

Planning Statement

July 2026

**Land to the rear of
1 Whittington Road
London
N22 8YS**



1.0 Executive Summary

The following document has been put together by Alan Cox Architects for the redevelopment of the land to the rear of 1 Whittington Road into 3no houses.

2.0 The Existing Site

The existing site is land to the side and rear of the existing property at number 1 Whittington Road. The land has been separated from the garden which serves the existing property, though the garden retains a right of access along the side passage to enter the garden. The site extends from the road, along the side of the existing property and its garden and to the rear. The rear of the site has a eastern boundary with the gardens for numbers 11-23 Whittington Road and a western boundary shared with the railway. The northern boundary is shared with the garden of number 25 Whittington Road.

The surrounding area is made up of terraced and semi detached housing. The properties are typically two storeys without loft conversions and are a mix of houses and conversions to flats. Number 1 Whittington is 3 storeys and converted into flats. Several of the houses along the eastern side have poorly designed extensions added to the rear, in some cases these are what would appear to be temporary extensions added onto extensions.

The land to the west (railway side) is separated by a palisade fence on the boundary, and approx. 15m of vegetation, including several established trees on the railway side. The railway is cut down into the land and sits about 4m below the level of the site.

The site is located within the Bowes Park Conservation area. There is no currently adopted appraisal for this conversation area, so the planning application does not refer back to heritage issues as there is no context for the conservation of the area.

There are no listed or locally listed buildings in the immediate area.

The site is located in PTAL zone 5, with Bowes Park station located within 200m of the site, Bounds Green station on the Piccadilly line is located within 250m and there are multiple bus stops nearby providing links to New Southgate and Wood Green.

The site is located in flood risk zone 1, now and on the future conditions map. The risk of surface water flooding is very low.



2.1 Planning history

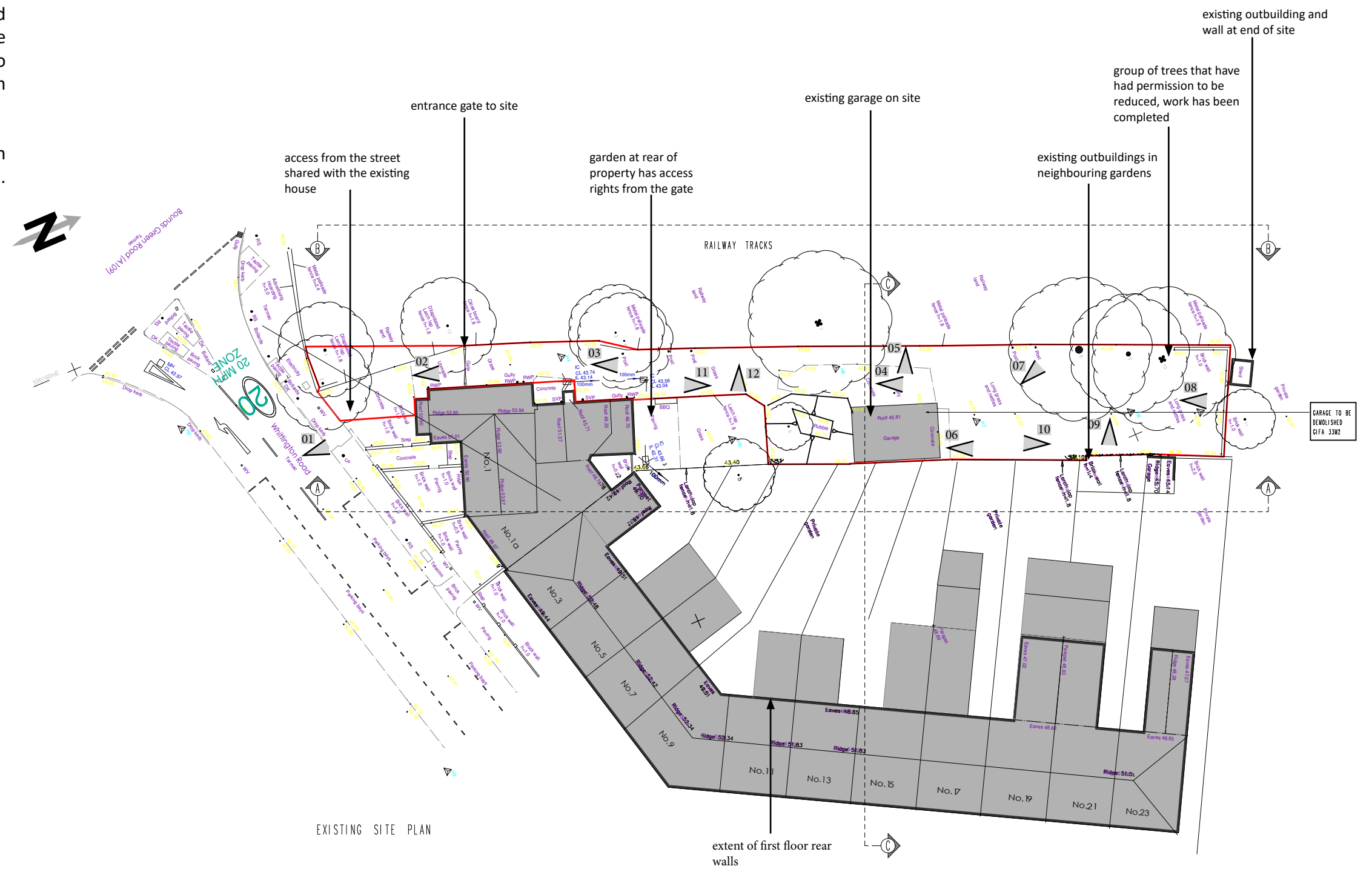
The site has previous planning approval for an individual house. This approval expired and then was renewed. It has since expired again and not been renewed.

