



Jorges Salman Architects
103/105 Brighton Road
Coulston
CR5 2NG

enquiry@jorgessalman.com
www.jorgessalman.com
0208 643 2716

Land to rear of 80 Wightman Road, London, N4 1RN - Planning Application

Design & Access Statement
Feb 2026 Rev A

p3 Introduction

p4 Context, use and analysis

p18 Proposal

p22 Layout & interiors

p25 Scale

p28 Appearance

p36 Access and waste management / sustainability and energy use

This design and access statement has been prepared by Jorge Salman Architects in relation to the planning application for the proposed extension of an existing Garage to create a new dwelling. This includes the sub-division of the rear garden to 80 Wightman Road.

This document is to be read in conjunction with the following supporting information:

- Architectural drawings prepared by Jorge Salman Architects
- Landscape Strategy Jorge Salman Architects
- Energy and Sustainability Assessment by Focus 360 Energy
- Planning Statement by Planning Clarity

1.0 Site Background

- 1.1 The Site is corner plot which represents previously developed land, namely 80 Wightman Road with a current use as a HMO, and garage/store within the rear garden facing Duckett Road.
- 1.2 Access to the site is from the Wightman Road with a side access to the rear garden area from Duckett Road also.
- 1.3 To the North and East of the site are located residential properties of similar scale and elevational treatment, including those Duckett Rd.
- 1.4 To the East of the rear garden there is a side passage which provides access to the rear gardens of 82 and 84 Wightman Rd, and a side access to the rear garden of 1 Duckett Rd.
- 1.5 There is off-street parking outside of the garage on Duckett Rd

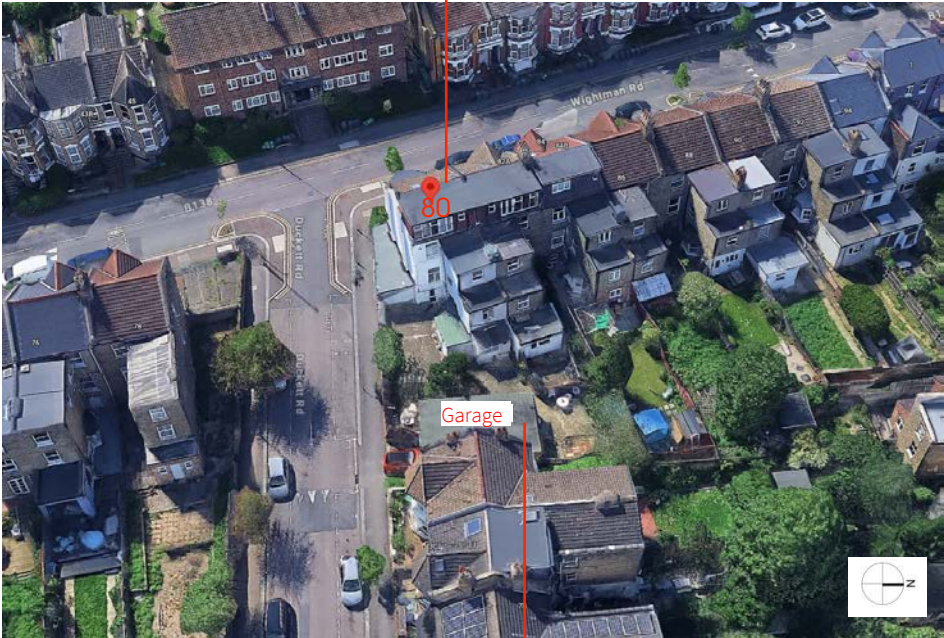


Figure 1 Existing site location



Host property at 80
Wightman Road

Existing garage/store



Host property at 80
Wightman Road

Existing garage/store



Existing garage/store

Existing garage/store

Host property at 80 Wightman Road

2.0 The Site

- 2.1 The Site is located in an urban area to the southern boundary of Harringey along the Wightman Road, just North of Finsbury Park.
- 2.2 The Site area covers 342sqm, 0.342 hectares
- 2.3 The Site is not located within a conservation area and this planning application relates to land identified in red within Figure 2. As stated, the Site has an access road from Wightman Road, which connects to Turnpike Lane to the north and Endymion Road to the south.
- 2.4 The character of the surrounding areas is mixed residential to the south and north along Wightman Road, and Duckett Road to the north-east.
- 2.5 Surrounding properties are predominantly semi-detached or terraced Victorian style terraces.
- 2.6 The nearest immediate settlements, neighbourhoods, and districts bordering or surrounding it include Harringay, Wood Green, Turnpike Lane, Stroud Green, and Tottenham. It runs parallel to Green Lanes and spans between Harringay and Wood Green.
- 2.7 The nearest conservation area to Wightman Road is the Bowes Park Conservation Area, which directly includes Myddleton Road. Other nearby areas to consider for heritage character in Haringey include the Alberts Conservation Area and the Ladder conservation areas. .



Figure 2 – The Site highlighted in red, applicant owned land in blue

2.8 As stated, the existing property utilises access from Wightman Road, and rear garden and garage access is from Duckett Rd. There is a shared rear access passage between the garden of 80 Duckett Rd and 1 Duckett Rd.



