



Officer Report

Application Number:	HGY/2026/1809
Application Type:	Full planning permission
Address:	20-22 Craven Park Road, London, N15 6AB
Proposal:	Change of use of No.20 from Class B2 to residential (C3), erection of a part first floor extension, elevational alterations and amalgamation to provide a single dwellinghouse with no. 22
Case Officer:	Sarah Madondo
Valid Date:	15/07/2026
Applicant:	Baruch Hoffman
Agent:	Shulem Posen

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for a change of use of No.20 from Class B2 to residential (C3), erection of a part first floor extension, elevational alterations and amalgamation to provide a single dwellinghouse with no. 22

Site and Surroundings

The site is a two storey mid-terraced property (no. 22) which comprises of two existing flats while no.20 is an end-of-terrace property and has historically been used for car repairs and MOT centre. The site does not fall within a conservation area, nor is the building a listed building. The site is located within the South Tottenham House Extension Policy area.

Relevant Planning and Enforcement history

None

CONSULTATION RESPONSE

The following were consulted regarding the application:

LBH Transportation Team

LOCAL REPRESENTATIONS

The application has been publicised by way of a site notice displayed in the vicinity of the site and letters. The number of representations received from neighbours, local groups, etc. in response to notification and publicity of the application were as follows:

No of individual responses:

Objecting: 0

Supporting: 0

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. The impact on the amenity of adjoining occupiers;
4. Standard of accommodation; and
5. Parking and highway safety.

Principle of the development

Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Loss of Garage workshop/ MOT Centre

The site at no. 20 Craven Park Road was formerly occupied by a car garage workshop (Use Class B2) and has been laid vacant for a significant period of time. The site does not have employment designation, and is located on land flanked by residential properties. As such officers take the view that although established, the continuation of the existing car repair garage is not conducive at this location in land use terms and its complete loss would be fully supported. As such, the principle of the change of use into residential is acceptable.

Provision of residential dwelling

The London Plan 2021 Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. The provision of housing would in principle be supported as it would augment the Borough's housing stock in accordance with Local Plan Policies SP1 and SP2, and London Plan Policy 3.3.

The proposal is for the change of use of existing MOT centre to residential, conversion of 2 flats and amalgamation of no. 20 & 22 to provide a 4 bedroom 7 person house. It is considered that the proposal will contribute to provision of housing to assist in meeting the local and London housing targets in line with above policies.

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.

Local Plan Policy SP11 'Design' and DPD Policy DM1 'Delivering High Quality Design' which requires buildings/ structures to be of a high, site specific, and sensitive design quality and to safeguard neighbouring amenity. Equally and more specifically it is being considered against DPD Policy DM12 'Housing Design and Quality' which 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 proposal includes the erection of a first-floor infill extension. The surrounding terrace is characterised by numerous first-floor extensions of varying designs, which have significantly altered the appearance of the rear elevations. The proposed infill extension would enclose the existing detached first-floor element, creating a more continuous outrigger form that reflects a common characteristic of properties within the terrace. In this context, it is considered that the proposed first-floor infill extension would appear consistent with the established pattern of development and would be acceptable in design and visual terms.

The impact on the amenity of adjoining occupiers

London Plan Policy D6 and DPD Policy DM1 both emphasise the importance of protecting amenity of surrounding housing. Policy D6 highlights the need to consider daylight, sunlight, and overshadowing effects on neighbouring properties, ensuring they receive sufficient light appropriate for their context while minimising overshadowing. Similarly, DPD Policy DM1 stresses the requirement for high-quality design to guarantee privacy and amenity for both the development's users and neighbouring residents. This includes providing adequate sunlight, daylight, and aspects to adjacent buildings and land, while also ensuring an appropriate level of privacy to prevent overlooking and maintain the amenity of neighbouring properties.

Given that the first-floor element is already set back from the shared boundary with No. 24, it is not considered that the proposed first-floor infill extension would result in any adverse impact on the amenity of this neighbouring property. Furthermore, as existing windows already afford views over the rear gardens of properties on Olinda Road, the proposal would not introduce any new overlooking or perception of overlooking beyond that which currently exists. As such, it is not considered that the development would give rise to any material harm in terms of loss of privacy.

Standard of accommodation

London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

The proposed conversion and amalgamation would provide a 4 bedroom 7 persons dwelling and London Policy D6 requires such dwelling to be 115 sqm and the proposed dwelling would exceed the requirement of this policy. The proposed dwelling would have access to rear garden approximately 25 sqm and front garden. Overall, the standard of accommodation provided within the proposed development is considered acceptable and in accordance with the above policies.

Parking and transportation

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision. Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The Council's Transportation Team has been consulted on the application and advises that the site has a Public Transport Accessibility Level (PTAL) of 5, which indicates a very good level of accessibility to public transport services. The site is also located within a Controlled Parking Zone (CPZ). The Transportation Officer has advised that the applicant would be required to enter into a Section 106 Agreement to secure the development as car-free, and this requirement is noted.

