



Officer Report

Application Number:	HGY/2026/0993	
Application Type:	Full planning permission	
Address:	80, Wightman Road, London, N4 1RU	
Proposal:	The conversion of an existing garage/store and erection of a first floor to form a three bedroom dwellinghouse	
Case Officer:	Ben Coffie	
Valid Date:	07/04/2026	
Applicant:	Mr Savvas Nicalaou	
Agent:	Mr David Cassells	

1. PROPOSED DEVELOPMENT

Planning permission is sought for the conversion of an existing single-storey garage and store fronting Duckett Road, to the rear of 80 Wightman Road, together with the erection of a first-floor extension above, to form a self-contained three-bedroom dwellinghouse

The existing building measures approximately 6m in width, 9m in length and 2.6m in height, with a gross external area of 44.5 sq.m. The building would be raised to approximately 3.1m in height, with the front elevation remodelled to incorporate aluminium-framed windows and a composite entrance door with a sidelight. The rear wall would be extended by approximately 2m, resulting in an overall length of approximately 11m, and finished with a chamfered rear wall incorporating two aluminium-framed bi-folding door/window units. An aluminium-framed bi-folding door/window unit and an air source heat pump are proposed on the western flank elevation.

The proposed first floor would be aligned with the flank walls of the ground floor, whilst retaining a 1m separation distance from No. 1 Duckett Road, and would be finished with a flat roof approximately 6m high at the western eaves and 6.4m high at the eastern eaves, reflecting the fall in site levels. The roof would accommodate 12 photovoltaic panels. The first floor would project approximately 1m beyond the front wall of the ground floor and would be finished with a chamfered elevation containing two windows. At the rear, it would be set back approximately 1.8m from the ground floor rear wall and similarly finished with a chamfered elevation containing two windows.

External materials would comprise facing brickwork and white multi-facing brick and brick slips at ground-floor level, with diamond-profile zinc cladding and brown-painted aluminium window frames at first-floor level.

2. SITE AND SURROUNDINGS

The application site comprises a corner backland plot of approximately 342 sq.m, occupied by a single-storey garage and store fronting Duckett Road, to the rear of 80 Wightman Road. No. 80 Wightman Road comprises a two-storey-plus-basement end-of-terrace property, extended at both rear and roof level, and currently in use as a House in Multiple Occupation (HMO). The site is accessed from both Wightman Road, via the host property, and directly from Duckett Road.

To the north lies No. 82 Wightman Road, comprising a two-bedroom ground-floor flat with a further HMO unit at first-floor level. To the east lies No. 1 Duckett Road, a two-storey dwellinghouse, whilst Duckett Road itself forms the southern boundary of the site. Site levels fall from north to south.

The surrounding area is predominantly residential in character, comprising Victorian semi-detached and terraced properties along Wightman Road and Duckett Road within the wider area bounded by Turnpike Lane, Endymion Road and Green Lanes.

The site benefits from a moderate level of public transport accessibility, with a PTAL rating of 3, and is located within a Controlled Parking Zone (CPZ).

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

Planning history

- HGY/1999/0902 – Demolition of the existing garage in the rear garden and erection of a two storey detached house. Refused.
- HGY/2005/0305 – Demolition of an existing garage and erection of a single storey garage and store/summer house. Granted April 2005. (This permission gave rise to the existing building that is the subject of the current application.)

The following decisions relate to similarly located development in the vicinity of the site and are considered relevant context:

- HGY/2016/3169 – Construction of a part one, part two storey dwelling (C3) with basement level accommodation, following demolition of an existing single detached lock-up garage at the rear, 19 Willoughby Road. Granted January 2017.
- HGY/2017/1166 – Erection of 2 no. semi-detached three bedroom dwellinghouses (1 x three storey and 1 x two storey, both with basement levels) with private amenity space to the rear, 2 Frobisher Road. Granted October 2017.
- HGY/2015/1859 – First floor extension to form a two storey dwelling, 1A Cavendish Road. Granted August 2015.