Figure 3 – View of No.80 Wightman at junction with Duckett Rd



Existing side
passage access
retained

Figure 4 – View of No.80 Wightman garage/store



Figure 5 – Existing site photo key



1



2



③

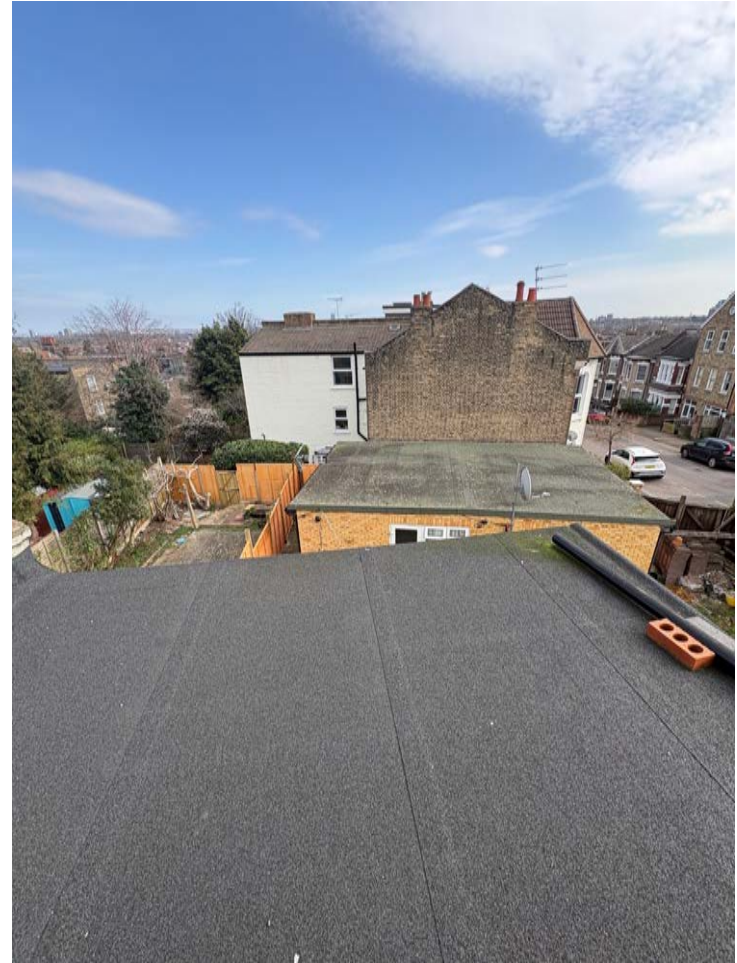


4





7



8



9

3.0 Boundary treatment

- 3.1 Given the nature and location of the site, there are various boundary treatments at present.

The site abuts the following boundary conditions –

- Boundary fence with 82 Wightman Rd
- Boundary fence with 1 Duckett Rd
- Passageway to the rear of 80 Wightman which connects to rear of 82 Wightman and 1 Duckett Rd

4.0 Use

- 4.1 The Site area is 0.0342 hectares and includes a single residential unit and Garage /store within the rear garden.

Existing uses include –

- House of multiple occupation
- Garage/store/summerhouse

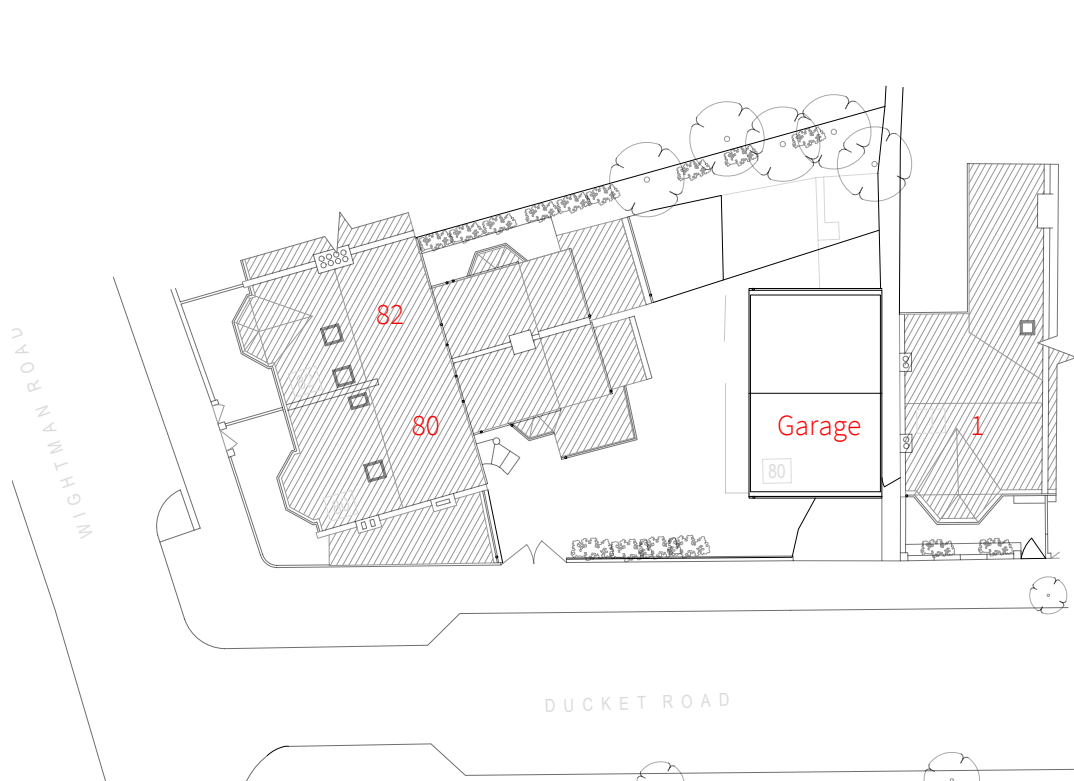


Figure 6 – Existing boundary plan

5.0 Proposed Development

- 5.1 The Proposed Development improves the existing site with appropriate use and density that corresponds to the surrounding context and need for additional residential units within the borough.
- 5.2 The scheme looks to optimize the site capacity through a design-led approach, which provides a three-bedroom dwelling through the extension of the existing garage. There is an intended change of use to the site.
- 5.3 Table 1.1 shows a summary of the existing garage and associated garden space.
- 5.4 The scheme provides a proposed new use class for the garage with no change of use necessary for the remainder of 80 Wightman Rd within this application.
- 5.5 The proposed scheme scale and layout ensures minimal visual impact with minimal loss of privacy and maintains an acceptable level of massing in proximity of the existing neighbouring residential properties.
- 5.6 The proposals aims to provide a contemporary addition to the street scene, utilizing modern materials, forms, and profiles in contrast to the Victorian styled terraces within the area. The contemporary design aims to induce a welcoming setting and character to the neighborhood, adding interest and uniqueness to a corner facing site location between Wightman Rd and Duckett Rd.

