

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Reference No:** HGY/2021/1604

**Ward:** Fortis Green

**Address:** 10 Fordington Road N6 4TJ

**Proposal:** Demolition of existing garages and shed and erection of dwelling house over three storeys (plus excavation to form a basement level); Erection of rear garden outbuilding; Associated cycle and bin storage; Associated hard and soft landscaping.

**Applicant:** Mr John Attree

**Ownership:** Private

**Case Officer Contact:** Conor Guilfoyle

**Date received:** 27/05/2021

**1.1** The application has been referred to the Planning Sub-committee for decision as it was called in by Cllr Chenot.

#### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. In land-use terms, the proposal is supported in principle.
- The site is within an established neighbourhood and a plot comparable to others in the area. The development would be of a high-quality design that responds appropriately to the local context.
- The quality of accommodation exceeds relevant standards and would result in a high quality dwelling house.
- The proposal has been designed to minimise harm to neighbouring residential amenity and conditions are imposed to protect neighbouring amenity and privacy.
- No trees of amenity value would be lost and measures to protect neighbouring trees are secured by condition as well as a hard and soft landscaping scheme.
- The proposed development would not result in any significant adverse impacts on parking due to the limited impact of one dwelling and the retention of an off-street parking space.
- The basement works were reviewed and considered acceptable by the Council's Building Control Service with conditions imposed to manage and control the impacts of such basement development works.

- The building's fabric is designed to be energy efficient with appropriate on-site renewable energy technology to be used in the form a ground source heat pump system.

## **2 RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Conditions (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Details of hard and soft landscaping
- 5) Details of bin stores
- 6) Basement method statement
- 7) Structural Engineer to oversee basement works
- 8) Hydrological information/ drainage mitigation
- 9) Construction Management Plan
- 10) Tree protective fencing
- 11) Cycle parking
- 12) Outbuilding incidental to dwelling house
- 13) Development in accordance with Energy Report
- 14) Carbon offset payment
- 15) M4(2)/ Accessibility
- 16) Removal of permitted development rights
- 17) Obscured glazing to windows
- 18) Green/living roof

### **Informatives**

- 1) Co-operation
- 2) CIL liability
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering

6) Thames Water

**Presumption in Favour of Sustainable Development**

- 2.3 In the event that members choose to make a decision contrary to the Officer recommendation it will be necessary to consider the presumption in favour of sustainable development in the NPPF. This is because the Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.

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## **3 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **Proposed development**

- 3.1 This is an application for the redevelopment of the site comprising the demolition of the existing garages and shed and the erection of a single detached dwelling house.
- 3.2 The house would be over three storeys with a basement. The proposal also seeks to erect an outbuilding in the rear garden, and provide associated cycle storage, bin storage and hard and soft landscaping within the site.

### **Site and Surroundings**

- 3.3 The application site is a plot occupied by two brick garages with pitched roofs and a shed located at the end of a row of semi-detached 1920's houses. The surrounding area is characterised by residential development predominantly comprising detached and semi-detached dwelling houses with deep rear gardens.
- 3.4 The site is a similar plot to those surrounding it, with a frontage on Fordington Road to the north-west. No.12 and its rear gardens bound to the north/north-east side. To the west/south-west, Fordington Road turns a 90 degree corner so the site bounds the rear of the gardens of Nos 2-8 Fordington Road which site perpendicular to this plot. To the east/south-east, the site bounds the rear gardens of Nos 9 and 11 Woodside Avenue.
- 3.5 The site contains two brick garages with a pitched roof and a shed facing Fordington Road none of which are statutorily or locally listed. There is also a

similarly brick garage adjacent in the rear garden of No.8 which fronts the same section of Fordington Road.

- 3.6 The site is not in a conservation area but lies within the boundary of the area covered by the Highgate Neighbourhood Plan (2017).

#### **Relevant Planning and Enforcement history**

- 3.7 The planning history in relation to this site is as follows:

None relevant.

