



Officer Report

Application Number:	HGY/2023/2596
Application Type:	Full planning permission
Address:	Land to the rear of 104 and 106 Downhills Park Road (adjacent to 194 Higham Road), London N17 6PA
Proposal:	Demolition of existing garage and outbuilding and the construction of a single storey building with pitched roof and dormer to front elevation, (facilitating one bedroom in the roofspace) roof lights and solar panels to the rear to form a two-bedroom house.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	28/09/2023
Applicant:	Mr T Vassiliou
Agent:	Kyriacou

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the demolition of the existing garage and outbuilding, and the construction of a single-storey dwelling with a pitched roof and front dormer, facilitating one bedroom within the roof space. The proposal also includes roof lights and solar panels to the rear elevation, creating a two-bedroom house. The application has been amended since it was originally submitted.

Site and Surroundings

The application site comprises land to the rear of Nos. 104 and 106 Downhills Park Road. The site currently contains a garage and an outbuilding serving these properties. The surrounding area is characterised by inter-war, two-storey terraced housing of traditional design with pitched roofs. The site is not located within a Conservation Area, and there are no Tree Preservation Orders (TPOs) affecting the site.

Relevant Planning and Enforcement history

The recent planning history in relation to the site is as follows:

PRE/2022/0293 - Demolition of existing garage and buildings and the erection of a two storey two-bedroom house with parking space – Concluded that: 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.

HGY/2001/1079 - Erection of a two-storey side extension – 20/09/01.

Reason for refusal - The proposal involves the excessive use of the property to the detriment of future occupiers and adjacent properties by reason of sub-standard accommodation . Policy HSG 4.5 'Over Intensive Use Of Properties For Hostels For The Homeless' of the Haringey Unitary Development Plan states that the scale of the hostel use proposed, in particular the number of occupants, must be appropriate to the size of the property

2. CONSULTATION RESPONSE CONSULTATION RESPONSE

The following were consulted on the planning application:

- LBH Transportation Team – Consulted – Comments can be found in the transport section of the report.
- LBH Carbon Management Team – Consulted – Comments can be found in the sustainability section of the report.

3. LOCAL REPRESENTATIONS

The application has been publicised by way of a reconsult following amendments to 14 neighbour notification letters. The number of representations received from neighbours, local groups, etc. in response to notification and publicity of the application were as follows:

No of individual responses following reconsult: 2

- Objecting: 2
- Supporting: 0
- Representation: 0

The following local groups/societies made representations:

- None

The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

Principle of development

- Building on garden land
- Back garden development inappropriate and at odds with spatial strategy of Council/ Garden's should not be subdivided to create a third property
- Not a brownfield site
- Overdevelopment of site
- Proposal would subsume the communal easement used by the surrounding properties
- Insufficient allowance has been made for the side return/easement that runs from the side of 194 Higham Road
- Developer does not own all the land/ notice not served correctly
- Previous application for this site was refused/ ref: HGY/2001/1079
- Building could be altered to a 3 bed/ 1 storey property / 3 bed HMO in the future/ specifically plans altered to increase the size of the house one building has commenced
- Previously used unlawfully for commercial purposes

Impact on the character and appearance of the area

- Not in keeping with character of the area/ surrounding properties
- Would undermine existing uniformity of terrace on Higham Road
- Front dormer not part of the character of the area
- Adverse impact on street scene
- Setting of a precedent
- No equivalent property on the other side of Higham Road

Impact on amenity

- Overlooking of adjoining properties
- Loss of sunlight and overshadowing
- Loss of privacy
- Overbearing and oppressive
- Front dormer would cause overlooking
- Noise and disturbance
- Glare from solar panels
- Noise from ASHP unit

Other

- Increased parking stress
- Site opposite a bus stop/ comings and goings of builder's lorries and materials dropped on the road/ footpath would cause major congestion at the top end on Higham Road
- Incorrect Plans
- Supporting documents not updated to reflect change in scheme to a 2 bed, 1 storey (2B,4P)
- View of greenery of Downhills Park and Lordship Lane Rec would be obscured
- High winds could impact solar panels
- Building works would cause, dirt, disturbance and noise

4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. Standard & quality of accommodation;
4. Inclusive access and fire safety;
5. Impact on neighbouring amenity;
6. Parking & transport
7. Energy & sustainability;
8. Waste and recycling;
9. Trees and BNG;
10. Flood Risk and Sustainable Drainage.

Principle of development

The application seeks planning permission for the demolition of an existing garage and outbuilding and the construction of a two-bedroom dwelling. The proposal would result in a net gain of one self-contained residential unit and therefore contribute towards the Borough's housing supply.

Supply of additional housing

At the national level, the National Planning Policy Framework (NPPF) places significant emphasis on boosting the supply of housing and making the effective use of land. Paragraph 61 states that planning policies and decisions should support the Government's objective of significantly increasing the supply of homes. Paragraph 73 recognises that small and medium-sized sites can make an important contribution to meeting housing requirements and are often capable of delivery within relatively short

timescales. Furthermore, Paragraph 129 promotes the efficient use of land and encourages development that optimises the potential of sites in sustainable locations, whilst maintaining an appropriate relationship with the prevailing character and appearance of an area.

