



Design & Access Statement

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

London Borough of Haringey

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September 2026

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Note: Not all drawings in this document are to scale

1.00 | Introduction

1.01 DESIGN & ACCESS STATEMENT

This Design and Access Statement has been prepared in support of a new planning application to the London Borough of Haringey for a one-bedroom dwelling on land to the rear of 28 Sidney Road, with its principal frontage to Shropshire Road.

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

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

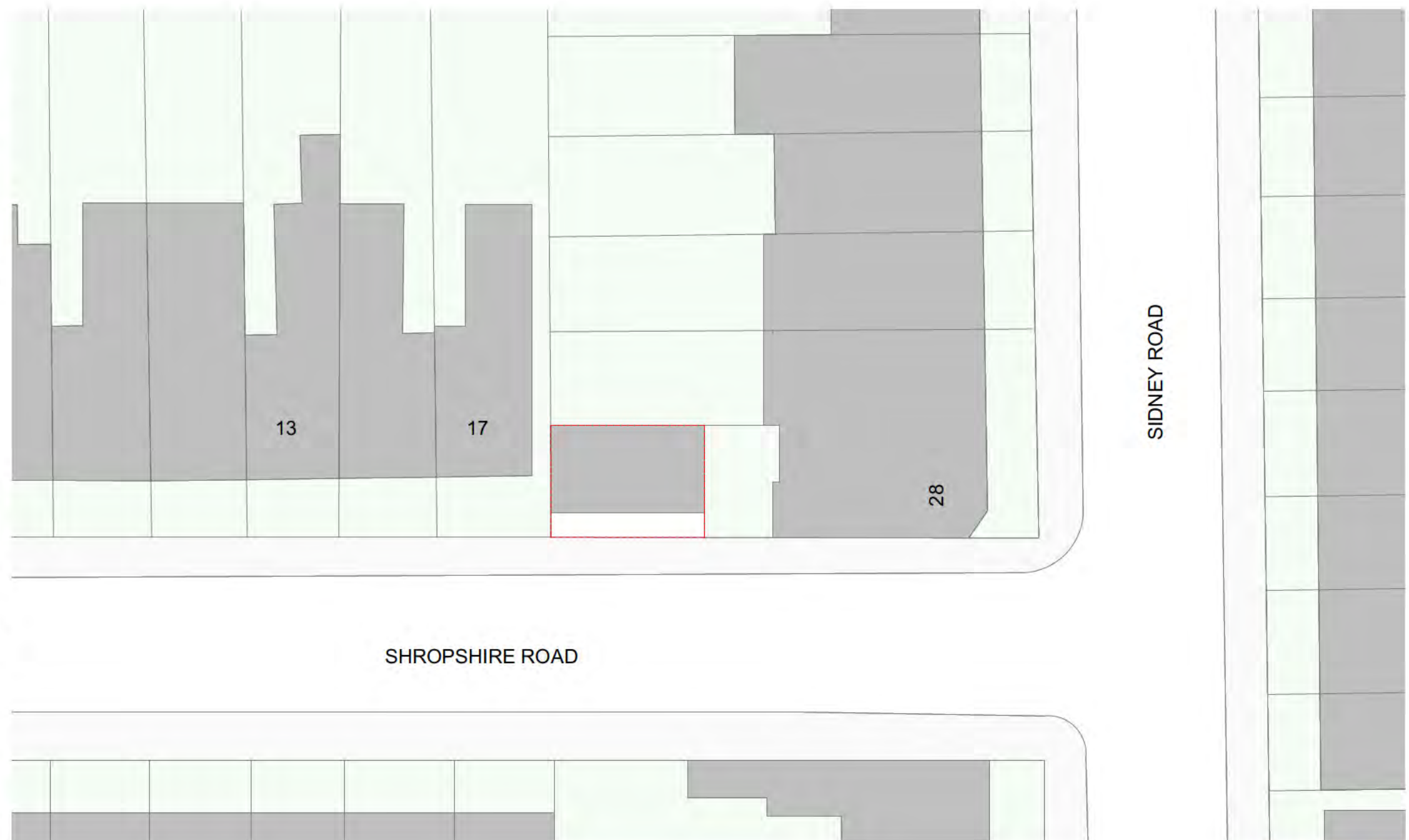
1.02 CRAWFORD PARTNERSHIP

Crawford Partnership is a London-based architectural practice with extensive experience in residential, infill and constrained-site development. Our design-led approach seeks to create well-considered spaces and forms through careful use of materials, daylight, sustainability and energy-efficient design. The practice has delivered residential projects throughout Haringey and across London, ranging from small-scale conversions and infill homes to larger residential and conservation-led schemes.

1.03 ABOUT THIS SCHEME

Located in Haringey, this project transforms three disused garages into a contemporary two-storey dwelling. The ground floor features an open-plan kitchen and living area with a WC, while the first floor accommodates an en-suite bedroom with access to a private outdoor terrace. The design maximises a constrained footprint, creating bright, functional interiors while maintaining a sense of spaciousness.

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



Block / Site Plan

2.00 | Site and Context Analysis

2.01 SITE LOCATION

The application site comprises land to the rear of 28 Sidney Road, Wood Green, N22 8LS, and fronts directly onto Shropshire Road. It occupies a small infill plot between No. 17 Shropshire Road and properties fronting Sidney Road. The site has access to a range of public transport connections, with Wood Green Station (Piccadilly Line) around a 15-minute walk away and frequent bus services along Lordship Lane and Wood Green High Road. The neighbourhood is predominantly residential with nearby shops, schools, and community amenities.

2.02 SURROUNDING CONTEXT

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

2.03 SITE STATUS

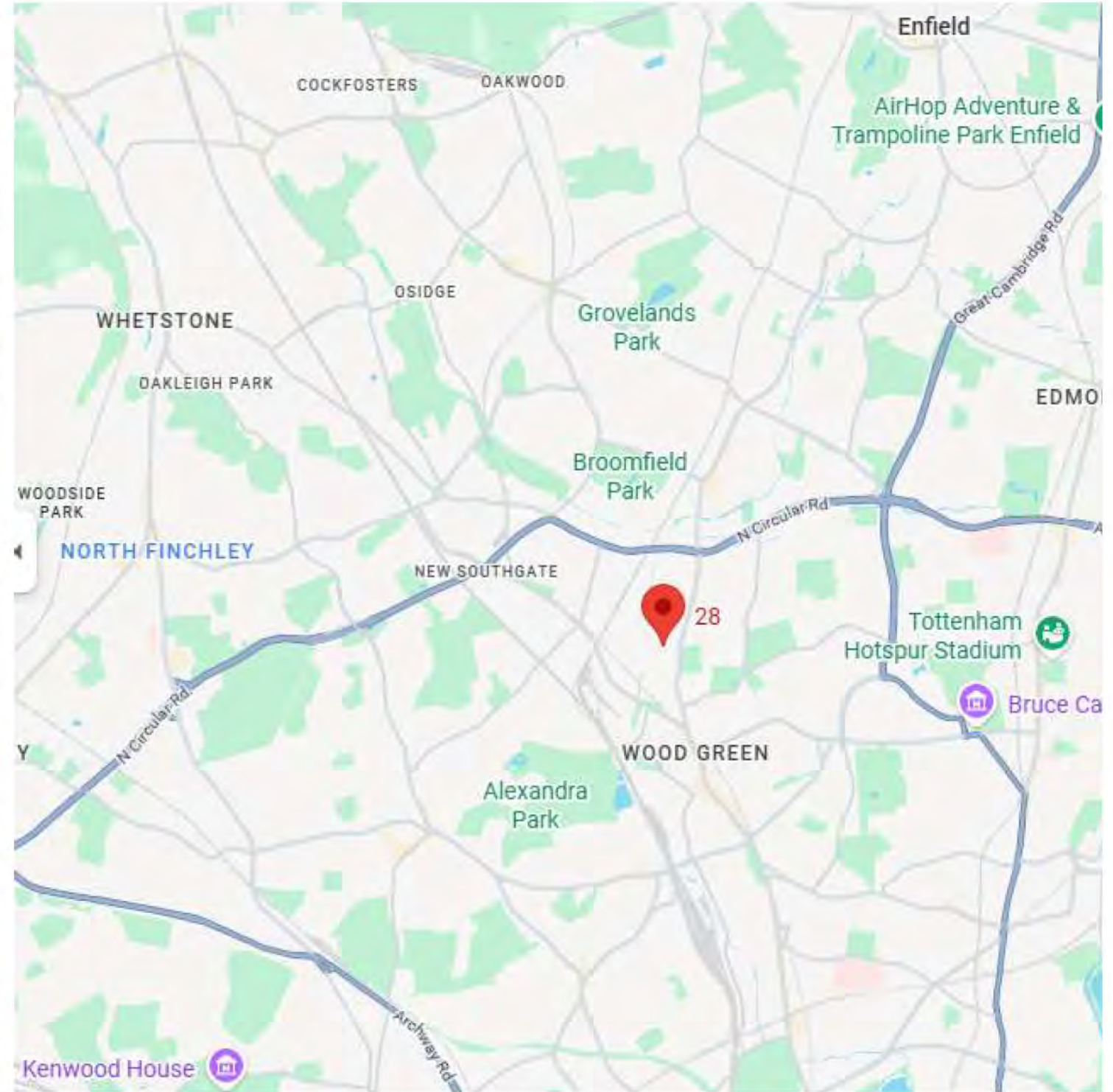
The site comprises three underused single-storey garages positioned behind 28 Sidney Road. The plot's compact and regular shape makes it well suited for a small residential infill scheme, supporting Haringey's objectives to make efficient use of underutilised land where development can be delivered without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

2.04 ORIENTATION

The plot is aligned north/south, with north to the left when standing in front of the garages. Morning sunlight illuminates the eastern boundary, while afternoon light reaches the western side.



