



Officer Report

Application Number:	HGY/2023/1406
Application Type:	Full planning permission
Address:	10 Ellington Road, Hornsey, London, N10 3DG
Proposal:	Demolition of the existing buildings and erection of 5 replacement dwellings, arranged as two terraced houses and three flats (AMENDED PLANS)
Case Officer:	Josh Parker
Valid Date:	21/06/2023
Applicant:	J. Clarke & Sons Enterprises LLP
Agent:	Aida Danon-Bavcic

1. Site Description

- 1.1 This application relates to a site located on the southern side of Ellington Road, approximately 100m from the junction with Cranley Gardnes and consists of a one and a half storey building to the front, and to the rear single storey buildings which enclose a courtyard area. The site is in mixed-use, with the ground floor of the front building being utilised mainly for storage, while the upper floor appears to be in use as one flat (use class: C3). The single storey buildings are utilised as small light-industrial or office units (use class: E).
- 1.2 The land to this side of Ellington Road drops away to the south and southwest, with the properties to the rear on Cranley Gardens sitting at a much lower land level. The site has been levelled at some point in the past and this means the existing buildings currently sit at a higher land level, when compared with neighbouring plots.
- 1.3 Ellington Road is a residential road, made up of a mixture of different architectural styles. The site is not within a conservation area.

2. Relevant Planning and Enforcement History

- 2.1 There is no recent planning history in relation to the site, however Pre-Application Advice was sought in 2022 where 4 different options were explored and advice given by Officers.

3. Consultation Response

3.1 The following were consulted on the planning application:

- LBH Transportation Team: Raised questions in respect of information submitted with applicant's consultant providing response. Standard clauses in respect of 'car free' imposed with conditions in relation to secure and covered cycle parking a construction management plan imposed.
- LBH Design Officer: - Materials to be confirmed by condition, especially brick, which should be reasonably pale coloured, with plenty of variation and predominantly a generally red/pink colour

3.2 The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

Cllr Cathy

- Design not in keeping with existing character in context to the neighbouring building;
- Loss of neighbours' view of skyline;
- Scale/height of the building too large.

Cllr Connor

- Loss of small business;
- Overbearing and out of character;
- Risk of flooding for the Cranley Garden neighbours;
- Overdevelopment.

Summary of objections from the Public Representation:

- No. of comments received: 48
- No. of objectors: 47
- No. of support: 4

Note: 3 of the 4 comments of support also raise issues with the design however are generally supportive of the proposal in principle, therefore they have been considered as both as comments of support and objection for the purpose of the analysis above.

Support summarised:

- Principle is acceptable, site needs revitalising.

Objections summarised:

Principle

- Loss of small business occupying the subject site;
- Overdevelopment;

Design

- Design is not in keeping with the style of surrounding properties;
- Scale of the dwellings are too large;
- Materials do not flow with surrounding dwellings;
- Roof should be angled;
- Aesthetically incongruous with residential area;

Impact on Amenities

- Loss of privacy;
- Loss of daylight/sunlight;
- Windows and balcony create overlooking;

Transport & Parking

- Increased traffic to local roads;
- Insufficient parking space when considering the development proposed at No 100 Woodside Avenue.

4. Material Planning Considerations

4.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design;
3. Standard & quality of accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Tree and landscaping;
7. Basement;
8. Flooding and drainage;
9. Contamination;
10. Parking & transport
11. Energy & Sustainability;
12. Waste and recycling.

Principle of development

Supply of housing

- 4.2 Providing additional residential units is consistent in respect of Government, London and local plan policies in respect of increasing housing supply and higher levels of density in relation to accessible locations, with both the 2023 National Planning Policy Framework (NPPF) and London Plan putting particular emphasis on 'small site' development.
- 4.3 Paragraph 73 of the NPPF (July 2023) recognises the importance of small and medium sized sites can make in meeting the housing requirement of an area, with these often built-out relatively quickly. Chapter 11 supports the effective use of land. Paragraph 135c seeks to secure development which is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 4.4 The London Plan (2021) 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. Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites. Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 4.5 The Haringey Local Plan Strategic Policies DPD 2017 (SPDPD), sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

- 4.6 Taking account of the above, the provision of additional dwellings in this location is considered acceptable in principle, subject to addressing other material planning considerations, as discussed further on in this report.

