



Officer Report

Application Number:	HGY/2026/0451	
Application Type:	Full planning permission	
Address:	105 Raleigh Road, London, N8 0JD	
Proposal:	Demolition of existing two-storey building and single storey building at the rear. Formation of a three-storey building (with basement level) comprising 5 self-contained flats, with front and rear lightwells and associated front bin store.	
Case Officer:	Benjamin Coffie	
Valid Date:	18/02/2026	
Applicant:	Michaelides	
Agent:	Scott & Sampson Architects, 1 Athenaeum Road, Whetstone, London N20 9AA	

1. PROPOSED DEVELOPMENT

This application seeks full planning permission to renew planning permission HGY/2018/1536, which was granted on 22 May 2018 (as amended on 10 August 2018) for the demolition of the existing two-storey building and the single-storey building to the rear of the site, and the erection of a three-storey building (with basement level) comprising five self-contained flats, with front and rear lightwells and an associated front bin store. That permission was not implemented within the three-year time limit imposed by Condition 1 of the decision notice and has consequently expired.

The current application (HGY/2026/0451) seeks permission for a development that is, in terms of scale, form, layout and unit mix, substantively identical to the scheme approved in 2018. The proposed accommodation schedule remains unchanged, comprising three one-bedroom units, one two-bedroom unit and one three-bedroom unit, arranged across the basement, ground, first and second-floor levels, as previously approved.

2. SITE AND SURROUNDINGS

The application site is located on the northern side of Raleigh Road, towards its eastern end, within the Harringay Ladder, a group of approximately 20 parallel residential roads bounded by Wightman Road to the west and Green Lanes to the east. Properties within the Ladder consist predominantly of two- and three-storey Victorian terraced houses.

The site is currently occupied by a two-storey building containing two self-contained flats, which have been in residential use for over 10 years, together with a single-storey building to the rear of the site that is occupied as a separate residential unit. The two buildings are separated by a subdivided rear garden area. Both buildings are in a poor state of repair, and a poorly lit, narrow side alleyway provides access to the rear unit.

The site is bounded by the rear gardens of properties on Willoughby Road to the east, the rear gardens of properties on Sydney Road to the north, and the house and garden of No. 103 Raleigh Road to the west. Vehicular and pedestrian access is taken directly from Raleigh Road to the south. Three trees are located within the rear garden area, providing a degree of screening between the site and neighbouring gardens on Sydney Road.

The site is not located within a Conservation Area. The surrounding area is predominantly residential in character and is well served by the shops, cafés and restaurants on Green Lanes. The site benefits from excellent public transport accessibility, with a PTAL rating of 6a. Turnpike Lane Underground Station and Hornsey Railway Station are both within a short walking distance, and the site is served by numerous bus routes operating along Green Lanes. The site also falls within the catchment area of North Harringay Primary School.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

Planning history

- OLD/1954/0480 – Conversion of first floor office to a flat. Granted 24/3/1954.
- OLD/1972/1233 – Erection of a ground floor rear extension to the joinery works premises. Refused 26/6/1972.
- HGY/1997/0464 – Change of use of the ground floor from office to a 1-bedroom self-contained residential unit. Granted 3/6/1997.
- HGY/2002/0878 – Erection of an external staircase and new mansard roof to accommodate a 1-bedroom flat. Refused 24/6/2002.
- HGY/2018/1536 – Demolition of existing two-storey building and single storey building at the rear. Formation of a three-storey building (with basement level)

comprising 5 self-contained flats, with front and rear lightwells and associated front bin store. GRANTED 22/5/2018 (amended 10/8/2018), subject to conditions. Not implemented within the 3-year time limit; permission has since lapsed.

- HGY/2026/0451 – the current application, the subject of this report, which seeks to renew the permission granted under HGY/2018/1536.

Planning enforcement history

- FCV/2015/00416 – regarding the use of the rear outbuilding for residential purposes. Case closed 20/4/2016.

4. CONSULTATION RESPONSE

The responses below were received following consultation on the application:

The following were consulted regarding the application:

- LBH Carbon Management
- LBH Transportation
- LBH Parks & Open Spaces
- LBH Arborist
- LBH EHS Cleansing
- LBH EHS - Pollution Air Quality Contaminated Land

No responses were received from the above consultees.

- LBH EHS - Pollution Air Quality Contaminated Land- No objections: air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.

5. LOCAL REPRESENTATIONS

No representations received from neighbours, local groups, etc in response to notification and publicity of the application.

6. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development
2. Design and appearance

3. Standard and quality of residential accommodation
4. Basement Impact, ground conditions and flood risk
5. Impact on neighbouring amenity
6. Transport considerations
7. Trees and landscaping.
8. Energy and sustainability and BNG
9. Other considerations

Principle of development

Renewal of Extant Planning Permission

Planning permission HGY/2018/1536 was granted on 22 May 2018 (as amended on 10 August 2018) for the demolition of the existing two-storey building and single-storey building to the rear of the site, and the erection of a three-storey building (with basement level) comprising five self-contained flats, with front and rear lightwells and an associated bin store. The permission was not implemented within the three-year period prescribed by Condition 1 and has therefore lapsed.

The current application seeks planning permission for a development that is substantively identical in scale, form, layout and housing mix to that previously approved. In considering applications to renew a lapsed permission, the key question is whether there have been any material changes in planning circumstances, including changes to national, regional or local planning policy, site circumstances, or other material considerations, which would justify reaching a different conclusion to that reached previously.