Neighbourhood



Location Map

3.00 | Photographs

3.01 EXISTING SITE AND GARAGES



Front View



Aerial View



Street View



Aerial View

3.02 SITE PHOTOGRAPHS



Front View



Front View



Side View



Front View

3.03 NEIGHBOURING PROPERTIES

Examples of the varied residential architecture surrounding the site and within the wider neighbourhood.



12 Shropshire Road



3 Shropshire Road



31 Sidney Road



26 Sidney Road



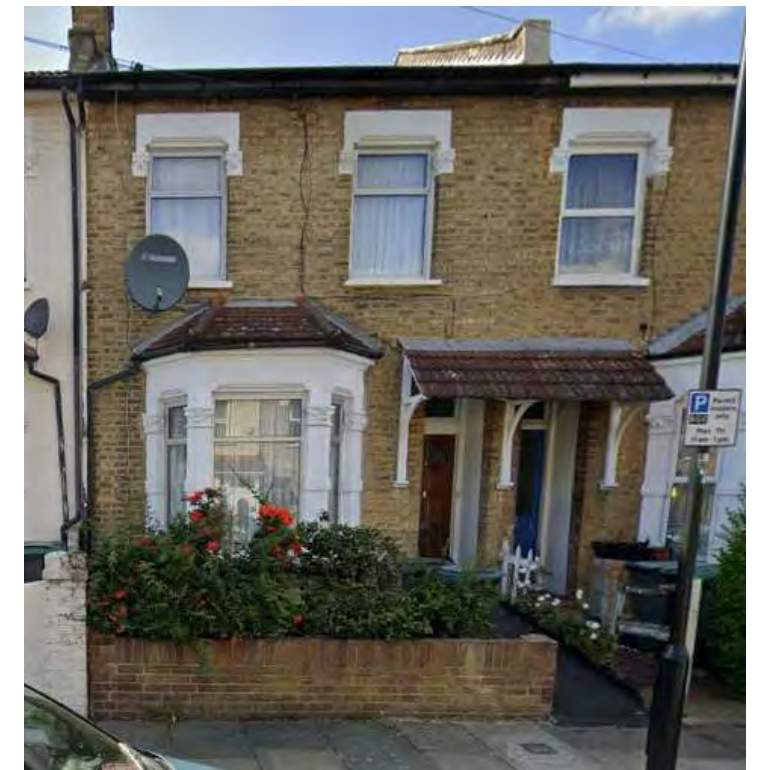
38 Myddleton Road



37 Myddleton Road



2 Sidney Road



4 Shropshire Road

4.00 | Planning History

4.01 CRAWFORD PARTNERSHIP & HARINGEY
SMALL SITE PLANNING HISTORY

Haringey has previously granted planning permission for residential redevelopment of a number of constrained garage and infill sites. The examples below demonstrate that such sites can accommodate contemporary new homes where their scale, design and relationship with neighbouring properties are appropriately resolved. Each proposal is necessarily assessed on its individual planning merits.

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

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

Planning Application Reference:
HGY/2016/2653

Decision:
Approved with conditions



Previous Existing Garages



Approved House

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

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

Planning Application Reference:
HGY/2014/0463

Decision:
Approved with conditions



Previous Existing Garages



Approved House

4.02 CRAWFORD PARTNERSHIP & LONDON
SMALL SITE PLANNING HISTORY

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

Proposal Summary:

Construction of two-storey, two-bedroom, four-person dwelling house following the demolition of double domestic garage; construction of brick front boundary wall; provision of refuse and cycle storage; installation of photovoltaic panels to flat roof.

Address:

Land south of 72 Grange Road, Ealing, London W5 5BX.

Planning Application Reference:

193941FUL

Decision:

Approved with conditions



Previous Existing Garages



Approved House

Proposal Summary:

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

Address:

Land to the rear of 83 Grange Road, Ealing, London W5 3PH.

Planning Application Reference:

231074FUL

Decision:

Approved with conditions



Previous Existing Garages



Approved House

4.03 HARINGEY SMALL SITE PLANNING HISTORY

Across Haringey, several planning applications have been approved for the conversion of garages and small sites to create new homes. Haringey has approved a range of new dwellings on garage and other small infill sites. The examples below illustrate the borough's established ability to accommodate bespoke small-site housing where design quality and neighbouring amenity are satisfactorily addressed. We have included some examples below.

Proposal Summary:

Demolition of existing garage and erection of a single-bedroom two-storey house set back from street edge.

Address:

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

Planning Application Reference:

HGY/2013/1661

Decision:

Approved with Conditions



Previous Existing Garages



Approved House

Proposal Summary:

Demolition of single-storey lock-up garage (B8 use) and erection of detached single-storey dwelling with basement and two bedrooms.

Address:

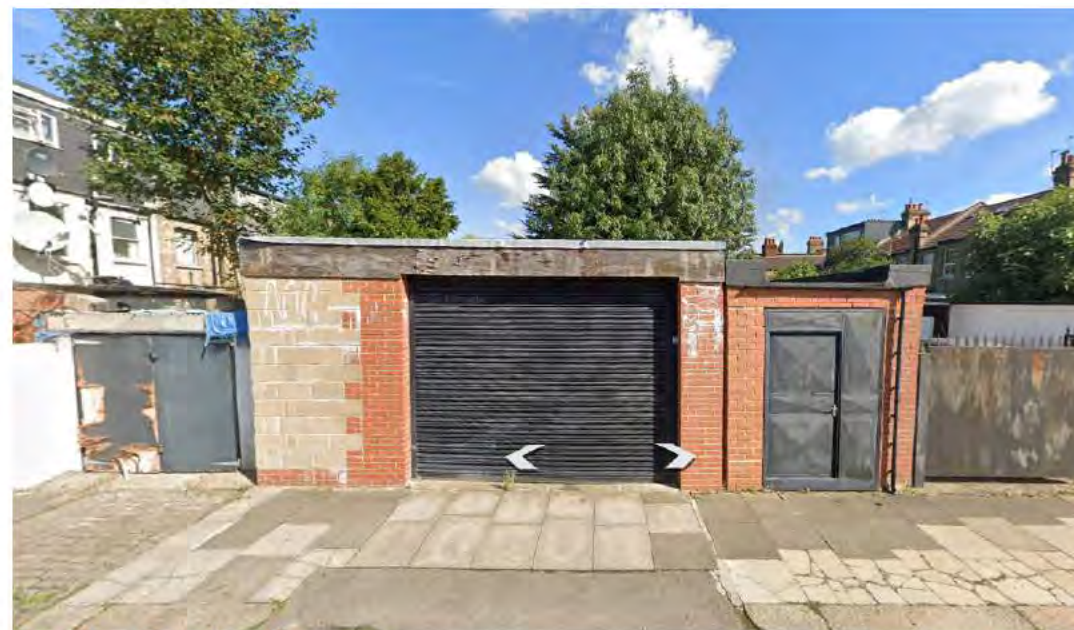
Land at Rear of 88 and 90 Westbury Avenue, London N22 6RT

Planning Application Reference:

HGY/2023/1355

Decision:

Approved with Conditions



Previous Existing Garages



Approved House

4.04 PREVIOUS APPLICATION ASSESSMENT

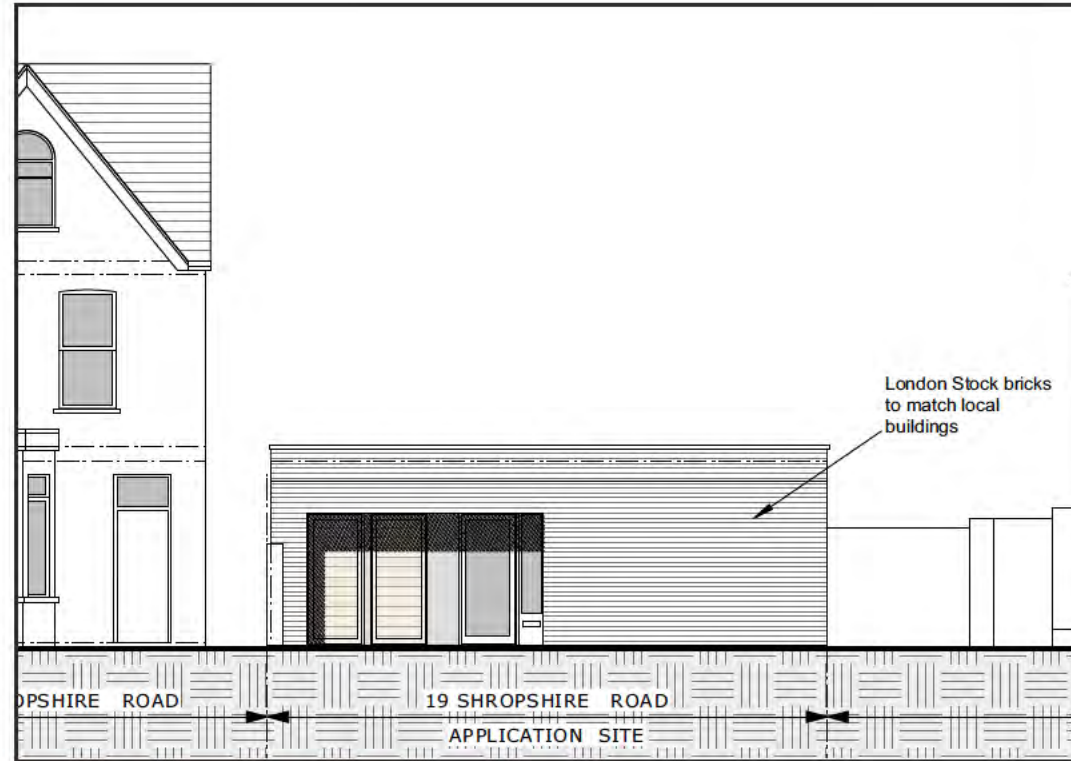
A scheme was previously approved for a single-storey dwelling on the site under HGY/2019/2096.

A subsequent application for a two-storey dwelling on the site, extending into the garden of No. 26 Sidney Road, under HGY/2020/0606 was refused on 16 April 2020 for the following reasons:

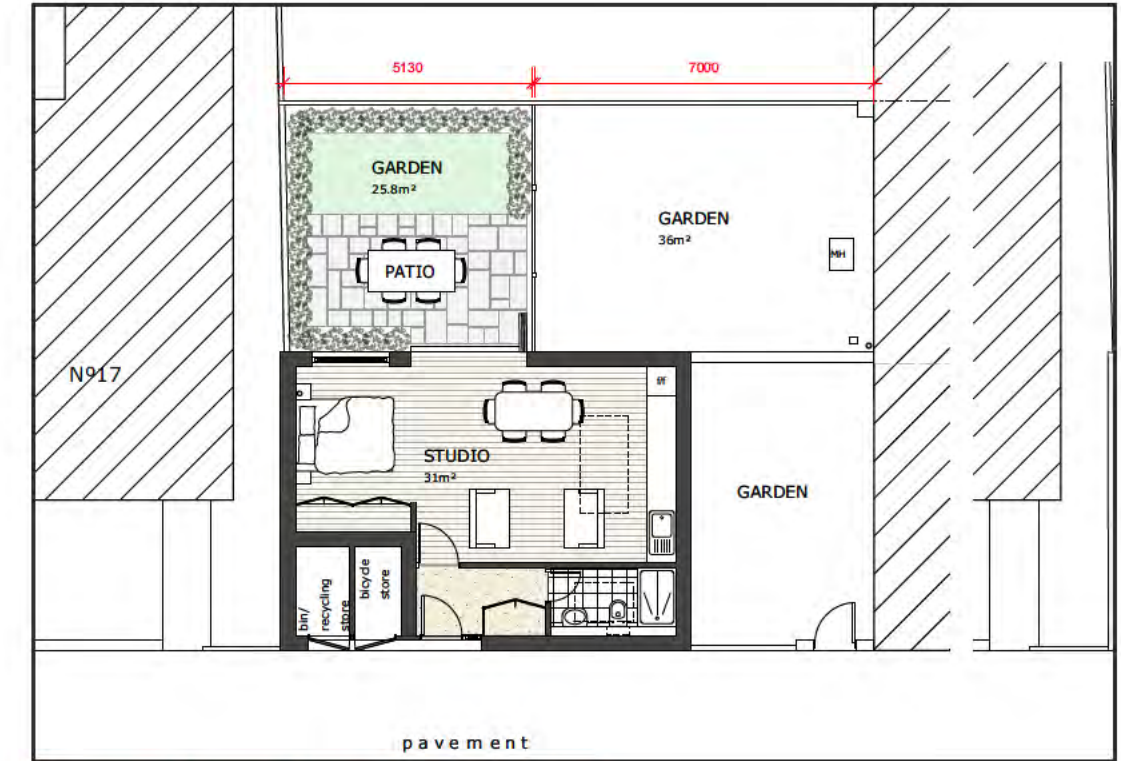
Reasons for refusal:

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

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



Approved Street Elevation HGY/2019/2096



Approved Ground Floor HGY/2019/2096



Refused Street Elevation HGY/2020/0606



Refused Ground Floor HGY/2020/0606

4.05 PRE-APPLICATION

Pre-application advice was obtained from Haringey Council under reference PRE/2025/0358, following a meeting held on 16 December 2025 regarding the redevelopment of the site to provide a new dwelling.

The advice established that the principle of developing a dwelling on the site was considered acceptable in terms of its access and frontage, subject to the detailed consideration of design, appearance and amenity impacts. Particular consideration was given to the scale, height and massing of the proposed dwelling, its relationship with neighbouring properties and the street scene, residential amenity, inclusive access and transport considerations.

The scheme was subsequently developed in response to this advice and submitted under planning application HGY/2026/0607. This was refused.

The present application represents a further material evolution of the scheme following refusal of HGY/2026/0607 and subsequent post-refusal engagement with Haringey.

4.06 HGY/2026/0607 OFFICER ASSESSMENT

Following the refusal of planning application HGY/2026/0607, the Officer Report provided detailed comments on the proposal to redevelop Land to the rear of 28 Sidney Road for a new single dwelling.

Design and appearance

“Despite the proposed excavation and the proposed parapet design, the dwelling takes the appearance of a two storey dwelling... This materially increases the overall bulk and volume of the dwelling...”

“The design would result in a building that appears cramped on the small, constrained site... the overall size, mass and volume of the dwelling dominates the site and neighbouring properties.”

“The design does not successfully present a suitable scale for the site, particularly with the inclusion of tall flank walls...”

“The development is not sensitive to the constraints of this site and its immediate surroundings... the siting, bulk and design... would introduce a building that is unsympathetic to the street scene and neighbouring properties.”

Neighbouring amenity

“The two storey dwelling would have an overbearing effect on adjoining properties, particularly on nos. 26 and 28 Sidney Road... The height and length of the rear flank wall would have an enclosing effect on the windows and garden of no. 26.”

“The minor southern setback of the first floor element does not provide acceptable relief from the visual bulk and volume of the proposed development... The size and scale of the proposed dwelling would thus also have an enclosing and overbearing effect... [on] no. 28.”

“The overall size and mass of the proposed dwelling would also have an adverse impact on the daylight and sunlight access to the adjoining properties at nos. 26 and 28 Sidney Road. In particular, there would be an overshadowing impact on the rear garden of no. 26 during the afternoon hours.”

Quality of accommodation

“The proposed building would encompass most of the plot with no provision for outdoor amenity space... This would not be considered meaningful access to outdoor amenity space.”

Inclusive access

“The proposed dwelling... includes steps down from the entrance into the living areas, due to the excavated design... [and] would not provide step free entry into the ground floor areas.”



Pre-App Design



Previous Design (HGY/2026/0607)



Proposed Design

4.07 HGY/2026/0607 DESIGN RESPONSE TO OFFICER ASSESSMENT

Following the refusal of planning application HGY/2026/0607, the Officer Report provided detailed comments on the proposal to redevelop Land to the rear of 28 Sidney Road for a new single dwelling.

Officer Comment
Design Response

Design and appearance

“Despite the proposed excavation and the proposed parapet design, the dwelling takes the appearance of a two storey dwelling... This materially increases the overall bulk and volume of the dwelling...”
(The revised proposal lowers the principal ground-floor level by a further 200 mm to -0.70 m, with the first-floor and roof levels also reduced by 200 mm to +2.00 m and +4.70 m respectively. The previously proposed high parapet has also been reduced by approximately 200 mm, materially reducing the apparent height and bulk of the dwelling.)

“The design would result in a building that appears cramped on the small, constrained site... the overall size, mass and volume of the dwelling dominates the site and neighbouring properties.”
(The first-floor element has been substantially reduced in footprint, including an approximately 840 mm reduction/setback to the curved eastern end and approximately 1,000 mm reduction at the opposing side, replacing previously built-up areas with flat/green roof and creating greater separation from the site boundaries.)

“The design does not successfully present a suitable scale for the site, particularly with the inclusion of tall flank walls...”
(The additional excavation and corresponding reduction in building levels reduce the height of the ground-floor form, including the parapet, so that it reads as a typical single-storey element of approximately 2.7 m in height. The first-floor accommodation has also been reduced from two bedrooms to a single bedroom of 19.5 sq m, enabling a substantially smaller upper-storey footprint with areas of green and flat roof surrounding it.)

“The development is not sensitive to the constraints of this site and its immediate surroundings... the siting, bulk and design... would introduce a building that is unsympathetic to the

street scene and neighbouring properties.”
(Collectively, the additional 200 mm excavation, 200 mm reduction in first-floor and roof levels, the approximately 200 mm reduction in parapet height and substantial reduction of the first-floor footprint result in a materially smaller building envelope, directly addressing the previously identified concerns regarding the scale, bulk and dominance of the dwelling.)