Existing	GIA (m²)
Living/kitchen	22.96
Hall	2.1
Bedroom 1	10.5
Study	4.82
Bathroom	2.88
Store/garage	1.24
Total	44.5

Existing	GEA (m²)
Garage	46.6
80 Wightman boundary	330.3
82 Wightman boundary	201
Applicant boundary ownership	545.4

Table 1.1 Existing areas

Proposed Unit 1	GIA (m²)
Living	17.1
Kitchen/Dining	25.1
WC	1.3
Hall (ground)	8.87
Bedroom 1	11.5
Bedroom 2	9.5
Bedroom 3	9.5
Ensuite 1	2.9
Family bathroom	3.4
Stores	2.7
Hall (1 st floor)	9.87
Total GIA	102.8
Ground floor GIA	53.96
First floor GIA	48.29

Table 1.2 Proposed areas

Proposed	GEA (m²)
UNIT 1	66.78

Proposed	Area (m²)
UNIT 1 Site boundary	152.4
UNIT 1 Proposed amenity space	65.1
82 Wightman existing garden	90.6
82 Wightman proposed garden	54.5
80 Wightman existing garden	122.2
80 Wightman proposed garden	81.3
Extensions to Garage at ground floor	10.6
Extensions to Garage at 1 st floor	59.3
Total extensions GEA	69.9

- 5.7 The proposed application looks to continue the site use, namely HMO, at 80 Wightman Rd however, the proposed development looks to increase the number of residential units and make better use of the garage/store and surrounding hard standing garden.
- 5.8 The proposals includes one additional residential unit of similar scale and proportions properties found on Duckett Rd and aims to create a harmonious contemporary intervention to the location.
- 5.9 The proposed dwelling includes a flat roof to maintain heights similar to the eaves of adjacent and neighbouring buildings. The proposal provides a modestly size family dwelling and establishes a similar visual impact on approach to, and from neighbouring locations.
- 5.10 The proposed dwelling includes two main forms at ground floor and 1st floor level, with varying stepped facades both at the front and rear of the proposal. There are no windows to side elevations to maintain privacy.
- 5.11 A flat roof is proposed to minimise the massing impact on neighbouring windows, garden spaces, and to create a more modern design intent within the street scene. This is intended as a juxtaposition to the neighbouring residential properties traditional Victorian appearance.
- 5.12 From the outset, the design intent considers the existing boundary location of the original Garage building and has been developed with a design that utilizes a similar scale and proportions, with a minimal extension to the rear of the original footprint at ground floor level. In doing so, this maintains a similar massing and proportions to the existing context.
- 5.13 The first-floor extension is added to provide bedrooms but also creates a unique architectural form which is cantilevered over the ground floor footprint and adds interest and drama to the proposal.



Figure 7 – Proposed roof plan

6.0 Proposed Development – Landscape

- 6.1 The Development is street-based, however, hard landscaping in front of the dwelling will help to soften the building line and contribute to defining public and private spaces.
- 6.2 The proposed hard landscaping is a positive addition to the character of the development both visually and functionally as it enables appropriate channeling of surface water through the sustainable drainage system beneath the pervious paving. This is in contrast to the hard landscaped existing gardens of both No.80 and 82
- 6.3 The dwelling will include two separate private amenity spaces/rear and side gardens. Refer to area schedule table 1.2.
- 6.4 The boundary conditions are maintained to the East with the existing fence separating the side passage adjacent to 1 Duckett Rd from the site. New 1.8m high timber fencing will be located around the remaining boundaries, including the newly separated areas abutting Nos. 80 and 82 respectively.
- 6.5 Existing trees within the garden of No. 82 will be retained and inherited within the proposed rear north garden of the dwelling. No trees will be removed.
- 6.6 Bike and bin stores are provided within the side garden area and can be accessed from the front of the site externally, or via the side facing bi-fold doors within the kitchen space.
- 6.7 As mentioned, access to the side garden is from a timber gate at the front of the site, or from the kitchen.
- 6.8 The rear garden space is accessed from the kitchen north facing doors.
- 6.9 The dual aspect design offers an interesting and varied series of garden spaces which provide an important visual connection with the exterior spaces and allow high levels of natural light to the kitchen/dining space.