HGY/2019/2614 - Erection of a single storey dwelling to the rear of 1 Whittington Road (AMENDED PLANS) - approved

HGY/2022/1428- Renewal of planning permission for ERECTION OF A SINGLE STOREY DWELLING AT REAR OF 1, Whittington Road, Wood Green, London, Haringey, N22 8YS approved application number HGY/2019/2614 - approved

The adjacent plan is the existing plan of the site, which shows the site within its immediate context. The footprint of the terraced houses/flats to the south and east shown to demonstrate the varying extent of the houses footprints, with differing levels of extensions added over time. The extent of the first floor extensions is shown on the plans, the extended areas are only at ground floor level.

There is Japanese knot weed on the site, which has been examined and a remediation strategy has been undertaken.



2.3 Site photos

See site plan above for locations of photos



01 - front entrance to site



02 - view from front gate



03 - view next to existing garden



04 - view from garage into site



05 - existing garage



06 - view north from behind garage



07 - existing trees which have been substantially crowned



08 - view to north edge of site and brick wall/outbuilding



09 - view of outbuildings on the boundary to the east



10 - view of garage looking south



11 - view back to original house from garage



12 - view east from garage

3.0 Proposed development

The proposed development of the site involves building 2no two storey detached dwellings. Each house is a 3 bedroom 5 person dwelling.

The houses are accessed by a pathway along the western edge of the site. The pathway is formed by the walls of the houses, with private porches. The entrance to the site is gated for privacy, only allowing residents into the site.

The design and positioning of each unit has been considered to maintain privacy to the existing and proposed properties, whilst also minimising the impact on outlook from the existing houses. All first floor windows face away from the surrounding properties, towards the railway, with only ground level windows facing towards the surrounding gardens. The houses are positioned to ensure that the first floor elements are spread across multiple garden widths, so not to dominate the end of individual plots. The first floor elements are kept significantly smaller than the ground floor, and feature pitched roofs to lower the eaves heights. The edge of the first floor is set back from the boundary by a minimum of 1.5m, increasing to nearer 2m on house 1. The spaces between the houses has been increased to provide more greenery on the site, and to improve the views from the existing houses/gardens.

The brickwork would be a light buff colour, enhancing the feeling of light open space at the ground floor. The first floor is clad in a standing seam dark metal, creating a contrast between the ground floor and first floor. The contrast in material and colour reduces the apparent build up of the proposal. Both materials are high quality and will enhance the aesthetic of finished build.

Sedum green roofs are proposed across most of the roofs, the exception being the pitched element to the west side facing the railway. This acts to replace the greenery lost through the development of the site and increase the biodiversity in the site. This also assists with the aesthetic of the first floor as viewed from the east, as the green roof continues onto the pitched element, softening the overall view of the houses.

The two houses proposed are the same internally but have slightly different courtyard gardens to suit the site context, providing each house with two separate external spaces and making the properties dual aspect.

The gross internal floor area of both units is 94.5m2. The



Proposed site plan

private amenity space for house 01 is 68.7m2, and for house 02 it is 93.7m2.

The houses follow a similar principle, being located around multiple courtyards to bring light in. All the habitable rooms at ground floor have direct access out into a garden. The open plan rooms have two windows plus the front door with glazed side panel, for cross ventilation and to bring light in throughout. The open staircase to each house, and window/rooflight above also assist bringing light into the dining/living area. The courtyards are all a minimum of 3m deep, with most gardens being much larger than the minimum requirement.

The ground floor of the houses contains the living accommodation, a double bedroom, a single bedroom and shower room. The first floor contains a double bedroom with an ensuite. The first floor bedroom has windows that only look west over the railway, ensuring that the room has good outlook and that there are no privacy issues with the neighbouring gardens.

The properties are all compliant with the national standards for housing, and with local requirements for external amenity.

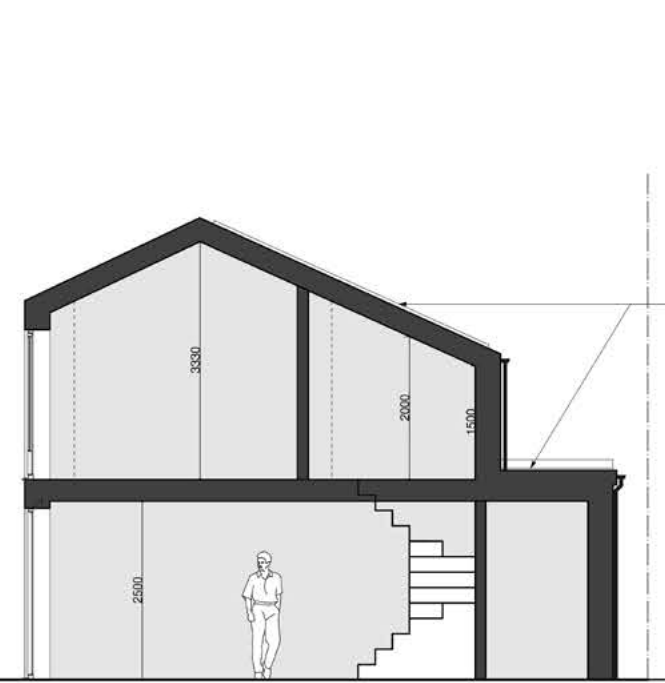
3.0 Proposed development

Proposed layouts

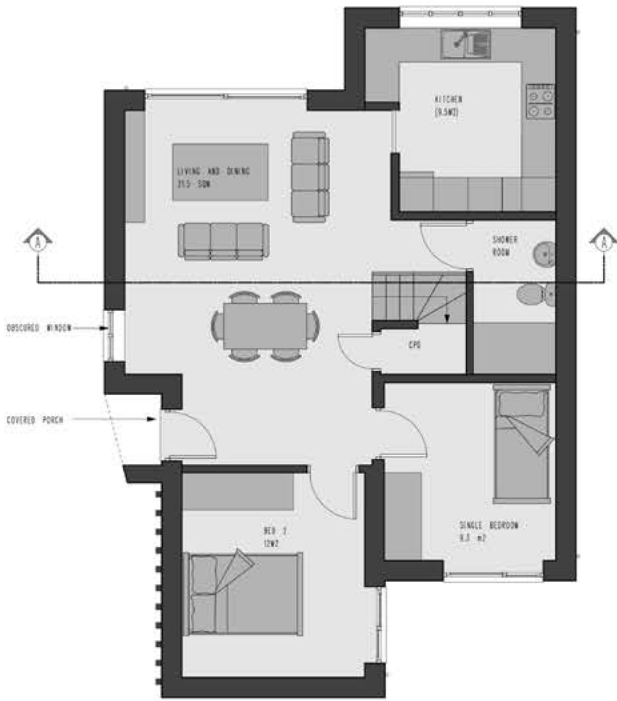
Top - site plan at roof level
Bottom - plans and sections for house