Neighbouring amenity

“The two storey dwelling would have an overbearing effect on adjoining properties, particularly on nos. 26 and 28 Sidney Road... The height and length of the rear flank wall would have an enclosing effect on the windows and garden of no. 26.”
(The upper-storey footprint has been substantially reduced. Together with the additional 200 mm excavation and corresponding 200 mm reduction in first-floor and roof levels, this significantly reduces the height and extent of built form experienced from Nos. 26 and 28 Sidney Road.)

“The minor southern setback of the first floor element does not provide acceptable relief from the visual bulk and volume of the proposed development... The size and scale of the proposed dwelling would thus also have an enclosing and overbearing effect... [on] no. 28.”
(The first-floor element has been substantially pulled back, including an approximately 840 mm reduction to the curved end and approximately 1,000 mm reduction at the opposing side. This provides substantially greater relief around the upper-storey and reduces its enclosing and overbearing relationship with No. 28.)

“The overall size and mass of the proposed dwelling would also have an adverse impact on the daylight and sunlight access to the adjoining properties at nos. 26 and 28 Sidney Road. In particular, there would be an overshadowing impact on the rear garden of no. 26 during the afternoon hours.”
(The reduced building height and substantially smaller upper-storey footprint improve daylight and sunlight access to the adjoining properties. The submitted 25-degree test demonstrates that the revised development sits below the 25-degree line taken from the neighbouring window at No. 28 Sidney Road.)

Quality of accommodation

“The proposed building would encompass most of the plot with no provision for outdoor amenity space... This would not be considered meaningful access to outdoor amenity space.”
(The revised proposal now provides a dedicated first-floor terrace, providing the dwelling with meaningful and usable 1.5 sq m of private outdoor amenity space. This is provided in addition to the Juliet balcony serving the bedroom.)

Inclusive access

“The proposed dwelling... includes steps down from the entrance into the living areas, due to the excavated design... [and] would not provide step free entry into the ground floor areas.”
(Due to the exceptional constraints of this small infill site, the principal ground-floor accommodation has been lowered to minimise the height, bulk and impact of the dwelling upon neighbouring properties. Having regard to the exceptional physical constraints of this small infill site and the national Planning Practice Guidance concerning circumstances in which step-free access is not viable, the applicant requests that the Council consider whether application of the optional M4(2) requirement is appropriate in this particular instance.)

Post-Refusal Informal Review

Following refusal of HGY/2026/0607, the revised scheme was submitted to Haringey Council for further informal review. In correspondence dated 27 July 2026, Matthew Gunning, Development Management Team Manager, confirmed that officers were generally satisfied with the reduction in bulk and massing and were willing to accept the changes made. The remaining matter identified for further assessment was daylight, sunlight and overshadowing, particularly in relation to the neighbouring garden. Subject to satisfactory consideration of this matter, officers advised proceeding with the submission of a new application. The present application retains the revised massing reviewed by officers and is accompanied by further daylight, sunlight and overshadowing assessment. The correspondence is reproduced at Appendix B.

Previous Design (HGY/2026/0607)



5.00 | Proposal

5.01 PROPOSAL

The proposal seeks to replace the existing three underused garages with a new two-storey residential dwelling, providing approximately 58 sq m of high-quality internal accommodation.

The dwelling is designed to accommodate up to two occupants and will comprise one bedroom, an en-suite shower room and a ground-floor WC. Appropriate refuse and cycle storage will be provided in accordance with current policy standards.

The design has been carefully developed to minimise impacts on neighbouring properties. Internally, minimum floor-to-ceiling heights of 2.5 metres are maintained to ensure good-quality living spaces without increasing the overall building height. In addition, the proposal includes a lowering of the principal ground-floor level by approximately 700 mm relative to the street/reference datum, which helps to reduce the perceived height and bulk of the building, minimise potential impacts upon daylight and sunlight to neighbouring properties, and ensure the development sits comfortably within its context.

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

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



Proposed Main Façade

5.02 ARCHITECTURAL APPROACH

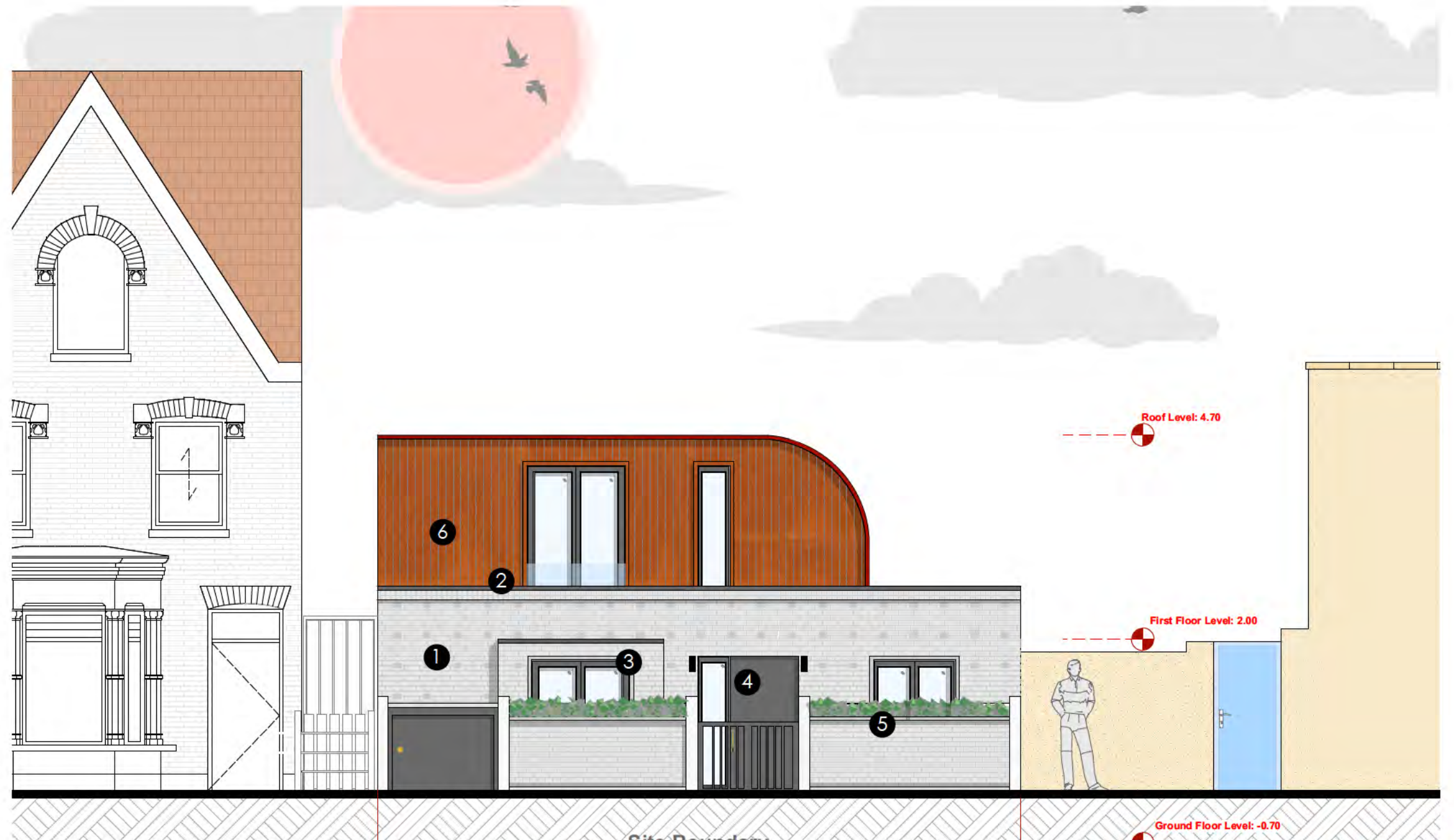
The proposed dwelling takes inspiration from a contemporary design approach, combining familiar and modern materials to create a refined yet contextually sensitive appearance. The ground floor is finished in painted white brick, reflecting local character, while the first floor introduces a contrasting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

The dwelling is two storeys but has been deliberately composed as a low, subordinate form, with its reduced upper level set well below the principal roof forms of surrounding houses, to reduce visual impact. A creative material palette, including corten weathering steel, painted white brick, and black aluminium windows with aluminium roof cappings, balances a modern aesthetic with traditional context. The design maximises internal space, safeguards neighbour amenity, and reinforces familiar local materials and architectural features.

