



Planning Statement

Belmont Court, Gordon Road, London, N11 2NX

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1 Introduction

- 1.1 BM3 has prepared this Planning Statement for and on behalf of Mario Stavrou (the 'applicant'). It sets out the planning case in support of the extension and alteration of Belmont Court, Gordon Road, Wood Green, London, N11 2NX (the 'Site').
- 1.2 The proposed development will deliver investment in an established apartment building that supports local housing and provides new housing within an established residential area.
- 1.3 The Site falls below the 0.2-hectare biodiversity net gain (BNG) requirement, with the exemption introduced on 6 August 2026. The 0.2-hectare exemption means that the smallest developments will not be required to do mandatory BNG, unless onsite priority habitat is negatively impacted. The ecology assessment supporting this proposal does not highlight any priority habitat that is negatively impacted; therefore, this proposal is exempt from BNG.

Background

- 1.4 The application site comprises a detached apartment building to the west of Gordon Road, bounded to the north by residential properties and to the south and west by Scout Park. The local area is predominantly residential, with specialist health facilities close to the Site.
- 1.5 Scout Park, to the south and west of the Site, forms a camping and activity centre for the North London Scout District. Access to the park is available from Gordon Road, to the east of the Site building. The activity centre includes dense tree cover across the open space. The park is not a public space.
- 1.6 The Site includes a limited planning history, with the latest approval in 2016 to discharge conditions relating to the upward extension of the building to facilitate two additional residential units (HGY/2012/0339).

Consultation

Pre-application advice

- 1.7 The applicant and project team have undertaken pre-application engagement (Appendix A) with the London Borough of Haringey Council, during which a proposal for two rear three-storey extensions to create 8 additional apartments, together with associated works, was discussed. The pre-application Site Plan is set out below:



- 1.8 The pre-application process sought to understand:
- The principle of extending the built asset.
 - The design and appearance of the built asset.
 - Planning constraints.
 - Validation requirements.
- 1.9 The written response (Appendix A) states that the local planning authority would support new housing in this location, in accordance with the National Planning Policy Framework, the London Plan, and Haringey's Local Plan.
- 1.10 The advice sought was based on infill extensions to the rear and works to the roof, which differed from the application proposal. However, the advice relating to design helped inform the scheme's evolution and development. The authority identified that the choice of materials, with brick to the ground floor and zinc to the dormer windows, was appropriate. Concerns were raised regarding the impact of the infill development on the existing built asset. Furthermore, the dormer window sizing was considered inappropriate. Revisions were recommended prior to a formal planning submission, with the dormer windows relating closely to the existing building.
- 1.11 The existing built form enables double and triple-aspect apartments. The pre-application proposal presented internal amendments that reduced outlook and amended the mix of apartments. The authority considered that the proposed scheme would fail to comply with the housing design standards set out in the London Plan and local planning policy.
- 1.12 The applicant thanks the local planning authority for their engagement and advice during the pre-application process, which has helped to develop the project to this point.

2 Application Site

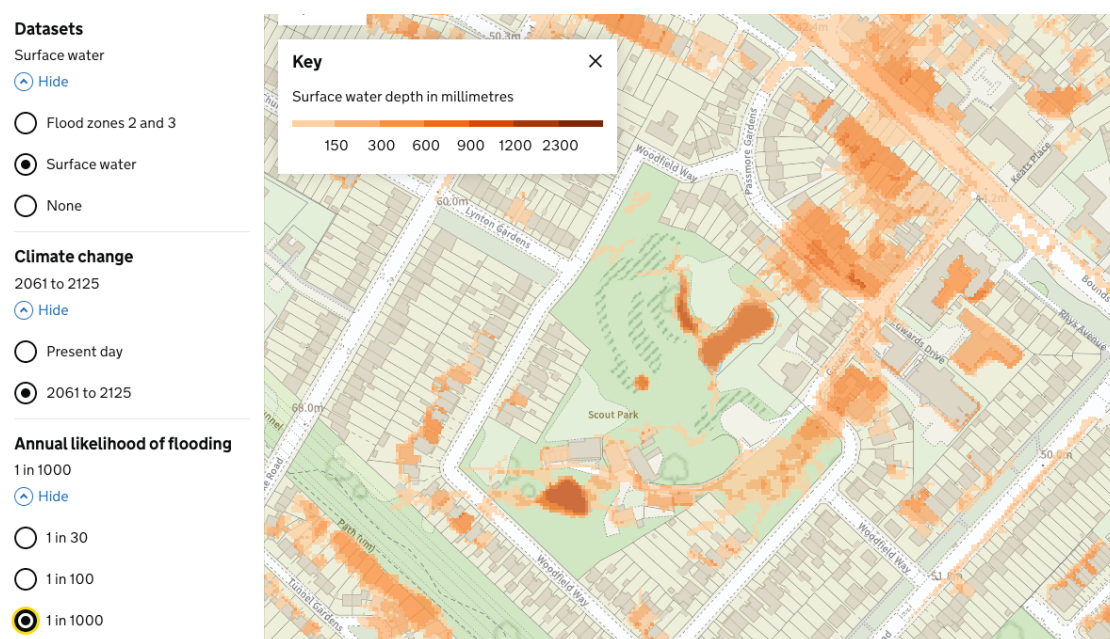
- 2.1 The application site comprises Belmont Court, Gordon Road, within the London Borough of Haringey (the local planning authority). The site includes an existing three-storey (G+2) residential apartment block with accommodation for 9 apartments. The generously sized apartments are arranged with two apartments to the frontage and a further apartment to the rear – this layout is repeated across the floors.
- 2.2 A central front entrance with a ground-to-second-storey render feature providing access to all the apartments, with secondary access to the rear of the property via external fire escapes.
- 2.3 The built form reflects the period of its construction (1930s/1940s), with ground-floor brickwork and pebbledash to the principal elevation. A brick soldier course creates a break in the pebbledash render to the frontage, as shown below:



- 2.4 The sides and rear are clad in facing brickwork. The roof is finished with clay tiles. Feature elements of the design are concentrated at the front of the property, with a functional design at the rear. The external staircase is constructed in metal with a black finish. The rear of the property is presented below:



- 2.5 The surrounding townscape is mixed in character, comprising residential apartments, semi-detached dwellinghouses, and detached houses, with Scout Park to the west and south of the site. The local area comprises a varied design style, with a high proportion of buildings dating from the early to mid-20th century.
- 2.6 The site benefits from excellent public transport access and scores 5 on the Public Transport Accessibility Level (PTAL). It is within easy walking distance of Bounds Green rail station and is served by frequent bus routes along Bounds Green Road and Durnsford Road.
- 2.7 The site is located outside a designated conservation area and is neither a listed building nor adjacent to a listed building.
- 2.8 The site lies within Flood Zone 1, which has a low probability of flooding, is appropriate for development, and does not require a flood risk assessment for the planning submission. The flood map for surface water flooding indicates that the site is clear of surface water flood risk, including under climate change and for a 1 in 1000-year event, as presented below:



- 2.9 The local planning authority mapping indicates that there are no tree preservation orders affecting the Site or trees adjacent to the proposal area. The neighbouring Scout Park is a borough-grade Site of Importance for Nature Conservation.

Planning History

- 2.10 The most relevant applications determined by the London Borough of Haringey are summarised below.

Application Reference	Description	Decision
HGY/2012/0339	Conversion of the existing roofspace of a three storey block of flats to create two new flats, with the addition of dormers and the extension of the existing fire escape stairs. Provision of brick cycle store for two cycles in rear garden.	Approved (09/08/12)
HGY/2005/0462	Erection of 2m high black steel gate to entrance of site.	Approved (21/04/05)

HGY/2001/1038	Renewal of external staircase at rear	Approved (31/08/01)
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3 The Proposed Development

- 3.1 This planning application seeks consent for the extension of the built asset, including the development of an additional storey, works to the roof, and extensions to the rear of the building to accommodate an additional 9 residential apartments, together with an amended internal configuration to facilitate a total of 18 residential apartments.
- 3.2 Further information is provided in the submitted application plans (by BM3) and the supporting documents. This section of the Statement summarises the proposed development to provide context for the subsequent sections and the consideration of key planning matters.
- 3.3 The key elements of the proposal are as follows:
- Upward extension to enable a fourth floor and fifth floor (within the roof).
 - Rear extension to the southern aspect of the building, retaining the openness to the north.
 - Reconfiguration of the internal arrangement.
 - Removal of rear staircase.
 - Provision of balconies/private space to all west-facing apartments.
 - Retention of shared amenity space and private off-street parking.
 - New bin store and cycle store locations.

Layout

- 3.4 The proposed layout responds to advice received during the pre-application process and recognises the importance of multiple factors for residents. An opportunity for through flow of air is achieved by all units having a dual aspect.
- 3.5 Broadly, the front units retain layouts similar to the existing, with the central entrance providing access to all residential apartments via a centralised staircore. The existing staircore would not be appropriate for fire safety and has been relocated to the rear of the building, where it can achieve compartmentation with fire doors.
- 3.6 The proposal includes a suitable mix of apartment types, amending the Site from a wholly 2-bedroom block to a mix of 1, 2, and 3-bedroom properties.

Dwelling Type	Number	%
1B2P	4	22
2B3P	12	67
3B5P	2	11
	18	100 (*allowing rounding)

- 3.7 The layout of the building enables 14 properties to benefit from either a balcony or protected ground-floor space.
- 3.8 Vehicular access to the Site is maintained via Gordon Road, and a gated access is retained, albeit improved to accommodate pedestrian access. Bin and cycle stores are proposed at the rear of the property to ensure a high-quality streetscape.

- 3.9 The existing garaging is proposed to be retained to the rear of the site.

Scale

- 3.10 The proposed extension to the built form enables two additional storeys of residential accommodation, comprising a full storey above the existing built form (and proposed extension) and further accommodation in the block's roofspace.
- 3.11 The architectural design has sought to integrate the existing built form, minimising the impact of an additional storey.

Appearance

- 3.12 The design of the building seeks to retain the existing architecture and features while introducing a contemporary finish and approach.
- 3.13 The principal elevation retains the red multi-brick ground-floor finish, with render to match the existing on the upper floors, and the feature glazing is centred.
- 3.14 To the sides, a mix of brickwork and render is proposed, with soldier-course brickwork between storeys, consistent with the principal elevation. The soldier course will not extend to all walls.
- 3.15 Balconies for the block will be constructed in galvanised steel with glass panels.
- 3.16 The new roof will be zinc-clad, modernising the building while maintaining a suitable colour palette for the local area.
- 3.17 Materials and detailing will be of a standard appropriate to the building and its setting, with an acceptance of a suitably worded planning condition.

Access

- 3.18 Access to the Site will remain via Gordon Road, with pedestrian access to the centre of the built asset. Internally, the reconfiguration improves fire safety with a compartmentalised staircore serving all floors. The current stairwell would not be suitable for extension or alteration.
- 3.19 Externally, the highway access remains via Gordon Road, and a gated entrance remains in place, albeit with a different design. The access and egress for the site remain unchanged.
- 3.20 Parking provision for five vehicles remains in-situ as garaging. Cycle parking is proposed at the rear of the site, close to the building, and benefits from natural surveillance and gated access. The proposal does not alter the established servicing or highway arrangements serving the site.

4 Relevant Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.
- 4.2 In this case, the statutory development plan comprises:
- The London Plan (2021);
 - Haringey's Local Plan Strategic Policies (2017)
 - Haringey's Development Management DPD (2017)
- 4.3 The applicant is aware that the local planning authority is currently updating the Local Plan, with a timetabled adoption in February 2027. At present, this has not been considered by an Inspector, and the weight afforded to policies should be limited. Should this change during determination, the applicant will update this Statement.

The Development Plan

- 4.4 The Council will adopt a positive approach that reflects the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF). Planning applications that comply with the policies in Haringey's Local Plan will be approved without delay, unless material considerations indicate otherwise (Policy SP0).
- 4.5 Good growth is inclusive growth (Policy GG1). Planning should encourage stakeholder engagement and deliver positive contributions to the physical environment.