4. CONSULTATION RESPONSE

The following responses were received following consultation on the application:

LBH Design Officer – Supportive of scheme.

LBH Transportation - The site has moderate public transport accessibility (PTAL=3) and is located within a Controlled Parking Zone.

The loss of off-street parking for the host property would not be supported, as car-free family housing is only supported by policy in areas with good public transport accessibility (PTAL 4 and above); the same reasoning applies to the proposed new family-sized dwelling, which similarly does not benefit from provision for car parking. No parking stress assessment has been undertaken. In these circumstances, a unilateral undertaking for a car-free Section 106 agreement is required, restricting eligibility of all occupiers of both the host property and the new dwelling from obtaining CPZ parking permits. The applicant would be responsible for payment (estimated at £4,000) for the corresponding amendment to the CPZ Traffic Management Order.

The proposal includes both stepped and ramped access to the dwelling; these should include guard railings to prevent pedestrians stepping over the edges and injuring themselves. The existing vehicular crossover would need to be reinstated as footway at the applicant's expense; these works should be implemented prior to occupation, with the applicant to contact the Council's Highway Maintenance Manager to provide an estimate and arrange for the works, together with corresponding revisions to on-street parking, at the applicant's cost.

A condition requiring submission of a construction management statement is required, including a highway dilapidation survey with scope agreed with the Council's Highway Officer. The existing double gates fronting Duckett Road should be removed, given there is no vehicular crossover serving them, and the associated 'no parking, day or night' signage is considered inappropriate in this location.

LBH Carbon Management - The development achieves a reduction of 101.75% in regulated carbon dioxide emissions on site from a Building Regulations Part L 2021 compliant baseline (Be Lean 22.01%, Be Clean 0%, Be Green 79.74%), resulting in a net carbon-negative outcome. This is supported in principle, and planning conditions are recommended to secure the benefits of the scheme.

The proposed Be Green measures, an air source heat pump and a 4kWp photovoltaic array, are supported. The applicant is encouraged (though this is not required) to install a living roof beneath the PV array, as this would enhance the efficiency of the PV system and improve the biodiversity value of the site. No overheating statement has been submitted; this is recommended to be secured by condition. The carbon shortfall to offset is nil, resulting in a carbon offset contribution of £0.

5. LOCAL REPRESENTATIONS

One letter of objection was received in response to the notification and publicity of the application. The issues raised are summarised and considered within the relevant sections of this report.

- Development would harm the character and appearance of the Harringay Ladder and Victorian streetscape.
- First-floor addition is considered out of keeping with surrounding buildings.
- Proposal represents overdevelopment of a small and constrained backland site.
- Three-bedroom dwelling considered too intensive for the size of the plot.
- Concerns over loss of daylight and increased overshadowing to No. 1 Duckett Road.
- Concerns regarding overlooking and loss of privacy from first-floor habitable rooms.
- Existing parking stress would be worsened by an additional family dwelling.
- Lack of off-street parking would increase pressure on on-street parking.
- Development would have an adverse impact on neighbouring amenity and local highway conditions.

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. Impact on neighbouring amenity
5. Parking, highways and transport
6. Energy and sustainability
7. Other considerations

Principle of development

The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development and advises that planning decisions should contribute to the achievement of sustainable development, including meeting the housing needs of present and future generations. The NPPF also places significant weight on the need to support housing delivery, optimise the use of land within existing urban areas and make effective use of previously developed land, whilst ensuring that development creates places with a high standard of amenity and responds positively to local character.

This approach is reflected in Policy H2 (Small Sites) of the London Plan (2021), which supports the delivery of well-designed homes on suitable sites below 0.25 hectares, and Policy SP2 of the Haringey Local Plan (2017), which seeks to maximise housing delivery across the borough. Policy DM10 supports windfall housing development where it complies with relevant Development Plan policies.