Whilst a renewal application must be determined on its own merits, considerable weight may be attached to the fact that planning permission has previously been granted for the same form of development, particularly where there has been no material change in circumstances that would alter the planning balance.

The proposal has therefore been assessed against the current development plan and other material considerations, including the National Planning Policy Framework (NPPF) (2026), the London Plan (2021), the emerging Draft London Plan (2026) and the Haringey Local Plan (2017) and Development Management DPD (2017).

Officers have reviewed the proposal against the current policy framework and are satisfied that the site, its surroundings and the planning policy context remain materially supportive of the principle of residential redevelopment. Although national policy has evolved since the original permission was granted, the direction of travel has been towards increased support for housing delivery, the optimisation of small

sites and the effective use of previously developed land. The site remains available for development and continues to represent a sustainable residential location.

Delivery of New Housing

The NPPF continues to place significant weight on boosting the supply of homes. Paragraph 72 states that the Government's objective is to significantly increase the supply of housing, while national policy recognises the important contribution that small and medium-sized sites make towards meeting housing needs. The proposal would facilitate the delivery of five additional homes on a sustainable urban site and would therefore contribute, albeit modestly, towards local and national housing objectives.

This approach is reinforced by Policy H2 (Small Sites) of the London Plan (2021), which establishes a presumption in favour of residential development on suitable small sites, and by Policy SP2 (Housing) of the Haringey Local Plan, which seeks to maximise housing delivery across the borough.

The emerging Draft London Plan (2026), whilst carrying limited weight at this early stage, is also a material consideration and provides a clear indication of the strategic direction of travel. The draft plan seeks a significant increase in housing delivery across London, places greater emphasis on optimising site capacity, and identifies smaller redevelopment sites as an important component of future housing supply. Emerging policies supporting sustainable growth, housing delivery and the efficient use of land further reinforce the principle of bringing forward appropriate residential development on sites such as this.

Haringey continues to face pressures in meeting its housing requirements, and the delivery of additional housing units on suitable urban sites remains an important planning objective. Accordingly, substantial weight should continue to be afforded to the benefits arising from the provision of new homes.

Housing Mix and Density

The proposed accommodation schedule remains unchanged from the previously approved scheme and comprises three one-bedroom units, one two-bedroom unit and one three-bedroom unit. The development therefore continues to provide a reasonable mix of dwelling sizes, including a family-sized unit, consistent with the objectives of Policy DM11 of the Development Management DPD, which seeks to secure a balanced housing stock and avoid an over-concentration of smaller units.

Given the site's highly sustainable urban location, excellent public transport accessibility and established residential context, the proposed level of development

remains appropriate. The scheme represents an efficient use of a previously developed site whilst maintaining the housing mix and overall scale previously considered acceptable by the Council.

Design and appearance

Policy D3 of the London Plan (2021) requires development to respond positively to local context through its layout, orientation, scale, appearance and form, with regard to the prevailing street hierarchy, building typologies, proportions and urban grain. Policy D4 seeks high-quality design that is accessible, attractive and optimises the potential of sites. At the local level, Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017) require development to relate positively to neighbouring buildings and the wider townscape, having regard to height, scale, massing, rhythm and architectural character.

The application site occupies a distinctive plot towards the eastern end of Raleigh Road within the Haringay Ladder, an area characterised predominantly by two- and three-storey Victorian terraced housing. The existing building is atypical in appearance and form when compared with the prevailing character of the surrounding streetscape. The Design and Access Statement notes that it is in a poor state of repair and lacks many of the architectural features and proportions that characterise the surrounding Victorian terraces. The redevelopment therefore presents an opportunity to replace a building of limited architectural merit with a purpose-designed residential building that responds more positively to its context.

The proposed development follows the design approach previously approved under planning permission HGY/2018/1536. The building has been conceived as a contemporary interpretation of the double-bay Victorian forms found throughout Raleigh Road and the wider Haringay Ladder. The design incorporates a projecting front bay, recessed entrance, pitched mansard-style roof form and a clearly articulated front elevation that reflects the proportions, rhythm and vertical emphasis of neighbouring terraced properties. Whilst contemporary in its detailing, the proposal draws upon the established architectural language of the surrounding area and would integrate comfortably within the existing street scene.

The scale, height and massing of the proposed development are considered appropriate to the site and its context. Although the proposal introduces an additional storey above the existing two-storey building, the third floor is successfully contained within the mansard roof form, reducing its visual impact when viewed from the street. The Design and Access Statement explains that the building has been carefully modelled so that the principal volume relates closely to the width, scale and proportions of adjoining properties, with setbacks and roof forms helping to minimise

perceptions of bulk. Officers agree that the proposal would appear as a logical component of the terrace rather than as an overly dominant or incongruous addition.

The proposed building line follows that of neighbouring properties, maintaining the established rhythm of development along Raleigh Road. The set-back front elevation reinforces the existing pattern of development and preserves privacy to ground-floor accommodation. To the rear, the building projects only modestly beyond the rear building lines of adjacent properties. The proposed depth and footprint are comparable to those previously approved and are not considered excessive within the context of the surrounding urban grain. The proposal is therefore consistent with the established pattern of development found throughout the locality.