Figure 8 – Landscape plan



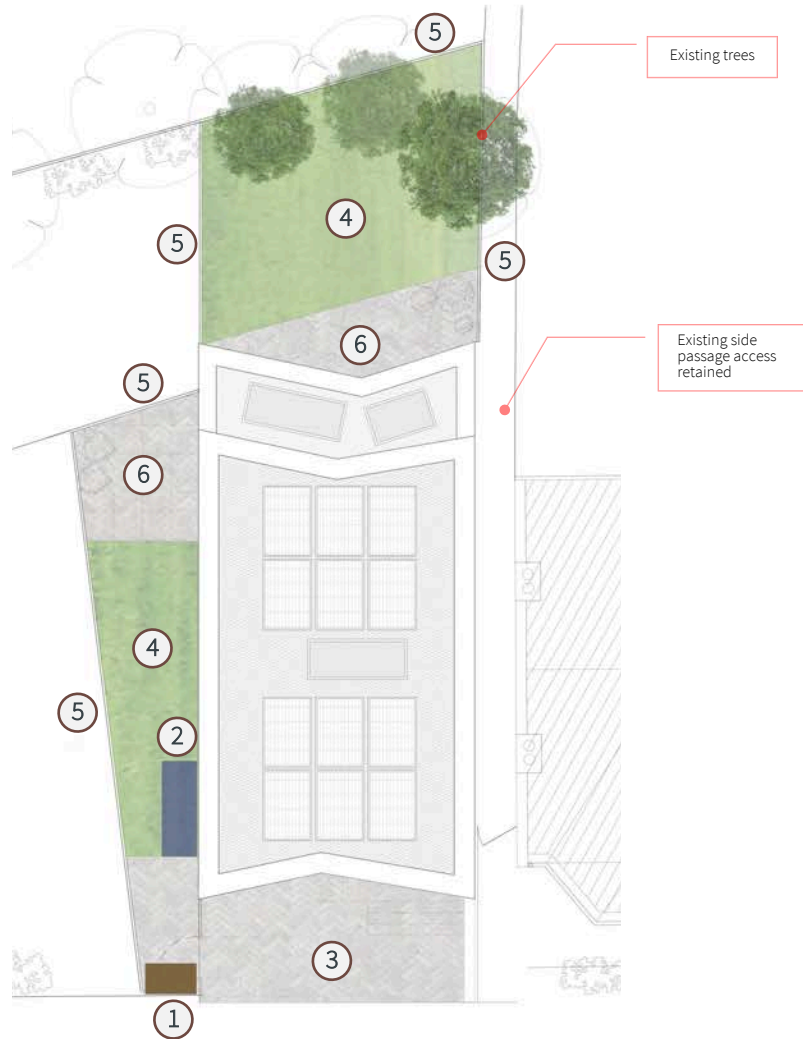
1 – Bin store



2 – Cycle store



3 – Permeable paving



4 – Lawns



5 – Boundary fencing



6 – Terraces porcelain paving

Figure 9 – Landscape scheme details

7.0 Proposed Development – Layout

- 7.1 The development is orientated appropriately to utilize the existing Garage location, and to protect the new dwelling from noise and visual intrusion from neighbouring properties.
- 7.2 The orientation responds directly to the character of the surrounding existing buildings. This maintains the visual openness along the north-south axis.
- 7.3 The detached property has been positioned to ensure visual privacy and a sense of security to the users of surrounding properties by limiting views looking into their adjacent windows, and gardens.
- 7.4 Privacy is further enhanced by chamfering both front and rear facades at ground and 1st floor levels, ensuring windows are looking inwards towards the site.
- 7.5 Access to the development is via the existing area currently used by the garage from Duckett Rd. This ensures direct access from Duckett Road for cyclists, pedestrians, and off-street parking areas.
- 7.6 Due to the existing levels of the retained garage internal floor level, importantly, free and direct access to the dwelling is provided for ambulant or disability impaired wheelchair users via the ramp and stairs within the external paved entrance area.

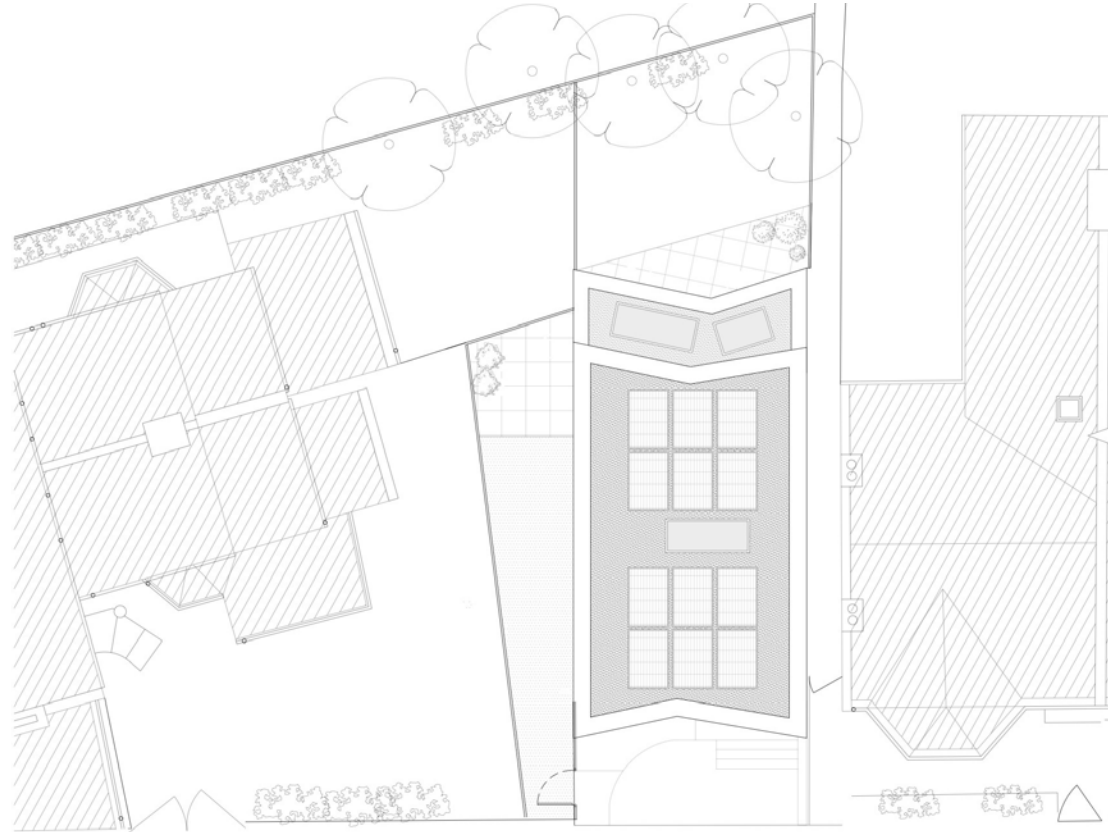


Figure 10 - Orientation responds to context

7.7 Ground floor

The ground floor plans, allows for free-flowing movement around the main entrance hall, providing direct access to all habitable rooms.

The hall leads to the main living room, a cloak room, and the open plan kitchen diner which also includes access to both rear and side gardens. A utility cupboard is located within the kitchen for electrical and heating plant equipment.

The rear and side gardens are accessed via bi-folding doors from the dining and kitchen spaces respectively, thus providing flexibility of use, and various purge ventilation options.

The north facing rear gardens provide secluded amenity space for families, in excess of minimum standard requirements.

The West facing garden provides further terraced areas which would receive the evening sun in both summer and winter periods

In line with building regulations, the dwelling provides access for ambulant use in relation to Document M4(1).