Housing

- 4.6 The London Plan is clear about its ambition to deliver more homes (Policy GG4). Policy H2 states that boroughs should proactively support well-designed new homes on small sites (below 0.25 hectares) through the planning system to meet London's housing needs, support small and medium-sized housebuilders, and diversify the type and mix of housing supply in a local area.
- 4.7 Policy SP2 (Housing) sets out the Council's housing requirements and the expectations for development. This includes the need for appropriate density and design standards, ensuring that new development meets the London Plan's density levels, is designed to the housing design standards, maximises housing for people whose circumstances make them vulnerable, and complies with building regulation M4(2). Policy D7 identifies a requirement for M4(2) and M4(3) units.
- 4.8 The Council will support windfall development where it complies with the relevant policies of the development plan, including Policy DM10.
- 4.9 Policy H10 sets out that schemes should generally include a range of unit sizes. The housing mix (Policy DM11) should be appropriate to the site circumstances, including location, character, site constraints, and development scale. The Council will support a concentration of 1- and 2-bedroom units, while the wider area includes a mix of larger and family-sized units.
- 4.10 Affordable housing shall be achieved on sites capable of delivering 10 or more units and shall result in no net loss of existing affordable housing floorspace (Policy SP2).

Design

- 4.11 The London Plan (Policy GG2) states that development should proactively explore opportunities to intensify land use to support additional homes, promoting higher-density development, particularly in

locations well connected to jobs, services, infrastructure and amenities. A design-led approach should be used to determine the optimum development capacity of sites.

- 4.12 Policy D3 states that all development must make the best use of land by adopting a design-led approach that optimises site capacity. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.
- 4.13 Policy SP11 (Design) states that all new development should enhance Haringey's built environment and create high-quality, attractive, sustainable, safe and easy-to-use places and buildings. To achieve this, all development shall:
- Be of the highest standard of design that reflects its local context and character.
 - Ensure impacts on health, climate change, natural resources and biodiversity are minimised.
 - Incorporate solutions to reduce crime and fear of crime.
 - Promote high-quality landscaping.
 - Seek the highest standards of access.
 - Ensure buildings are designed to be flexible and adaptable.
- 4.14 Policies D4 and DM1 set out that all new development must achieve a high standard of design and contribute to the distinctive character and amenity. The Council will support proposals that relate positively to structures, new or old, that create a harmonious whole. Development should relate positively to the locality, including its urban grain, form, scale, massing, and local architectural styles and materials. Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours.
- 4.15 Policy DM12 states that all new housing must be of high quality, take into account the privacy and amenity of neighbouring uses, and meet or exceed the minimum space standards. All units should have access to amenity space, with upper floors benefiting from a balcony or terrace, subject to acceptable amenity, privacy and design considerations, or to shared amenity space.
- 4.16 Policy D6 states that housing development should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts. Housing development should maximise the provision of dual-aspect dwellings and normally avoid the provision of single-aspect dwellings. Housing developments are required to meet the minimum standards set out in Table 3.1 of the Plan.
- 4.17 Policies D5 and DM2 state that proposals should ensure new developments can be used safely and easily by all.
- 4.18 Policy DM4 requires all proposals to consider the management of waste arising from new developments during the construction and occupation phases. All proposals must provide on-site facilities for general waste, including the separation of recyclable materials and organic waste.
- 4.19 Policy DM6 sets out that for all development proposals, the Council expects building heights to be of an appropriate scale, responding positively to the site's surroundings, the local context, and the need to achieve a high standard of design.

Sustainability

- 4.20 Policy SP4 states that the Council will promote measures to reduce carbon emissions from new and existing buildings, and that all new developments will take measures to reduce energy use and carbon emissions during design, construction and occupation.

- 4.21 Policy SP5 requires all development in Haringey to be water-efficient during construction and operation. All development shall improve the water environment and minimise water use. The Council requires all new development to meet water consumption targets of 105 litres per person per day.
- 4.22 Policy DM21 states that all new development is expected to consider and implement sustainable design, layout and construction techniques. Proposals should seek to minimise energy use, reduce the potential for overheating and limit reliance on mechanical air conditioning systems.

Environment

- 4.23 Policy SP13 requires that all development protect and improve sites of biodiversity and nature conservation. This includes the protection and enhancement of Sites of Importance for Nature Conservation (SINCs).

Transport

- 4.24 Policy T6 of the London Plan states that car-free development should be the starting point for all development proposals in well-connected places. The Council will support proposals for new development with limited or no on-site parking (Policy DM32) where there are alternative and accessible means of transport and public transport accessibility is at least 4.
- 4.25 Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved by securing the provision of appropriate levels of cycle parking, which should be fit for purpose, secure and well-located.

Fire Safety

- 4.26 Policy D12 states that all development proposals must meet the highest standards of fire safety and be designed to incorporate appropriate features that reduce the risk to life and the risk of serious injury in the event of a fire. Developments should be constructed in an appropriate manner to minimise the risk of fire spread.

National Planning Policy Framework

- 4.27 The National Planning Policy Framework (NPPF), August 2026, sets out the Government's planning policies for England and how they are expected to be applied by local planning authorities. The policies contained within the NPPF are a material consideration in the determination of planning applications; therefore, we have set out the relevant paragraphs of the NPPF.
- 4.28 The NPPF defines the purpose of the planning system as contributing to sustainable development and introduces a general presumption in favour of such development. For the planning system, this means achieving the three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways (paragraph 17):
- a) **An economic objective** - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) **An environmental objective** – to support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and

historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.