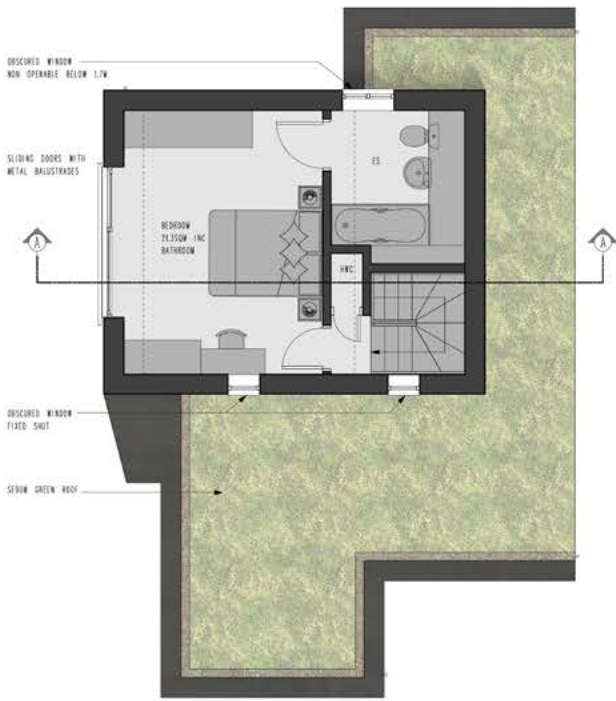
proposed site plan - roof level



proposed roof plan



proposed ground floor plan



proposed first floor plan



proposed roof plan

3.1 Materials

top left - standing seam metal cladding
top right - projecting hit and miss brickwork
bottom right - buff brickwork

3.2 - Access

The properties are accessed by the side of 1 Whittington along a private pathway. The existing land is quite flat and as such level access can be provided across the site. The proposals would be complaint with M4(2) of the building regulations.

3.3 - BNG

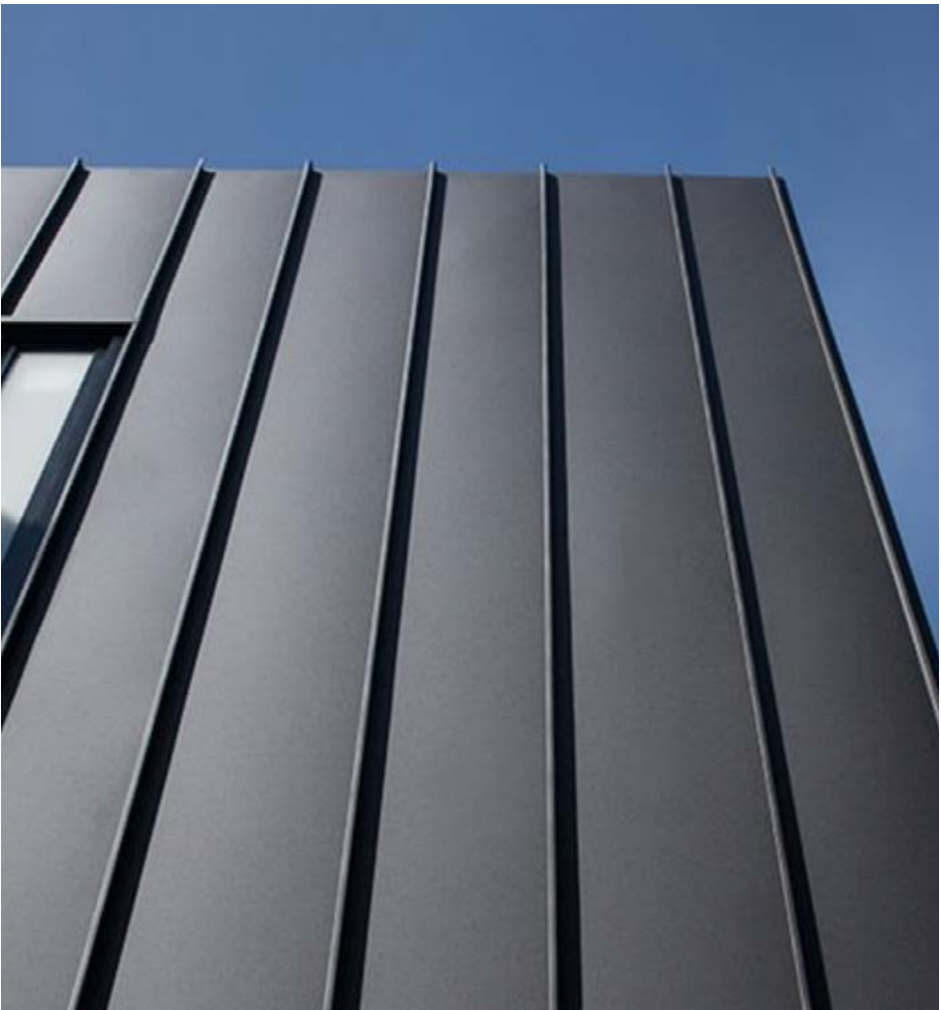
BNG is no longer a requirement for sites under 2000sqm such as this site. Regardless , a detailed landscaping proposal has been submitted with the scheme to enhance the site and offset the loss of the trees.

3.4 - trees

A tree survey and plan has also been undertaken and submitted with the pre app report. 3no trees are required to be removed as part of the development. These trees have previously been subject to an application and approval for a reduction to the crown size. These works have been carried out. For the proposed development, these trees are to be removed, and one other tree is to have its crown reduced.