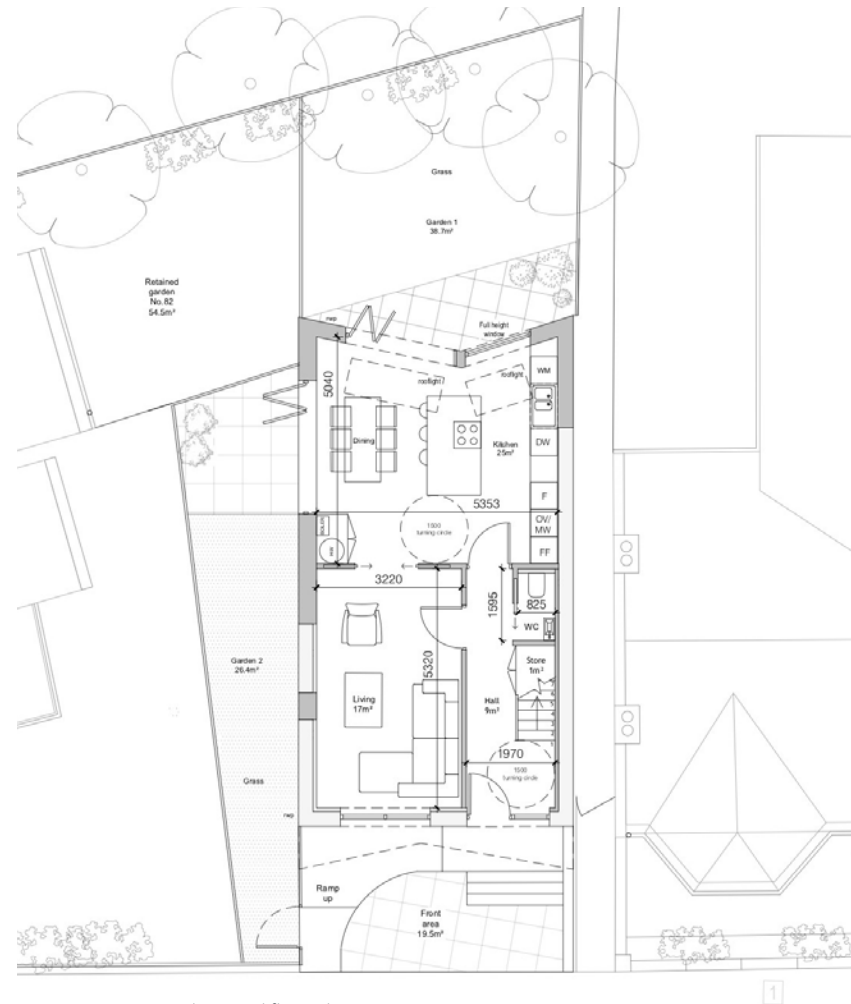


Figure 11 - Proposed Ground floor plan

7.8 First floor

The first-floor plans have been developed with the same concept as the ground floor, by creation of a free-flowing circulation from the central hall space leading to all bedrooms, family bathroom, and storage space.

Bedrooms are sized in accordance with the London Plan and allow for double beds as standard, with Bedroom 1 providing a further benefit of an ensuite bathroom.

Bedroom 2 and 3 are sized between minimum requirements for single- and double-bedroom sizes according to the London Plan. This decision has been made in consideration of the building envelopes' impact on daylight/sunlight and privacy on neighbouring properties but carefully maintains generously sized second and third bedrooms within the dwelling.

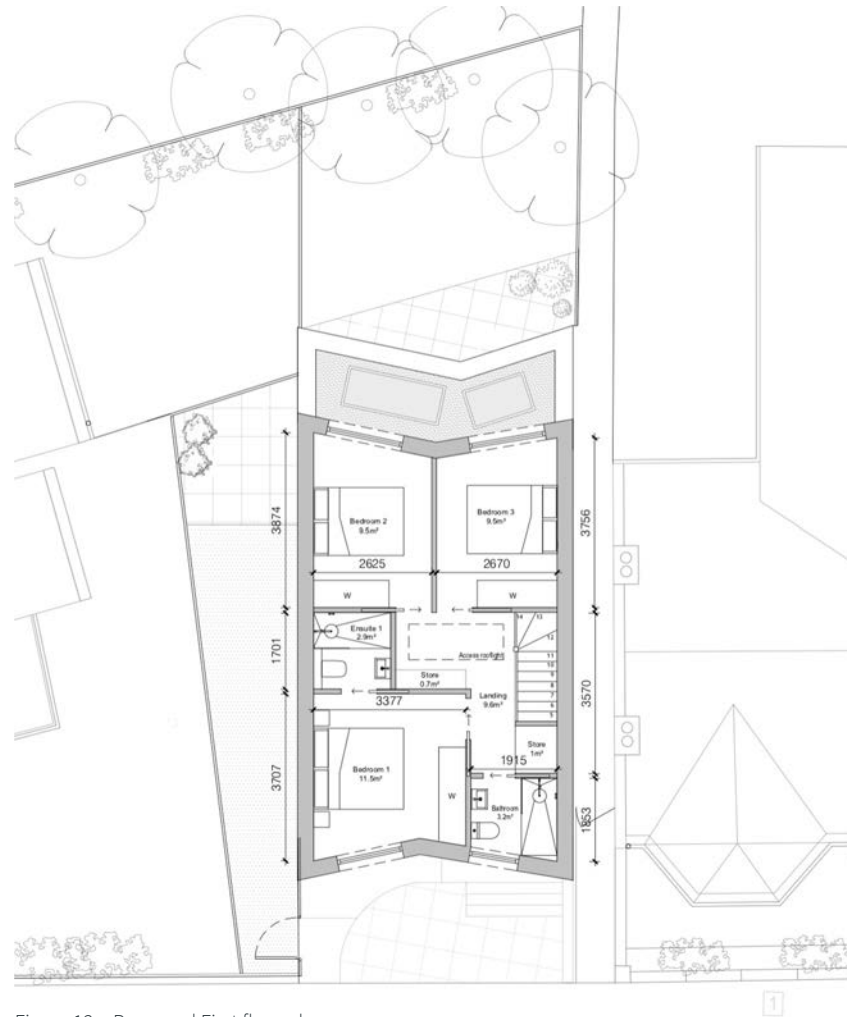
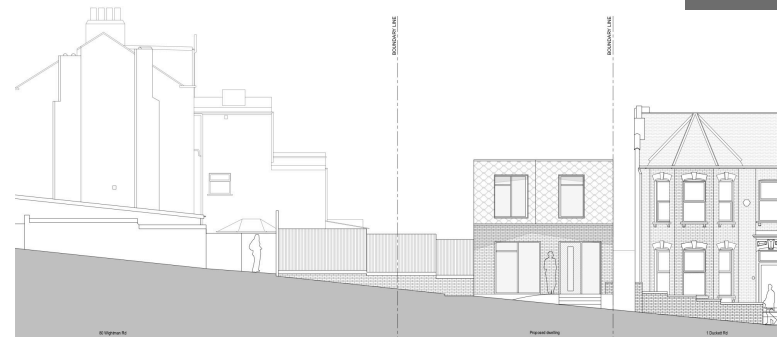