Particular attention has been paid to privacy and overlooking. The east elevation incorporates perforated metal screening panels, which allow natural light into habitable rooms whilst restricting direct views towards neighbouring properties on Willoughby Road. Privacy screens are also proposed to balcony areas. These features formed part of the previously approved scheme and are considered an effective means of balancing residential amenity with good levels of outlook and daylight for future occupants.

The proposed material palette has been refined and specified in greater detail than the 2018 permission. The development would utilise stock facing brickwork, zinc cladding to the mansard roof and selected architectural features, aluminium-framed windows and permeable paving. These materials are durable, high quality and respond appropriately to the predominantly brick-built character of the surrounding Victorian terraces whilst providing a contemporary architectural expression. Details submitted within the Design and Access Statement demonstrate that the materials have been selected to weather well and ensure a robust and attractive appearance over the lifetime of the development.

The proposal would also deliver improvements to the appearance and functionality of the site. The existing frontage, which currently lacks definition and is susceptible to fly-tipping, would be formalised through the introduction of new landscaping, a dedicated refuse store and improved boundary treatment. Soft landscaping and permeable hard surfacing are proposed throughout the site, whilst the retention and protection of the three trees at the rear would help preserve existing screening and contribute positively to the character of the development.

Overall, officers consider that the proposal represents a well-considered design response that respects the prevailing character, scale and appearance of the Harringay Ladder whilst introducing a contemporary architectural form of an appropriate quality. It would result in a visual enhancement of the site, would not appear incongruous within the streetscene and would comply with Policies D3 and D4 of the London Plan

(2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

Standard and quality of residential accommodation

London Plan (2021) Policy D6 and Table 3.1 set minimum internal space standards for new residential development. As under the 2018 permission, the Design and Access Statement confirms that all five units meet the nationally described space standards. The unit-by-unit floorspace figures below are carried forward from the technical information prepared in support of HGY/2018/1536, as the internal layout is unchanged; these should be verified against any updated Accommodation Schedule submitted with the current application.

Unit no.	No. beds / persons	Floorspace (m²)	London Plan requirement (m²)	Compliance
1	1-bed 1-person	40.45	39	Y
2	1-bed 2-person	52.5	50	Y
3	3-bed 4-person	80.1	74	Y
4	1-bed 1-person	41.6	39	Y
5	2-bed 2-person	70.25	70	Y

Units 1 and 2 are located at basement level and are substantially single-aspect, benefiting from front and rear courtyards/lightwells that provide daylight, outlook and ventilation, in the same manner as approved under the 2018 permission. Whilst the provision of single-aspect units at basement level is not the most preferable arrangement, the lightwells, which were previously found to provide an acceptable standard of daylight in accordance with BRE guidance, continue to perform the same function within the current, unchanged layout.

All units would benefit from private outdoor amenity space in accordance with the Council's adopted standards. The proposed amenity provision remains unchanged from the previously approved scheme and is considered sufficient to meet the needs of future occupiers. As such, the development would provide an acceptable standard of residential accommodation.

London Plan Table 3.1 requirements, as set out below (figures carried forward from the 2018 technical submission and to be confirmed as unchanged):

Unit no.	Amenity space (m ²)	London Plan requirement (m ²)
1	11.56	5
2	43.07	6
3	25.9	9
4	5	5
5	11.58	7

On balance, and subject to confirmation that the internal layouts remain unchanged from the scheme approved in 2018, the proposal would continue to provide a satisfactory standard of accommodation for future occupiers, in accordance with Policy D6 of the London Plan (2021) and Policy DM12 of the Development Management DPD (2017).

Impact on the amenity of neighbouring occupiers

Policy D6 of the London Plan and Policy DM1 of the Development Management DPD require development to safeguard the amenity of neighbouring occupiers in respect of privacy, daylight, sunlight, outlook and sense of enclosure. As the proposed built form, siting, scale and massing are unchanged from the scheme approved under planning permission HGY/2018/1536, the amenity conclusions reached at that time remain applicable. Officers have nevertheless reassessed the proposal against the current policy framework and are satisfied that the development would continue to provide an acceptable relationship with neighbouring properties.

The proposed two-storey rear projection would not extend beyond a 45-degree line drawn from the nearest first-floor rear window of No. 103 Raleigh Road and would be positioned approximately 5 metres from that window. Having regard to its scale, positioning and relationship with the adjoining property, the proposal would not give rise to an unacceptable loss of daylight, sunlight, outlook or an undue sense of enclosure.

The development has also been designed to minimise opportunities for overlooking. The first- and second-floor rear balconies/terraces, together with the second-floor front balcony, would be enclosed by 1.8-metre-high privacy screens, preventing direct views towards neighbouring properties, including No. 103 Raleigh Road and properties on Willoughby Road. Furthermore, the nearest rear-facing windows of properties on Sydney Road are located approximately 20 metres from the proposed rear balcony, which is considered a sufficient separation distance to preserve a reasonable level of privacy.

Additional measures have been incorporated into the design to address the site's relationship with neighbouring rear gardens. The first- and second-floor side windows facing Nos. 20 and 21 Willoughby Road would be fitted with perforated metal screening panels. These panels would permit daylight into the associated habitable rooms whilst preventing direct outward views, thereby avoiding unacceptable overlooking and maintaining privacy for neighbouring occupiers.