Loss of garages/ business

- 4.7 Local Plan Policy SP8 outlines that the Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, including non-designated employment sites. DM Policy DM40 notes that on non-designated employment sites, the loss of employment floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use, having regard to different criteria; including age and condition of the existing buildings and the potential for refurbishment and adaptation and site layout, access and relationship to neighbouring uses etc.
- 4.8 The site here was never historically developed for on-site employment/business purposes. Information submitted with this application confirm that the use of the site was initially used in connection with the Post Office, however over time it has been used for storage purposes, residential use, and limited workshop space, which have never been formally documented as uses or benefited from planning consent. The extent to which the site generates or facilitates employment use is therefore very limited. A supporting statement is submitted with the application which explains the most recent use of the site as well as the conditions of the site and buildings.
- 4.9 Much of the site here is occupied by lockup garages (25%) used for storage purposes, but not associated with trade use. As such in planning land use terms the loss of such garages is not significant in planning terms, with these also very likely too small to house a conventional car. To the rear of the site to the left around 12% of the site is used by a person engaged in a spa and soap making with a similar proportion of the site used by another person for the purpose of sculpture on a hobby basis. The remainder of the site is attributed to the upper floor residential flat (23%).
- 4.10 With in the supporting information the poor conditions of the site and structures are explained which highlight the need to redevelop this site, in specific damage to the retaining wall to the rear next to Cranley Garden properties. As such the site in its current format is heavily underutilised and supports very limited employment.
- 4.11 The fact that this site historically was not developed for employment purposes and its location within a residential area away from a town centre location, limit and inhibit its suitability to be redeveloped for employment purposes. For example, redevelopment for the purposes of small light industrial workshops would bring with it potential issues in terms of traffic generation and noise and disturbance.

- 4.12 Weighing the pressing need for additional housing against the conditions and underutilised nature of this current site, as well as the fact that the site is not within a designated employment land, confirm that redeveloping this site for residential use represents an optimal use.

Infill development

- 4.13 The local plan has a specific policy on backland, infill and garden land development. Policy DM7 of the Development Management DPD states that there will be a presumption against the loss of garden land but equally the subtext of the policy outlines that for the Council to meet its housing needs, optimising existing built sites it may be necessary, but importantly such development should be of "sensitive design in order not to detract from the character of the street scene, the architectural integrity and scale of adjacent buildings or from residential amenity". Part B of the policy outlines a number of criteria that should be met in relation to infill development, as set out below.
- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
 - b. Provide a site specific and creative response to the built and natural features of the area;
 - c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
 - d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
 - e. Retain and provide adequate amenity space for existing and new occupants;
 - f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and
 - g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.
- 4.14 The development here is viewed to be infill development but not 'garden land' development by virtue of where the development would sit, namely on previously developed land (garage structures).
- 4.15 Given the development here would provide a street frontage with passive surveillance with the associated fenestration, be respectful of rear and front building lines, with rear gardens to such dwellings, the principle of development is considered to be acceptable subject to the detailed policy considerations outlined in policy DM7 and other material planning considerations being appropriately addressed. It is accepted the development here does incorporate a street frontage as per DM7(B)(f).
- 4.16 The site is a suitable location for residential use with local facilities including schools, a nearby Town Centre and excellent access to open space.

Design & appearance

Policy overview

- 4.17 London Plan (2021) policies emphasise the importance of high-quality 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.
- 4.18 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character. Policy DM1 requires that new development must contribute to the character and amenity of the local area by amongst other things relating positively to neighbouring structures by having regard to building heights; form, scale and massing around the site; urban grain; local architectural styles; detailing and materials.