Figure 12 - Proposed First floor plan

8.0 Scale

- 8.1 The proposed development includes predominantly a part ground floor extension to an existing garage, and the addition of a first-floor storey.
- 8.2 The proportions of the dwelling aim to enhance the existing site, make better use of the garage structure, and coordinate with the scale and proportions of adjoining nearby residential units, namely 1 Duckett Rd, and 80 and 82 Wightman Rd.
- 8.3 Well-proportioned window openings are proposed at ground and first floor, which include a front facing cantilevered element of facade that aims to enhance the overall aesthetic and to articulate the façade treatment. The north facing elevation is also stepped to further enhance the proportions of the façade and to add material interest.
- 8.4 The proposed flat roof is restricted in height but kept proportionate to the eaves height of neighbouring and opposing dwellings. The proposed roof height relates directly to the stepped nature of the closet wings of No. 80 and 82 Wightman Rd.
- 8.5 In addition, and given the nature of the site and its surroundings, the scale and proportions of the proposed dwelling will not directly impact adversely on any adjacent residential properties, nor create any shadowing or loss of privacy due to the separation distances between boundaries.
- 8.6 The scale of the building is considered to relate positively to enhance the local context and character.



South facing front elevation



North facing rear elevation



West facing side elevation



East facing side elevation

Figure 13 – Proposed elevations

Scale

- 8.7 The proposed development has various depths and heights in order to achieve the most efficient footprint whilst maintaining a coexistence with the adjacent and opposing neighbouring buildings.
- 8.8 The dwelling has an eaves height of 5.97m, with the ground floor rear infill single storey roof height at 3.1m from garden level.
- 8.9 In offsetting the first floor from the rear ground floor elevation, the proposal looks to minimise the impact on neighbouring and adjoining buildings. This has been demonstrated within the accompanying daylight /sunlight impact assessment.
- 8.10 Given the existing scale of the garage, and the modest extension proposed to the ground floor area, there will be minimal impact as a result of the additional massing.
- 8.11 The first-floor extension is finished with a flat roof to minimise the mass and impact of the structure.