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

5.03 MATERIALITY

- 1) Brick painted white
- 2) Black aluminium capping
- 3) Anthracite grey powder-coated aluminium window frames – RAL 7016
- 4) Aluminium doors
- 5) Green boundary bushes
- 6) Corten weathering steel, naturally weathered to a warm rust/orange patina



Proposed Main Elevation



5.04 ACCOMMODATION SCHEDULE AND INTERNAL SPACE STANDARDS

Development Summary:

Site Area: 52.6 sq m
Gross Internal Area: 58.0 sq m
External Ground Area: 7.00 sq m
Private Amenity: 1.50 sq m

Bed/Persons: 1b2p

Internal Floor Area Schedule:

Ground Floor: 38.5 sq m

Kitchen/Living/Dining Area 25.0 sq m
WC 1.20 sq m
Work Study 7.60 sq m
Circulation: 3.70 sq m

First Floor: 19.5 sq m

Bedroom 11.9 sq m
En-suite 2.60 sq m
Private Amenity 1.50 sq m
Circulation 4.20 sq m

5.05 PRIVATE AMENITY SPACE

The proposal provides 1.5 sq m of private amenity space, below the 5 sq m minimum requirement for a one-bedroom, two-person dwelling under London Plan Policy D6 and the Housing Design Standards LPG. The Housing Design Standards LPG recognises that, in very exceptional circumstances, site conditions may make it impossible to provide the full private outside space requirement and that appropriate justification should be provided. In this instance, flexibility is sought in recognition of the particular physical constraints of this small infill site and having regard to the overall quality of accommodation provided. The amenity space shortfall should therefore be considered in the context of the scheme as a whole.

In accordance with Nationally Described Space Standards (NDSS), London Plan Policy and local recommendations:

	Proposal	Minimum Standards	Policy & Notes	Compliance
Gross Internal Area:	Area: 58.0 sq m	58 sq m	Meets the Nationally Described Space Standard (NDSS) and London Plan Policy D6 minimum Gross Internal Area of 58 sq m for a two-storey, one-bedroom, two-person dwelling.	✓
Kitchen/Living/Dining area:	Area: 25.0 sq m	23 sq m	Meets the London Housing Design Standards Guidance recommended minimum combined living, dining and kitchen area of 23 sq m for a one-bedroom, two-person dwelling shown in Section C2.5.	✓
Private amenity:	Area: 1.5 sq m	5 sq m	The proposal provides 1.5 sq m of private amenity space, below the 5 sq m minimum requirement for a one-bedroom, two-person dwelling under London Plan Policy D6 shown in Part F(9). Flexibility against this requirement is sought in recognition of the physical constraints of this small infill site and the overall quality of accommodation provided. The shortfall is addressed further in Section 5.5.	✗
Bedrooms:	Bedroom (Double): Area: 11.9 sq m Width: 2.8 m	11.5 sq m 2.75 m	Meets the Nationally Described Space Standards (NDSS) (March 2015) minimum area and width requirements. This is set out in Paragraph 10(d) and (e).	✓
Storage provisions:	Area: 1.8 sq m	1.5 sq m	Meets the Nationally Described Space Standards (NDSS) minimum built-in storage provision. This is set out in Table 1 of the Technical Housing Standards (March 2015).	✓
Floor-to-ceiling height:	Height: 94% at or over 2.5 m	75% at min. 2.5 m	Meets the London Plan Policy D6 (Table 3.2, Part B(8)) requirement for a minimum floor-to-ceiling height of 2.5 metres across at least 75% of the Gross Internal Area (GIA), exceeding the Nationally Described Space Standards (NDSS) minimum requirement of 2.3 metres across the same proportion of the dwelling (Technical Housing Standards (March 2015), Paragraph 10(i)).	✓

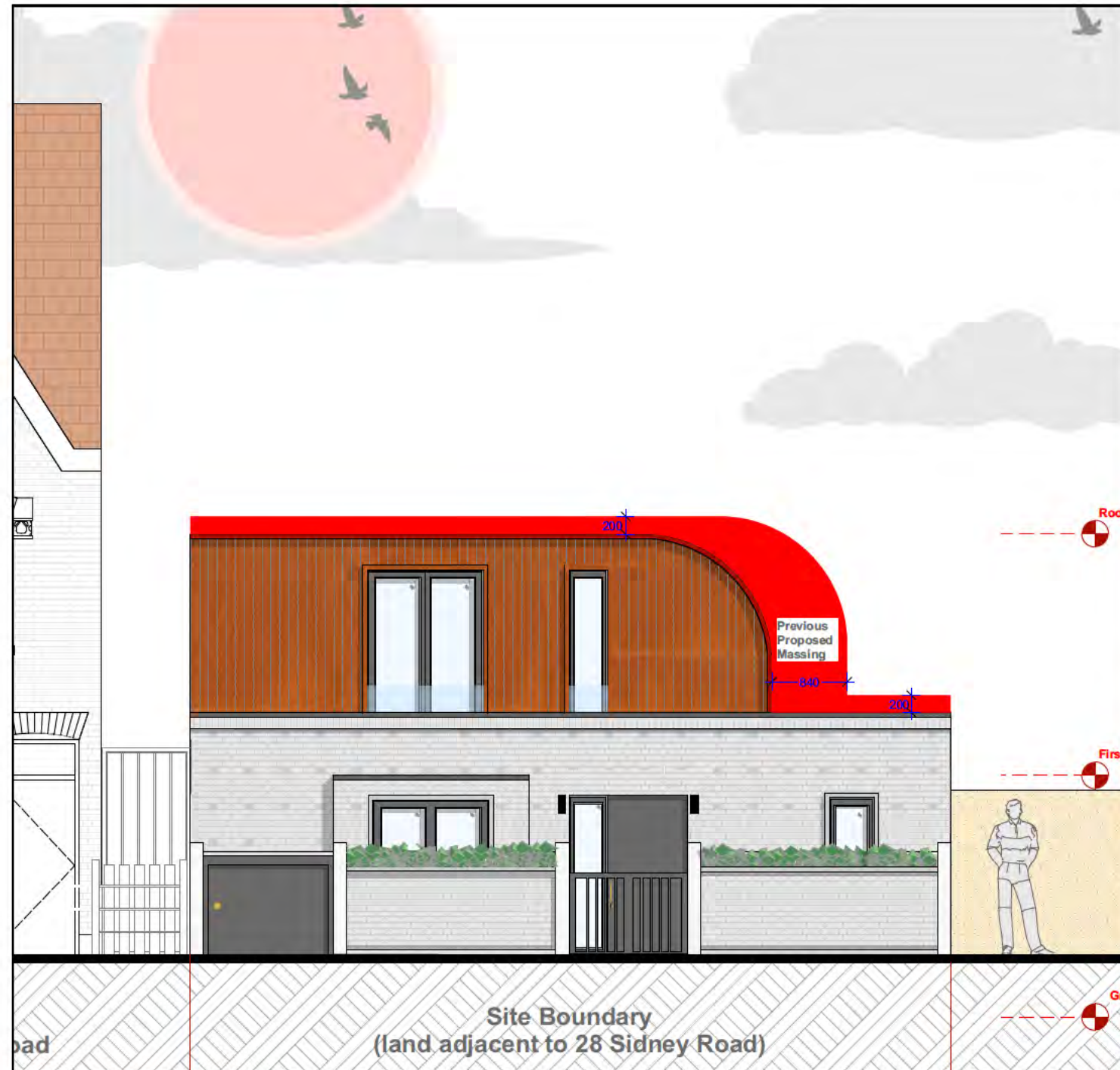
5.06 REDUCTION IN MASSING

The revised proposal has been substantially reduced in scale and massing in direct response to the concerns raised under the previous application. The first-floor element has been reduced in both height and extent, creating a more recessive and subordinate upper form and providing greater separation from the adjoining properties.