- 4.29 Paragraph 18 sets out that these objectives [presented in paragraph 17] should be delivered through the preparation and implementation of development plans, and that they are not criteria against which every development proposal can or should be judged.
- 4.30 Policy DM3 sets out that when considering development proposals, local planning authorities should work with the applicant in a positive and proactive manner, take a proportionate approach to the planning matters raised, consult statutory or internal consultees only where necessary, take into account pre-application advice, consider whether otherwise unacceptable development proposals could be made acceptable through planning conditions, and not refuse applications for development that should clearly be approved.
- 4.31 Policy S3 states that decisions on development proposals should apply a presumption in favour of sustainable development. This means that Policy S4 in the Framework should be applied when considering development proposals within settlements. Policy S4 states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the Framework's national decision-making policies.
- 4.32 Section 5 of the NPPF supports the transition to net zero by 2050 and helps shape places in ways that are more resilient to the effects of climate change. Policy CC2 sets out that, in order to contribute to climate change mitigation and the transition to net zero, development proposals should prioritise sustainable patterns of movement, support good access to facilities, and use design approaches that conserve energy and reuse existing structures and materials.
- 4.33 Policy CC3 states that development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme. To minimise vulnerability to these impacts, proposals should be located where the risk of flooding is lowest, incorporate sustainable drainage systems to manage surface water flow rates, use design approaches that minimise overheating risks, and include green infrastructure and suitable tree planting.
- 4.34 Section 6 emphasises the importance of substantially increasing the supply of homes. Policy HO7 identifies that substantial weight should be given to the benefits of providing homes that will contribute towards meeting the needs of the community.
- 4.35 Section 12 of the NPPF promotes the effective use of land in meeting the need for homes, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.36 Policy L2 states that substantial weight should be given to the benefits where a development proposal would create additional homes within settlements by using the airspace above existing residential properties, including but not limited to the addition of mansard roofs. Proposals should:
1. Where appropriate, have larger buildings where building upward would not cause substantial harm to the character of a building and its surroundings.
 2. Maintain safe access and egress for occupiers, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space.
 3. Where the development would involve the use of residential curtilages, not occupy more than twice the footprint of the existing buildings on the site, and would retain at least 50% of the non-developed area, unless additional development can be accommodated without harm to the overall character of the area and taking into account the availability of infrastructure and importance of locating development in sustainable locations.

- 4.37 Policy L3 supports development proposals that make efficient use of land, taking into account the scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places. To contribute to efficient land use within settlements, development proposals should increase the area's density. The policy states that the only exception is where there is clear justification that this is either inappropriate or not possible (for example, where the prevailing density is already very high).
- 4.38 Section 14 promotes high quality, healthy, inclusive and sustainable places. Policy DP3 sets out that development proposals should respond to their context, so that they integrate with and enhance their surroundings, through the use of materials and architectural features. To create well-designed places, development proposals should also reflect relevant parts of:
- a) Liveability: support healthy, mixed, vibrant and integrated communities.
 - b) Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, orientation, massing, landscaping and materials.
 - c) Nature: incorporate and/or connect to a network of high quality, accessible, multi-functional green infrastructure.
 - d) Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement, and prioritise walking, wheeling, cycling and public transport.
 - e) Built form: promote compact forms of development to optimise the site's potential.
 - f) Public Space: include spaces that are safe, secure, inclusive and accessible for all ages and abilities.
 - g) Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.
- 4.39 Policy DP4 states that design quality should be considered throughout the evolution, assessment and delivery of development proposals.
- 4.40 Policy TR3 states that locating development in sustainable locations can support sustainable patterns of movement, enable good accessibility for different users, and make the most of existing and proposed infrastructure.
- 4.41 Policy P3: Living Conditions and Pollution sets out that development proposals should be appropriate for their location, taking into account the likely effects of pollution on health, living conditions and the natural environment. Within this context, development proposals should:
- Provide healthy living conditions for occupiers in terms of light and avoiding exposure to unacceptable levels of pollution that will affect health and quality of life.
 - Not give rise to unacceptable levels of access to daylight and sunlight for neighbouring residents.
 - Sustain and contribute to compliance with relevant limit values for air pollutants.
 - Mitigate and reduce to a minimum potential adverse impacts resulting from noise.
 - Limit any adverse impact from artificial light on local amenity.
 - Assess and mitigate impacts where the development could have an unacceptable effect on water quality.

- 4.42 Policy F7 aims to ensure that development is safe from flooding. Development proposals should not pose a flood risk to potential users and should not increase flood risk elsewhere.
- 4.43 In improving the natural environment, Policy N2 states that development proposals should minimise adverse impacts on biodiversity and incorporate features (such as bird and bat bricks/boxes) into the construction, unless compelling technical reasons prevent their use or would make them ineffective.
- 4.44 Policy N3 recognises the benefits of trees for biodiversity, climate change mitigation, and the character and quality of the built environment. Development proposals should consider the appropriate selection of species and their placement, and provide for the long-term maintenance of both existing and newly planted trees that form part of the development.

5 Key Planning Considerations

- 5.1 The planning application presents an opportunity to revitalise a brownfield apartment building in an established residential area, at a corner location with no immediate neighbours to the east (highway), south and west (Scout Park).
- 5.2 The applicant has undertaken formal pre-application advice with the local planning authority, and the local planning authority has accepted the principle of residential use. As the proposed use is both supported and in place, the principle of residential use is not considered a key planning matter. In addition, the proposal is below the threshold for affordable housing, and this does not form a planning consideration.
- 5.3 In accordance with the National Planning Policy Framework, great weight should be given to the delivery of new homes on small and medium-sized sites.
- 5.4 The key planning considerations for the proposal are as follows:
 - Design and Appearance
 - Scale of Development
 - Living Conditions
 - Parking, Waste and Cycles

Architecture

- 5.5 The architectural team has worked to identify key landmarks, styles, and materiality of the area. The review and understanding of local assets, as well as the key materiality and design of the existing building, have enabled the building to develop naturally, with a continuation of key design features.
- 5.6 The new storey of development continues the design rhythm with a traditional finish, including soldier bond at the base and above the windows, render to match the lower floors, and a window system to mirror all other windows across the building frontage. The continuation of the central window system will reduce the visual impact of the development, with the new storey integrating well.
- 5.7 The existing built form is a style of its time and neither listed nor locally listed. The architectural finish has a clear composition and is a simple yet considered architectural treatment for the building façade. The typical window module provides a clear set of parameters for the local authority to approve and conditions to ensure materiality is maintained through to delivery.
- 5.8 The mansard roof has been designed to distinguish itself from the existing building and to present a clear contemporary finish at the top of the building. Views of the roof are limited, but consideration of colours, window placement, and internal uses aims to maximise the user experience of the space.
- 5.9 The proposal accords with local and national planning policy and guidance by delivering high-quality design that respects the local context and the area's positive aspects. Furthermore, the proposal maintains materiality at the lower levels, with a similar render throughout and the use of brick detailing. In addition, all units will benefit from dual-aspect living environments, enabling the flow of air throughout an apartment.
- 5.10 The proposed layout complies with regulations and requirements while continuing to provide high-quality, well-proportioned living spaces for all residents. The compartmentalisation of the staircore enables safe access in the event of a fire.
- 5.11 The proposal is in line with the relevant local and national planning policy, supporting high-quality design at urban sites.