The proposal responds appropriately to the constrained urban context of the site and the close-knit pattern of development that characterises the Harringay Ladder. The arrangement of windows, balconies and external amenity spaces has been carefully considered to balance the efficient redevelopment of the site with the protection of neighbouring residential amenity. Existing rear garden trees would be retained and continue to provide a degree of screening between the site and adjoining properties, further mitigating potential impacts.

Subject to conditions securing the installation and permanent retention of the privacy screens and perforated metal panels described above, officers are satisfied that the proposal would not result in any unacceptable impact on the amenity of neighbouring occupiers. The development is therefore considered to comply with Policy D6 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

Parking, highways and transport

The site benefits from an excellent level of public transport accessibility, with a PTAL rating of 6a. Numerous bus services operate within a short walking distance of the site, whilst Turnpike Lane Underground Station and Hornsey Railway Station are located approximately 4 and 9 minutes' walk away respectively. The site is also located within the Wood Green Outer Controlled Parking Zone (CPZ), which operates between 08:00 and 18:30, Monday to Saturday.

Policy DM32 of the Development Management DPD (2017) supports car-free development in locations that benefit from high levels of public transport accessibility and are covered by a Controlled Parking Zone. Given the site's highly sustainable location, the proposed development is considered suitable for a car-free arrangement. No off-street parking spaces are proposed, consistent with the scheme approved under planning permission HGY/2018/1536.

The application proposes the removal of the existing redundant vehicle crossover and the reinstatement of the footway and full-height kerb along the site frontage. This would allow the CPZ parking bay to be extended and represents a modest improvement to the public realm when compared with the previously approved scheme.

As no Section 106 Agreement accompanies the current application, it is recommended that a Grampian-style planning condition be imposed requiring the development to be secured as car-free prior to first occupation. The condition would require details of the mechanism by which future occupiers would be prevented from obtaining residents' parking permits within the surrounding Controlled Parking Zone to be agreed with the Local Planning Authority before occupation of any dwelling. This would replicate the restriction previously secured through the Section 106 Agreement attached to planning permission HGY/2018/1536.

A total of 12 secure and covered cycle parking spaces are proposed within a dedicated cycle store accessed from the side of the building. This represents an increase from the eight spaces approved in 2018 and accords more closely with the cycle parking standards set out in Table 10.2 of the London Plan (2021). The enhanced cycle parking provision is welcomed and further supports the site's car-free status.

Refuse and recycling storage would be provided within an enclosed store adjacent to the main access, comprising two 660-litre bins for refuse and recycling together with a 140-litre food waste bin. The arrangement is unchanged from the previously approved scheme and is considered acceptable.

Subject to conditions, including a Grampian condition securing the development as car-free prior to occupation, the proposal is considered acceptable in highways, parking and transport terms and complies with Policy SP7 of the Haringey Local Plan (2017), Policies DM31 and DM32 of the Development Management DPD (2017), and Policies T4, T5 and T6 of the London Plan (2021).

Basement impact, ground conditions and flood risk

Policy DM18 of the Development Management DPD (2017) requires basement development to demonstrate that it would not adversely affect structural stability, groundwater flows, flood risk, neighbouring amenity or the character of the area. Policies DM24 and DM25 further require development to appropriately manage surface water and incorporate sustainable drainage measures.

The application proposes a single-storey basement that is unchanged in scale, depth and extent from that approved under planning permission HGY/2018/1536. A revised Basement Impact Assessment (BIA) prepared by CBS Engineering Ltd has been submitted in support of the application. The BIA concludes that the site is underlain by London Clay, is not located within an aquifer, is not within 100 metres of a watercourse, and is not subject to any significant groundwater constraints. The assessment further concludes that the relatively shallow basement excavation, extending to approximately 2.9 metres below existing ground level, would not have a significant effect on groundwater flow regimes within the wider area. Where

groundwater is encountered during construction, it would be managed through temporary sumps and pumping arrangements.

In terms of structural stability, the BIA identifies the principal risk as the potential undermining of neighbouring foundations and the adjacent highway during excavation works. To mitigate this risk, it is proposed that the basement would be constructed using contiguous 300mm diameter minipiles around the perimeter of the excavation, lined internally with shotcrete and tied together with a reinforced concrete capping beam. The assessment explains that this approach would create a stable retaining structure prior to excavation, thereby minimising ground movement and reducing risks to neighbouring buildings. The basement slab and ground floor structure would provide additional restraint to the retaining walls once constructed. The BIA also recommends a monitoring regime to measure any movement of neighbouring structures throughout the construction process, with remedial measures available should agreed thresholds be exceeded.

The submitted assessment concludes that, subject to the adoption of these engineering measures, the proposed basement would not adversely affect the structural stability of adjoining properties or the public highway. Officers note that the BIA has been prepared by a suitably qualified Chartered Structural Engineer and that the proposed construction methodology reflects established industry practice for basement construction in constrained urban environments.

To ensure that the development proceeds in accordance with the recommendations of the BIA, a planning condition is recommended requiring all basement excavation and structural works to be undertaken under the supervision of a suitably qualified Chartered Structural Engineer. A further condition shall require the submission and approval of a detailed Construction Method Statement and monitoring strategy prior to the commencement of basement works. These conditions will ensure that the development is carried out in accordance with the approved engineering principles and that neighbouring properties and the public highway are appropriately safeguarded.