At the local level, Policy DM7 of the Development Management DPD (2017) Development on Infill, Backland and Garden Land Sites supports development on such sites where it responds appropriately to its surroundings, safeguards neighbouring amenity, provides an

acceptable standard of accommodation for future occupiers and incorporates an appropriate relationship with the established street pattern.

The application seeks the conversion and extension of an existing garage/store building to provide a three-bedroom dwellinghouse. The site comprises previously developed land within an established residential area and benefits from a frontage onto Duckett Road, thereby satisfying the requirements of Policy DM7. It is also located in a sustainable location within walking distance of Harringay Station, local bus services and the shops and services of Green Lanes District Centre, reducing reliance on private vehicles.

The proposal would make effective use of an underutilised site and deliver an additional family dwelling within the borough. Whilst modest in scale, the development would contribute towards housing supply and broaden local housing choice. Officers also note that the Council's Authority Monitoring Report identifies a shortfall against the borough's cumulative housing target, to which the proposal would make a positive contribution.

Accordingly, subject to detailed consideration of design, residential amenity, transport and other material planning matters, the principle of development is considered acceptable.

Design and appearance

Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017) require development to respond positively to local context and character, achieving a high standard of design that contributes positively to the quality of an area through its height, scale, massing, form, materials and architectural detailing.

The application seeks to repurpose an existing single-storey garage and store building located on a corner plot fronting Duckett Road. The existing structure is utilitarian in appearance and makes a limited contribution to the character and visual quality of the streetscene. The proposal would retain and extend the existing building to provide a new dwelling, introducing a more coherent architectural composition and active frontage onto Duckett Road. The development has been designed around the constraints of the site and seeks to make effective use of previously developed land whilst respecting the surrounding residential context.

In terms of scale and massing, the dwelling would remain subordinate to the surrounding Victorian properties on Wightman Road and Duckett Road, which are predominantly two and three storeys in height. Whilst a first floor is proposed above the existing building, the overall height of approximately 6m to 6.4m would remain notably lower than the adjoining dwellings. The perceived bulk of the development is further reduced through the chamfered front and rear elevations, the set back of the first floor from the rear elevation, and the retention of a 1m separation distance from No. 1 Duckett Road. Officers therefore consider that the proposal would sit comfortably within its surroundings and would not appear overly dominant or visually intrusive.

The Design and Access Statement explains that the architectural approach has intentionally adopted a contemporary design language rather than seeking to replicate the surrounding Victorian architecture. The proposed dwelling would incorporate facing brickwork and brick slips at ground-floor level, with diamond-profile zinc cladding and aluminium-framed windows at first-floor level. Whilst these materials would contrast with the traditional detailing of neighbouring properties, contemporary design is not in itself inappropriate, particularly where, as in this case, it relates to a detached building occupying a distinct site separate from the established Victorian terraces. A condition is recommended requiring the submission and approval of samples and details of external materials, windows, doors, boundary treatments and associated architectural detailing to ensure a high-quality appearance and appropriate integration with the surrounding area.

The objection received raises concerns that the proposal would be out of keeping with the character of the Harringay Ladder and would fail to respect the prevailing Victorian townscape. Officers acknowledge the attractive and consistent Victorian character of the wider area. However, the site is not located within a Conservation Area and does not form part of a designated heritage asset. Furthermore, the proposal would not interrupt the established rhythm of the surrounding terraces, being physically separate from them and occupying an existing developed site fronting Duckett Road. Given its lower overall height, detached form and high-quality contemporary design, Officers do not consider that the proposal would cause harm to the character or appearance of the area. Rather, it would provide a well-considered and site-specific design response that would improve the appearance of the site when compared with the existing garage and store building.

Overall, the proposal is considered to represent a high-quality design response that would enhance the appearance of the site, make efficient use of previously developed land and integrate satisfactorily with the surrounding townscape. The development therefore accords with Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policies DM1 and DM7 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.