Scale of development

- 5.12 The application proposal carefully considers local building heights, both current and potential, and provides a clear rationale for the proposed height. The application Site benefits from previous consents to utilise the upper floor (roof space) for residential use. The principle of utilising the roof has been established in former proposals, and from the principal elevation it is important to note that the application seeks one additional storey, albeit read as two when incorporating the roof.
- 5.13 The General Permitted Development, as amended, allows the construction of new dwellinghouses on detached blocks of flats (Class A, Part 20). The Order permits up to two additional storeys. A limitation of the Order is that it applies only to buildings constructed before 1948 or after 2018 – it is believed that this building was built between these years, but in any event this proposal is not reliant on a prior approval application. As permitted development rights enable upward extensions (subject to prior approval), it is clear that the principle of an additional storey is considered wholly appropriate by the Government and therefore appropriate in this location. Furthermore, the NPPF highlights the benefits of building upwards and maximising both the density of development and the airspace above existing development.
- 5.14 It is acknowledged that the principal elevation and the original building do not mark the limit of growth for this proposal, and the application seeks wider development, including to the side of the 'T'. This element of development has been scaled back since the original pre-application discussion and is now limited to the southern elevation, which is not visible from Gordon Road or neighbouring properties to the north.
- 5.15 The design development took into account views of the building, and the additional built form was considered wholly appropriate to deliver a high-quality living environment and new homes to the local area.
- 5.16 The scale of development has been revised in response to dialogue with the planning authority and amended from the original pre-application proposal. The proposed works to the rear of the building have been reduced as discussions progressed, and the new layout ensures all units have a high-quality living environment.
- 5.17 The scale of development is appropriate for the location, aligns with local and national planning policy, and responds positively to the character of the area. Increasing density is supported by the Framework and states that within settlements the only exception is where there is clear justification that this is either inappropriate or not possible (owing to existing high densities). The proposed scale is wholly appropriate.

Living Conditions

- 5.18 Local planning policy requires a high-quality living environment. The property currently comprises entirely two-bedroom apartments (9 in total). The London Plan and Haringey planning policies promote a mix of unit types across developments and avoid an overconcentration of certain types of development. This building functions as an apartment building within an area of mixed property types.
- 5.19 The pre-application discussions considered a proposal to increase the number of apartments, including a number of apartments that would not benefit from dual aspect, thereby limiting access to light and ventilation. The proposal before the local planning authority seeks to deliver new apartments that benefit from dual aspect, with the majority having access to balconies, as well as communal external space to the rear of the building.
- 5.20 The layout provides a suitable staircore and corridor system, with two apartments to the front and two to the rear. To the roof, the layout alters to three units. All units exceed the nationally described space standards, and there is a mix of one- and two-bedroom units.

- 5.21 The proposal avoids over-intensification of unit type, with 4 one-bedroom, 12 two-bedroom, and 2 three-bedroom apartments.
- 5.22 The proposed works do not present any issues to the surrounding amenity in terms of overlooking, loss of privacy, or impact on the 45-degree angle of neighbouring windows. Furthermore, the additional development will not result in any adverse impact on neighbouring amenity.
- 5.23 Given the location of the Site, the proposed works, and the surrounding buildings and green spaces, the proposal would not adversely affect neighbouring amenity. The internal living conditions for residents will be of good quality and will comply with national and local planning policy requirements and guidance.

Planning Consideration

- 5.24 When considering the merits of the planning application, it is important to apply a planning balance. Assessing any harm against the proposal's benefits and making a planning judgement on the application are respectfully considered key to decision-making.
- 5.25 It is clear that the proposal is acceptable in principle at this location, and with policy support for a proposal of this kind, great weight should be afforded to the development proposal.
- 5.26 The proposed development is wholly appropriate for the location, responding to key design features and mitigating the impact of increased scale. At locations such as this, the National Planning Policy Framework supports upward extensions, making best use of airspace and increasing housing density in the area.
- 5.27 The development has sensitively developed a proposal that minimised the impact of the new rear development, with the proposed works furthest from neighbouring properties.
- 5.28 Access to the site remains via the existing highway and pedestrian access points, and no additional parking spaces are proposed. Promotion of cycling is encouraged, with new cycle storage behind the gated access.

6 Summary

6.1 This Planning, Design and Access Statement has been prepared to address the planning matters relevant to the extension and alteration of Belmont Court. The application has been able to demonstrate:

- The appropriate delivery of additional housing units in a fully sustainable location with excellent public transport connectivity.
- The delivery of a high-quality conversion that respects the existing built form and avoids the need to demolish the core structure. This prevents embodied carbon from being released.
- The principle of residential accommodation is wholly appropriate in this location and complies with the planning policy.
- The delivery of an appropriate, high-quality design that retains key features of the principal elevation. The rendering and brick courses will ensure the building maintains an unassuming character in the residential area.
- The promotion of local cycling, walking, and public transport provision, minimising the requirement for a private car in accordance with local planning policy.
- The living conditions of all 18 apartments accord with local planning policy and ensure all apartments benefit from dual aspects.
- The proposal does not create new residential amenity concerns for neighbouring residents.
- Ensures sustainability improvements, with environmental gains through new glazing and internal insulation, delivering benefits to residents and the wider community through lower energy use.

6.2 For these reasons, we commend the proposals to the London Borough of Haringey and request that this application be approved without delay in favour of sustainable development.