Detailed design

- 4.19 The proposed development is for the erection of five new residential units on this site with landscaped front and rear gardens in place of the existing garages/structures. The scheme was amended during the application process.
- 4.20 In relation to Ellington Road the proposed dwellings would be three storeys in height with the top floor set back to the front to break down the bulk of the terrace. To the rear the development will be 4-storeys, with the top storey being pulled in from all edges and balconies staggered. Given the steep sloping nature of this site relative to Cranley Gardens it is possible to add a 'lower ground' element with access to rear gardens.
- 4.21 The terrace would be set back from the back edge of the pavement similar to the site adjoining, providing space for cycle and bin storage along with a degree of landscaping which would help improve the street scene. The mass of the development is also broken down by stepping the height of the main two-storey form and top floor in response to the natural slope of the road.
- 4.22 The terrace would follow the eaves height of the adjacent terrace and have a slightly lower ridge. As per the amended plans the mass of the terrace has been broken down to better define each individual house and generally to have a rhythm and built form which better responds to the surrounding context. Equally the provision of small front gardens will better reflect the pattern of

development to the area and will represent an improvement over and above current site conditions, namely existing garages constructed very close to the back of the pavement with little to no setback.

- 4.23 As reflected in the summary of the representations received many objections relate to the building appearing incongruous within its surroundings and the design approach adopted. While it is accepted the proposal would represent a change in the appearance and current form of this site, specifically an increase in building height, the scheme successfully responds to its surrounding context and topography and represents a logical and ordered approach to the development of this site.
- 4.24 In terms of the design approach adopted Ellington Road is comprised of a mixture of architectural designs and eras with little to no uniformity. The small terraces Nos. 12, (12a, b, c, d), 14, 16, 18 & 17, 17a, 17b nearby the subject site are all unique and separate in the features/eras and detailing. This equally also applies in relation to the semi-detached and detached buildings on Ellington Road.
- 4.25 As such, as the street lacks any uniformity, the principle of the addition of a contemporary terrace of dwellings is considered acceptable and is supported in terms of planning policy. Specifically, a good quality contemporary building is generally seen as an appropriate architectural response for new buildings, even within conservation areas, rather than a mock or pastiche of an earlier architectural style. In this case, the proposed dwellings will not compete or undermine the traditional architectural styles found within the immediate locality.
- 4.26 Further objections outline that the No 12 terrace should not be used as a reference as the building is larger than the rest of the road, however as per the amended plans and design approach outlined above, the scheme is materially different to this terrace.
- 4.27 While accepting the contemporary approach to this terrace, its design would incorporate traditional materials, in the use of brick as the primary facing material. A pale brick with plenty of variation is expected to be used, contrasting to the powder metal cladding to the top floor. Oak timber doors, metal overhangs to the doors and two-tone brick panels between windows will be incorporated to add interest.
- 4.28 To ensure that the development is of high quality and to complement its surroundings, a number of matters relating to the detailed design of the terrace

and landscape are to be secured through the submission of further details as per conditions imposed.

- 4.29 With the redevelopment of this site and the dropped kerb across the frontage being removed and there being no off-street parking with such a scheme, the LPA recognise that there is an opportunity to improve and soften the appearance to this part Ellington Road with some street trees to the front of this site, which will be secured as part of this development.
- 4.30 Subject to the conditions mentioned above, it is considered that the external appearance and design of this terrace together with associated street tree planting, the development here will provide a high-quality design delivering improvements to the appearance of this site and to this part of Ellington Road, as such in compliance with the policies outlined above.

Standard & quality of accommodation

- 4.31 London Plan (2021) 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 government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant.

Unit No	Type/ Size	GIA	Amenity Space
House 1	5 bed 10 person	293.5	76
House 2	5 bed 10 person	247.4	64.84
Flat 1	1 bed 2 person	73.5	55.5
Flat 2	1 bed 2 person	54.5	5.2
Flat 3	4 bed 8 person	128.9	12.4
Total		786.7	Approx. (214)

- 4.32 The development will provide 5 new residential units, with the size of such units meeting the minimum area standards as required by the London Plan, with each unit including a living room, kitchen diner and WC at ground floor level, along

with amenity space to the front and rear. The proposed units would be dual aspect and would be well lit in terms of daylight and sunlight.

- 4.33 The proposal will deliver a mix of residential units, including 4 family sized home (3+ bedrooms) and will contribute positively in terms of providing a greater mix of housing in the area.

