

- 1882-DT01-00-P1 Proposed Refuse and Recycling Store & Secure Cycle Enclosure Details

Energy Report

Suds Report

Daylight and Sunlight Report

1.0 BACKGROUND AND THE PROPOSAL

1.1 The proposals have been subject to a detailed site visit and several design reviews with the clients design group. A pre-application process was also entered into with the pre-application meeting taking place on the 17th January 2023. On the 7th March 2023 the council released their formal response to the proposals which illustrated two options. The Council's concluded as follows *"In summary, officers are likely to support the proposal, it consists of a largely well thought out design, with materials that are complimentary. Please note the comments above and those discussed at the meeting regarding design"*.

1.2 The application site has been extended by 1 metre into the gardens of 104 and 106 Downhills Park Road to allow for a more spacious site. This basically incorporates the tree within No.106 within the application site. The proposals are to demolish the existing structures and to erect a 2 storey detached house with 2 bedrooms at first floor, with a garden and amenity space to the side and rear of the new house. The scheme is car free and this will allow for the introduction of a front garden.

2.0 THE SITE AND SURROUNDINGS

2.1 The application site is to the rear of 104 and 106 Downhills Park Road. The site currently consists of a garage and outbuilding to the rear of 106 Downhills Park Road and to the rear garden of 104 Downhills Park Road.

2.2 The site was bounded to the north by a narrow access path but this appears to have been subsumed within the site and adjoining site. Further to the north is the neighbouring property at 194 Higham Road which has been extended with a rear extension and roof extension. To the east the site is bounded by the rear garden of 102 Downhills Park Road.

2.3 The area is characterised by family housing. Predominantly two storey houses with pitched roofs. Figure 1 shows an aerial photograph of the site as can be viewed, the existing site has been fenced separating the existing site from the properties in Downhills Park Road. The application site encroaches 1 further metre into the rear garden of 104 and 106 Downhills Park Road.

2.4 The aerial image also clearly shows the substantial number of extensions to the properties from rear extensions and Class E outbuilding developments within the rear gardens.



Figure 1 Aerial Photograph of Locality

3 PLANNING HISTORY

3.1 The application site and surrounding properties does not appear to have any relevant planning history to this application.

4 RELEVANT PLANNING POLICY

4.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The following section summarises the relevant local, regional and national planning policies that will be material in the consideration of the proposed development. It is noted in recent appeal decisions Haringey Council has not been able to achieve its housing targets which promotes further the need for additional housing.

4.2 The current Development Plan for the London Borough of Haringey comprises:

Strategic Policies 2013 (with alterations 2017)

SP0: Presumption in Favour of Sustainable Development

SP2: Housing

SP4: Working towards a Low Carbon Haringey

SP11: Design

Development Management Policies (2017)

Policy DM1: Delivering High Quality Design

Policy DM4: Provision and Design of Waste Management Facilities

Policy DM7: Development on infill, backland and garden land sites

Policy DM11: Housing Mix

Policy DM12: Housing Design and Quality

Policy DM14: Self Build and Custom Build Housing

Policy DM21: Sustainable Design, Layout and Construction

Policy DM25: Sustainable Drainage System

Policy DM31: Sustainable Transport

Policy DM32: Parking

London Plan (2021)

GG1 Building Strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering New Homes Londoners need

D1 London's Form and Characteristics

D2 Delivering Good Design

D3 Inclusive Design
 D4 Housing Quality and Standards
 D6 Optimising Housing Density
 H1 Increasing Housing Supply
 H2 Small Sites
 T4 Assessing and Mitigating Transport Impacts
 T5 Cycling
 T6 Car Parking

4.3 Draft Local Plan is currently undergoing consultation and does not carry significant planning weight at this time.

Other Material Considerations

NPPF The revised National Planning Policy Framework was published in July 2021.

At the centre of the NPPF is a presumption in favour of sustainable development. At paragraph 11 it states: “For decision-making this means: C) approving development proposals that accord with an up-to-date development plan without delay;

Paragraph 120(c) states that planning decisions should “give substantial weight to the value of using suitable brownfield land within settlements for homes” and “promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained.”

Paragraph 111 states “development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe”.