At the regional level, the London Plan (2021) establishes ambitious housing delivery targets across London. Policy H1 (Increasing Housing Supply) requires boroughs to optimise housing output on all suitable and available sites and identifies the need for all forms of housing delivery to contribute towards meeting London's significant housing needs. Haringey is identified as having a ten-year housing target of 15,920 homes between 2019/20 and 2028/29, equivalent to 1,592 homes per annum.

Significant weight is also afforded to the delivery of housing on small sites. London Plan Policy H2 (Small Sites) seeks to substantially increase the contribution that well-designed development on small sites makes towards meeting London's housing needs. Policy H2 recognises that local character evolves over time and that change may be appropriate where it facilitates the delivery of additional housing whilst responding positively to local context. Policy H2A establishes a clear presumption in favour of residential development on small sites, defined as sites below 0.25 hectares in size, and requires boroughs to proactively support well-designed new homes on such sites. Table 4.2 of the London Plan identifies a minimum small sites housing target of 2,600 homes in Haringey over the ten-year plan period. The proposal would make a modest but positive contribution towards achieving this target and is therefore afforded policy support in principle.

The site is located within an established residential area and is considered to be in a sustainable location with access to public transport, local services and community infrastructure. The site currently contains a garage and outbuilding and therefore comprises, in part, previously developed land. Whilst the proposal would also utilise an area of rear garden associated with Nos. 104 and 106 Downhills Park Road, the introduction of an additional dwelling on this underutilised parcel of land is consistent with the strategic objective of optimising housing delivery on suitable urban sites.

Infill and backland development

The Council's Development Management DPD contains specific policy relating to garden land, infill and backland development. Policy DM7 establishes a presumption against the loss of garden land and seeks to ensure that infill and backland schemes are of a high quality design that preserves local character, protects residential amenity and provides appropriate levels of private amenity space. The policy reflects concerns regarding the cumulative impact of inappropriate garden development on the character of established residential areas and the contribution such spaces make to biodiversity, urban greening and surface water management.

Notwithstanding this, Policy DM7 does not represent an absolute prohibition against development involving garden land. The supporting text acknowledges that opportunities may arise to optimise sites to contribute towards housing delivery, provided that development is carefully designed and responds positively to its context. In assessing proposals, regard must therefore be had to whether the development relates appropriately to its surroundings, safeguards the amenity of neighbouring occupiers, retains adequate external amenity space and integrates successfully with the established pattern of development.

In this instance, the site differs from a typical form of infill/ backland development in that the proposed dwelling would have an identifiable frontage and access from Higham Road. The development would not represent a landlocked dwelling situated solely within rear garden land and would instead appear as a discrete building with a direct relationship to the public realm. It is further noted that the proposal would replace existing built form on the site and would largely occupy the footprint of the existing garage and outbuilding. Adequate private amenity space would be retained for Nos. 104 and 106 Downhills Park Road, whilst the proposed dwelling would also benefit from a suitable area of private outdoor amenity space.

Previous planning permission & overdevelopment

Points raised in the objections is that application HGY/2001/1079 for a two-storey side extension at No. 106 Downhills Park Road was refused in 2001 and that the current proposal would amount to overdevelopment. While the previous refusal is noted, it related to the over-intensive use of the existing property and the provision of sub-standard living accommodation, rather than the principle of developing the land itself. The current proposal relates to the development of a separate parcel of land to the rear of Nos. 104 and 106 Downhills Park Road, already severed, and is therefore materially different. In addition, the planning policy context has changed significantly since 2001, with current national, London Plan and local policies supporting infill development and the delivery of additional housing at higher densities. Accordingly, the historic refusal is afforded limited weight and does not indicate that the current proposal would constitute overdevelopment or be unacceptable in principle.

Landownership and rights of way

As reflected in the responses received concerns have been received regarding land ownership, the status of the access route adjoining No. 194 Higham Road, and whether the correct ownership notices have been served. In response to these concerns, it should be noted that the application site boundary was amended during the course of the application.

The amendment moved the red line boundary away from the side boundary of No. 194 Higham Road in order to avoid any potential land ownership disputes and to ensure that the access/easement referred to by objectors remains outside the application site. This amendment is reflected in the current submitted plans, including Drawing No. 1882-P02-00 Rev P4 (Proposed Ground Floor Plan), which shows the revised red line boundary position and retained access route adjacent to No. 194 Higham Road. Accordingly, the access route/right of way referred to in objections has been excluded from the application site and is retained outside the red line boundary as shown on the approved drawings.

Notwithstanding this point it is also highlighted that the grant of planning permission would not override any private legal interests, rights of access, easements, covenants or ownership arrangements affecting the land and an informative is added in respect of this point.

Summary

The proposal would deliver one additional dwelling on a sustainable site within an established residential area, making a modest contribution towards housing supply. The site benefits from a frontage and access onto Higham Road and is therefore not considered to represent unacceptable backland development. Objections relating to a previous planning refusal and land ownership matters have been considered; however, the former relates to a materially different proposal, while the application boundary has been amended to retain the access route adjoining No. 194 Higham Road outside the application site. The principle of development is therefore considered acceptable, subject to compliance with all other relevant planning policies.