The expired approval from a previous application would have needed the 3no trees removed for the proposal to be built. The proposed house was located within 30cm of the trees and it would not have been possible to preserve this whilst building the works. Additionally the Japanese knot weed, that is required to be removed from the site, needs a large area of land to be excavated within the root protection areas of the trees. The trees are not considered to be of importance, nor of high quality as agreed with both the employed tree consultant and council tree consultant.

A tree officer from the council has visited site with our tree consultant, and it was agreed that the trees can be removed. The heritage report addresses the townscape views in this regard and determines that the impact of the tree removal is minimal.

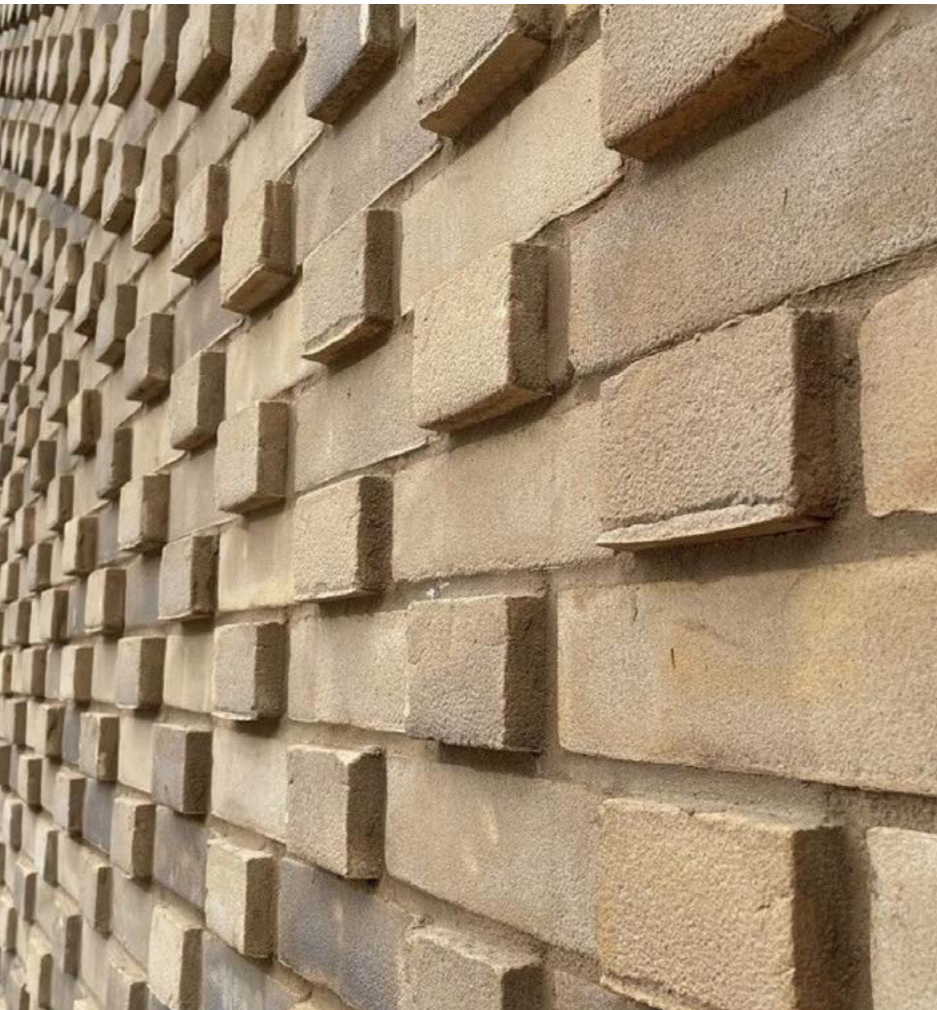


3.5 - Cycle storage

2no secure cycle storage sheds are provided within the common access of the two properties. Each cycle store can accommodate 3 bicycles.

3.6 - Refuse

Communal refuse storage would be provided at the front of the site in accordance with local policy.