Inclusive access

- 4.34 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users.
- 4.35 In this particular case all 3 of the 5 units would be compliant with Part M4(2). A WC will also be provided on the ground floor close to the entrance, which will be suitable for ambulant disabled users.

Impact on neighbouring amenity

- 4.36 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. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 4.37 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 amenity of neighbouring resident.
- 4.38 The houses are sited and oriented to avoid harm to neighbouring amenity, specifically in relation to the eastern and western properties.
- 4.39 In relation to NO 12D Ellington Road the development would be constructed close to the boundary shared with this property to the east. However, this does not result in undue overbearing impacts, loss of light, overshadowing or restriction of outlook affecting the front or rear areas to No.12d. This

neighbouring property does have western side windows that would face the development. It appears that sufficient spacing is retained which avoids material impacts on these windows. As such, there would be single window facing towards the eastern neighbour on the first floor which would allow light in the WC and be obscured.

- 4.40 The lack of eastern facing windows means inappropriate overlooking from new openings would not occur. This leaves the eastern terrace on the top floor which has been angled from No. 12D facing over the mature trees near on the adjoining property and into the obliques of the woodland in the distance. This terrace has been carefully angled and has the balustrades setback from the edges enough to avoid any unacceptable overlooking/ privacy concerns. Officers consider that the amenity or living conditions of No.12d would not be adversely impacted.
- 4.41 In relation to Nos 20 – 26 Cranley Gardens these are the properties that sit to the rear and south of the site. The land drops away significantly to the south, and therefore these neighbouring dwellings sit at a much lower land level.

- 4.42 The proposed development would be a sufficient distance from the built form of Nos. 20 – 26, in order to avoid material loss of light or restriction of outlook affecting windows to these properties. Due to this, it is not considered that the garden spaces of these neighbours would be unduly impacted by overbearing affects, loss of light or overshadowing. Furthermore, the proposals seek to remove the artificial levels of the site, to reintroduce more natural ground levels. This in turn would reduce the height of the retaining walls at the rear and the removal of the buildings to the very rear could benefit the enjoyment of the gardens of Nos. 22 – 26.
- 4.43 The western flank wall of the development would be erected close to the boundary with the garden of No.20. Whilst this is noted, the proposed development would only sit adjacent to the very rear part of the garden to this neighbour. As discussed in the pre-application this area of the neighbouring garden is not the most sensitive to amenity impacts, when compared with spaces closer to the built form of the dwelling. As such, it is considered that the proximity of the development to the garden of No.20 would not result in undue harm to the amenity afforded by this neighbouring garden.
- 4.44 The introduction of new southern facing windows/terraces/ balconies, together with the higher land level of the site, would result in views being possible over Nos. 20 – 26. While this is acknowledged, views over garden areas are common in urban areas. As such, there is no objection on these grounds. The initial proposal has had revisions to remove some of the ground floor balconies/rear windows to minimise the potential to overlook these neighbouring properties. Considering the changes in height, mature trees to the rear, it could be concluded that sufficient distance would be retained between new windows/terraces and the openings of these neighbours, to avoid inappropriate overlooking. It is considered that the amenity and living conditions of these neighbours would not be materially harmed.
- 4.45 In terms of construction, it is accepted that inevitably all development has some associated disruption during construction, but this is temporary in nature and can be mitigated and controlled by other areas of legislation, i.e. the Control of Pollution Act governing issues such as working hours and noise levels.
- 4.46 A Construction Management Plan to be submitted to and agreed in writing by the Local Planning Authority, outlining measures that will be taken to control dust, noise and other environmental impacts as well as to mitigate transportation impacts and provide safe operation of the highway network, in specific for pedestrians.

4.47 Overall, it can be demonstrated that there will be no material change to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with policies outlined above.

Trees & Landscaping

- 4.48 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.
- 4.49 There are no trees on the site in question but there are large mature trees to the south of the site within the adjoining Cranley Gardens properties. In this case such trees are well separated from the development and as such will not be affected.
- 4.50 Additional planting is delivered within the front sections of the dwellings along with waste and cycle stores. The setback mentioned earlier along with the hard and soft landscaping will serve to improve permeability and the appearance to the site. To secure a high-quality landscaping scheme a condition is being imposed, as well as a condition in respect of the front gardens to consider the species and durability of such planting.
- 4.51 Overall, the proposal accords with the requirements of policy DM1 'Delivering High Quality Design', in respect of protecting trees on and close to the site and providing a responsive landscaping scheme.