Officers also note that the detailed structural design of the basement and its construction methodology will be subject to separate approval under the Building Regulations, including assessment by Building Control. In addition, where excavation occurs in proximity to adjoining properties, the developer may be required to enter into Party Wall Agreements with neighbouring owners under the Party Wall etc. Act 1996. Whilst these matters fall outside the planning regime, they provide additional safeguards in relation to construction and structural stability.

With regard to flood risk and drainage, the site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers and the sea. The BIA confirms that

Environment Agency mapping identifies no significant flood risk constraints affecting the site and concludes that basement development in this location is acceptable from a flood risk perspective.

A Sustainable Drainage Proforma has also been submitted in support of the application. This confirms that infiltration drainage is not feasible due to the site's London Clay geology and that surface water will instead discharge at a controlled rate to the Thames Water surface water sewer network. The proposal incorporates sustainable drainage measures, including permeable paving and on-site attenuation storage. Surface water discharge would be restricted to a maximum rate of 2.5 l/s, with attenuation storage provided to accommodate rainfall events up to the 1-in-100-year storm event plus 40% allowance for climate change. The proposal would reduce the extent of impermeable surfacing on the site when compared to the existing situation and is expected to result in no increase in surface water run-off.

Subject to conditions securing the implementation of the approved drainage strategy, requiring the basement works to be overseen by a suitably qualified Chartered Structural Engineer, and requiring the submission of a detailed Construction Method Statement and monitoring regime, officers are satisfied that the proposal would not give rise to unacceptable impacts in respect of structural stability, groundwater, drainage or flood risk. The development is therefore considered to comply with Policies DM18, DM24 and DM25 of the Development Management DPD (2017) and the relevant sustainable drainage objectives of the London Plan (2021).

Trees and landscaping

Policy G7 of the London Plan (2021) seeks the retention of existing trees wherever possible and requires development proposals to incorporate appropriate measures for their protection during construction. At the local level, Policy DM1 of the Development Management DPD (2017) requires development to respond positively to existing landscape features, including trees on and adjacent to the site.

Three trees are located within the rear garden area of the site. The Arboricultural Report submitted in support of the 2018 permission identified two mature lime trees as being of high quality, with a substantial remaining life expectancy and significant amenity value. A third fruit tree was identified as being in decline. Collectively, the trees make a positive contribution to the character of the site and provide a valuable degree of screening between the application site and neighbouring properties on Sydney Road.

The submitted Design and Access Statement confirms that the existing trees to the rear of the site are to be retained as part of the development. The proposal has been designed to accommodate these trees, and protective measures would be

implemented during construction to safeguard their root protection areas and overall health. The retention of the mature lime trees is welcomed and will help preserve the established green character of the rear garden environment.

The proposal also includes hard and soft landscaping works, including permeable block paving to pathways and external circulation areas. These measures would assist with surface water management while contributing positively to the visual appearance of the development. The introduction of appropriate planting and landscaping has the potential to enhance biodiversity and improve the overall quality of the residential environment for future occupiers.

Given the time elapsed since the preparation of the Arboricultural Method Statement, Tree Protection Plan and Arboricultural Report submitted in support of the 2018 permission, it is considered appropriate to secure updated arboricultural information by condition. This should include a current assessment of the health and condition of the retained trees, together with revised tree protection measures where necessary. A condition requiring the submission and approval of a detailed hard and soft landscaping scheme is also recommended to ensure the delivery of a high-quality landscape setting for the development.

Subject to these conditions, officers are satisfied that the proposal would appropriately safeguard the existing trees on the site and provide suitable landscaping enhancements. The development is therefore considered to comply with Policy G7 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

Energy, sustainability and biodiversity net gain

Policy SI2 of the London Plan (2021), together with Policy SP4 of the Haringey Local Plan (2017) and Policy DM21 of the Development Management DPD (2017), requires development to minimise energy demand, reduce carbon emissions and follow the energy hierarchy of Be Lean, Be Clean and Be Green.

The application is accompanied by an Energy and Sustainability Statement, which assesses the proposal against current policy requirements. The assessment demonstrates that the development would achieve a 27% reduction in regulated carbon emissions through energy efficiency measures alone, including enhanced building fabric performance, improved insulation standards, reduced air permeability and energy-efficient lighting. The strategy concludes that the proposal would achieve an overall reduction of 54% in regulated carbon emissions when compared with the Part L 2021 baseline.

In respect of the Be Clean stage of the energy hierarchy, the assessment confirms that there is currently no existing or planned district heating network capable of serving the site. As such, connection to a heat network is not presently feasible.

The Be Green stage of the energy hierarchy proposes the use of low-carbon technologies, including air source heat pumps and photovoltaic panels. These measures are anticipated to provide a further reduction in regulated carbon emissions and form an important component of the overall energy strategy. Officers are satisfied that the submitted Energy and Sustainability Statement demonstrates that the development is capable of achieving a significant reduction in carbon emissions and broadly accords with the requirements of Policy SI2 of the London Plan.

The assessment also confirms that the development has been designed to achieve a water consumption target of no more than 105 litres per person per day. In addition, the development incorporates measures to mitigate overheating through passive design and natural ventilation, and includes commitments relating to waste minimisation, recycling and sustainable construction practices. These measures are welcomed and contribute positively towards the overall sustainability credentials of the scheme.