Appendix A: Pre-Application Response



Date of meeting: 3rd September 2025

Thank you for attending the recent Pre-Application Planning advice meeting with Haringey Council to discuss your proposal. We hope you found the meeting useful. The points discussed at the meeting are outlined below, along with feedback from the Planning Service about aspects that were good, could be improved, or are unlikely to obtain planning permission as currently proposed. We hope this summary will provide you with useful guidance about the steps you will need to take before submitting an application for planning permission.

If you have any questions about the feedback we have provided, please contact the named officer who will be able to clarify the advice. If you require further advice, our website can provide you with some information about the things we take into consideration when determining a planning application, or you can book a second pre-application advice meeting.

Site Address: Belmont Court, Gordon Road, Wood Green, London, N11 2NX

Proposal: The erection of two rear three-storey extensions to create 8 additional apartments with new formalised and relocated bin store, cycle storage, revised landscaping, retention of existing parking spaces and the creation of 5 new parking spaces with retained access.

Attendees (on-line):

Oskar Gregersen – Planning Officer

Mario A – Agent

Jeremy H – Agent

Eleni Dalmagka – Agent

Kelsey Millward - Agent

Mario Stavrou – Applicant

1. SITE DESCRIPTION

The application site is located on a corner plot before the junction of Vale Road and Hermitage Road. There is an existing dwelling and associated flat roofed timber addition attached to the western elevation, with additional street access. The existing dwelling has a modest floor area and is single storey, with floorspace well below the minimum London Plan standards, but has established use.

The existing dwelling is set against the rear elevation, which is adjacent to the rear gardens of nos. 26 & 28 Hermitage Road and side garden of no.1 Vale Road, albeit with a slight set-in from both. No.1 Vale Road has a single storey garage with hipped roof, which sits forward of the existing dwelling. The street form in Vale Road is one of staggered massing with gabled two flank walls sitting proud of the adjoining western neighbours and also feature ground floor bay windows and canopied entrances.

The rears of Hermitage Road have large projecting two storey elements, the most prominent of which is a flat roofed, pebble dashed one, with contemporary windows. The remainder of the terrace have more traditional form. The presence of these rear projections results in fairly modest gardens for dwellings of this size. An unsympathetic single storey addition has been added to corner site of no.24 / 24a Hermitage Road. A prominent vehicle servicing garage is sited on the opposite corner.

The site is not located within any conservation area, nor does it affect the setting of any listed building.

2. RELEVANT PLANNING HISTORY

- HGY/2001/1038 | Renewal of external staircase at rear
Approve w/ conditions
- HGY/2005/0462 | Erection of 2m high black steel gate to entrance of site.
Approve w/ conditions
- HGY/2012/0339 | Conversion of the existing roofspace of a three storey block of flats to create two new flats, with the addition of dormers and the extension of the existing fire escape stairs. Provision of brick cycle store for two cycles in rear garden.
Approve w/ conditions

3. PROPOSAL

The proposal seeks the erection of two rear three-storey extensions to create 8 additional apartments with new formalised and relocated bin store, cycle storage, revised landscaping, retention of existing parking spaces and the creation of 5 new parking spaces with retained access.

The proposed extensions would see an alteration to the internal layout of the building, including a change in the mix of bedrooms available within the building.

4. **RELEVANT PLANNING POLICY**

- National Planning Policy Framework (2024) (NPPF)
- London Plan (2021)
- Haringey's Local Plan Strategic Policies (2017)
- Haringey's Draft Local Plan Strategic Policies (2025)
- Haringey's Development Management DPD (2017)

5. **COMMENTS ON PRE-APPLICATION SCHEME**

The following points are made by Officers in response to the plans and information submitted and points discussed at the recent pre-application meeting:

Principle of development

Government policy as set out in the NPPF 2024 requires Local Planning Authorities to significantly boost the supply of housing. The document supports approval on small sites and outlines that such sites can make an important contribution to meeting the housing requirement of an area and can be built-out relatively quickly.

The principle of additional housing is supported by the London Plan (2021) Policies H1 'Increasing Housing Supply'. It is also supported by Haringey's Local Plan Policy SP2 'Housing'. Policy SP2 states that the Council will seek to ensure a mix of dwelling sizes arising from development. The Haringey Local Plan has a target of 19,820 dwellings between 2011 and 2026.

The proposed development would create two three storey infill extensions to an existing 'T' shaped building, creating an additional 8 apartments across four floors including the addition of dormer windows to the front and rear. The LPA would be open to the creation of additional dwellings within this building, as it would be supported in policy, however the design details of this proposal, explored below, express that amendments would be required in order for the LPA to support the proposal.

Design and appearance

London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics and detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context.

The application site contains of a 'T' shaped three-storey building, purpose built as 9no. well-sized two-bedroom, dual aspect dwellings. The surrounding area is low rise residential, with the site being flanked to the north and west by NLSD Scout Park. The building is finished in pebbledash render to the upper two floors, and horizontal brick detail separating floors. The ground floor is finished in brick to match the remainder of the building.

The proposed works would consist of three storey infill extensions to the existing rear outrigger of the building, as well as the formation of 4no. dormer windows to the rear and a pair of dormer windows to the front with a small, pitched roof link between them.

The proposed infill extensions would be three storeys tall and would replace existing fire exit stairs accessed by all flats and would be finished in brick to match the existing ground floor. The proposed dormer windows would be finished in standing seam zinc and would be spaced across the front, rear, and western elevations. The choice of materials across the proposal was deemed to be appropriate.

It was noted at the pre-application meeting that from a design perspective, the building had the ability to support some level of infill to the rear, allowing for additional internal units, as these infill portions would not be visible from the front elevation. However, as explored in the following sections in the report, these infill elements create other issues with regard to the internal layout of the building.

The proposed front dormer was noted to be at odds with the front elevation of the building, with windows appearing wider than the floors below, and struggling to relate to the parapet detail of the central stairway.

In order to be acceptable from a design perspective, the applicant will need to revise the design of the front elevation such that the proposed roof dormers align more closely with the floors below, and implement some changes to the central portion of the dormer that links between the front roof dormers such that it relates more closely to the existing building.