The proposed dwelling would provide a gross internal area of 102.8 sq.m, exceeding the London Plan minimum standard of 84 sq.m for a three-bedroom, four-person dwelling. Individual room sizes, including Bedroom 1 (11.5 sq.m), Bedrooms 2 and 3 (9.5 sq.m each), and the living room and kitchen/dining area, all meet or exceed the relevant minimum standards. In addition, approximately 65.1 sq.m of private amenity space would be provided, substantially exceeding the London Plan minimum requirement of 6 sq.m.

The private amenity space would be located to the west and rear of the dwelling and would comprise approximately 65.1 sq.m, incorporating a combination of hard permeable paving and soft landscaping, together with cycle parking and refuse/recycling storage. A small patio is proposed to the rear, alongside a forecourt with entrance steps to the front, both finished in permeable paving. Boundary treatment would comprise 1.8m-high close-

boarded timber fencing along the Duckett Road frontage and the boundary between Nos. 80 and 82 Wightman Road.

The dwelling would therefore provide a high 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 neighbouring amenity

Policy D6 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017) require development to safeguard the amenity of neighbouring occupiers in respect of privacy, daylight, sunlight, outlook and sense of enclosure.

A Daylight and Sunlight Assessment, prepared in accordance with the BRE guide Site Layout Planning for Daylight and Sunlight, has been submitted assessing the effect of the proposal on the neighbouring properties at Nos. 1 Duckett Road and 80 and 82 Wightman Road. The assessment demonstrates a relatively low level of impact overall, with a single technical exceedance of the BRE daylight guidelines affecting the rear ground-floor kitchen/dining room window at No. 80 Wightman Road, where the before-and-after ratio would be 0.74 against a BRE target of 0.8, whilst retaining a Vertical Sky Component (VSC) of 21.4%. Given the marginal nature of this shortfall, the retained VSC being above the 20% level generally regarded as acceptable in dense urban locations, the separation distances retained to this window (approximately 4.4m to the proposed boundary fence and 5.6m to the flank wall of the proposed dwelling), and the presence of an additional window serving this room on its southern flank elevation, officers consider the residual impact to be acceptable on balance.

No windows are proposed in the elevation facing No. 80 Wightman Road. The proposed first-floor rear bedroom windows would not directly face windows of adjoining properties but would afford views across rear gardens associated with properties on Wightman Road and, to a lesser extent, Duckett Road. Given the established pattern of mutual overlooking between rear gardens within this densely developed urban area, officers do not consider that the proposal would result in a material increase in overlooking or loss of privacy. A 1m gap would be retained to the boundary with No. 1 Duckett Road, and 1.8m-high timber fencing is proposed along the Duckett Road frontage and between Nos. 80 and 82 Wightman Road, helping to maintain privacy at ground-floor level.

The letter of objection raises concerns regarding loss of daylight, sunlight, overshadowing and privacy, particularly in relation to No. 1 Duckett Road. Officers note that the submitted Daylight and Sunlight Assessment specifically assessed the impact of the development on windows serving No. 1 Duckett Road and found them to comply with the relevant BRE guidance, with no material shortfall identified. The only technical exceedance identified relates to a window at No. 80 Wightman Road, as discussed above. Having regard to the modest scale of the proposal, the site's orientation and the retention of a 1m separation distance from the shared boundary, officers do not consider that the development would result in a significant loss of daylight, sunlight or an unacceptable degree of overshadowing to No. 1 Duckett Road.

With regard to privacy, no windows are proposed within the elevation facing No. 1 Duckett Road. Furthermore, directional privacy louvres are proposed to the high-level window within the first-floor accommodation and a condition is recommended requiring their installation and retention. When taken together with the retained separation distance and proposed boundary treatment, officers are satisfied that the proposal would not result in an unacceptable loss of privacy to neighbouring occupiers. A further condition removes permitted development rights for additional openings, extensions and alterations, thereby ensuring that the current assessment remains robust over the lifetime of the development.