3.7 3D views



roofs angled down to-
wards site boundary

courtyard gardens

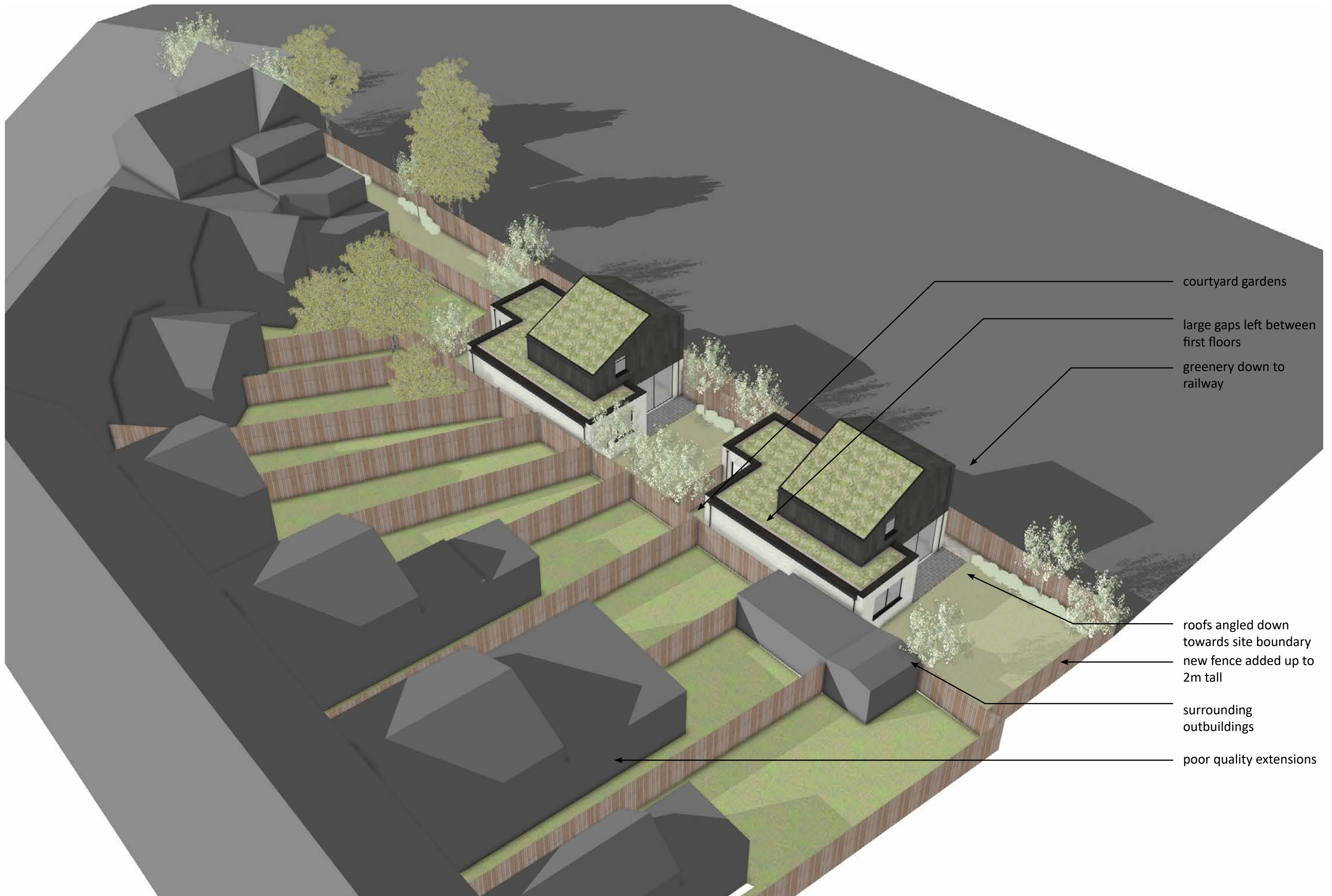
access walkways with
private porches

garden

large gaps left between
first floors

mix of hit and miss
brickwork to walls

view 01 - aerial



courtyard gardens

large gaps left between
first floors

greenery down to
railway

roofs angled down
towards site boundary
new fence added up to
2m tall

surrounding
outbuildings

poor quality extensions



view 03 - view from railway



View 04 - Access route along site with inset porch for entrance to houses, providing overlooking to the pathway



View 06 - Looking south from rear garden of house 02



View 05 - Access route looking north rendered facing house 01

4.0 Precedent and justification

Haringey has many examples of housing being provided on tight backland sites. Whilst it has not been possible to locate the planning application for each of these, we have provided locations and context.

Examples have been found located close to the site and some slightly further afield around the Crouch End, still within the Haringey Borough.

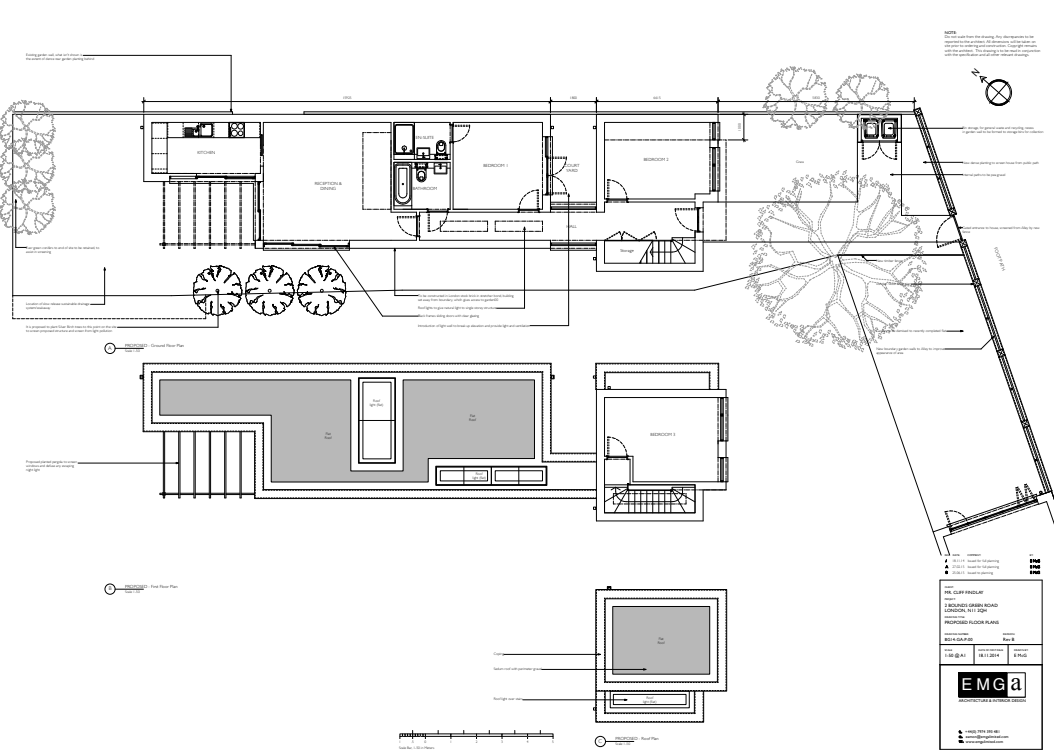
01 - Land to rear of 2 Bounds Green Road - HGY/2015/0643. This house takes up the majority of the site and has two storey elements located on the boundary to the surrounding gardens.

02 - 12 Thorold Road - multiple applications OLD/1987/1885 to convert a builders yard to a house then into two flats. First floor with a steep mansard roof on the boundary with the neighbouring gardens.

03 - Land to rear of 17 and 19 Thorold Road, now called Homelink Terrace. Assumed to be 4no two story houses behind the main road. Planning reference can not be located. Two storey houses with an unclear boundary to the east side. Buildings appear to be located on the boundary.