Design siting and appearance

Paragraph 135 of the NPPF requires development to be visually attractive, sympathetic to local character and history, and to establish or maintain a strong sense of place, whilst recognising that development should not prevent or discourage appropriate innovation or change. At the regional level, London Plan Policy D3 requires development to make the best use of land through a design-led approach and to positively respond to local context through its siting, orientation, layout, scale, appearance and built form. The policy also recognises that incremental densification can form part of a successful approach to accommodating growth where it responds appropriately to local context and character. In addition, London Plan Policy H2 promotes well-designed housing development on small sites and recognises that local character will evolve over time in appropriate locations to accommodate additional housing delivery.

At the local level, Strategic Policy SP11 and Development Management Policy DM1 seek to secure the highest standards of design and require development to respond positively to the character of its surroundings. Policy DM1 requires particular regard to be had to building height, form, scale, massing, urban grain, architectural detailing and the relationship between proposed development and neighbouring buildings.

The surrounding area is characterised predominantly by inter-war residential development comprising two-storey terraced and semi-detached dwellings with pitched roofs, front gardens and private rear gardens. Whilst this creates a strong and recognisable suburban character, the area cannot be described as architecturally homogeneous, with a variety of extensions, roof alterations, outbuildings and ancillary structures evident throughout the surrounding streets. The application site occupies a distinctive position at the junction of the rear gardens of Nos. 104 and 106 Downhills Park Road and Higham Road and currently contains a detached garage and associated outbuilding. The site therefore differs from the prevailing residential plots and presents a unique set of design constraints and opportunities.

Officers give significant weight to the fact that the scheme has been amended during the course of the application. In response to concerns regarding the scale, height and visual impact of the originally submitted proposal, the applicant has revised the design to reduce its overall height and massing. As amended, the proposal would appear largely as a single-storey building when viewed from the public realm, with additional accommodation provided within the roof space through the incorporation of a modest front dormer. Consequently, the dwelling would have the appearance of a 1½-storey building rather than a conventional two-storey dwelling, resulting in a form of development that would sit more comfortably within its context and appear significantly less dominant when viewed from neighbouring properties and the surrounding street scene.

The proposed dwelling would comprise a detached building of asymmetric form with a pitched roof and a contemporary architectural approach. Whilst the design does not seek to directly replicate the appearance of the surrounding inter-war housing stock, it draws upon key characteristics evident within the locality, including the use of brick as the primary facing material, a pitched roof form and clearly defined front and rear elevations. Officers consider that this approach successfully balances the requirement for contextual design with the aspiration for good contemporary architecture, resulting in a building that avoids appearing as an unconvincing pastiche whilst nevertheless remaining sympathetic to its surroundings.

The siting, orientation and massing of the dwelling are considered to represent a design-led response to the constraints of the site. The proposed building would be located broadly on the footprint of the existing garage and outbuilding and would be positioned so as to maintain an active relationship with Higham Road. Unlike

traditional forms of backland development, where new dwellings are often hidden within rear garden areas and lack any meaningful relationship with the street, the proposed dwelling would benefit from a clear frontage and direct access onto Higham Road. For this reason, officers consider that the development would be perceived as a modest infill dwelling contributing to the street scene rather than as an isolated form of garden land development.

Furthermore, by virtue of its reduced height, modest footprint and detached form, the dwelling would appear subordinate to the surrounding two-storey residential properties. Whilst the proposed building would introduce a different architectural form to that seen elsewhere within the immediate vicinity, planning policy does not require new development to precisely replicate neighbouring buildings. Rather, the requirement is that development responds positively to local context and integrates successfully within its surroundings. In this case, officers are satisfied that the proposed dwelling would achieve this objective. The building would act as a transitional element between the larger residential properties along Higham Road and the rear garden areas of Downhills Park Road and would therefore sit comfortably within the varied townscape context of the area.

The proposal would inevitably result in the loss of a portion of the rear garden land associated with Nos. 104 and 106 Downhills Park Road. However, whilst Policy DM7 establishes a presumption against the loss of garden land, the policy does not prohibit such development in all circumstances and allows for appropriately designed infill development where it can be demonstrated that the character of an area and the amenities of existing occupiers would be preserved. In this case, sufficient private amenity space would remain available to serve the existing dwellings, whilst the proposed dwelling would itself benefit from a usable and functional private rear garden. Officers therefore consider that the limited loss of garden land would not result in material harm to the character of the area or the functioning of the surrounding residential plots.

The proposed boundary treatment would assist in providing adequate levels of privacy and enclosure for both existing and future occupiers. Full details of external materials, soft landscaping, hard landscaping and boundary treatments can be secured through appropriately worded planning conditions to ensure a high-quality and cohesive appearance.

Overall, the amended proposal is considered to represent a thoughtful and design-led response to the opportunities and constraints of the site. The revised scale, height and massing ensure that the dwelling would integrate successfully within the townscape and maintain a clearly subordinate relationship with surrounding development. Whilst introducing a contemporary form of architecture, the proposal would remain

sympathetic to the established character of the area through its scale, proportions, materiality and roof form.

