



Officer Report

Application Number:	HGY/2026/1936
Application Type:	Approval of details reserved by a condition
Address:	3 & 3a Curzon Road, Hornsey, N10 2RB
Proposal:	Approval of details pursuant to Condition 5 (cycle parking) of planning permission reference HGY/2023/2654 granted 30th May 2024 for the erection of a three-storey rear extension, single storey ground floor extension, rear dormer extension and basement excavation with the reconfiguration of the existing two self-contained flats to form four self-contained flats comprising one 1-bedroom unit, two 2-bedroom units and one 3-bedroom unit.
Case Officer:	Neil McClellan
Valid Date:	09/07/2026
Applicant:	Mr Neal Hollenbery
Agent:	Mr David Bellis

RECOMMENDATION

Approve

APPROVED DEVELOPMENT

Three-storey rear extension, single storey ground floor extension, rear dormer extension and basement excavation with the reconfiguration of the existing two self-contained flats to form four self-contained flats comprising one 1-bedroom unit, two 2-bedroom units and one 3-bedroom unit.

COMMENTS

LBH Transport – Satisfied with the proposed cycle parking arrangements subject to clarification on the nature of the weatherproofing of the shelter.

Officer comment: A revised drawing has been submitted confirming that the proposed cycle store will have plywood deck roof with a treated felt covering to ensure its waterproof. The sides of the store will be constructed from tanalised structural timber (wood that has been pressure-treated with a protective chemical preservative to resist rot, fungal decay, and insects).

ANALYSIS/ASSESSMENT

Condition 5 reads:

Details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 6 cycle parking spaces (2 for each flat) for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

Submitted Details & Assessment

Pursuant to condition 5 the applicant has submitted a drawing showing the location of a covered secure cycle store with space for 6 bikes to be sited at the end of the site's rear garden. There is access down the side of the property that includes short runs of steps. A bike/ramp/channel is proposed at these locations to aid manoeuvring bikes up and down the steps. A revised drawing has been submitted to detail the weatherproofing of the store as requested by LBH Transport (see comments above).

The bin storage has been revised and will now be in a line along one side boundary, within two 1.2 metre high timber storage enclosures each capable of taking three standard wheelie bins. Unlike the originally submitted details all the bins can be accessed separately from one another. The proposed stores are accessible by residents and waste collectors and are of a suitable scale, design and appearance.

Given the lack of room and to avoid the garden appearing overly cramped, the location of the cycle store to the rear of the site is considered an acceptable and sensible compromise.

Cycle storage will now be split between the front and rear gardens. With the larger ground floor units cycle storage to the rear and space for three cycles for the use of the upper flats within the front forecourt. This exceeds the minimum 5 spaces required to satisfy the condition. Panana Metal Storage Bike Shed Units are proposed, in a dark grey galvanised finish. They are considered to be of an appropriate size and appearance. The front garden one will be 1.45 metres high and will eventually be largely hidden from the street by the hedge.

Given the constraints of the site, and the need to provide the three approved flats with sufficient refuse and cycle storage space, the proposed arrangements are considered the best practical solution. The store meets the capacity requirements of the condition and is considered sufficiently secure. Its design and appearance is appropriate to its setting, and it is sensitively and discreetly sited below the adjoining boundary treatment for it not to impact on the amenities of neighbouring occupiers.

The submitted details are considered to meet the requirements of the condition.

RECOMMENDATION

GRANT DISCHARGE CONDITION.