Overall, amendments are required in order for the proposed works to be deemed to be a positive and contemporary addition to the street scene that do not appear at odds with the surrounding area, being compliant with Relevant London Plan Policies, Local Plan Policy SP11, Development Management Policies DM1, DM12, and DM14.

Living conditions of future occupants

In addition to the high-quality design requirements of Policy DM1 of the Haringey Development Management DPD (2017), Policy DM12 of the DPD states that all new housing must be of a high quality, DM11 references the proposals will not be supported where there is an overconcentration of one or two bed units. Policy D6 (Housing Quality and Standards) of the London Plan (2021) states that housing developments must be of a high-quality internally and externally. This policy also includes Table 3.1 which sets out space standards for dwellings. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11.

The existing building is configured as 9no. two-bedroom flats arranged across three floors. These flats are each approximately 61sqm and are either dual or triple aspect and are therefore assumed to benefit from good access to light, outlook, and ventilation. The existing flats are also afforded multiple means of escape due to the fire escapes present on either flank of the rear outrigger of the building.

The proposed additions to the building would see the ground, first, and second floors increase in area by approximately 81sqm, with an additional floor added at roof level 157.1sqm in area. Within this additional floor area would be contained an additional 8 dwellings, where seven of these dwellings would be 1b1p studio flats; 8 would be 1b2p dwellings, and 2 flats would be retained as 2b3p dwellings.

London Plan D6 establishes space standards for new dwellings, noting required floor area and bedspaces. While this proposal does meet the space standards for each type of flat proposed, the development presents other issues which would need to be resolved in order to achieve a positive result.

The development presents an intensification of the site, adding almost 100% additional housing into a site for only an increase of ~60% in floor area. As a result, the proposal would result in few of the flats being dual aspect, which would limit access to light into the new dwellings, limiting outlooks as well as resulting in poor ventilation characteristics. This is an issue across the building but most drastic in proposed flats within the northern facing side of the building. A successful application would ensure that all flats have proper access to light and ventilation, dual aspect while also meeting housing design standards set out in London Plan D6.

Additionally, the proposed extensions would result in an over intensification of 1-bedroom properties on site, with a net reduction of 2 bed properties on site, thereby only offering 22.2% of the existing 2-bedroom flats on site. This is directly in conflict with DPD Policy DM11, which seeks to avoid an overconcentration of 1 or 2-bedroom flats. The LPA would prefer if the development sought a wider range of unit sizes, with a mix of 1-, 2-, and 3-bedroom dwellings, increasing the family housing offering in the area.

Within the London Plan Housing Design Standards, it is also established that double banked corridors, as proposed with this application, should received adequate natural light and ventilation. This is not present with this proposal and should be factored into any future proposal. Similarly, servicing issues such and postal delivery and storage do not appear to have been factored into the plans. Issues such as refuse and cycle storage are also relevant here but will be explored in a later section of this report.

In summary, as submitted, the proposal fails to comply with the housing design standards as set out in the London Plan and local policy by virtue of an overconcentration of one-bedroom dwellings that are single aspect. These dwellings would likely not have proper access to light, outlook or ventilation and would not provide an acceptable standard of living.

Impact on Neighbouring Amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate

amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to the amenity of neighbouring residents.

The proposed development does not present any issues to neighbouring amenity in terms of overshadowing or overlooking, given the surroundings, with Scout Park to the north and west. The submitted plans indicate a line drawn 45 degrees outward from the nearest window of No. 30 Gordon Road, and the proposed extensions do not interfere with this line.

Given the orientation of the application site, and surrounding buildings, it is deemed that the additional bulk created by the infill extensions would not result in any adverse impact to neighbouring amenity.

Given the position of the site, surrounding buildings and green spaces, it is deemed that the proposal would not have any adverse impact on neighbouring amenity and would be generally compliant with London Plan (2021) Policy D6 as well as Development Management DPD (2017) Policy DM1.

Parking, Waste management, and Cycle storage

Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.

London Plan Policy T6 requires that adequate cycle parking be implemented with new developments, such that there is sufficient secure storage for all occupants. This is supported in Table 10.2 which states that this proposal should provide at least 23 long stay and 2 short stay bicycle parking spaces in accordance with the London Cycling Design Standards. T6 also specifies that proposals within PTAL levels of 5 and above must be car free.

The submitted plans show an indicative space where a number of 1100L refuse bins would be secured away from the street, along with a new secure cycle enclosure and the formation of additional cycle spaces.

There is no detail submitted of the number of waste bins, or how they will be securely stored however officers do note that the current refuse storage situation has bins located visible from the street. The proposal relocates these behind the existing access gate, which would be a welcomed improvement to the street scene. When submitting a full planning application, the LPA would recommend that full details of refuse store be submitted in order to minimise the need for submission of further details in a subsequent application.

In relation to this proposal, LBH Transport were consulted and their comments noted that a successful application should be supported by a transport statement, with the topics for inclusion being: Access arrangements; Car parking; cycle parking; delivery and servicing arrangements; waste and recycling storage and collection arrangements; and construction of the development.

Car Parking

The submission references 5 existing spaces, within garages. The applicant should confirm the internal dimensions of these and if they are in active use, or able to be actively used. Otherwise, 4 new spaces are proposed. If the 5 garages are in active use/able to be used this will mean 9 spaces for the 17 units, a provision of just over 0.5 spaces per unit. The most recent census information recorded average car ownership per household at 0.66 vehicles for this area.

The London Plan, for all areas of PTAL 5, details residential development should be car free, so the proposals are not London Plan policy compliant. In the Transport Statement, the applicant will need to detail the need for additional car parking compared to present and detail the occupancy and existing usage of the existing garages. It will also need to confirm if any of the new units or existing units are accessible units, requiring a blue badge space.

In any instance, the new units should be formally designated as car and permit free via S106 or appropriate planning agreement, with the applicant funding the Council's administrative costs of £4000.

Cycle parking

The applicant will need to meet the numerical requirements of the London Plan regarding the numbers of long and short stay cycle parking spaces. The applicant has proposed 20 in this submission, a small increase would benefit the existing units too and be supported. 23 long stay and 2 short stay spaces would meet the London Plan numerical requirements for the whole building.