A condition is recommended requiring the development to be carried out in accordance with the approved Energy and Sustainability Statement and requiring full details of the proposed air source heat pumps, photovoltaic panels and associated equipment to be submitted for approval prior to the commencement of above-ground works.

Since the grant of planning permission in 2018, mandatory Biodiversity Net Gain (BNG) requirements have come into force under Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021. These provisions require most development proposals to deliver a minimum 10% increase in biodiversity value unless a qualifying exemption applies.

The application is accompanied by a Biodiversity Net Gain Exemption Statement prepared by Arbtech Consulting Ltd (23 May 2025), informed by a Preliminary Ecological Appraisal undertaken on 12 May 2025. The ecological assessment identifies the site's baseline habitats as buildings, sealed surfaces, bramble scrub, vegetated garden areas and scattered trees. It concludes that the development would affect less than 25 square metres of vegetated garden and bramble scrub habitat combined.

On this basis, the proposal qualifies for the de minimis exemption from the mandatory Biodiversity Net Gain requirement. Officers have reviewed the submitted Exemption Statement and accompanying habitat plan and are satisfied that the extent of habitat

affected falls below the relevant threshold and that the exemption has been appropriately justified.

Notwithstanding the exemption, the proposal would retain the three existing trees within the rear garden area, including two mature lime trees that represent the principal ecological resource on the site and provide both habitat and amenity value. The retention of these trees is welcomed and, together with the provision of additional planting secured through the landscaping condition, would assist in maintaining and enhancing the ecological value of the site. Whilst exempt from the statutory BNG requirements, the development is therefore expected to deliver a modest biodiversity enhancement when compared with the existing situation.

Subject to conditions securing compliance with the approved Energy and Sustainability Statement, details of the proposed renewable energy technologies, and the implementation of an appropriate hard and soft landscaping scheme, the proposal is considered acceptable in energy, sustainability and biodiversity terms. The development would accord with Policy SI2 of the London Plan (2021), Policy SP4 of the Haringey Local Plan (2017), Policy DM21 of the Development Management DPD (2017), and the biodiversity net gain provisions introduced by the Environment Act 2021.

Accessibility

Policy SP2 of the Haringey Local Plan (2017), Policy D7 of the London Plan (2021) and the Housing SPD seek to ensure that new residential development provides an appropriate level of accessible and adaptable housing, including wheelchair-accessible homes where feasible. In Haringey, 90% of new dwellings should meet the requirements of Building Regulations Approved Document M4(2) (Accessible and Adaptable Dwellings), with 10% meeting M4(3) (Wheelchair User Dwellings).

As with the scheme approved under planning permission HGY/2018/1536, the proposed development does not include a lift. Consequently, only the ground-floor unit is capable of achieving step-free access from the site entrance and is therefore capable of meeting M4(2) standards in full. The remaining units, located at basement, first- and second-floor levels, would be accessed via stairs and would not fully comply with the M4(2) standard.

This matter was carefully considered under the previous permission and was found to be acceptable on balance, having regard to the site's constraints, the scale of the development and relevant London Plan guidance. In particular, guidance associated with small-site housing delivery recognises that, in developments of this nature where lifts are not provided, it may not always be practical or proportionate for upper-floor dwellings to achieve full M4(2) compliance. In such circumstances, homes above

ground-floor level are generally expected to achieve the requirements of Building Regulations M4(1) as a minimum.

The current proposal is unchanged in terms of its layout, scale and vertical circulation arrangements. The introduction of a lift would result in a significant impact on the internal layout and efficiency of the scheme and would be disproportionate in the context of a development providing only five residential units. Officers therefore consider that the accessibility conclusions reached under the previous permission remain applicable.

A condition is recommended requiring the ground-floor unit to be designed and constructed to meet Building Regulations M4(2) standards. Subject to this condition, the proposal is considered to provide an acceptable level of accessibility, having regard to the scale and nature of the development, and is therefore considered to comply with Policy D7 of the London Plan (2021) and Policy SP2 of the Haringey Local Plan (2017).

Conclusion

The application seeks planning permission for the renewal of planning permission HGY/2018/1536 for the redevelopment of the site to provide five self-contained residential units. The proposed development is substantively unchanged from the previously approved scheme in terms of its scale, form, design, massing, layout and housing mix.

The proposal has been assessed against the current development plan and other material considerations, including the National Planning Policy Framework (NPPF), the London Plan (2021), the emerging Draft London Plan and the adopted Haringey Local Plan policy framework. Having undertaken that assessment, officers are satisfied that there have been no material changes in policy or site circumstances since the grant of the previous permission that would warrant a different conclusion being reached.

The development would contribute to the delivery of additional housing on a sustainable and highly accessible urban site, making effective use of previously developed land in accordance with national, regional and local planning objectives. The proposal would provide a satisfactory standard of accommodation for future occupiers and has been designed to respond appropriately to the character and appearance of the Harringay Ladder. Subject to the recommended conditions, including conditions securing updated technical information where necessary, the development would not result in unacceptable impacts on neighbouring residential amenity, highway safety, trees, drainage, flood risk, structural stability or the wider character of the area.

Officers are satisfied that the proposal accords with the development plan when read as a whole and that there are no material considerations indicating that planning permission should be withheld. All relevant matters, including the Council's Public Sector Equality Duty and human rights considerations, have been taken into account in reaching this recommendation.