The residential use of the proposed dwelling is not considered likely to result in a significant increase in noise and disturbance to neighbouring occupiers. Subject to conditions controlling noise emissions from the proposed air source heat pump and securing its final siting and screening details, officers are satisfied that the proposal would not result in an unacceptable impact on the amenities of neighbouring occupiers. The proposal is therefore considered to accord with Policy D6 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

Parking, highways and transport

Local Plan (2017) Policy SP7 (Transport) seeks to tackle climate change, improve place-making, the public realm, and environmental and transport quality and safety by promoting sustainable modes of travel, including public transport, walking and cycling. The policy also seeks to direct development towards locations with good access to public transport. This approach is supported by Development Management Policy DM31 (Sustainable Transport).

The application site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to provide a good level of access to public transport services. A number of bus routes are available within walking distance of the site, whilst both Harringay Station and Harringay Green Lanes Station are readily accessible on foot.

In this case, it is noted that the existing garage structure to the rear of No. 80 Wightman Road has been extended and is currently used for residential purposes. As such, the building no longer functions as a garage and there is no loss of off-street car parking associated with the current use and needs of No. 80 Wightman Road.

In relation to the existing building on the application site, it is noted that a vehicle can currently be parked in front of the structure. However, this area does not provide the minimum depth of 4.8 metres required to constitute a policy-compliant off-street parking space and is therefore considered an informal parking arrangement. Whilst the redevelopment of the site to provide a larger dwelling would result in the loss of this informal space, the proposal would not increase the number of residential units on the site. Furthermore, a condition is recommended requiring the removal of the existing crossover and the reinstatement of the footway and kerb to the satisfaction of the Local Planning Authority and Highway Authority. This measure would enable the highway space to be used for parking, specifically provide capacity for an additional on-street parking space. In this context, the proposal is not considered to result in an adverse impact on local parking conditions.

A condition requiring the submission and approval of a Construction Management Plan (CMP) is recommended. This will secure details relating to the management of the construction process following the appointment of a contractor and the progression of the detailed design. The condition will also assist in minimising impacts on the local highway network and the amenity of neighbouring occupiers during the construction phase.

Subject to the recommended conditions, including the removal of the existing crossover and reinstatement of the footway and kerb, the proposal is considered acceptable in transport and highways terms and is considered to accord with Policy SP7 and Policy DM31.

Cycle and refuse/recycling storage are proposed within the private amenity area to the side of the dwelling, within a reasonable distance of the highway for collection purposes.

Subject to a condition securing these facilities, the proposal is considered acceptable in this regard, in accordance with Policy DM4 of the Development Management DPD (2017).

Energy & Sustainability

Policy DM4 of the Development Management DPD (2017) requires development proposals to sustainably manage waste arising during the design, construction and occupation of a development. All proposals should make provision for the storage of general waste, recyclable materials and food waste. Adequate internal and external storage capacity should be provided to accommodate the volume of waste generated by the development. Waste storage areas should also be easily accessible and provide safe access for both occupiers and collection operatives.

The Council's Carbon Management Team has reviewed the proposal and confirmed that the development would achieve a reduction of 101.75% in regulated carbon dioxide emissions beyond a Building Regulations Part L 2021 compliant baseline. This comprises a 22.01% reduction through energy efficiency measures (Be Lean), no reduction through connection to a district heating network (Be Clean), and a 79.74% reduction through renewable energy measures (Be Green). As a result, the development is expected to achieve a net carbon-negative outcome.

The proposed Be Green measures comprise an air source heat pump and a 4kWp photovoltaic array, both of which are supported by the Council's Carbon Management Team. It is also noted that the applicant is encouraged to consider the installation of a living roof beneath the photovoltaic array, which could provide additional biodiversity benefits and potentially improve the efficiency of the solar panels.

Whilst the submission demonstrates compliance with the energy hierarchy and carbon reduction requirements, conditions are recommended requiring the submission of a detailed Energy Strategy and details of the air source heat pump, together with an overheating assessment, to ensure that the proposed energy and sustainability measures are appropriately designed and implemented.