Officers consider that the site benefits from excellent accessibility, with a wide range of public transport options available and strong opportunities for travel by sustainable modes. Given the site's high PTAL rating, its location within a CPZ, and the nature of the proposed development, it is not anticipated that the proposal would give rise to any significant adverse impacts on the surrounding highway network.

Furthermore, it is noted that the proposed residential use would be expected to generate a lower parking demand than the existing MOT use. As such, the proposed change of use is not considered likely to result in any material transport or highway impacts. Therefore, subject to the securing of the necessary planning condition, no objection is raised to the proposal on highway safety or parking grounds.

Accordingly, notwithstanding the Transportation Officer's comments regarding the requirement for a Section 106 Agreement, it is considered that the development would not have a detrimental impact on the operation or safety of the local highway network and is therefore acceptable in transport and highways terms.

The Transportation Officer further advised that the applicant would be required to fund the reinstatement of the kerb and footway, including the removal of the single yellow line associated with the existing vehicular crossover. This requirement is noted, and a Grampian condition will be attached to secure these works prior to occupation of the development.

Furthermore, the Transportation Officer advised that the development should provide two long-stay cycle parking spaces that are secure, accessible and weatherproof. This recommendation is noted, and the applicant has subsequently submitted amended plans demonstrating the provision of two long-stay cycle parking spaces within the rear garden. It is considered that this represents the most appropriate solution, given that the front garden is of limited size and would be unable to accommodate both refuse storage and cycle parking facilities without resulting in an unduly cramped arrangement.

A planning condition is therefore recommended to secure the provision and retention of the cycle parking facilities for the benefit of future occupiers of the development.

Subject to the above measures and conditions, it is considered that the proposal would not result in any unacceptable impacts on highway safety, pedestrian movement, or on-street parking conditions. Accordingly, the development is considered to accord with the relevant transport and highway safety objectives of the Development Plan.

Waste Management

London Plan Policy SI5 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

The applicant has advised that refuse storage will be provided by way of two 240-litre bins, consistent with the existing arrangement. However, officers note that no provision has been shown on the submitted plans for food waste storage. The Council's Waste Management guidance requires a minimum food waste storage capacity of 25 litres per dwelling. As such, insufficient information has been provided to demonstrate that adequate waste storage facilities would be available to serve the proposed residential dwelling.

Accordingly, a planning condition is recommended requiring the submission and approval of details of refuse and recycling storage, including provision for food waste containers, prior to occupation of the development. This will ensure that adequate waste management facilities are provided in the interests of the proper functioning of the development and the amenity of future occupiers.

Conclusion

The loss of the existing MOT centre is considered acceptable, as the site is not designated or protected by any specific employment policies and the use is no longer operational. Furthermore, the benefits arising from the proposal, namely the provision of additional residential floorspace through the change of use, is considered to outweigh the loss of the former commercial use. In addition the amalgamation of no. 20 & 22 into a larger residential unit is considered as acceptable as it would provide a larger dwelling which is much needed in South Tottenham area.

In amenity terms, the proposed development is not considered to give rise to any material harm to neighbouring occupiers. Having regard to the scale and form of the development, it would not result in any unacceptable loss of daylight, sunlight, or outlook to adjoining properties.

With respect to transport considerations, the proposal is not expected to prejudice highway safety or give rise to unacceptable pressure on on-street parking. As such, the development is considered to comply with relevant transport and parking policies and is acceptable in this regard.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

CIL

CIL not applicable as floorspace created is less than 100 sqm.

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 hereby permitted shall be carried out in complete accordance with the approved plans:
CR.20-22PR.01 REV C
CR.20-22.PR.01 REV A
CR.20-22.PR.03
Site location plan

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
 - a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

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

- 6 No development shall commence until details of all highway works associated with the development have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The approved details shall include:
 - (a) the reinstatement of the redundant vehicular crossover, kerb and footway;
 - (b) any required amendments to the Traffic Management Order, including the removal of the existing single yellow line associated with the former access; and
 - (c) confirmation that all costs associated with the design, approval, implementation and legal processes relating to the highway works and Traffic Management Order have been fully paid to the Council.

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

Reason: To ensure that the necessary highway alterations, reinstatement works and Traffic Management Order amendments are secured and funded prior to the commencement of development, in the interests of highway safety and the proper functioning of the public highway, consistent with Policy T4 of the London Plan 2021 and

- 7 The cycle parking shown on the approved drawings shall be permanently retained and used in connection with the dwellings forming part of the development without the prior approval in writing by the local planning authority.

Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained in accordance with the approved plans consistent with Policy T6.1 of the London Plan 2021 and Policy DM32 of The Development Management DPD 2017.

- 8 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2021.

Informatives:

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: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address.

In order to proceed with 'Street Naming and Numbering', please use the following web link: <https://www.haringey.gov.uk/streets-roads-travel/street-licences-applications/streetbuilding-naming-numbering>

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.