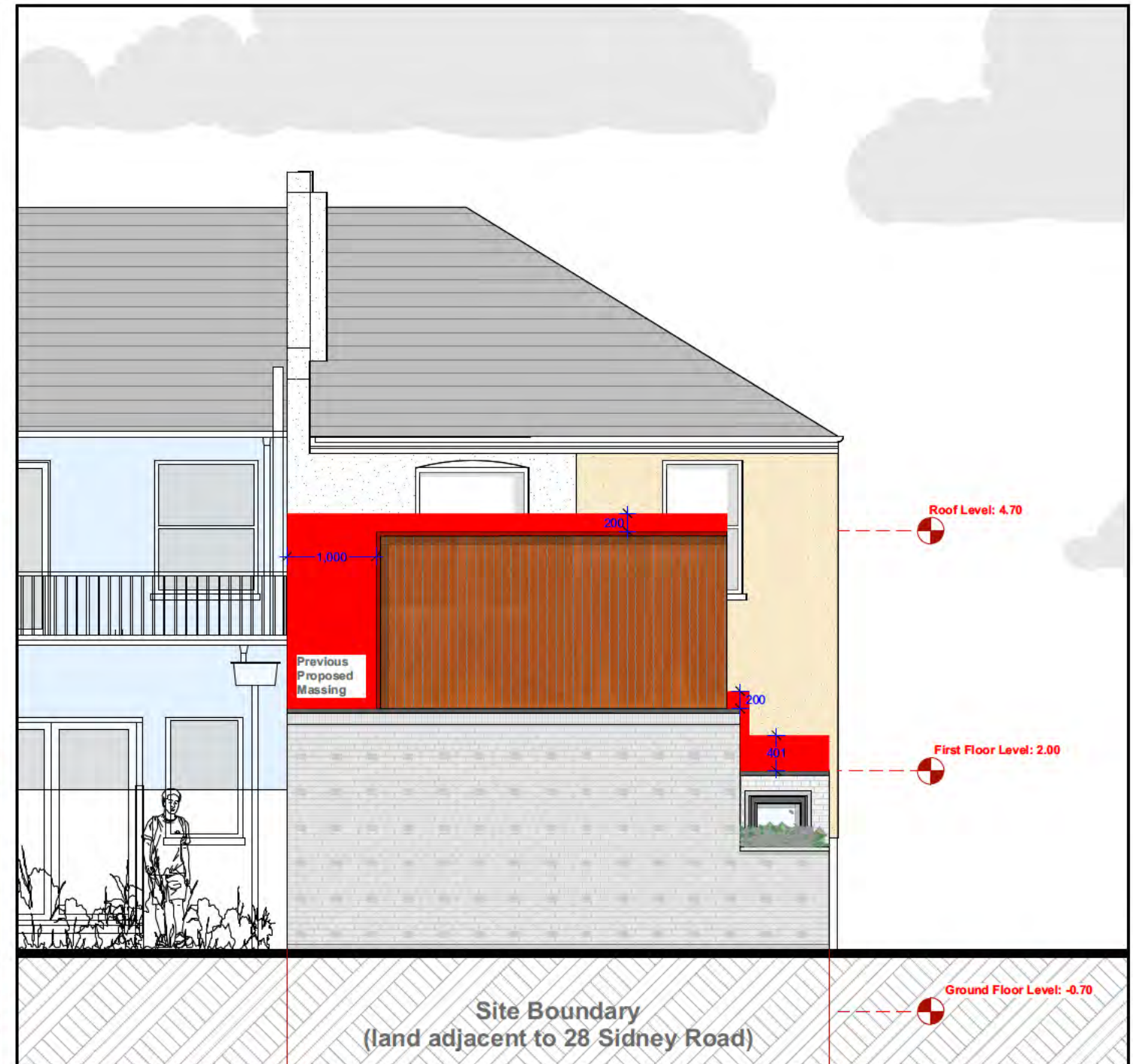
At the front, the curved first-floor element has been pulled back by approximately 840 mm from the boundary with No. 28 Sidney Road, while the overall building height and first-floor level have each been reduced by approximately 200 mm.

When viewed from the side, the first-floor element has also been set back by approximately 1,000 mm, with a further reduction of approximately 400 mm to the opposing edge. The previously proposed high parapet has also been reduced by approximately 200 mm, further diminishing the extent of built form experienced from neighbouring properties.

Collectively, these changes result in a materially smaller and more recessive building envelope, reducing the perceived bulk of the dwelling and providing a more sympathetic relationship with Nos. 26 and 28 Sidney Road and 17 Shropshire Road. The revised massing therefore responds directly to the previous concerns regarding enclosure, visual dominance and the constrained nature of the site.



Proposed Front Elevation

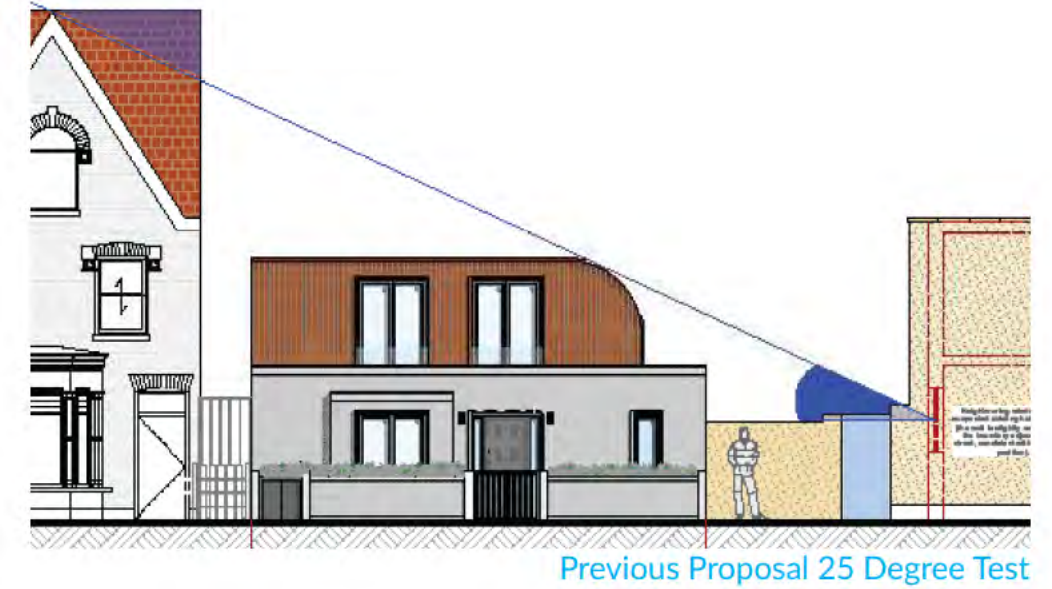
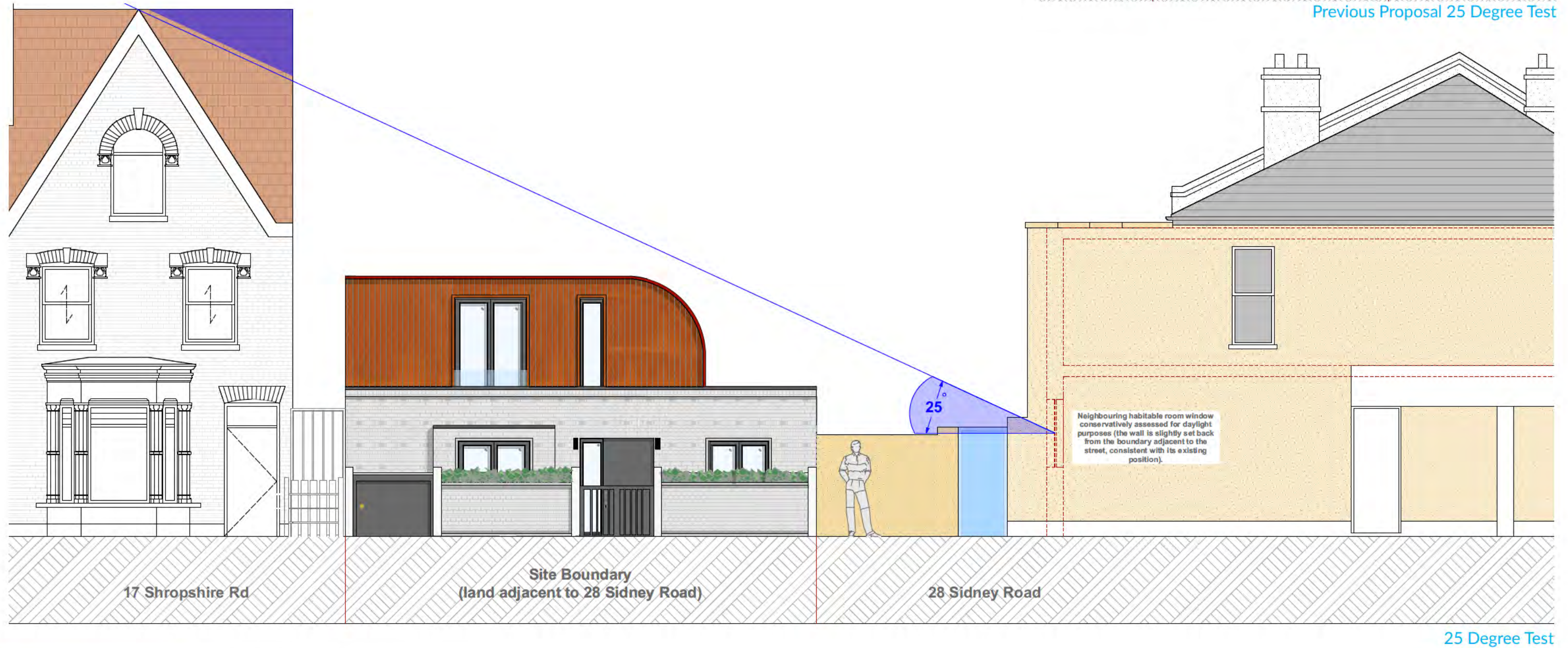


Proposed North Elevation

5.07 DAYLIGHT, SUNLIGHT AND OVERSHADOWING

The revised proposal has been assessed in relation to daylight, sunlight and overshadowing effects on neighbouring properties. The accompanying 25-degree assessment demonstrates the improved relationship with the relevant neighbouring window at No. 28 Sidney Road. In addition, the accompanying independent Daylight and Sunlight Assessment considers the effect of the development on the neighbouring garden, including the existing and proposed overshadowing conditions.

Further details of the daylight and sunlight effects are provided within the accompanying independent Daylight and Sunlight Assessment.



5.08 ENTRANCE & INCLUSIVE ACCESS

The proposal seeks to achieve the highest practicable standards of inclusive design, having regard to the significant physical constraints of this small infill site. The principal ground-floor accommodation has been deliberately lowered to reduce the overall height, bulk and massing of the dwelling and its impact upon neighbouring properties, directly responding to the concerns identified in the previous application.