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 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.

The Carbon Management Team has confirmed that no residual carbon emissions remain to be offset and, consequently, no carbon offset contribution is required. Subject to the recommended conditions, Officers are therefore 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.

Other considerations

In terms of Mandatory Biodiversity Net Gain (BNG), introduced through the Environment Act 2021, qualifying development is generally required to deliver a minimum 10% increase in biodiversity value. However, certain forms of development are exempt from the mandatory BNG requirements, including developments which fall within the statutory de minimis threshold. This includes development where the impact on habitat is less than 25 square metres of onsite habitat, or less than 5 metres of linear habitat such as hedgerows. As the proposal falls within this threshold, it is exempt from the mandatory Biodiversity Net Gain requirements and a Biodiversity Gain Plan is therefore not required. Nevertheless, the proposal incorporates biodiversity enhancements, including a green roof, which will provide ecological benefits and improve the environmental performance of the site.

CONCLUSION

The proposal would make effective use of a previously developed site to provide an additional dwelling in a sustainable location. Officers consider that the scale, design, appearance and material palette would result in a high-quality contemporary development that would sit comfortably within its surroundings and improve the appearance of the site when compared with the existing garage and store building.

Subject to the recommended conditions, the proposal would provide a good standard of accommodation for future occupiers and would not result in unacceptable impacts on neighbouring amenity, parking conditions, trees, ecology or the character and appearance of the area. Accordingly, the proposal is considered to accord with the Development Plan when read as a whole, and planning permission is recommended for approval. Accordingly, planning permission is recommended for approval, subject to the conditions set out below.

7. CIL APPLICABLE

As confirmed by the submitted CIL Additional Information Form, the proposal would result in a net increase of 58.3 sq.m of floorspace. As the development relates to the extension of an existing dwellinghouse and would create less than 100 sq.m of additional floorspace, it is not considered liable for Community Infrastructure Levy (CIL).

8. RECOMMENDATION

GRANT PLANNING PERMISSION, subject to the following conditions:

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 and documents listed below, except where conditions attached to this permission indicate otherwise or where alternative details have subsequently been approved following an application for a non-material amendment.

Approved drawings: 2513_P01B – Existing Site Location Plan, 2513_P02B – Existing Ground Floor Plan, 2513_P20A – Existing Side (East) Elevation, 2513_P21A – Existing Front Elevation, 2513_P23A – Existing Rear Elevation, 2513_P24A – Existing Side (West) Elevation, 2513_P102D – Proposed Ground Floor Plan, 2513_P103D – Proposed First Floor Plan, 2513_P104B – Proposed Roof Plan, 2513_P105B – Proposed Site Location Plan, 2513_P220A – Proposed Side (East) Elevation, 2513_P221B – Proposed Front Elevation, 2513_P223B – Proposed Rear Elevation, 2513_P224A – Proposed Side (West) Elevation, 2513_P226A – Proposed Materials 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 development shall take place until details and samples of the external materials and architectural detailing 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, brick slips and zinc cladding;
 - b) Details of the colour, finish, profile and reveals of all windows and external doors;
 - c) Details of the green roof, including species composition and substrate depth;
 - d) Details of all rainwater goods, flues, vents, meter boxes and other external fixtures and fittings; and
 - e) Details of the external appearance of the air source heat pump and any associated enclosure or screening.

The development shall thereafter be carried out in accordance with the approved details and retained as such thereafter.

Reason: To secure a high-quality appearance and architectural detailing, and to ensure that the development integrates appropriately with its surroundings, 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. Notwithstanding the landscaping and boundary treatment details contained within the submitted Design and Access Statement, prior to the first occupation of the extended dwelling hereby approved, full details of all hard and soft landscaping works, boundary fencing, railings, gates and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the design, height, materials, colour and finish of all boundary treatments and railings

The approved details shall be implemented prior to the first occupation of the extended dwelling, or during the first planting season thereafter where planting is involved, and shall thereafter be retained and maintained. Any trees or plants which, within a period of five years from planting, die, are removed, become seriously damaged or diseased shall be replaced during the next planting season with others of a similar size and species.