### **4 CONSULTATION RESPONSE**

- 4.1 The following responses were received:

Internal:

- 1) LBH Transportation Group – No objection subject to conditions
- 2) LBH Building Control – No objection subject to conditions

External:

- 3) Thames Water – No objection

### **5 LOCAL REPRESENTATIONS**

- 5.1 The application has been publicised by way of 12 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: 35

Objecting: 28

Supporting: 2

Others/neither: 5

- 5.1 The following local groups/societies made representations:

- The Highgate Society (objection)

- 5.2 The following Councillor made representations:

- Cllr Chenot (objection)

- 5.3 The issues raised in representations which are material to the determination of the application are set out in Appendix 4 and summarised as follows:

#### Principle/land-use

- Support: site is suitable for a house rather than the current garages which occupy the same plot size as surrounding houses.
- Objection: to the principle of a residential development on the site.

#### Design/Appearance/Character

- Concerns about design, appearance, and impact on character of the area.
- Hipped corner overbearing as seen from No 6 & 8.
- Rear extension does not respect the rear building line of the neighbouring houses.
- 'Over-development' of site.
- Side chimney is an unattractive feature.
- Excessive size/scale of the building.
- Impact on streetscape, including interruption of the built form and roofscape rhythm along the south-east edge of Fordington Road and the gable one on side.
- Reducing views of greenery and open space.
- Size would be similar to neighbours (support).
- Proposal would be in keeping with the road (support).

#### Amenity Impacts

- Impact on amenity of neighbouring occupiers – overlooking, noise, loss of privacy, loss of outlook and light, overbearing impact.
- Amenity impact of rear outbuilding and concern over its intensified use on neighbouring occupiers/ amenity.
- Amenity impact from use of outbuilding.

#### Transport impacts

- Parking & highway safety

#### Other

- Impact on local hydrology and local flooding.
- Extensive history of problems with surface water and drainage and a network of streams.
- Basement concerns including the extent up to boundaries and practice and structural issues arising from this, percentage increases of hardstanding on the plot, and impacts on underground watercourses, water table, water drainage and associated flood risk.
- Request for independent expert assessment of the Basement Impact Assessment.
- Impact on trees and landscaping.
- No need for a chimney/undesirable due to pollution impacts.

5.4 The following issues raised are not material planning considerations:

- Civil matters relating to boundary.
- Loss of views.
- Temporary disturbance from construction activity.

## **6 MATERIAL PLANNING CONSIDERATIONS**

### Statutory Framework

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

### Considerations

- 6.2 The main planning issues raised by the proposed development are as follows:

1. Land use/ principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Transport considerations;
7. Trees and nature conservation;
8. Energy and sustainability;
9. Basement development and flood risk; and
10. Waste and recycling.

### **Land use/ principle of development**

#### Delivery of new housing

- 6.3 Government policy as set out in the NPPF 2021 requires Local Planning Authorities to significantly boost the supply of housing (para. 60). Paragraph 69 supports approval on small sites and outlines that such sites can make an important contribution to meeting the housing requirement of an area, as they often can be built out relatively quickly.
- 6.4 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. Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 6.5 London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a

minimum target in Table 4.2 for boroughs (Haringey –10 year target is 2,600). London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

- 6.6 Policy SC1 of the Highgate Neighbourhood Plan (HNP) (2017) states that the Plan will help to facilitate delivery of a minimum of 300 net additional housing units in Highgate up to 2026. It states that planning applications for new residential development will be required to demonstrate how they are contributing towards a range of housing types and tenures to meet the identified needs of the Plan area and help achieve a balanced, inclusive and sustainable community.

#### Garden/ infill development

- 6.7 Policy DM7 of the Development Management DPD states that there will be a presumption against the loss of garden land unless it represents a comprehensive redevelopment of a number of whole land plots. It also sets out a number of design considerations discussed further on in this report. .
- 6.8 Policy DH10 of the HNP continues the approach of DM7 above, stating that garden land development will be subject to the following conditions; existing mature trees and landscaping shall be retained wherever possible and that any increases in hard surfacing on front garden should be accompanied by satisfactory mitigating measures such as landscaping. These matters are considered in detail below. The policy also refers to the need for new development to take account of existing front and rear building lines.
- 6.9 The site appears to be a plot originally set out to accommodate a dwelling house, consistent with other plots in this planned residential street. The supporting documentation outlines the unusual history of the site, whereby the initial intention to develop the site for housing changed due to rising car ownership and demand for garage space. As such, these two garages were built to accommodate two car owners on the street who did not benefit from adjoining garages on their own properties.
- 6.10 Mindful of this unique circumstance the resulting layout of the proposed new dwelling and the existing dwellings adjacent would respect and reflect the general pattern of development within the immediate locality and can therefore be considered to comply with Policy DM7.
- 6.11 A substantial sized domestic garden would remain in existence to serve the proposed dwelling house. The resultant development would therefore be consistent with the prevailing character and appearance of the surrounding residential area.