London Housing SPG (2016) 6.9 The Mayor’s London Housing Strategy was formally adopted in August 2018. It sets out the Mayor’s vision for housing in the capital, alongside policies and proposals to achieve it. Policy 3.1 of the strategy seeks to increase the supply of land for new homes whereas Section A i sets the intention to “Strongly promote appropriate development of new homes on brownfield land...and through a presumption in favour of appropriate residential development on small sites

5 PLANNING CONSIDERATIONS

5.1 The main issues to be considered in this case are as follows:

- 1) The Principle of the Development
- 2) Character and Appearance
- 3) Quality of Accommodation
- 4) Parking and Accessibility.
- 5) Impact on Neighbouring Amenity

The Principle of Development

5.2 The site is in part a previously developed site comprising garage and storage buildings. The NPPF (2021) paragraph 11 states that “Plans and decisions should apply a presumption in favour of sustainable development”.

5.3 Paragraph 69 notes “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly”. And Paragraph 119 promotes the effective use of land in meeting the needs for homes and paragraph 120 (c) gives substantial weight to the value of using suitable brownfield land within settlements for homes.

5.4 Equally the London Plan 2021 Policy D3 seeks to optimise capacity through the design led approach supported by Policy H1 which seeks to optimise potential for house building and Policy H2 supports the development of small sites such as the application site in meeting local and strategic target. “For London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning by boroughs both in terms of planning decisions”.

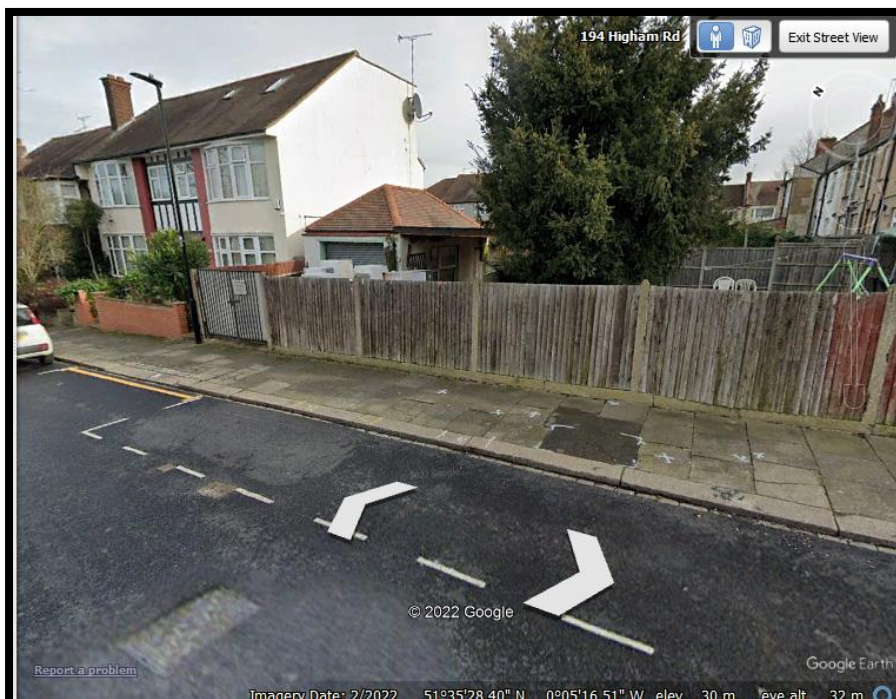
5.5 This site will assist the council in achieving its housing target and its small sites target delivery, most importantly of all it will provide additional housing for Londoners in a sustainable location. Therefore the principle of development is deemed acceptable in principle subject to an assessment of other considerations.

Character Appearance and Design.

5.6 The character of the locality is predominantly two storey houses with different types of fenestration form such as bay windows, the houses also benefit from front and rear gardens. The proposals would not alter this character, this predominant character would be retained. The proposals introduce an innovative designed building at the end of the terrace replacing an existing garage and storage area. The plot has a separate title and this has been the case for some years. The garage has been used for the storage of a car and the remaining area for storage unrelated to the adjoining houses.



When viewed from Higham Road due to the quality of the reflective and harmonising design, in terms of mass, scale, materials and features the appearance on the street scene would be acceptable. The additional property would also provide additional surveillance to this part of the road.



Quality of Accommodation

5.8 Policy D6 (Table 3.1) of the London Plan (2021) stipulates the minimum space standards for new development. The proposed unit would be expected to meet and where possible exceed these minimum standards. The proposal is required to ensure that a high standard of accommodation is provided in terms of habitable rooms receiving adequate ventilation, privacy and sunlight as well as the provision of sufficient storage and circulation space within the units.