01 Land to rear of 2 Bounds Green Road

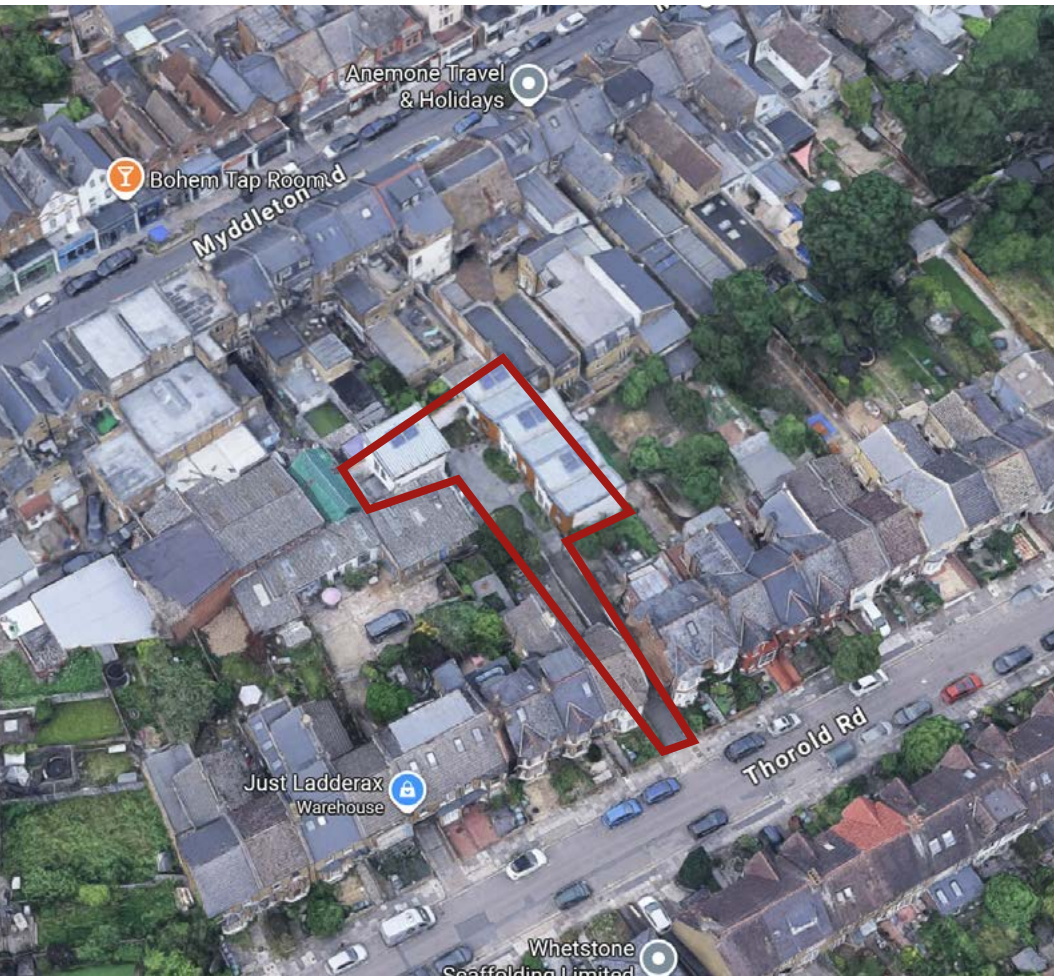


Approved plans for land to rear of 2 Bounds Green Road.

Part two storey house on an enclosed site within 100m of the application site.



02 12 Thorold Road



03 Land to rear of 17 and 19 Thorold Road

04 - 6-8 Brownlow Road - flats to the front of the site and three no two storey houses to the rear. A large re development of the site, with 3 two storey town houses across the width of the site to the rear. Two stories tall onto the boundaries

05 - 26-28 Brownlow Road - flats to the front of the site and 3 two storey houses to the rear. Similar principle to 6-8 with houses to the rear near the boundaries.

06 - Land to rear of 60 - 88 Cecile Road HGY/2007/1866 erection of two houses with parking. Two single storey houses won at appeal with vehicular access and private gardens. Contemporary style development behind many houses on all sides. The site is located in a conservation area and built on land which has previously not been developed on.

07- Land to Rear of 39 and 41 Cecile Park. 4 two storey houses with car parking. Planning reference could not be located. Collection of detached houses, two stories tall located near to the boundaries with vehicular access into the site. The site is located in a conservation area and built on land which has previously not been developed on.