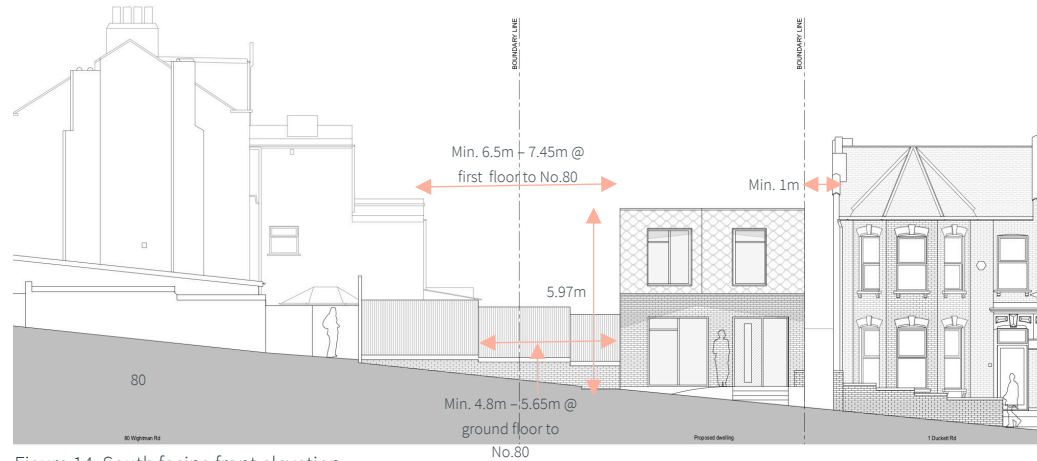


Figure 14. South facing front elevation

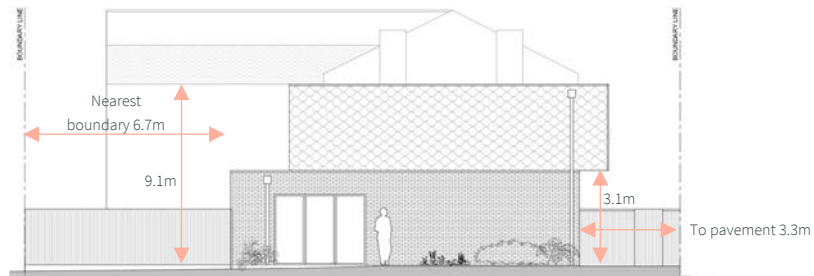


Figure 15 – West facing side elevation

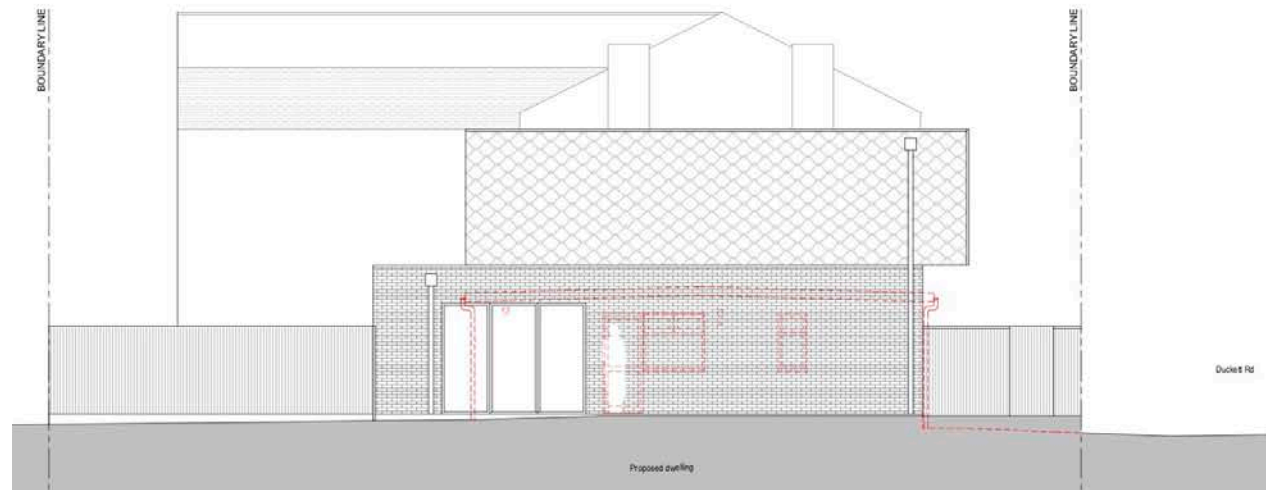


Figure 16 – West elevation showing original garage in red

Appearance

- 9.0 The proposed aesthetics for the development look to create a modern addition with clean lines and a simple colour palette to complement its surroundings. The choice of facing brick has been selected to provide a unique aesthetic, given the separation from other nearby residential properties.
- 9.1 Materials are kept to a limited palette, namely zinc diamond shaped cladding, multi-white facing brick, and glass. Zinc diamond shaped cladding is used at first floor level with aluminium copings to parapets.
- 9.2 A white multi facing brick is proposed to the ground floor existing and proposed walls which compliments the darker tones of the zinc above and contrasts with the windows accordingly. All flashings, copings, and aluminium windows are then finished in the same colour, namely RAL 8019 'Grey brown'.
- 9.3 As discussed earlier within this document, the design intent was to create a unique building which can compliment and respect the massing and scale of the existing neighbouring Victorian dwellings but also create and add interest and a modern insertion into the varied and colorful facades observed within the existing street scene.



Figure 18. North facing rear elevation massing model



Figure 17. South facing front elevation massing model



Figure 19. South facing front massing model



Figure 20. Materials – South facing front elevation

Key	Materials
1	Facing brickwork, white-multi facing bricks & slips
2	Diamond shaped zinc cladding
3	Stairs & ramp to pavement level
4	Aluminium cladding panels to reveals and window heads
5	Aluminium parapet copings
6	Composite entrance door & sidelight
7	Aluminium double glazed windows
8	Single ply roofing membrane
9	Timber fencing



Figure 21. Materials – North facing rear elevation

Key	Materials
1	Facing brickwork, white-multi facing bricks & slips
2	Diamond shaped zinc cladding
3	Stairs & ramp to pavement level
4	Aluminium cladding panels to reveals and window heads
5	Aluminium cladding panels to reveals and window heads
6	Aluminium parapet copings
7	Composite entrance door & sidelight
8	Aluminium double glazed windows/bi-fold doors
9	Single ply roofing membrane
10	Timber fencing



Figure 22. Materials – West facing side elevation

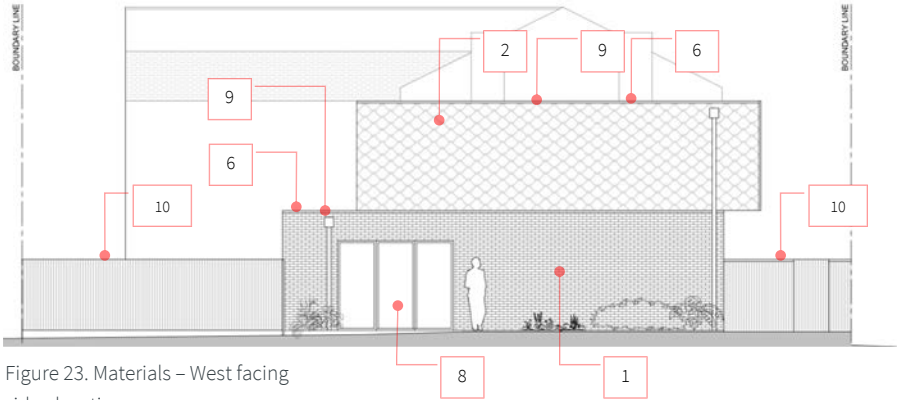
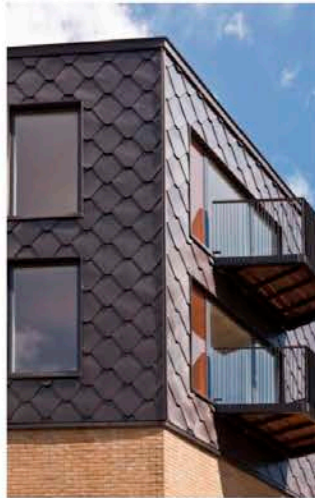
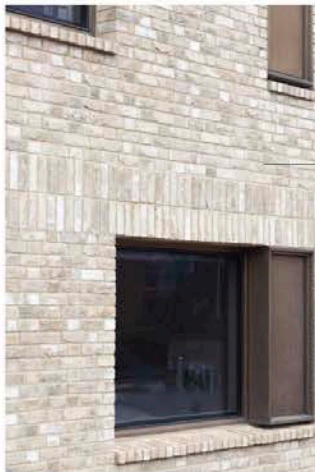


Figure 23. Materials – West facing side elevation

Key	Materials
1	Facing brickwork, white-multi facing bricks & slips
2	Diamond shaped zinc cladding
3	Stairs & ramp to pavement level
5	Aluminium cladding panels to reveals and window heads
6	Aluminium parapet copings
7	Composite entrance door & sidelight
8	Aluminum double glazed windows/bi-fold doors
9	Single ply roofing membrane
10	Timber fencing