Basement development / excavation works

- 4.52 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 4.53 DPD policy DM18 ('Residential Basement Development and Light Wells') requires householder extensions for basement development to demonstrate that a proposal will not adversely affect the structural stability of the application building and neighbouring buildings; does not increase flood risk to the property and nearby properties; avoids harm to the established character of the surrounding area and not to adversely impact the amenity of adjoining properties or the local natural and historic environment
- 4.54 London Plan 2021 policy relates more specifically to large-scale basement development but in paragraph 3.10.6 it is recognised and outlined that small-scale basement excavations, where they are appropriately designed and

constructed, can contribute to the efficient use of land, and provide extra living space. Paragraph 3.10.5 equally highlights the need to manage sensitively through the planning application process potential impact on the local environment and residential amenity.

- 4.55 As mentioned in earlier sections to this report the proposal would remove fill used to previously artificially level the site to allow for a usable level rear garden and reinstate it closer to the original slope. This means 2.7 metres of fill and clay would be removed together with the existing lightweight buildings.
- 4.56 A Basement Impact Assessment (BIA) was submitted with the application which outlines the sites geological and hydrological setting. The report concludes that once the old filler material is removed the natural ground is comprised of London Clay which provides a relatively stable construction surface as long as the necessary temporary works are employed. Equally a Geotechnical Ground Investigation Report was submitted.
- 4.57 The works here are not that of typical basement floors, as the rear of these properties would open into garden amenity space. This means a level of retaining would need to be secured on the road and eastern side, where the risks in the BIA are said to be no greater than any ordinary development. Providing the construction process is carried out with good workmanship and follows well engineered construction sequences using engineer designed temporary excavation support etc., the risk of damage to neighbouring structures can be minimised and mitigated.
- 4.58 It is important to point out that other legislation, Party Wall Act and Building Regulations, provide further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. The necessary party-wall agreements with adjoining owners would need to be in place prior to commencement of works on site. The purpose of Building Control/ Building Regulations is to ensure that the engineering design is professional and competent; the construction work is undertaken in a skilful and proficient manner and that the sequence of working on site (including temporary works) are properly planned and carried out.
- 4.59 In conclusion, the LPA are satisfied that the project here can be carried out without impacting land stability and the amenity of adjoining residents.

Flooding and drainage

- 4.60 Developments should seek to manage surface water as close to its source as possible, in line with the drainage hierarchy of the London Plan. DM DPD Policy

DM25 requires sustainable drainage systems (SUDs) to be sensitively incorporated into new development. All minor development proposals should aim to achieve a greenfield run-off rate and at a minimum achieve a 50% reduction on existing site run-off rates.

- 4.61 The site is within Flood Zone 1, and therefore is at lower risk of flooding. A Sustainable Drainage Assessment was submitted with this application. This outlines that the site has a low potential for infiltration, reflecting the likely low permeability of the underlying geology.
- 4.62 There have been objections raising concerns with the runoff generated from the proposed works. It should be noted that there would be less hard surfacing than the current situation and as per the Sustainable Drainage Assessment on site attenuation should be provided to ensure there is no flooding within the development in all storm events up to and including the 1 in 100 year and a 40% allowance for climate change. Full details of the SuDS features comprising of rainwater harvesting, permeable surfacing and attenuation tanks proposed to attenuate a minimum of 25.2 m³ of surface water runoff, will be required to be submitted to and approved by the LPA and thereafter implemented accordingly.
- 4.63 Subject to implementing such features as secured by way of a planning condition the proposal is considered acceptable.

Contamination

- 4.64 DM DPD Policy DM23 notes that proposals will only be permitted where it is demonstrated that any risks associated with land contamination can be adequately addressed.
- 4.65 An assessment has been completed as part of the application with the overall risk of contamination being low to moderate and a set of conditions are being imposed to ensure such risks are fully examined and remediated where required.

Parking & transport

- 4.66 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.