The development would not result in unacceptable harm to the character, appearance or urban grain of the area and would make a positive contribution to the street scene through the redevelopment of an underutilised site. Accordingly, the proposal is considered to accord with the policies outlined above.

Standard & quality of accommodation

London Plan Policy D6 seeks to ensure that new residential development provides high-quality accommodation through well-designed and functional layouts, adequate levels of daylight and sunlight, sufficient outlook and privacy, appropriate levels of internal storage, and access to private outdoor amenity space. Table 3.1 of the London Plan establishes minimum gross internal floor area standards for new dwellings, whilst Table 3.2 sets out a range of qualitative standards relating to the quality and usability of residential accommodation. These requirements are reflected within the Government's Nationally Described Space Standards (NDSS) and Policy DM12 of the Haringey Development Management DPD, which seek to ensure that new homes provide a high standard of accommodation for future occupiers.

The proposal would provide a two-bedroom, four-person dwelling with a gross internal floor area of 85.5sqm. This exceeds the minimum NDSS requirement of 79sqm for a two-bedroom, four-person, two-storey dwelling and is therefore considered compliant with the relevant space standards.

The accommodation would be arranged over two levels and would comprise a ground-floor open-plan living, kitchen and dining area, a second bedroom, bathroom, utility room and storage space, with a principal bedroom and en-suite located within the roof space at first-floor level. The rooms are appropriately sized and laid out, providing a functional and comfortable living environment.

The dwelling would benefit from windows to the front and rear elevations, together with rooflights serving the upper-floor accommodation, resulting in a dual-aspect dwelling with good levels of natural light, outlook and ventilation. Adequate internal storage is also provided throughout the dwelling.

The proposal would provide a private rear garden measuring approximately 54.5sqm, in addition to soft landscaped space at the front of the property, which would provide a good level of private outdoor amenity space for future occupiers. The scheme also includes secure cycle parking and dedicated refuse and recycling storage facilities.

Overall, having regard to the internal floor area, layout, access to natural light, storage provision and private amenity space, officers consider that the proposal would provide a good standard of accommodation for future occupiers, in accordance with the policies outlined above.

Impact on the amenity of adjoining occupiers

London Plan Policy D6 outlines that development proposals should not result in unacceptable harm to the amenity of surrounding occupiers and should provide appropriate levels of daylight, sunlight, privacy and outlook whilst minimising overshadowing impacts. Similarly, Policy DM1 (Delivering High Quality Design) of the Haringey Development Management DPD requires development proposals to ensure a high standard of privacy and amenity for both future occupiers and neighbouring residents, having regard to overlooking, loss of outlook, daylight, sunlight, noise and general disturbance.

The relationship between the proposed dwelling and surrounding residential properties has been carefully assessed, having regard to the siting, scale, massing, orientation and fenestration of the development. Officers note that the proposal has been amended during the course of the application, with the height and overall bulk of the originally submitted scheme being reduced to create a more subordinate form of development. The revised proposal now takes the form of a 1½-storey dwelling, with accommodation partially contained within the roof space, resulting in a significantly reduced visual presence and a more sympathetic relationship with neighbouring occupiers than the scheme originally submitted.

In relation to No. 194 Higham Road, the proposed dwelling would be positioned adjacent to the side boundary and would remain set back from the principal built form of that property. Given its reduced scale, its relationship to the neighbouring dwelling and its position relative to existing extensions at No. 194 Higham Road, Officers are satisfied that the proposal would not appear unduly dominant, overbearing or visually intrusive when viewed from neighbouring windows or garden areas. The submitted Design and Access Statement notes that the dwelling has been designed to step down towards the gardens of Downhills Park Road and to appear subordinate within the wider townscape context.

The relationship with Nos. 102, 104 and 106 Downhills Park Road is also considered acceptable. The proposed dwelling would be located to the north of the rear gardens of Nos. 104 and 106 and would be separated from neighbouring properties by existing garden areas and boundary treatments. Given this orientation, the proposal would have limited potential to cause material losses of sunlight to neighbouring rear gardens. Furthermore, the revised scale and reduced roof form ensure that the

dwelling would not result in an unacceptable sense of enclosure or loss of outlook when viewed from adjoining properties.

A Daylight and Sunlight Assessment has been submitted in support of the application. Whilst this assessment was undertaken in relation to the earlier and more substantial iteration of the scheme, it nevertheless provides a robust indication of likely impacts, particularly given that the proposal has subsequently been reduced in height and massing. The assessment, undertaken in accordance with BRE Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022), concludes that all neighbouring windows assessed at Nos. 102-106 Downhills Park Road and 194 Higham Road would experience only negligible impacts in terms of daylight and sunlight. The assessment found that all tested windows complied with the relevant BRE targets for Vertical Sky Component (VSC), whilst impacts on annual and winter sunlight levels were also assessed as negligible.

The submitted report further concludes that the proposal would have a negligible impact on overshadowing experienced within the rear gardens of No. 194 Higham Road and No. 102 Downhills Park Road, with all assessed amenity spaces remaining compliant with BRE guidance. The report also notes that, although a direct comparison could not be undertaken for Nos. 104 and 106 Downhills Park Road due to alterations to the garden areas, the proposed dwelling would be situated entirely to the north of those gardens and would therefore have only a very limited impact on sunlight and overshadowing. Officers are satisfied that the conclusions of the report remain applicable and are likely to be reinforced by the subsequent reduction in the height and bulk of the scheme.