Accordingly, planning permission is recommended for approval, subject to the conditions set out below.

7. CIL APPLICABLE

The Mayoral CIL charge will be £12,702.29 (174.65 sqm x £72.73) and the Haringey CIL charge will be £40,031.53 (174.65 sqm x £229.21 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

8. RECOMMENDATION

GRANT PLANNING PERMISSION subject to the conditions set out below, including a Grampian-style condition requiring the development to be secured as a car-free.

1. The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 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.

Approved drawings and documents: 1691.P1.02 - Block Plans, 1691.P1.10 - East Elevation, 1691.P1.11 - Section AA, 1691.P1.09 - West Elevation, 1691.P1.03 - Proposed Site Plan, 1691.P1.08 - Rear Elevation, 1691.P1.07 - Front Elevation, 1691.P1.05 - First and Second Floor Plan, 1691.P1.04 - Basement and Ground Floor Plan, 1691.P1.06 - Roof Plan, 1691.P1.E3 - Existing Front Elevation, 1691.P1.E4 - Existing Rear and Side Elevations, 1691.P1.E2 - Existing First Floor and Roof Plan, 1691.P1.E1 - Existing Ground Floor Plan.

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 development shall take place until details and samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include:
 - a) Samples of the proposed facing brickwork, mortar and zinc cladding/roofing materials;
 - b) Details of the colour, finish and profile of all windows and external doors;
 - c) Details of the proposed front boundary treatment, including walls, railings, gates and entrance enclosures;
 - d) Details of the design, materials and appearance of the refuse and recycling store;
 - e) Details of the privacy screens and perforated metal panels shown on the approved drawings.
 - f) The development shall thereafter be carried out in accordance with the approved details and retained as such thereafter.

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

Reason: To ensure a high-quality appearance that responds positively to the character of the Harringay Ladder and Raleigh Road, in accordance with Policies D3 and D4 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

4. Prior to first occupation of the development hereby approved, details of the design, dimensions, materials and means of enclosure of the cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority.

The cycle parking shall provide a minimum of 12 secure and covered cycle parking spaces and shall be installed in accordance with the approved details prior to first occupation of the development. The cycle parking facilities shall thereafter be retained and kept available for cycle parking at all times.

Reason: To ensure the provision of safe, secure and convenient cycle parking facilities and to promote sustainable modes of transport, in accordance with Policy T5 of the London Plan (2021), Policy SP7 of the Haringey Local Plan (2017) and Policy DM31 of the Development Management DPD (2017).

5. Prior to first occupation of the development hereby approved, details of hard and soft landscaping, including boundary treatments, planting, biodiversity enhancements and a programme for implementation and maintenance, shall be submitted to and approved in writing by the Local Planning Authority.

The approved landscaping scheme shall be implemented during the first planting season following first occupation or completion of the development, whichever is sooner, and shall thereafter be retained and maintained.

Any trees or plants that die, are removed or become seriously damaged or diseased within five years of planting shall be replaced with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure a high-quality landscaping scheme that enhances the appearance of the development, safeguards visual amenity and biodiversity, and provides an appropriate setting for the development, in accordance with Policy G7 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017), and Policy DM1 of the Development Management DPD (2017).

6. The upper-floor side-facing windows shown on drawing 1691.P1.10 (East Elevation) shall be fitted with obscure glazing and shall be non-opening below a height of 1.7 metres above the finished internal floor level. The windows shall be installed prior to the first occupation of the development and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard against overlooking and loss of privacy in the interests of the amenity of neighbouring occupiers, in accordance with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of the Development Management DPD 2017.

7. Prior to the start of demolition works, a construction logistics and management plan for the proposed development has to be submitted to and approved in writing by Local Planning Authority. The plan shall provide the following details:
 - a. A programme of demolition and construction works, including details of any traffic management measures.
 - b. Details of construction vehicle routing and, where any reversing manoeuvres are required, provision for the management of vehicle movements by a qualified and certificated banksman.

- c. Details of the storage of plant, equipment and materials used during demolition and construction.
- d. Details of the construction compound, including the siting of any temporary site offices, welfare facilities, toilets, skips or other temporary structures.
- e. Details of the erection and maintenance of security hoarding and any measures required to protect pedestrians and neighbouring properties.
- f. Details of measures to minimise dust, dirt and debris arising from demolition and construction activities, including dust suppression, damping down, wheel-washing facilities and the sheeting of vehicles carrying demolition or construction materials.
- g. Contact details for the Site Supervisor responsible for on-site works.
- h. A photographic survey of the section of Raleigh Road immediately adjoining the site, to be submitted to and approved by the Local Planning Authority prior to the commencement of works, to provide a baseline against which any damage arising from demolition and construction activities can be assessed.

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.

- 8. No development, including any excavation works, shall commence until a suitably qualified Chartered Civil Engineer (MICE), Chartered Structural Engineer (MIStructE), or Chartered Geotechnical Engineer has been appointed to inspect, approve and monitor the critical elements of both temporary and permanent basement works. Details of the appointment, including the engineer's qualifications and responsibilities, shall be submitted to and approved in writing by the Local Planning Authority. The appointed engineer shall remain in post for the duration of the basement works.

Reason: To ensure that the basement is constructed safely and without adverse impacts on neighbouring buildings, land and infrastructure, in accordance with Policy DM18 of the Haringey Development Management DPD (2017).