- 4.67 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'.
- 4.68 The Site has a PTAL rating of 2, which is a poor score however. East Finchley or Highgate Underground station is only approximately 900m (12min). East Finchley and Highgate station provides connectivity to London's underground and overground train network. The site is within 2 minutes from bus stops located on Cranley Gardens which provide access to multiple bus services.
- 4.69 It is noted that from 2011 census records average car ownership per household in the Fortis Green ward was 0.9 vehicles per household. However, given only two of the units here are family sized unit, it is expected that the actual parking demands that would be generated will be lower. Although there has been no off-street parking directly proposed, the removal of the approximately 26m existing wide crossover access will facilitate the reinstatement of a full height kerb to create a safe environment for pedestrians as well as additional on-street parking. Using the 5.5m baseline for the length of a car (for 2024 standards) this would contribute approximately 5 car spaces to the street once the curb is reinstated.
- 4.70 A parking stress survey was submitted with this application. This shows the area is experiencing high parking stress but that there is residual on-street capacity to accommodate the small uplift in parking demand derived from this development. The loss of garages here is viewed to have a positive impact on parking conditions as mentioned above with the removal of the large crossover.
- 4.71 Further sustainable transport arrangements include the adherence to London Plan requirements for on-site cycle parking provision. Cycle parking is shown in the ground floor plan submitted, with such cycle parking to be covered and secured, as to be delivered by a condition imposed. Specifically, a total of 10 secured and covered long stay cycle parking spaces are proposed to be provided. The family sized houses would have an outdoor cycle storage and the flats would benefit from a 2-tier storage by the communal staircase/access.
- 4.72 Overall, it is considered that the addition of the dwellings/ units here would not materially impact parking conditions or the highway network.

Energy and sustainability

- 4.73 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.
- 4.74 DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.
- 4.75 An Energy & Sustainability Statement produced by Doherty Energy has been submitted as part of the planning application. The development would achieve 74% improvement in carbon emissions over the baseline requirements within Building Regulations compliant design. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance for £6,270.00 which is being secured, via Grampian condition imposed.
- 4.76 The energy report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. An array of 20 panels would be mounted on the flat roof area of 50-70 m², at a 30° angle, facing south. The individual air-to-water ASHP systems will provide hot water and heating to the dwellings through underfloor heating/radiant heaters. The outdoor units of the ASHP are proposed to be located on the flat roof level on the third floor.
- 4.77 A condition is being imposed requiring the development to be implemented in accordance with the Energy and Sustainability Assessment with further details in respect of the air source heat pumps (ASHPs) and solar photovoltaic (PV) panels to be submitted for approval.
- 4.78 It is noted that in the comments provided by Carbon Management, they ask for more details to be provided; however mindful of the scope of this application 5 houses (a minor application), which falls well below the threshold of a major development for which policies SI 2, SI 4 and G6 of the London Plan 2021 are expressly written to address, there is no policy basis to require more information, as such meaning what is submitted is viewed to be proportionate.

- 4.79 The scheme is however designed in response to mitigation/ adaptation to climate change and to minimise carbon dioxide emissions, as reflected in the report submitted and figures provided.
- 4.80 In terms of broader issues of sustainability, the scheme is sustainable in terms of its location and access to public transport and facilities; it providing a high-quality environment and landscape setting for future residents to support health and wellbeing and its re-use of a brownfield site.
- 4.81 As such, it is considered that this proposal, a minor application, would comply with relevant policies and is acceptable in terms of sustainable design and energy efficiency, subject to appropriate conditions to achieve the above as imposed.

Waste and recycling

- 4.82 DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.
- 4.83 Refuse will be collected through the same refuse vehicle/ arrangements that collects refuse from the existing properties on Ellington Road. A communal bin store is provided with the flats, while the single-family dwellings will have their own individual storage areas to the front of each property, with details of such bin enclosures required to be agreed with the LPA, as secured by way of a planning condition.