With regard to privacy, the development has been designed to minimise opportunities for overlooking. The principal living accommodation would be located at ground-floor level with outlook directed towards the site's own private amenity space. At first-floor level, the accommodation would primarily be served by rooflights together with limited and carefully positioned openings. As a result, there would be no direct overlooking relationship that would materially harm the privacy enjoyed by neighbouring occupiers. The proposal would therefore not give rise to unacceptable overlooking or loss of privacy beyond that typically experienced within an established suburban residential environment.

The proposal would introduce an additional residential unit within an established residential area and, whilst some increase in day-to-day activity would inevitably arise, officers do not consider that the level of activity associated with a single dwelling would result in undue noise, disturbance or other amenity impacts to neighbouring occupiers.

Regarding privacy, the development has been designed to minimise opportunities for overlooking. The principal living accommodation would be located at ground-floor level with outlook directed towards the site's own private amenity space. At first-floor level, the accommodation would primarily be served by rooflights, together with limited and carefully positioned openings. The scheme does not incorporate balconies, roof terraces or elevated external amenity areas that could give rise to direct overlooking of neighbouring gardens or habitable room windows. As a result, there would be no direct overlooking relationship that would materially harm the privacy enjoyed by neighbouring occupiers and the proposal would not give rise to unacceptable levels of overlooking beyond those typically experienced within an established suburban residential environment.

The proposal would introduce an additional residential unit within an established residential area and, whilst some increase in day-to-day activity would inevitably arise, officers do not consider that the occupation of a single-family dwelling would generate a level of noise, activity or disturbance that would materially harm the living conditions of neighbouring occupiers.

Taking account of the amended design, the reduced height and massing of the development, the relationship with neighbouring properties, the orientation of the site, the absence of balconies or roof terraces, and the findings of the submitted Daylight and Sunlight Assessment, officers are satisfied that the proposal would not result in unacceptable harm to the amenities of neighbouring occupiers in terms of privacy, outlook, enclosure, daylight, sunlight, overshadowing, noise or disturbance. The development is therefore considered to accord with the policies outlined above.

Parking and Transportation

Strategic Policy SP7 (Transport) seeks to promote sustainable travel, reduce reliance on private vehicles and encourage the use of walking, cycling and public transport. This is supported by Policy DM31 (Sustainable Transport), which requires development to support sustainable modes of travel and minimise the need to travel by private car. Policy DM32 (Parking) states that development should provide appropriate parking arrangements having regard to site-specific circumstances, public transport accessibility and the wider impacts on the local highway network.

The Council's Transportation Team was consulted on the application and raised no objections in principle, subject to appropriate mitigation being secured. Officers note that the site has a low Public Transport Accessibility Level (PTAL) rating of 2 and is situated within a Controlled Parking Zone (CPZ). Concerns were initially raised regarding the loss of the existing garage and the proposed car-free nature of the development. However, it is important to recognise that the proposal relates to the

creation of a single additional two-bedroom dwelling only and would therefore result in a very limited increase in residential occupation and associated travel demand.

The proposal does not provide off-street vehicle parking. However, the redevelopment of the site would facilitate the removal of the existing vehicular crossover serving the garage and the reinstatement of the footway. This would, in turn, enable the creation of an additional on-street parking space within the existing CPZ as part of the associated highway works. Officers consider this to be a material factor in assessing the proposal and note that the resulting parking arrangement would broadly offset the loss of the existing garage access. The necessary highway works can be secured by way of a Section 278 Agreement.

Whilst future occupiers may utilise on-street parking provision within the surrounding area, the proposal would result in only one additional dwelling and officers do not consider that the associated parking demand would be so significant as to materially increase parking stress or warrant refusal of the application on highway grounds. Taking account of the scale of the proposal, the location within an existing residential area and the additional on-street parking space that would be created through the reinstatement of the crossover, officers are satisfied that the impact on parking and the local highway network would be acceptable.

The proposal incorporates appropriate facilities to support sustainable travel choices. The submitted ground floor plan shows a dedicated secure and covered cycle storage enclosure capable of accommodating two bicycles, together with dedicated refuse and recycling storage located adjacent to the site entrance. The provision of two long-stay cycle parking spaces is considered appropriate for a two-bedroom dwelling and accords with London Plan cycle parking standards. The cycle store is positioned close to the entrance of the site and would be easily accessible for future occupiers.

The Council's Transportation Team also confirmed that the proposed cycle parking and refuse storage arrangements are acceptable. Furthermore, a Construction Management Statement can be secured by condition to ensure that the development is constructed in a manner that minimises impacts on the surrounding highway network and neighbouring occupiers.

Overall, having regard to the scale of the development, the creation of an additional on-street parking space through the removal of the existing crossover, the provision of secure cycle parking and the limited transport impacts associated with a single dwelling, the proposal is considered acceptable in transport and highways terms and would accord with Policies SP7, DM31 and DM32 of the Haringey Local Plan and the relevant transport policies of the London Plan.