The applicant will need to provide full details of the proposed arrangements. Including dimensioned layout drawings, and installation specifications for the system chosen, to ensure the London Cycle Parking Standards are met.

Delivery and servicing arrangements

Consideration of where visiting delivery and servicing vehicles will park and dwell will be required. The applicant will need to confirm if visiting service and delivery vehicles will be permitted to park in any free spaces at the site or need to park on street.

Waste and recycling storage and collection arrangements

The applicant proposes bin stores to the side of the building facing the access connection from Gordon Road to the car parking area. They will need to ensure that the proposed storage and collection arrangements for waste and recycling meet the Borough's requirements.

Construction of the development

This site is already occupied with 9 flats and the car park is in active use, so any redevelopment work and construction of extensions will need to be mindful of that fact. Therefore, a detailed draft of a Construction Method Statement/Logistics Plan or similar will be required, to detail how the development will be built out. The document will need to detail the programme, numbers, types, and sizes of construction vehicles visiting the site, and the measures to be taken to minimise and manage impacts on the safe and smooth operation of the public highway and adjacent neighbours.

It is assumed the car park will be used as a compound, so the CLP/CMP will need to provide a logistics plan showing the envisaged site operation and consider the potential impacts of parking migration on street if existing parking will be removed for the duration of the build.

Overall, it is deemed that the proposal, provided requisite details are submitted in relation to the above would be acceptable in terms of refuse and cycle storage, and in relation to relevant transport policy.

Biodiversity Net Gain

From April 2024 Biodiversity Net Gain (BNG) is now mandatory for all minor planning applications. All developments subject to BNG must demonstrate how the development site meets the minimum mandatory requirement of 10% BNG over the pre-development value of the site. The minimum information that you must submit is set out in paragraph 11 of the Biodiversity Net Gain Planning Practice Guidance. Some of these requirements are also included in the standard application form available on the Planning Portal. If you think your development is exempt from BNG, you still need to provide a biodiversity statement specifying the reason for the exemption and including any evidence to support this position, i.e qualifying as De Minimis.

6. INFORMATION REQUIRED FOR THE PLANNING APPLICATION

If you decide to proceed with applying for Planning Permission, the following information will be required when you submit your application:

1. The completed full planning application form (available on the Planning Portal or from our website)
2. 'Determining whether an application is CIL liable' form and plan or drawing showing any chargeable development and gross internal area in square metres on each plan
3. Location plan on an up to date map at an identified standard metric scale (typically 1:1250 or 1:2500 to fit onto A4 or A3 paper) with the red line including all land necessary to carry out the proposed development and blue line for any other land owned by the applicant
4. Site plan – direction of North, proposed development in relation to the site boundaries with written dimensions (and public rights of way, trees, hard surfacing and boundary treatment where relevant) typically 1:500 or 1:200
5. Ownership certificate and notices
6. Fee
7. Fully annotated, contextual and scaled drawings:
 - Block Plan: drawn to at least 1:500 scale showing properties either side and to rear of site with North point.
 - Floor plans of each floor: drawn to 1:100 or 1:50: including the outline of the neighbouring property at the same floor level or 5m beyond boundary (whichever is least) on each side.
 - Elevations: drawn to 1:100 or 1:50. For principal street elevations, showing the neighbouring two properties to each side or 10m (whichever is least), to all other elevations the immediate neighbouring property or 5m (whichever is least)
 - Sections: showing finished floor and ground levels
8. Energy Statement
9. Recent site photographs and signed statement confirming date of photos.

Existing and proposed plans must be set out on the same drawing to enable comparison.

Please note that Haringey requires all applications to have a scale bar and all proposed plans/elevations require one significant dimension. This is to ensure that the Planning Officer can accurately measure dimensions using measuring software.

7. PRE – APPLICATION CONSULTATION

As stated in the National Planning Policy Framework, that where beneficial, local planning authorities should encourage applicants to engage with the local community before submitting applications. The Council's Statement of Community Involvement (SCI) (2017) (<http://www.haringey.gov.uk/sci>) sets out the Council's approach to engaging with and consulting the community in planning and development issues. As outlined in the SCI applicants of a major nature are required to provide a Consultation Statement of any pre-application consultation undertaken and to outline how comments made by the community have been taken into account and have helped shape the application, such an approach is equally encouraged with more complex minor application.

8. THE PLANNING APPLICATION PROCESS

Once you have submitted your planning application, it goes through a number of steps:

Validation/Checking

Applications are checked to make sure all required documents and fees are there, and checked for any potential issues which need addressed to ensure compliance with policy, if considered 'valid' and likely to be acceptable they are registered, applications are only checked when an officer is available so there can be a number of weeks before an application is validated and checked.

Registration

The application is entered into the register of applications and customers are informed formally that their application is registered, their application reference number, their case officer and the deadline they can expect to hear back by.

Consultation (a minimum of 21 days following registration)

Details of the application will be provided to neighbours in line with our consultation policy and they will have the opportunity to comment on the proposed development. Consultees are given a minimum of 21 days to comment on an application.

Decision

The planning service can deal with most householder applications under delegated powers and will issue a decision notice to stating whether the application has been approved or refused, and if there are any conditions that must be met.

Carrying out building works

Once you have permission, it is recommended that you obtain technical advice regarding building control matters. Building Control services ensure that the works carried out by your appointed builders are done safely. Building Control services can be found through your local council or an Approved Inspector service.

Haringey Building Control has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Haringey Building Control may best advise you regarding compliance with relevant building control regulations, please contact Building Control on 020 8489 5504 or by email on building.control@haringey.gov.uk

Other notes

A review of final proposals before an application is submitted can be done for no fee, but this is subject to officer capacity. Minor revisions to a design can also be requested during the application process to allow a positive outcome.

List of Relevant Contacts

Oskar Gregersen – Planning Officer Oskar.gregersen@haringey.gov.uk

Without Prejudice

Please be advised that this response is given at officer level and does not form a formal response or decision of the council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability, and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the council.