In this case the new house would have a floor area of 97 sqm, and all room sizes comply with the London Plan and Local Plan standards. The rear garden would measure 55m² which is adequate for a two bedroom house.

The property is dual facing with one bedroom to the front and one bedroom to the rear at first floor and the living room at ground floor with access to the garden. The scheme provides outside amenity space and provides a good standard of private accommodation.

• <u>Site area:</u>	158 sqm
○ Rear Garden Area:	55 m
• <u>Ground floor area:</u>	54 sqm
○ Living area/Kitchen/dining :	27.5sqm
○ Utility area:	2.5 sqm
○ WC area:	3.0 sqm
○ Storage area:	1 sqm
• <u>First-floor area:</u>	43 sqm
○ Bed 1:	15 sqm
○ Bed 2:	12.5 sqm
○ Bathroom:	4.5 sqm
○ Storage area:	1 sqm

Impact on Residential Amenity

5.9 The scheme is considered to have an acceptable relationship with the adjoining properties. In relation to 194 Higham Road, as the property is located to the side of this house, the main living areas of this would not be affected. In addition it would not be seen when looking outside the windows of the property. It would be seen from the garden of the neighbouring property but this relationship would be no different to that of the terraces houses in this locality. The house is set back behind the rear elevation or building line of No.194 and therefore it is considered there would not be any implications or adverse impacts on daylight or sunlight.

Therefore this relationship in terms of residential amenity is considered to be acceptable.

In relation to the properties on Downhills Park Road, the new dwelling has been set back from all residential boundaries and it is a modest sized dwelling and therefore its overall scale and mass would not be unduly overbearing or dominant when viewed from the adjoining properties.

There would be only 1 bedroom introduced on the upper floor at rear, it would not affect Nos 104 or No.106 and would only marginally affect the rear garden of No.102. The lay out would not affect the habitable rooms of the adjoining properties in terms of overlooking and privacy. In addition the proposed use as a bedroom results in less usage of this room than living accommodation further reducing any concerns about overlooking and privacy.

A sunlight daylight and overshadowing report accompanies this application which provides evidence that the proposals would have an acceptable impact on the amenities of adjoining properties.

Parking and Accessibility.

5.10 The council's pre-application response stated "This pre application proposal is for redevelopment of the existing detached garage adjacent to 194 Higham Road, to enable construction of a two storey two bedroom dwelling. as a very small application this has no expected adverse implications from the transportation perspective. An off street space is proposed, however it is considered that this would not be necessary from the transportation perspective as an additional on street CPZ space could be provided at the crossover location which would have a wider benefit for local residents and this is preferred".

5.11 The applicant has confirmed that he is agreeable to the extension of the CPZ in lieu of the parking space. It must be noted however the existing garages are used for storage of cars. These cars are not from local residents. So the loss of the parking

would not have any adverse impact on local highways.

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

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Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PHILIP L DOWNHILLS PK RD	230	500.39	5	6.25	8	14.25	2.1	0.5	1.05
Bus	PHILIP L DOWNHILLS PK RD	341	500.39	6	6.25	7	13.25	2.26	0.5	1.13
Bus	DOWNHILLS PK RD HIGHAM R	W4	22.44	6	0.28	7	7.28	4.12	1	4.12
Total Grid Cell AI:										6.3

Drainage and Sustainability

5.12 In terms of drainage the development can provide sustainable drainage facilities. Based on the review of the London Plan 2021 drainage hierarchy and given that the proposals will result in a decrease in hardstanding areas the following Suds measures are proposed:

- Water Butt
- Rain Gardens

Energy

5.13 The proposed development will be designed to limit energy demand through the inclusion of a thermally efficient building fabric and energy services. Low and zero carbon technology will be incorporated and comprise an ASHP and solar PV.

Fire Safety.

5.14 The application site fronts a main road and therefore access for the fire service is straight forward.

6.0 CONCLUSIONS AND PLANNING BALANCE:

6.1 The proposals provide a well-designed, innovative design solution for the site maintaining sufficient space and garden around an attractive building. The scheme would integrate within its surroundings.

The scheme would provide additional accommodation and make the best use of previously developed land with a sustainable development. The scheme would have an acceptable impact on adjoining residential occupiers and provide suitable living accommodation within an existing built-up area.

6.2 The local planning authority is respectfully requested to approve this application.