Energy and sustainability

The London Plan and the Council's adopted policies seek to minimise carbon emissions, improve energy efficiency and promote sustainable development. Policy SI2 of the London Plan, together with Policies SP4 and DM21 of the Haringey Local Plan, requires development proposals to apply the energy hierarchy and maximise opportunities for carbon reduction and renewable energy generation.

An Energy Statement prepared by BAESENERGY has been submitted in support of the application and reviewed by the Council's Carbon Management Officer. The submitted information demonstrates that the development would achieve a 78% reduction in regulated carbon emissions when compared with the Part L 2021 baseline, equating to an annual saving of approximately 0.87 tonnes of CO₂. This reduction would be achieved through a combination of high fabric efficiency standards, an Air Source Heat Pump (ASHP) and a minimum 2.1kWp photovoltaic solar array.

Whilst the Carbon Management Officer initially sought clarification on a number of technical matters, including detailed energy calculations, photovoltaic specifications and ASHP performance data, it was acknowledged that these matters could be addressed through appropriately worded planning conditions. A condition is therefore recommended requiring the submission and approval of a revised Energy Strategy prior to above-ground construction, including detailed information relating to carbon savings, fabric performance, photovoltaic panels and ASHP specifications. A further condition requires the approved energy measures, including the ASHP and solar PV array, to be installed prior to first occupation and retained thereafter.

The Energy Assessment identifies a residual carbon shortfall of 0.25 tonnes CO₂ per annum. To address this, a planning obligation will secure a carbon offset contribution of £712.50, enabling the development to achieve compliance with the Borough's zero-carbon development objectives.

In addition, conditions are recommended requiring the provision of a 120-litre water butt for rainwater harvesting and requiring the dwelling to achieve the higher Building Regulations Part G water efficiency standard of 110 litres per person per day. These measures will reduce potable water consumption, assist in managing surface water runoff and improve the overall sustainability credentials of the development.

More broadly, the proposal represents a sustainable form of development. The scheme would make effective use of a small underutilised site which is partly previously developed land within an established residential area with access to public transport, local services and community infrastructure. The proposal would deliver an additional dwelling whilst incorporating renewable energy technologies and water efficiency measures, thereby ensuring that environmental impacts are minimised and natural resources are used efficiently.

Subject to the recommended conditions and carbon offset contribution, Officers are satisfied that the proposal accords with the objectives of the energy hierarchy and the relevant sustainability policies of the London Plan and Haringey Local Plan.

Waste and recycling

Policy DM4 of the Haringey Development Management DPD requires development proposals to make adequate provision for the storage and collection of refuse and recyclable materials. Such facilities should be conveniently located, accessible for residents and collection operatives, and designed to ensure that waste can be managed effectively throughout the lifetime of the development.

The submitted ground floor plan includes a dedicated refuse and recycling storage area positioned adjacent to the site entrance and in close proximity to the public highway. The proposed facility provides storage for two 240-litre wheeled bins, which is considered sufficient to serve a single two-bedroom dwelling. The storage area is easily accessible to future occupiers whilst also allowing bins to be moved conveniently to the kerbside on collection days.

Officers are satisfied that the proposed waste and recycling arrangements are appropriate for a dwelling of this size and accord with the policies outlined above.

Flood Risk and Sustainable Drainage

Policy DM25 of the Development Management DPD requires development to incorporate sustainable drainage measures and to ensure that flood risk is not increased on-site or elsewhere. Likewise, London Plan Policy SI13 seeks to ensure that surface water runoff is managed as close to its source as possible through the use of SuDS and green infrastructure.

As noted above the application site is located on previously developed land currently occupied by a garage and associated hardstanding. A Surface Water and Sustainable Drainage (SuDS) Assessment has been submitted in support of the application which considers the proposal against the drainage hierarchy set out in London Plan Policy SI13 and Haringey's Local SuDS Standards.

The submitted assessment notes that the proposal would result in a reduction in hardstanding across the site when compared to the existing situation, with areas of soft landscaping and garden space introduced as part of the development. The report identifies that infiltration-based drainage solutions would not be appropriate due to the underlying London Clay geology and poor infiltration characteristics of the local soils.

In accordance with the drainage hierarchy, the proposed development incorporates a range of Sustainable Drainage measures, including rainwater harvesting through the provision of a water butt and a rain garden designed to manage runoff from part of the roof area. The rain garden would provide attenuation and controlled discharge of surface water whilst also delivering biodiversity and urban greening benefits. The submitted calculations demonstrate that the proposed rain garden would provide sufficient storage capacity for rainfall events up to and including the 1 in 100-year storm event.

The SuDS Assessment concludes that the proposed drainage strategy would manage surface water runoff appropriately, would not increase flood risk either on-site or elsewhere, and would accord with the principles of the London Plan drainage hierarchy. The report further confirms that operation and maintenance schedules have been prepared to ensure the long-term effectiveness of the proposed drainage measures.

Accordingly, subject to conditions securing the implementation of the approved drainage strategy, including the provision of the rain garden and water butt, officers are satisfied that the proposal complies with London Plan Policy SI13 and Policies DM21 and DM25 of the Haringey Development Management DPD and is acceptable in flood risk and drainage terms.