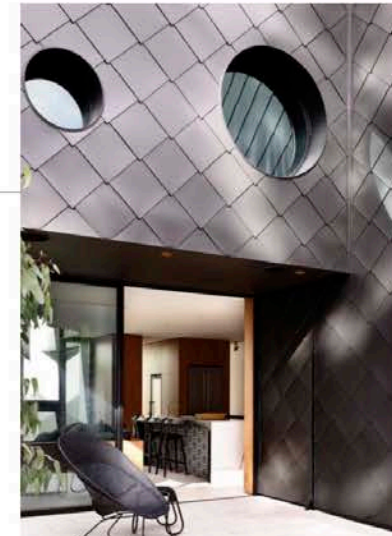
Precedent 'red brown' zinc diamond shaped tiles with brown aluminium window frames



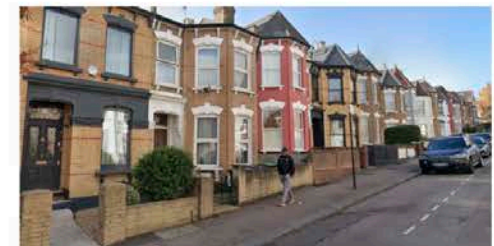
White multi brick to new walls & brick slips to existing retained walls



Proposed Front Elevation - Materials
1:50



Precedent diamond shaped zinc tiles, 'red brown'



Precedent showing facade colour variations on Duckett Rd

Figure 24. Materials –South facing front elevation
(showing typical materials)



Figure 25. CGI View 1



Figure 26. CGI View 2

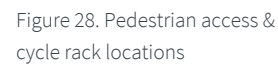


Figure 27. CGI View 3

Pedestrian and Vehicular Access

- Emergency service and delivery vehicles will have access to the site , with space available to park outside the premises and to continue in forward gear along Duckett Rd.

The primary train station located directly on Wightman Road is Harringay Station (HGY) (N4 1RE), which is served by Great Northern trains operating between Moorgate/Kings Cross and Finsbury Park/Welwyn Garden City. Nearby, Harringay Green Lanes (London Overground) and Manor House (Piccadilly Line) provide further access.



11.0 Sustainability and energy use

- 11.01 An Energy and Sustainability Statement and Overheating Risk Assessment have been prepared by Focus 360 Energy, which sets out the proposed energy and sustainability strategy designed in accordance with the Local Planning Policy, as well as an overheating analysis for the development.

By incorporating fundamental sustainable principles into the building fabric and design, the use of renewable energy technologies becomes practical. The decreased energy requirements ensure that these technologies can be installed across the site affordably and efficiently. As a result, the dwelling is considered to achieve low carbon emissions through thermal mass, high levels of insulation in relation to heated space within the building envelope.

- 11.02 Heating will be provided firstly by passive solar design by orientation, and the use of internal planning arrangements will allow the units to be heated on sunny winter days. Cooling is provided passively, overheating in the summer is dealt with through solar coatings to above minimum standard double-glazed, gas filled cavity, windows and external doors.
- 11.03 The front entrance area is proposed with pervious paving with no infiltration. Surface water from the roofs and hard landscaped areas will discharge to a soakaway located within the gardens. The paving will be laid over a lined and under-drained porous sub-base system. This aligns with local planning policies and guidance.
- 11.04 Twelve photovoltaic solar panels will be located on the main flat roof area. Access to these for maintenance will be through the opening rooflight located in the 1st floor hall.

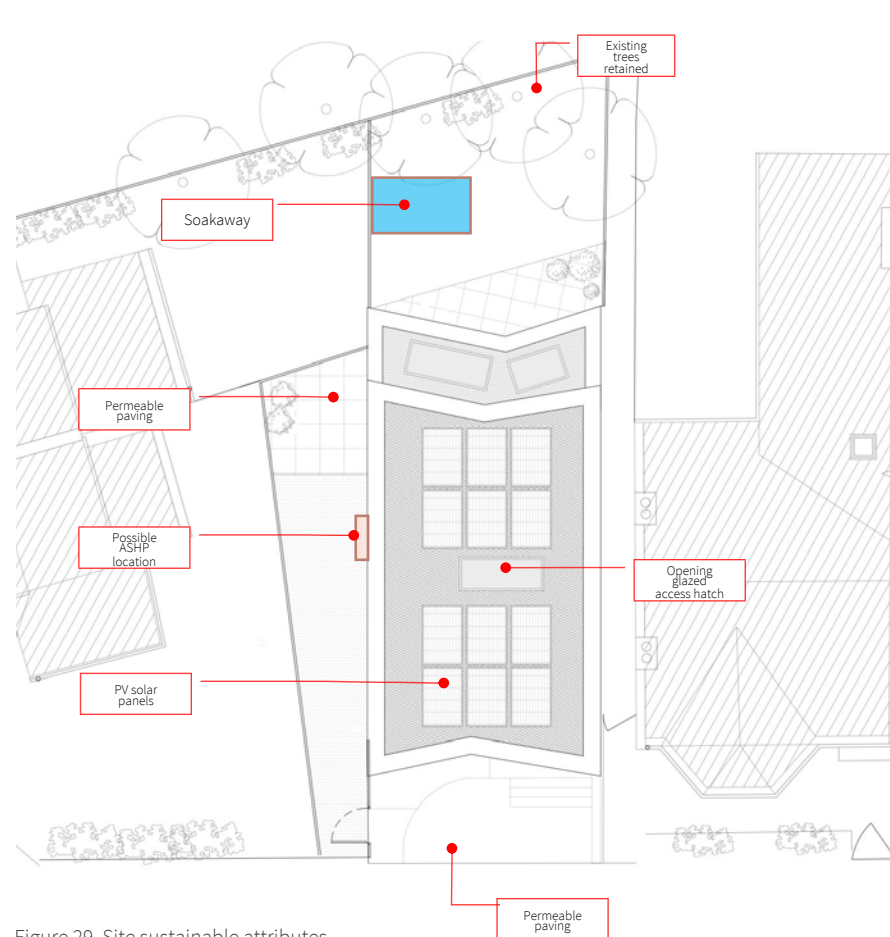


Figure 29. Site sustainable attributes