The resulting level change between the entrance and principal ground-floor accommodation means that continuous step-free access cannot be achieved. Providing an M4(2)-compliant step-free route would require a material alteration to the internal levels and building form, compromising the reduced massing and improved relationship with neighbouring properties achieved through the revised design.

Given the restricted dimensions of the site, there is insufficient space to accommodate a compliant ramp and associated landings without materially compromising the internal layout and minimum residential space requirements. In accordance with national Planning Practice Guidance, which recognises circumstances where the optional M4(2) requirement may not be appropriate where site-specific conditions mean step-free access is not viable, site-specific flexibility in the application of M4(2) is therefore sought.

Notwithstanding this constraint, the proposal will seek to achieve all other reasonably practicable inclusive design measures and the applicable requirements of Part M of the Building Regulations, ensuring the highest practicable level of accessibility within the physical constraints of the site.



5.09 REFUSE AND CYCLE STORAGE



Refuse and Bike Storage (Ground Floor)

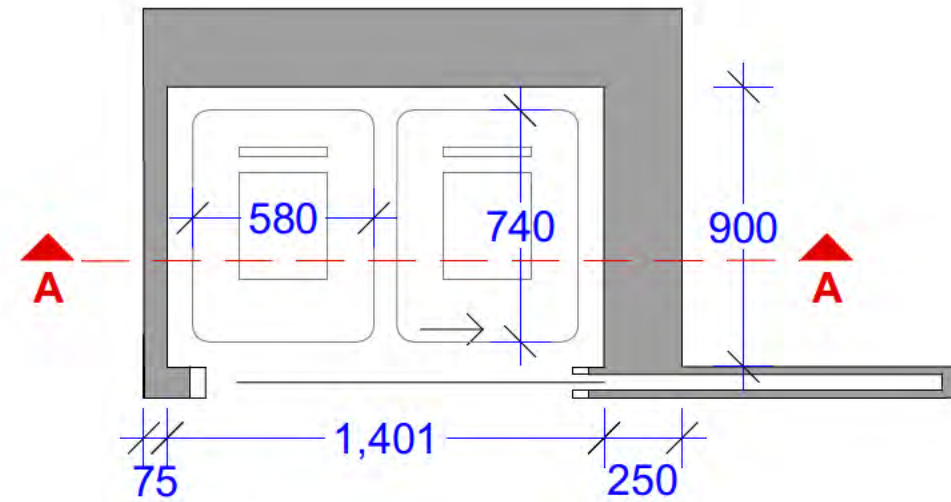
Refuse Storage (x2 Bins)

Bike Storage (x2 Bikes)

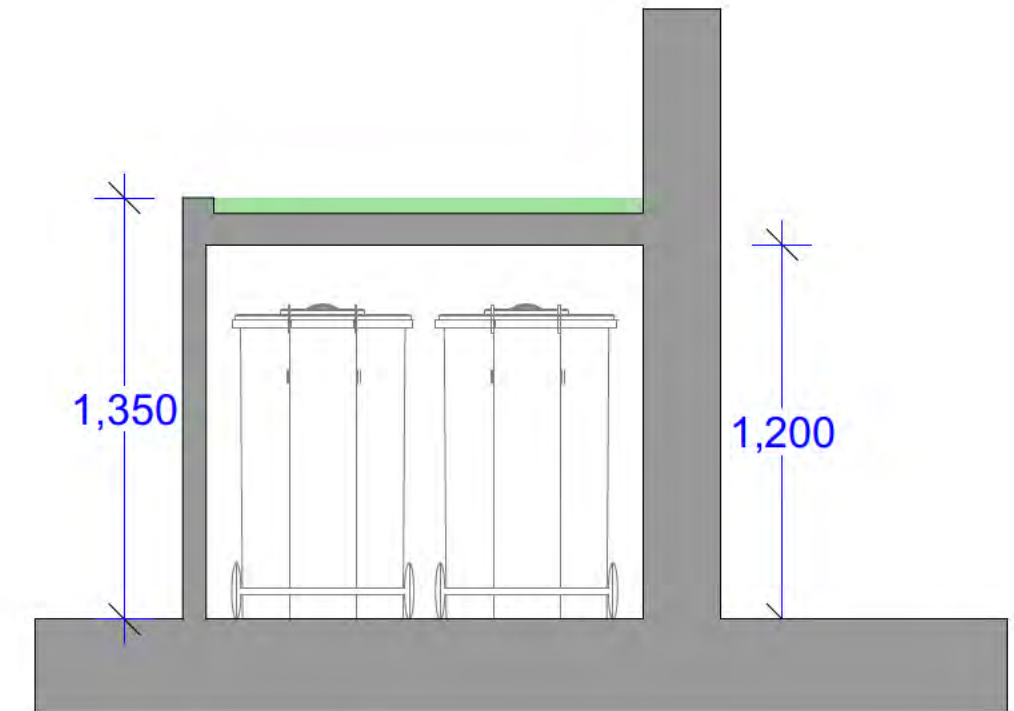
5.09 REFUSE AND CYCLE STORAGE

The proposed refuse storage has been designed in accordance with the requirements of the London Borough of Haringey and relevant Building Regulations. The scheme provides capacity for 2 × 240-litre bins, comprising one general waste and one dry mixed recycling container. Each bin measures approximately 580 mm (W) × 740 mm (D) × 1.10 m (H).

The refuse storage is conveniently located to the front of the property, adjacent to the street, ensuring ease of access for both residents and collection operatives. The storage area has been appropriately sized to accommodate the bins, allowing sufficient space for manoeuvrability, lid opening, and efficient collection. This arrangement ensures that waste can be stored and collected effectively, fully complying with local policy and functional requirements.



Floor Plan



Section A

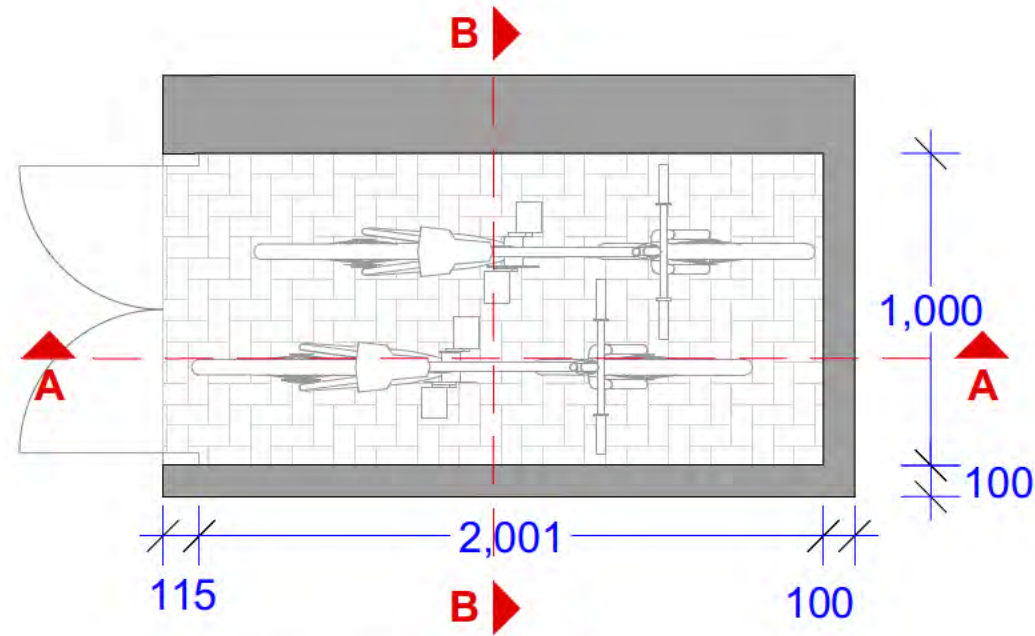
5.09 REFUSE AND CYCLE STORAGE

In accordance with London Cycling Design Standards Chapter 8 (Cycle Parking), Section 8.5.3, the proposed residential cycle storage has been carefully designed to accord with the required usability, accessibility, and quality standards.

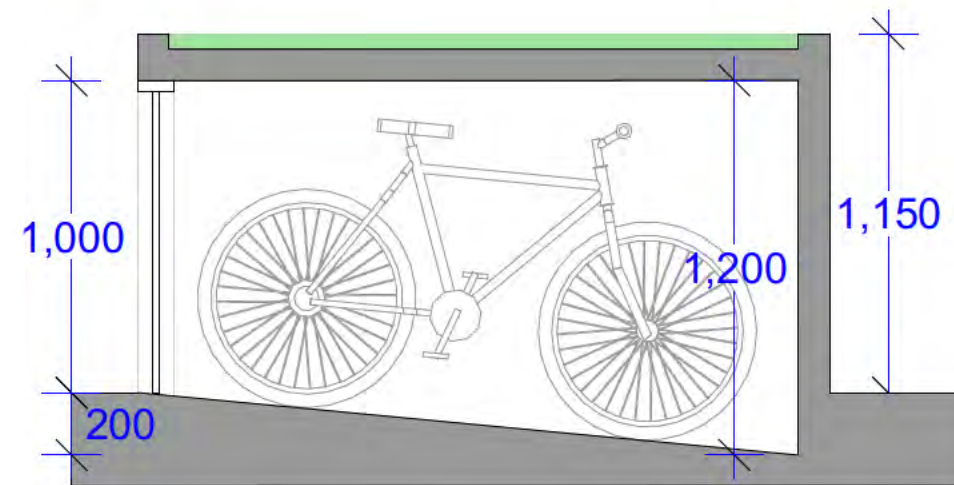
The cycle store is secure and will be accessible only to residents, ensuring safe and controlled use. It is conveniently located adjacent to the building entrance, providing direct and legible access. The design avoids steps and narrow doorways, and incorporates a gentle internal slope, which allows the structure to sit lower relative to the street, reducing its visual impact when viewed from the public realm.