Conclusion

The proposal would redevelop an underutilised site through the replacement of an existing garage and outbuilding with a modest two-bedroom dwelling, making a positive contribution towards the Borough's housing supply in accordance with national, regional and local planning objectives. The principle of development is considered acceptable, having regard to the support afforded to well-designed housing on small sites and the site's sustainable location.

The amended scheme has been carefully designed to respond to its context, with the reduced height, massing and overall form ensuring that the dwelling would integrate successfully within the surrounding townscape without causing harm to the character and appearance of the area. Furthermore, the proposal would provide a good standard of accommodation for future occupiers and would not result in unacceptable impacts on neighbouring amenity in terms of privacy, outlook, daylight, sunlight, overshadowing, noise or disturbance.

The proposal would also deliver appropriate cycle parking, refuse and recycling facilities, biodiversity enhancements and energy efficiency measures, including an Air Source Heat Pump, photovoltaic panels and a green roof. Subject to the recommended

conditions and carbon offset contribution, the development is considered acceptable in transport, sustainability and environmental terms.

All other material planning considerations, including equalities as well as the matters raised through consultation and representations received, have been fully considered. Accordingly, Officers conclude that the proposal accords with the Development Plan when read as a whole and planning permission should therefore be granted, subject to the conditions set out in the recommendation.

5. CIL APPLICABLE

Based on the information shown on the approved plans, the development would result in 67.5sqm of net additional residential floorspace (85.5 – 18 sqm). The Mayoral CIL charge is estimated to be £4,909.28 (67.5sqm × £72.73) and the Haringey CIL charge is estimated to be £4,066.20 (67.5sqm × £60.24) (indexation included). These charges would be collected by Haringey should the development be implemented and may be subject to surcharges for failure to assume liability, failure to submit a commencement notice and/or late payment. The final CIL liability will be calculated by the Council's CIL Team and may be subject to further indexation in accordance with the relevant Community Infrastructure Levy Regulations.

6. BIODIVERSITY NET GAIN (BNG)

Whilst Biodiversity Net Gain (BNG) is now a material consideration for many planning applications, the statutory BNG requirements do not apply in this case because the application was submitted on 28 September 2023, prior to the introduction of the mandatory BNG regime for small sites in April 2024. Accordingly, there is no requirement for the proposal to demonstrate a minimum 10% biodiversity net gain and BNG is not a formal policy requirement in the determination of this application.

Notwithstanding this position, the proposal incorporates biodiversity enhancements through the provision of new planting and soft landscaping within both the front and rear garden areas. It is also noted that, even if the application had been submitted following the introduction of the mandatory BNG requirements, it is likely that the development would have qualified for an exemption under the self-build provisions and/or as a de minimis development, having regard to the scale and nature of the proposal

7. RECOMMENDATION

GRANT PERMISSION subject to conditions

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

1882-E01-00-A3-P3 (Existing Location Plan, Block Plan and Aerial Views)

1882-E01-01-A3-P3 (Aerial Views)

1882-E02-00-A3-P3 (Existing Ground Floor Plan)

1882-E02-01-A3-P3 (Existing Roof Plan)

1882-E03-00-A3-P3 (Existing Front Elevation)

1882-E03-01-A3-P3 (Existing Rear Elevation)

1882-E03-02-A3 (Existing Section)

1882-DT01-00-A3-P2 (Proposed Refuse and Cycle Storage Plan)

1882-P02-00-P4 (Proposed Ground Floor Plan)

1882-P02-01-PA (Proposed First Floor Plan)

1882-P02-02- P4 (Proposed Roof Plan)

1882-P03-00-P4 (Proposed Front Elevation)

1882-P03-01-PA (Proposed Rear Elevation)

1882-P03-02-P4 (Proposed Side Elevation and Section AA)

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity

3. No above ground works shall take place until the following details of the buildings/ structures hereby permitted have been submitted to and approved in writing by the Local Planning Authority:
 - a. particulars and samples of the materials to be used on the external faces of the building;
 - b. details of the elevations of the development (elevations, plans and cross-sections at scale 1:20) as well as typical details of the fenestration and entrances;
 - c. details and locations of down pipes, rainwater pipes or foul pipes and all external vents;

- d. details of the proposed front boundary treatment and any new or replacement boundary treatments to be installed as part of the development, including their design, materials, height and means of enclosure.

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance for the proposed development, consistent with Policies SP11 of the Haringey Local Plan (2017) and Policies DM1 & DM12 of the Development Management DPD (2017).

4. No above-ground works shall take place until full details of all hard and soft landscaping works, sustainable drainage features and boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The details shall include proposed planting, hard surfacing materials, front and rear garden landscaping, rain garden and associated planting and sustainable drainage measures identified within the approved Surface Water and SuDS Assessment.

The approved details shall thereafter be implemented in full and retained for the lifetime of the development. The approved landscaping shall be carried out in the first planting and seeding season following the occupation of the dwelling or completion of the development, whichever is sooner. Any trees or plants which, within a period of five years from the completion of the development, die, are removed, become damaged or diseased shall be replaced in the next planting season with others of a similar size and species. The approved landscaping scheme, rain garden and associated sustainable drainage features shall thereafter be maintained and retained to the satisfaction of the Local Planning Authority.