04 & 05 6-8 Brownlow Road & 26-28 Brownlow Road



06 Land to rear of 60 - 88 Cecile Road

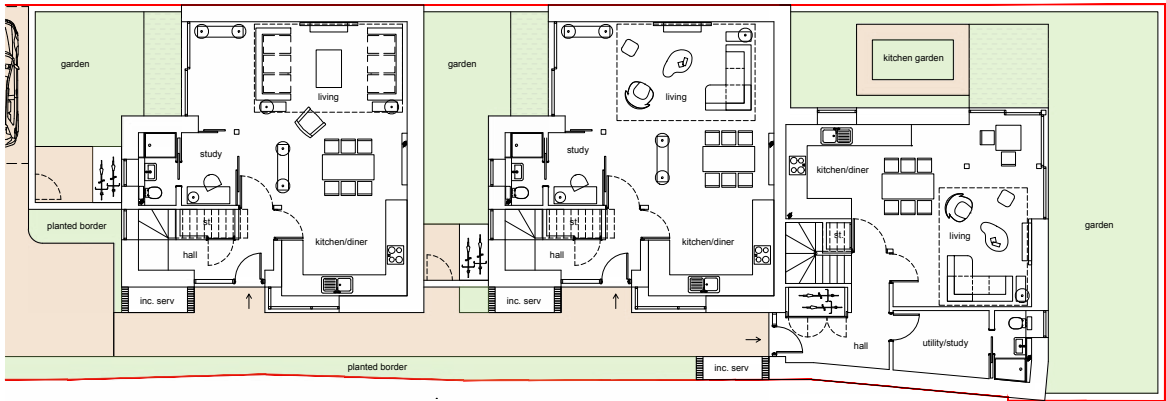


07 Land to Rear of 39 and 41 Cecile Park

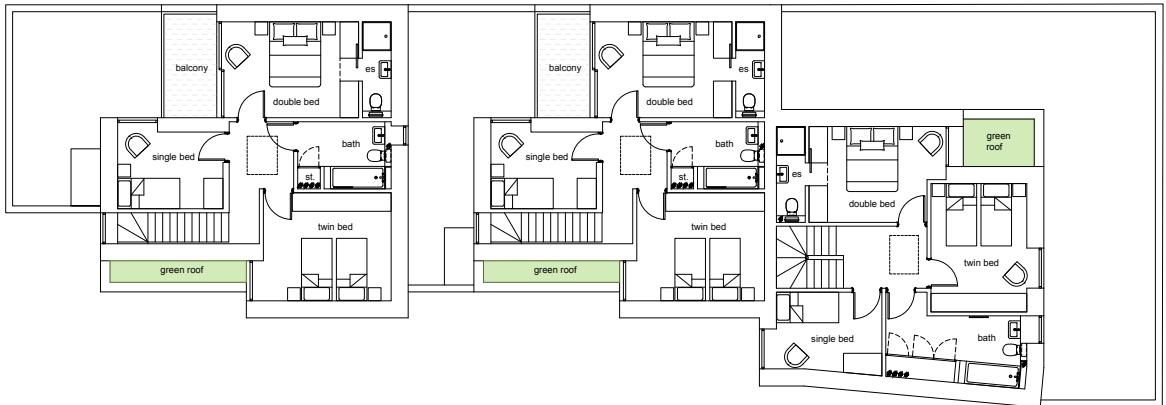
08 - Land to rear of 18 - 19 Haringey Park. 3no 3 bed two storey mews houses HGY/2019/2829. Backland site with several completed developments surrounding it. 2 storey houses with courtyard gardens and balconies at first floor. The approved and built scheme sits across the full width of the site, providing access along a pathway, similar to that which is proposed.



08 - Land to rear of 18 - 19 Haringey Park



Two storey mews houses on an already tight site with existing dwellings overlooking the site. The shape of the properties creates courtyard gardens for outlook. The second floor elements of the proposed site are significantly larger, and more overbearing on the context and the courtyards than we are proposing. A similar style of access into the site is proposed, with private entrances to the dwellings.



08 plans for land to rear of 18-19 Haringey Park

4.2 Updated NPPF

As of August 2026, the NPPF has been updated to reflect the governments desire to develop on sustainable land located within 800m of well connected public transport stations, including overground stations with at least 4 trains per hour.

Bowes Park train station is located 200m away from the site and has more than 4 trains per hour pass through (4 trains per hour during the day and more frequent during rush hour times)

Given this the site meets the requirements of the updated NPPF, where it is now an assumption that residential development should be supported where the conditions are met, the site should be considered appropriate for development.

The NPPF sets out density numbers for these sites of 35 to 45 dwelling per hectare in this case. In this case this results in an assumed development of two to three houses, however, the NPPF guidance is less strict on smaller sites in this regard, allowing flexibility to increase the density over that which would otherwise be acceptable.

Significant weight should be attributed to this policy, which as national policy outweighs local requirements. The assumption of the support of development on sites that meet the requirements of the NPPF is applicable here and strongly supports development on the land.



09 - Land at rear of 132 Station Road, Wood Green



09 - Land to the rear of 132 Station Road Wood Green was developed from a small collection of outbuildings into 5no terraced houses and 1no detached two storey house. The site is located within the Wood Green Common conservation area and builds large areas of massing onto a site which previously had no significant building works present. The proposed buildings are single storey at ground level with a basement, though the roofs vary in height because of the undulating shape of the roof form. The site set out means that a continuous massing of buildings is located against the gardens of the surrounding properties.



5.0 Response to pre application ref PRE/2026/0003

The following changes have been made to the scheme following the pre application advice

Reduction in hard standing on the site

The amount of hard standing has been reduced across the site, through removal of the car parking spaces, narrowing the hard standing on the access route and increasing the planting to the gardens.

Relocation of the houses on the site

House 1 has been moved to the south following the removal of the parking spaces. This has worked to increase the gap between the houses, providing more amenity space for each house and more sky view through to the surrounding houses.

Amendments to the house design

The layout of the houses has been changed, but only to reflect the changes to the site. They have increased in size slightly to be 3 bed 5 person houses, justified with the larger amenity areas and better outlook provided by the enlarged gaps between the properties. Both the houses remain the same layout however, we have reviewed the proposals and do not consider that the context around the north and south ends of the site differ enough to have two different designs reflecting the context.

Refinement of the roof design

The shape of the roof has been redesigned to better reflect the overall shape of roofs in the local area, but amended with a modern design. A dual pitch roof replaces the mono-pitch/flat roof design previously submitted, with lower eaves to further reduce the overall impact of the roof. Green roofs are retained facing to the east to the houses on Whittington Road. There was some discussion in the pre app about the green roofs potentially increasing the visible bulk of the houses, however it is felt that a green roof with have a much softer appearance when viewed from the surrounding houses than seeing a black felt roof finish.

Trees & Landscape

The pre app feedback was written prior to the tree officer attending site. It was considered that more should be done to retain the existing trees, however, the tree officer has met the tree consultant on site and it was agreed that the trees could be removed. As such it is proposed that 3no trees are to be removed from the land, with new landscape to be implemented as proposed with a well conceived landscaping proposal.

5.1 Response to DM Policy

Policy DM1 – Delivering High Quality Design

The proposal represents a design-led response to the site’s particular backland character and constraints. The scale, sitting and massing of the two dwellings have been carefully developed to remain subordinate to the established buildings on Whittington Road while making efficient use of an underutilised site. The articulated roof forms, high-quality brickwork, contrasting upper-level treatment and green roofs provide visual interest while limiting perceived bulk. Courtyards, planting and landscaped boundaries are integrated into the layout. The arrangement also protects neighbouring privacy and outlook by directing upper-floor windows westwards towards the railway. The proposal therefore accords with the design, landscaping and amenity requirements of Policy DM1.

Policy DM2 – Accessible and Safe Environments

The development provides a safe, inclusive and clearly defined pedestrian environment. Both dwellings are reached by a level pathway from Whittington Road, enabling step-free access and allowing the homes to comply with Building Regulation requirement M4(2). Recessed entrance porches and windows overlooking the access route provide natural surveillance, while the controlled entrance improves security for the proposed dwellings and adjoining rear gardens. The layout does not interrupt an existing public route or impede pedestrian or cycling permeability. Secure cycle storage is provided within the common access area, encouraging sustainable travel. The proposal can therefore be used safely, conveniently and with dignity and complies with the accessibility and security principles of Policy DM2.