- 9. The development shall be carried out in accordance with the principles and measures set out in the approved Drainage Pro-forma and supporting drainage information. Prior to the first occupation of the development, the approved surface water drainage and attenuation measures shall be fully implemented and thereafter retained and maintained for the lifetime of the development.

Reason: To ensure the satisfactory management of surface water and to reduce the risk of flooding in accordance with Policy SI13 of the London Plan (2021), Policies SP0 and SP4 of the Haringey Local Plan (2017), and Policy DM24 of the Development Management DPD (2017).

10. The development hereby approved shall be carried out in accordance with the recommendations and tree protection measures contained within the approved Arboricultural Survey and Tree Constraints Plan prepared by Matthew Middle of Arbtech Consulting Limited, reference BS5837 - 105 Raleigh Road - Arbtech TSR 01 - 09-06-25. Any protective fencing, exclusion zones or other tree protection measures required by the approved arboricultural documentation shall be installed prior to the commencement of development and retained for the duration of demolition and construction works.

Reason: To ensure the protection and long-term retention of the existing trees on and adjoining the site during demolition and construction works, in accordance with Policy G7 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

11. The development hereby approved shall be carried out in accordance with the approved Energy and Sustainability Statement and shall achieve a minimum 54% reduction in regulated carbon emissions compared to the Building Regulations Part L 2021 baseline.

The development shall incorporate the energy efficiency measures and low-carbon technologies identified within the approved Energy and Sustainability Statement, including air source heat pumps and photovoltaic panels, or alternative measures that achieve the same or greater level of carbon reduction.

Prior to the commencement of above-ground works, details of the siting, specification and appearance of the proposed air source heat pumps and photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority.

The approved measures shall be installed prior to first occupation of the development and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure that the development minimises energy demand and carbon emissions in accordance with the energy hierarchy and complies with Policy SI2 of the London Plan (2021), Policy SP4 of the Haringey Local Plan (2017) and Policy DM21 of the Development Management DPD (2017).

12. The residential units hereby approved shall be constructed to meet, as a minimum, the higher Building Regulations standard set out in Part G, limiting water consumption to no more than 110 litres per person per day using the fittings approach.

Reason: The site is located within an area of serious water stress and it is therefore necessary to maximise water efficiency, mitigate the impacts of climate change, promote sustainable development and ensure the prudent use of natural resources, in accordance with the NPPF and Policy SI5 of the London Plan (2021).

13. No occupation of the development hereby approved shall take place until a carbon offset contribution of £6,056.00 has been secured through a Unilateral Undertaking or such other mechanism as may be agreed in writing by the Local Planning Authority, to address the residual carbon emissions arising from the development.

Reason: To ensure that the residual carbon emissions arising from the development are appropriately offset and to support the delivery of zero-carbon development, in accordance with Policy SI2 of the London Plan (2021), Policy SP4 of the Haringey Local Plan (2017), and Policy DM21 of the Development Management DPD (2017).

14. The noise level from air source heat pump shall at all times remain 5dB(A) below background levels when measured at any nearby residential window or other noise sensitive receptor.

The plant/ equipment shall be serviced regularly in accordance with the manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is determined by the local planning authority to be failing to comply with this condition, it shall be switched off upon written instruction from the local planning authority and not used again until it is able to comply.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

15. 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.

16. The ground-floor residential unit hereby approved shall be designed and constructed to meet the requirements of Building Regulations Approved Document M4(2) (Accessible and Adaptable Dwellings). All remaining residential units hereby approved shall be designed and constructed to meet, as a minimum, the requirements of Building Regulations Approved Document M4(1) (Visitable Dwellings).

Reason: To ensure that the development provides an appropriate level of accessibility and adaptability for future occupiers, in accordance with Policy D7 of the London Plan (2021) and Policy SP2 of the Haringey Local Plan (2017).

17. The Owner shall enter into a legal agreement with the Council to secure that the occupiers of the additional residential units created by the development shall not be eligible to obtain residents' parking permits or visitor parking permits within the local Controlled Parking Zone, save for persons who are entitled to such permits by virtue of a statutory disability exemption or any successor legislation.

Reason: To promote sustainable travel patterns, minimise reliance on the private car, and ensure the development does not generate additional on-street parking demand, in accordance with London Plan Policies T6 and T6.1, Policy SP7 of the Haringey Local Plan (2017), and Policy DM31 of the Development Management DPD (2017).

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 and not at all on Sundays and Bank Holidays.

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 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £12,702.29 (174.65 sqm x £72.73) and the Haringey CIL charge will be £40,031.53 (174.65 sqm x £229.21 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Secure by Design

You are advised to review the Crime Prevention Officer's recommendations in developing the detailed design for this scheme, in relation to the following issues: external residential and individual entrance Door-sets, ground floor and accessible windows, bin lighting, storage, boundaries, climbing aids. See comments published on the Council's planning portal in relation to this application.

INFORMATIVE: Thames Water Water Supply Assets

The proposed development is located within 15 metres of Thames Water's underground water supply assets. The applicant is advised that the development could affect these assets if appropriate measures are not taken. Reference should be made to Thames Water's guidance 'Working Near Our Assets' and any necessary approvals should be obtained before commencing works. Further information is available at: <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Thames Water Developer Services:

Email: developer.services@thameswater.co.uk

Telephone: 0800 009 3921