Community Infrastructure Levy

- 4.74 Based on the information given on the plans, the Mayoral CIL charge will be £13,854.00 (200 sqm x £69.27) and the Haringey CIL charge will be £84,490.00 (200 sqm x £422.45). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Conclusion

- 4.84 Mindful of the current garages on site and associated buildings, the scheme in both spatial and visual terms is considered acceptable to accommodate such development, with such a development acceptable in design terms and not impacting on the character and appearance of Ellington Road and beyond.
- 4.85 The design, layout and orientation of the buildings and separation distances to neighbouring properties are considered acceptable to protect the amenities of neighbouring occupiers. Given the development facilitates the removal of an existing wide crossover and gain of 5 on-street car parking spaces, there would be no adverse impact on the surrounding highway network or on car parking conditions in the area.
- 4.86 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

8. RECOMMENDATION

Grant permission subject to condition(s):

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

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

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

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

3. No above ground works shall take place until the following details of the buildings/ structures hereby permitted have been submitted to and approved in writing by the local planning authority:
 - a. particulars and samples of the materials to be used on the external faces of the buildings;
 - b. details of the elevations of the development (elevations, plans and cross-sections at scale 1:20) as well as typical details of the fenestration and entrances;

- c. details and locations of down pipes, rainwater pipes or foul pipes and all external vents;

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

Reason: In order to ensure a satisfactory appearance for the proposed development and to ensure the character of Fortis Green Conservation Area is preserved, consistent with Policies SP11 & SP12 of the Haringey Local Plan (2017) and Policies DM1, DM9 & DM12 of The Development Management DPD (2017).

- 4. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include details of hard surfacing materials (permeable hard-landscaping), details of planting with a schedule of species and detail of aftercare.

The approved landscaping scheme shall thereafter be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the buildings or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 5. Notwithstanding the approved plans, final details of the refuse and waste storage recycling facilities shall be submitted to and approved in writing by the local planning authority, prior to first occupation of the development. Such a scheme as approved shall be implemented prior to first occupation 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.

6. The dwellings shall not be occupied until the cycle parking space have been laid out within the site in accordance with the approved plans and thereafter the space shall be permanently retained for that purpose.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

7. Final details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved. The development shall not be occupied until the cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

8. The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement by the Doherty Energy (dated 27/2/2023) delivering a minimum 74.0% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:

- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

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

9. Prior to the occupation of the dwelling hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £6,270.00 plus £313.50 for monitoring (Total £6,583.3) to fund offsetting the remaining carbon emissions from this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

10. The noise level from the operation of the air source heat pump(s) thereafter approved must not exceed 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property. If, in the opinion of the Local Planning Authority the proposed air source heat pump(s) result in any noise nuisance to the occupant of any neighbouring dwelling the Applicant shall install noise mitigation measures in agreement with the Planning Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

11. No development shall take place until in line with the Sustainable Drainage Assessment submitted, full details of the SuDS features including associated management and maintenance, have been submitted to and approved in writing by the Local Planning Authority. The approved SuDS features shall thereafter be implemented in full prior to the use of occupation of any of the dwellings hereby approved and maintained thereafter for the lifetime of the development.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development and comply with Policy SI13 of the London Plan 2021, Policies SP0 and SP4 of the Haringey Local Plan 2017 and Policy DM24 of The Development Management DPD 2017.

12. No development shall take place until a Construction Management Plan, to include details of:

- I. A programme of works (including measures for traffic management);
- II. Vehicle routing and if any reversing maneuvers on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
- III. Storage of plant and materials used in constructing the development;
- IV. Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;
- V. The erection and maintenance of security hoarding where appropriate;
- VI. Parking of vehicles of site operatives and visitors;
- VII. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;

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

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

13. No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

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

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

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

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

16. Before development commences other than for investigative work:
- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

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

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

18. Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, or any Order revoking or re-enacting that Order, no outbuildings shall be erected and no extensions or alterations to the dwelling houses hereby approved, including the insertion of or alterations to windows and doors, hereby approved shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

19. Prior to the first occupation of the development hereby the developer shall have entered into an agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the necessary section of redundant crossover across the footway and to reinstate the public footpath at this location. This agreement shall also include the planting of street trees in front of the site along Ellington Road.

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

INFORMATIVE:

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £13,854.00 (200 sqm x £69.27) and the Haringey CIL charge will be £84,490.00 (200 sqm x £422.45). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: 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 (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: Secure by Design

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