local partners to help them to overcome these obstacles."

Appendix A: Existing Site Photos & Neighbouring Properties

17 Sirdar Road: Garage

Garage Front Elevation (Street View)

Garage Rear Elevation (Garden View)

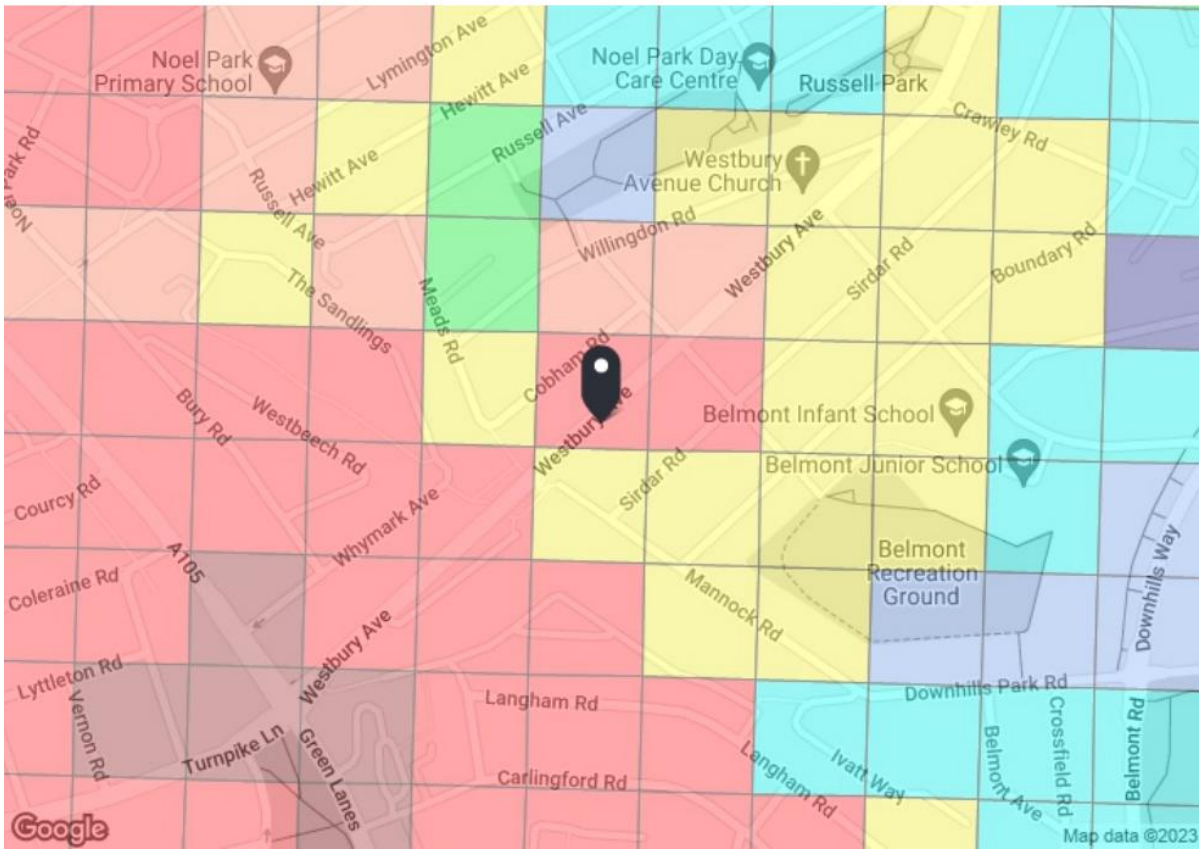
Neighbouring Property

12 Westbury Avenue: Front Elevation

Garage at the Rear of 15 Sirdar Road

Appendix B: PTAL Rating

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

Westbury Banks Nature Reserve, Westbury Ave, London N22 6RS, UK
Easting: 531756, Northing: 189913