Policy DM7 – Development on Infill, Backland and Garden Land Sites

The site is a separately enclosed and underutilised backland parcel rather than land which presently performs as the usable garden of 1 Whittington Road. Its suitability for residential development has previously been accepted through permissions HGY/2019/2614 and HGY/2022/1428. The revised proposal provides a site-specific response to its narrow form, railway setting, adjoining gardens and heritage context. The dwellings retain generous amenity areas of approximately 68.7m² and 93.7m², safeguard neighbouring privacy and are subordinate to the properties on Whittington Road. Safe pedestrian access, passive surveillance and enhanced landscaping are provided, and no existing public through-route is obstructed. The proposal therefore satisfies the relevant criteria of Policy DM7.

Policy DM9 – Management of the Historic Environment

The application is supported by a Heritage Statement and Townscape and Visual Impact Assessment which identify the significance of the Bowes Park Conservation Area and locally listed 1 Whittington Road and assess the proposal’s effects upon their settings. The dwellings are positioned and designed to remain visually subordinate to the established Whittington Road buildings. Their contemporary but contextual architecture, restrained scale, articulated roofs, high-quality materials and integrated planting respond positively to the area’s character. The landscaping and green roofs soften views from the railway and Conservation Area. The development replaces visually poor residual land with a coherent, high-quality scheme and therefore conserves the significance and setting of the relevant heritage assets in accordance with Policy DM9.

Policy DM10 – Housing Supply

The proposal constitutes appropriate windfall housing development and would provide two additional three-bedroom family homes without resulting in the loss of any existing residential accommodation. The principle of residential development on the site has already been established through the previous planning permissions for a dwelling. The revised scheme makes more efficient use of this accessible site while providing high-quality accommodation, substantial private amenity space and an appropriate relationship with neighbouring properties. Its location close to Bowes Park Station, local bus services, shops and community facilities makes it suitable for residential use. Subject to compliance with the other policies of the Local Plan, the proposal makes a positive contribution to Haringey’s housing supply in accordance with Policy DM10. It should also be noted that the latest information available from an appeal in April 2024 is that Haringey is not on track to deliver a 5 year housing supply in line with national targets, therefore the delivery of 2 new houses should be given additional weight.

Policy DM12 – Housing Design and Quality

Each proposed dwelling provides three-bedroom, five-person accommodation that meets the applicable nationally described internal space standards and has been arranged to provide a high-quality living environment. Both homes are dual aspect and organised around landscaped courtyards, allowing natural light, outlook and cross-ventilation to reach the principal rooms. Ground-floor habitable rooms have direct access to private external space, with approximately 68.7m² serving House 1 and 93.7m² serving House 2. Upper-floor windows face west towards the railway, avoiding harmful overlooking of neighbouring gardens. The dwellings therefore provide suitable internal space, privacy, daylight, outlook and private amenity space and comply with Policy DM12.

Policy DM21 – Sustainable Design, Layout and Construction

Sustainable design principles have been incorporated from the outset. The proposal reduces hard standing, increases landscaped and permeable areas and includes extensive sedum green roofs, which will assist biodiversity, surface-water management and the visual integration of the buildings. The landscaping proposals introduce replacement trees and enhanced planting, improving the ecological value of the presently unmanaged site. The dual-aspect layouts, openable windows, courtyards and roof lights provide natural daylight and cross-ventilation, reducing reliance upon artificial lighting and mechanical cooling. Sustainable drainage and slow-release surface-water measures can be incorporated within the detailed design. Energy-efficient construction and high-performance materials will further reduce operational energy demand, demonstrating compliance with Policy DM21.

Policy DM31 – Sustainable Transport

The site is highly accessible by sustainable transport, with a stated PTAL rating of 5 and Bowes Park Station approximately 200 metres away. Shops, services and bus routes are also available within convenient walking distance. The development is car-free and therefore avoids additional vehicle movements, parking demand and highway impacts associated with the previously considered parking arrangement. A safe, level pedestrian route connects both dwellings to Whittington Road. Two secure cycle stores are provided within the common access area, with each capable of accommodating three bicycles, supporting cycling by future residents. The proposal consequently minimises car dependence and promotes walking, cycling and public transport in accordance with Policy DM31.

6.0 Fire compliance

The proposal is for two, two storey properties.

The two houses will have a sprinkler system installed to BS 9251:2021 as per guidance from BS 9991:2024 as a 45m hose from the road will not reach all areas within the two dwellings.

Incorporating a sprinkler system allows for hose length to extend to 90m according to this British Standard and guidance from the London Fire Brigade.

In addition to this the proposal will comply with Approved document B

7.0 Conclusion

The proposal provides a well designed and well considered response to a site that meets the requirements of the NPPF for site developments within 800m of a well connected train station. As previously mentioned, the NPPF update assumes that development will be supported on compliant sites, something that needs to be strongly considered on this site.

The proposal is for 2no detached properties which leaves plenty of open space on the site and larger gaps between the buildings, as well as a low impact on the surrounding properties.

We have researched and referenced similar developments approved within Haringey both close to the site and slightly further afield to show that multiple storey dwellings on sites enclosed by gardens have been accepted previously. This has been further enhanced since the previous submission to identify the sites which are located in conservation areas and developed on land which was previously not residential.

Land to the rear of 2 Bounds Green Road and Land to the rear of 18-19 Haringey Park, both of which are developments with two storeys on the boundaries with neighbouring properties. 18-19 Haringey Park provides multiple courtyards for small houses in much the same way as we are proposing. In this case the two storey elements have a larger impact on the courtyards, which in turn are smaller than that of the proposed scheme.

The proposed development contributes positively to the borough in terms of meeting housing targets, providing new housing without the loss of any existing and meeting national standards for housing in well connected areas. We have demonstrated how we would be significantly enhancing the ecological/biodiversity value of the site, over and above that required by national policy.

It is our opinion that we have demonstrated compliance with local policy and as such the development should be viewed positively.