The proposed cycle store measures 1.0 m × 2.0 m, providing sufficient space for the secure and convenient storage of two bicycles. The fully covered storage incorporates a green roof, enhancing both environmental performance and integration within the streetscape. While widening the storage further was considered, this would reduce the internal floor area of the dwelling below the minimum space standard. The proposed design remains fully functional and practical, while providing safe, convenient storage for two bicycles without compromising the dwelling's layout or compliance.

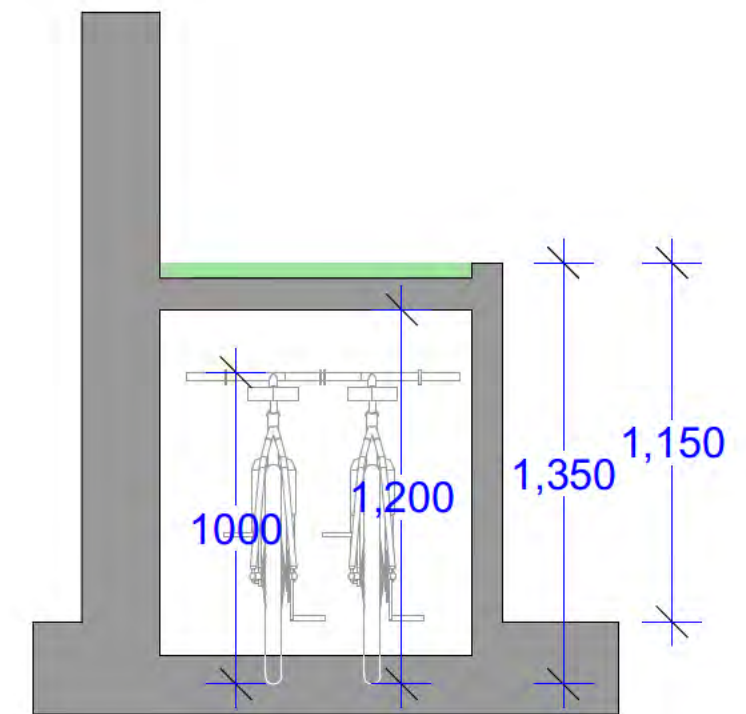
The proposed development is car-free, with no on-site parking provision. The site has a Public Transport Accessibility Level (PTAL) of 3.



Floor Plan



Section A



Section B

6.00 | Access and Sustainability

6.01 ACCESS & MOVEMENT

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

6.02 SUSTAINABILITY STRATEGY

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

The scheme will incorporate:

- **High levels of insulation**

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

- **Triple-glazed aluminium windows**

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

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

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

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

- **A green roof system**

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

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

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



Sustainable Travel



Refuse Storage



PV panels



Triple-Glazed Windows



Structural Insulated Panels



Permeable paving



Green Roof



ASHP

7.00 | Relevant Planning Policy

7.01 PRINCIPAL PLANNING CONSIDERATIONS

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

The principal planning considerations are:

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

Each of these issues is considered below having regard to development planning policy and the foregoing analysis of the design of the proposal.

- 1. The need for the form of accommodation proposed.**
The provision of a single dwelling would be appropriate in this location given the high proportion of larger residential units in the vicinity, which limits the availability of smaller homes. It will help improve the mix of local housing in accordance with London Plan Policy H10.
- 2. The quality of the living accommodation**
The proposal delivers high-quality living accommodation with an efficient and well-planned layout. It aligns with the relevant design principles of the London Plan and the Nationally Described Space Standard, ensuring a practical and comfortable home.

The internal floor area meets the Nationally Described Space Standard, providing approximately 58 sq m GIA for a two-storey, one-bedroom, two-person dwelling, thereby providing adequate internal space and a functional residential layout.
- 3. The impact of the development on the character and appearance of the area.**
LP Policies D1 and D3 offer London-wide guidance on design and architecture. The thrust of these policies is that new development should respect neighbourhood character and where possible, improve it. The development is compatible with the surrounding area while remaining appropriately subordinate in scale, materiality and appearance. The design is in line with the Urban Design Framework in Haringey.
- 4. The impact of the development on the amenity of neighbouring properties.**
To protect residential amenity, the design limits building height, sets the structure back from neighbouring properties, and avoids windows that could overlook adjoining homes.

- 5. Whether the proposal represents a sustainable development in all other respects.**
The project provides an opportunity to deliver a new, sustainable home in a suitable location. The design will focus on improving the building’s performance through a ‘fabric first’ approach, using high-quality insulation throughout. It will also implement energy-efficient technologies such as a heat pump, mechanical ventilation with heat recovery (MVHR), and the installation of solar PV panels to enhance the home’s overall efficiency.

7.02 SMALL SITES POLICY

London Plan Policy H2 identifies increasing the contribution of small sites to housing supply as a strategic priority and supports well-designed new homes on sites below 0.25 hectares. The proposal responds directly to this objective by delivering a sensitively designed infill dwelling on an underutilised garage plot, of a scale appropriate to its context and contributing positively to Haringey’s small-site housing supply.

7.03 OTHER PLANNING POLICY OVERVIEW

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

NPPF
Encourages development on small sites, supports boosting housing supply, and promotes high-quality design.

Haringey Local Plan
Relevant policies include DM1, DM2, DM7, DM10 and SP2

Housing Design Standards LPG 2023
Sets standards for internal space, private amenity, and privacy.

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

This development contributes towards Haringey’s housing needs through the delivery of an additional home on a small, previously developed site. It supports urban regeneration and makes a positive contribution to the borough’s housing objectives.

7.04 POLICY ASSESSMENT CONCLUSION

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

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

Policy H2 Small Sites

8.00 | Conclusion

8.01 OPPORTUNITY

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

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

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

- Returning a disused site to productive and meaningful use
- Providing a much-needed one-bedroom home within an established residential area
- Enhancing the character and fine urban grain of Sidney Road
- Demonstrating how a carefully designed infill dwelling can make effective use of an underused garage site, supporting Haringey's housing targets and demonstrating best practice in small-site urban design

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

8.02 FINAL OVERVIEW

The proposal has been materially revised following the refusal of HGY/2026/0607 and subsequent engagement with Haringey Council. The revised scheme provides a carefully considered response to the concerns raised by officers, while recognising and responding to the constraints of the site. The revised massing, façade articulation, and material palette have been refined to reduce the impact on neighbouring properties while positively contributing to the surrounding context.

The scheme delivers a well-proportioned, high-quality one-bedroom home that responds positively to the relevant planning policy framework, supporting the borough's objectives for sustainable growth and climate-resilient development.

We welcome the opportunity to continue working collaboratively with Haringey's Planning Department to progress this application and bring forward a high-quality new home on this previously developed garage site.



Proposed Front Façade - Night View

APPENDIX A - PRECEDENTS

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

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

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



APPENDIX B - PLANNER CORRESPONDENCE

Correspondence from Haringey Council providing informal feedback on the revised scheme following refusal of HGY/2026/0607.

From: Matthew Gunning [REDACTED]
Sent: 27 July 2026 11:24
To: Alan Crawford
Cc: Alejandro Masson; Planning Support; Anthony Grant Schuck; Eunice Huang
Subject: RE: HGY/2026/0607 – Land to the rear of 28 Sidney Road – Revised Design Following Recent Discussion

Hi Alan,

Having reviewed the revised scheme we are generally satisfied with the reduction in bulk and massing and would be willing to accept the changes made. The removal of the high rear parapet is also noted and welcomed.

We would, however, want to see some daylight/sunlight and overshadowing analysis, which could be included within the Design and Access Statement, to understand the impact on the neighbouring garden, specifically so as to be satisfied that the extent of overshadowing to this garden is not significant relative to what is currently enjoyed, particularly given that the garden is north-facing and enclosed by a wall to the rear of the garden.

Subject to this, we would advise proceeding with the submission of a new application.

Regards

Matthew Gunning - MRTPI
Team Manager - Development Management

Mobile: 079 8031 6875
E-mail: [REDACTED]
Alexandra House, Level 5, 10 Station Road, London N22 7TR
www.haringey.gov.uk



Please note the above opinion represents informal officer observation only, offered without prejudice to all future formal Council decisions and accompanying procedures

From: Alan Crawford [REDACTED]
Sent: 27 July 2026 10:35
To: Matthew Gunning [REDACTED]
Cc: Alejandro Masson [REDACTED]; Planning Support [REDACTED]; Anthony Grant Schuck [REDACTED]
Subject: RE: HGY/2026/0607 – Land to the rear of 28 Sidney Road – Revised Design Following Recent Discussion



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