Grid Cell: 131199

Report generated: 18/03/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WESTBURY AVE RUSPER RD	444	161.88	5	2.02	8	10.02	2.99	0.5	1.5
Bus	WESTBURY AVE RUSPER RD	231	161.88	4	2.02	9.5	11.52	2.6	0.5	1.3
Bus	WESTBURY AVE RUSPER RD	144	161.88	8	2.02	5.75	7.77	3.86	1	3.86
Bus	WESTBURY AVE RUSPER RD	123	161.88	5.5	2.02	7.45	9.48	3.17	0.5	1.58
Bus	WESTBURY AVE RUSPER RD	217	161.88	5	2.02	8	10.02	2.99	0.5	1.5
Bus	TURNPIKE LANE STN HIGH R	67	505	6	6.31	7	13.31	2.25	0.5	1.13
Bus	TURNPIKE LANE STN HIGH R	184	505	7	6.31	6.29	12.6	2.38	0.5	1.19
Bus	TURNPIKE LANE STN HIGH R	221	505	5	6.31	8	14.31	2.1	0.5	1.05
Bus	TURNPIKE LANE STN HIGH R	W4	505	6	6.31	7	13.31	2.25	0.5	1.13
Bus	TURNPIKE LANE STN HIGH R	141	505	9.5	6.31	5.16	11.47	2.62	0.5	1.31
Bus	TURNPIKE LANE STN HIGH R	29	505	15	6.31	4	10.31	2.91	0.5	1.45
Bus	TURNPIKE L DUCKETTS COMM	41	501.62	12	6.27	4.5	10.77	2.79	0.5	1.39
LUL	Turnpike Lane	'Cockfosters-LHRT4LT'	445.67	4.67	5.57	7.17	12.74	2.35	0.5	1.18
LUL	Turnpike Lane	'RayLane-Cockfosters'	445.67	3.67	5.57	8.92	14.5	2.07	0.5	1.03
LUL	Turnpike Lane	'LHRT4LT-ArnosGrove'	445.67	4.67	5.57	7.17	12.74	2.35	0.5	1.18
LUL	Turnpike Lane	'ArnosGrove-RayLane'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
LUL	Turnpike Lane	'ArnosGrove-Nthfields'	445.67	3	5.57	10.75	16.32	1.84	0.5	0.92
LUL	Turnpike Lane	'Oakwood-RayLane'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
LUL	Turnpike Lane	'Nthfields-Cockfoster'	445.67	1	5.57	30.75	36.32	0.83	0.5	0.41
LUL	Turnpike Lane	'LHRT5-Cockfosters'	445.67	6	5.57	5.75	11.32	2.65	1	2.65
LUL	Turnpike Lane	'Uxbridge-Cockfosters'	445.67	3.67	5.57	8.92	14.5	2.07	0.5	1.03
LUL	Turnpike Lane	'Ruislip-Cockfosters'	445.67	2.33	5.57	13.63	19.2	1.56	0.5	0.78
LUL	Turnpike Lane	'ArnosGrove-Uxbridge'	445.67	1	5.57	30.75	36.32	0.83	0.5	0.41
LUL	Turnpike Lane	'Oakwood-Uxbridge'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
LUL	Turnpike Lane	'Oakwood-Ruislip'	445.67	0.33	5.57	91.66	97.23	0.31	0.5	0.15
									Total Grid Cell AI:	28.57

Appendix C: Key Policy Extracts

Minimum Internal Space Standards for New Dwellings
London Plan 2021, Table 3.1, p.127

Table 3.1 - Minimum internal space standards for new dwellings^

Type of dwelling		Minimum gross internal floor areas* and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5
4b	5p	90	97	103	3
	6p	99	106	112	3
	7p	108	115	121	3
	8p	117	124	130	3
5b	6p	103	110	116	3.5
	7p	112	119	125	3.5
	8p	121	128	134	3.5
6b	7p	116	123	129	4
	8p	125	132	138	4

Notes to Table 3.1

Key

b: bedrooms

p: persons

^ New dwelling in this context includes new build, conversions and change of use.

* Where a studio / one single bedroom one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39 sq.m. to 37 sq.m., as shown bracketed.

* The Gross Internal Area (GIA) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (sq.m.).

Built-in storage areas are included within the overall GIA and include an allowance of 0.5 sq.m. for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with five or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA, provided that all aspects of the space standard have been met.

Minimum Cycle Parking Standards
London Plan 2021, Table 10.2, p.416

Table 10.2 - Minimum cycle parking standards*

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

* The minimum of two short-stay and two long-stay cycle parking spaces does not apply to A1-A5 developments of less than 100 sqm or to short-stay parking at residential developments of fewer than 5 dwellings.

Maximum Residential Parking Standards
London Plan 2021, Table 10.3, p.426

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Appendix D: Basement Impact Assessment Report Conclusions

The Basement Impact Assessment Report has been shared along with this Application.

The report concludes that "from the studies that have been undertaken so far, and subject to the findings of an intrusive investigation, it is concluded that **the construction of the building will not present a problem for groundwater**. The **proposed development is not expected to cause significant problems to the subterranean drainage**. However, this **should be confirmed by a ground investigation** and a subsequently updated Basement Impact Assessment prior to construction. The intrusive ground investigation and ground movement assessment should be conducted prior to construction. **This should be placed as a condition on any planning approval, rather than a basis of refusing any planning application**."

The Appendices for the Basement Impact Assessment (too large to upload or share via email) can be found here:

https://www.dropbox.com/s/u6gvprnngg46j1t/P5301J2837%20-%2017%20Sirdar%20Road%20-%20DS%20BIA%20APPS.pdf?dl=0