Reason: To provide a suitable setting for the development, secure sustainable drainage and biodiversity enhancements, and minimise surface water runoff in accordance with Policy G7 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policies DM1, DM24 and DM25 of the Development Management DPD (2017).

5. Prior to the first occupation of the dwelling hereby approved, the refuse and recycling storage facilities and cycle parking shown on Drawing No. 1882-DT01-00-A3-P2 (Proposed Refuse and Cycle Storage Plan) shall be provided in full and made available for use. The approved facilities shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure adequate provision for cycle parking and the storage of refuse and recycling, in the interests of sustainable transport, effective waste management and the amenities of the area, in accordance with Policies DM4 of the Development Management DPD (2017), Policies SP7 and SP11 of the Haringey Local Plan (2017), and Policies SI7 and T5 of the London Plan (2021).

6. Prior to the first occupation of the development hereby the developer shall have entered into an agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the necessary section of redundant crossover across the footway and to reinstate the public footpath at this location. This planting of a street tree in front of the site along Higham Road shall also be investigated as part of such works/ such an agreement.

Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway and the amenity of the area.

7. Prior to the first occupation of the development hereby the developer shall have entered into an agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the necessary section of redundant crossover across the footway and to reinstate the public footpath at this location. This planting of a street tree in front of the site along Higham Road shall also be investigated as part of such works/ such an agreement.

Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway and the amenity of the area.

8. No works shall take place, other than site clearance, until a construction management plan for the proposed development has been submitted to and approved in writing by Local Planning Authority. The plan shall provide the following details:

- I. A programme of works (including measures for traffic management);
- II. Vehicle routing and if any reversing maneuvers on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
- III. Storage of plant and materials used in constructing the development;
- IV. Details of a construction compound including the siting of any temporary site office, toilets, skips or any other structure;
- V. The erection and maintenance of security hoarding where appropriate;

- VI. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

9. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by BAESENERGY (dated 29 Jan 2023) delivering a minimum 78% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 2.1 kWp solar photovoltaic (PV) array. Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- The summary table reporting the carbon savings for each scenario of the energy hierarchy;
- A duly filled GLA's Carbon Emission Reporting Spreadsheet including the Energy Use Intensity and Space Heating Demand;
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Details of the PV, demonstrating the roof area has been maximised by exploring the westerly facing roof for PV installation, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The solar PV array and air source heat pump shall be installed and brought into use prior to first occupation of the dwelling and shall thereafter be maintained and retained for the lifetime of the development.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

10. Prior to the occupation of the dwelling hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £712.50 to fund offsetting the remaining carbon emissions from this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance.

11. The dwelling shall not be occupied until details of the location of a water butt with a minimum capacity of 120 litres, to collect rainwater from the roof of the dwelling, have been submitted to and approved in writing by the Local Planning Authority. The approved water butt shall be installed before first occupation of the dwelling and retained thereafter.

Reason: To reduce the risk of flooding, minimise demand for water and increase the sustainability of the development, in accordance with Haringey Local Plan Policy SP5 and Policies DM21, DM24 and DM25 of the Development Management DPD (2017).

12. The dwellings hereby approved shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

13. The residential unit hereby approved shall be designed to meet Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of accessible and adaptable dwellings.

14. The air source heat pump to be installed shall be operated so that noise arising from its operation does not exceed 42dB LAeq (5 minutes) when measured at a point 1 metre from the window of any habitable room of a neighbouring residential property. Should the Local Planning Authority determine that the air source heat pump is giving rise to a noise nuisance, additional noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason: To protect the amenities of nearby residential occupiers, in accordance with Policy D14 of the London Plan (2021) and Policies DM1 and DM23 of the Development Management DPD (2017).

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking or re-enacting that Order, no outbuildings shall be erected and no extensions or alterations to the dwellinghouse hereby approved, including the insertion of or alterations to windows and doors, shall be carried out without planning permission first being obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and prevent overdevelopment of the site by controlling extensions and alterations, in accordance with Policy D6 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

16. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site.

INFORMATIVE: Hours of Construction Work The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Other restrictions

The grant of a permission does not relieve the applicant/developer of the necessity of complying with any local Acts, Regulations, Building By-laws, private legislation, and general statutory provisions in force in the area or modify or affect any personal or restrictive covenants, easements etc., applying to or affecting either the land to which the permission relates or any other land or the rights or any person(s) or authority(s) entitled to benefit thereof or holding an interest in the property.

INFORMATIVE: Naming & Numbering

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: Community Infrastructure Levy

Based on the information shown on the approved plans, the development would result in 67.5sqm of net additional residential floorspace (85.5 – 18 sqm). The Mayoral CIL charge is estimated to be £4,909.28 (67.5sqm × £72.73) and the Haringey CIL charge is estimated to be £4,066.20 (67.5sqm × £60.24) (indexation included). These charges would be collected by Haringey should the development be implemented and may be subject to surcharges for failure to assume liability, failure to submit a commencement notice and/or late payment. The final CIL liability will be calculated by the Council's CIL Team and may be subject to further indexation in accordance with the relevant Community Infrastructure Levy Regulations.