Reason: To secure a satisfactory appearance for the development and to ensure an appropriate standard of landscaping and boundary treatment, in accordance with Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

5. Notwithstanding the cycle parking and refuse/recycling storage details contained within the submitted Design and Access Statement, prior to the first occupation of the extended dwelling, full details of the cycle parking and refuse/recycling storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the design, dimensions, materials and arrangements for access to the facilities.

The approved cycle parking and refuse/recycling storage facilities shall be provided prior to the first occupation of the extended dwelling and shall thereafter be retained and kept available for their intended purpose at all times.

Reason: To ensure the provision of adequate and convenient cycle parking and waste storage facilities, in accordance with Policy T5 of the London Plan (2021) and Policy DM4 of the Development Management DPD (2017).

6. The development hereby approved shall be carried out in accordance with the approved Energy Statement and shall achieve a minimum 101.75% reduction in regulated carbon emissions compared to the Building Regulations Part L 2021 baseline. Prior to the commencement of above-ground works, details of the siting, specification

and appearance of the proposed air source heat pump 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 and retained thereafter.

Reason: To ensure that the development minimises energy demand and carbon emissions 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).

7. Prior to the first occupation of the extended residential unit, a water butt with a minimum capacity of 120 litres, to collect rainwater from the roof of the dwelling, shall be installed and made operational. The water butt shall thereafter be retained and maintained for the lifetime of the development.

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

8. The extended dwelling hereby approved shall be designed and constructed to achieve a maximum internal water consumption rate of 110 litres per person per day, in accordance with Part G of the Building Regulations.

Reason: The site is located within an area of serious water stress, where opportunities to improve water efficiency should be maximised in the interests of sustainable development, climate change mitigation and the prudent use of natural resources, in accordance with the NPPF.

9. The noise level from the air source heat pump hereby approved shall at all times remain at least 5dB(A) below background levels when measured at the nearest noise-sensitive receptor. The plant shall be serviced regularly in accordance with the manufacturer's instructions. If the plant is found not 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: To protect the amenity of neighbouring occupiers, in accordance with Policy D14 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

10. No development shall commence until a Construction Logistics and Management Plan (CLMP) has been submitted to and approved in writing by the Local Planning Authority. The CLMP shall include details of:

- a) the programme of construction works and any traffic management measures;
- b) construction vehicle access, routing, loading and unloading arrangements;
- c) the storage of plant, equipment and construction materials;

- d) the location of any skips, welfare facilities, scaffolding, hoarding or other temporary structures;
- e) measures to minimise dust, dirt and debris and prevent mud being deposited on the public highway; and
- f) a photographic survey of the sections of Duckett Road and Wightman Road immediately adjoining the site prior to the commencement of works.

The approved CLMP shall be implemented throughout the construction period.

Reason: To minimise disruption to the local highway network and safeguard the amenities of neighbouring occupiers during the construction process, in accordance with Policies T4, T7 and D14 of the London Plan (2021), Policy SP0 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

11. 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 further extensions, alterations, outbuildings or other structures shall be erected, and no additional windows, doors or other openings shall be inserted into the extended dwelling without the prior grant of planning permission from the Local Planning Authority.

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

12. Prior to the first occupation of the extended dwelling hereby approved, arrangements shall be made with the Council's Highway Authority for the removal of the existing vehicle crossover serving the site and the reinstatement of the footway and kerb. The cost of such works shall be met by the developer and the approved works shall be completed prior to first occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice the free flow of vehicular and pedestrian traffic, to maximise the efficient use of on-street parking provision, and to safeguard highway safety and the amenities of the area.

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 and Numbering

The new dwelling will require numbering. The applicant should contact the Council's Local Land Charges team at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

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: Land Ownership

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