- 6.12 On the basis that only a limited element of garden land would be removed and a large remaining portion of garden and landscaped land retained in keeping with the original plot layout of the area, Officers do not find direct conflict with Policy DM7 insofar as this policy relates to garden land. Given the above considerations, the principle of a new house is acceptable in terms of planning policy and land-use.

### **Design and appearance**

- 6.13 London Plan (2021) policies emphasise the importance of high-quality design and seeks 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.
- 6.14 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 to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.
- 6.15 DPD policy DM7 requires proposals for infill, backland and garden land to relate appropriately and sensitively to the surrounding area, providing a site specific and creative response to the built and natural features of the area and to incorporate at least one street frontage.
- 6.16 Policy DH10 of the HNP ('Garden land and Backland Development') refers to the need for new development to take account of existing front and rear building lines.
- 6.17 The surrounding area was developed for housing in the 1920's and is a pleasant suburban area displaying Arts and Crafts style dwellings; incorporating pitched roofs, bay windows, masonry with brick and rendered panelled walls. Fordington Road consists of different building types, detached and semi-detached houses in a range of design and materials. House frontages are set back behind well-planted front gardens and sit parallel to the road, with the road having a pleasant and verdant character. Gaps between houses vary reflective of the fact that there are different building types – i.e., some houses with attached garages and some with integral garages. The pattern of development in this area in terms of the arrangement of plots and houses on corners/ road junctions is varied.

- 6.18 As outlined above, the application site was a plot originally planned to accommodate a residential unit, but instead it was occupied by two garages and a shed, which date back to the original development of the road in the 1920's. A garage at No. 12 Fordington Road is built along the boundary with the application site. To the other side is a shed between the garages and the boundary with No. 8. The garage for the corner plot at No. 8 is parallel with the boundary of No. 10 but set a small distance away.
- 6.19 The Design & Access Statement submitted with the application shows in detail how the new dwelling responds to the streetscape, character, and qualities of the area, specifically identifying and picking up on key design principles and features.
- 6.20 The front elevation of the dwelling represents a contextual contemporary interpretation of the 1920's houses found on this side of Fordington Road, strongly responding to the proportions, rhythm and materiality of adjacent properties. Specifically, the design to the front elevation will be asymmetrical and consist of a projecting gabled roof over a two-storey bay with brickwork and render used as well as timber subframes to the windows, set within brick frames to add texture and detail.
- 6.21 While accepting this house will be a 21st century addition to the street it would not be decidedly different to the majority of traditional 1920's dwellings in the area, with the design here reinforcing and responding to the streetscape of Fordington Road.
- 6.22 The proposed dwelling would align with the front and rear building lines of the adjacent dwellings Nos. 12-18 Fordington. There would be a 4m flat roofed single storey extension projecting beyond the rear building line but pulled in from the side boundaries and is subordinate in nature. A condition is being attached to secure a green/living roof to this part of the development, to visually soften its appearance and to provide biodiversity value and help water retention on site during rainfall.
- 6.23 The roof form and ridge height of the dwelling are respectful of the immediate context. Specifically, the ridge height is derived from extrapolating a line from the ridges of the adjacent Nos.18-12 and following this to the ridge of No. 8.
- 6.24 The scheme is designed to respond to its surrounding, with the presence of planting and trees within neighbouring gardens also helping to soften and integrate the development into its surroundings when viewed from outside the site. The concerns about the chimney stack on the side elevation are also noted however the presence of such a feature is not uncharacteristic to housing within this area, with such a feature serving to break up this elevation and add interest.
- 6.25 It is accepted that the siting of a detached new house here does diminish the open nature in relation to the current end of street houses found on this corner of Fordington Road and would introduce a high gable to one. However the specific circumstances of this site which was intended to accommodate a house, as well

as the remaining gaps between buildings, mean the construction of a detached house here would not be unduly prominent or harmful to the character and visual amenities of the area. The layout of the street as well as the scale and design of existing houses, does allow for such a house to sit comfortably within its setting, without harming the character of the area. Given the location at the end of the street a gabled 'bookend' to the south-western elevation is considered a good design solution.

- 6.26 The proposed dwelling is set back from the flank elevation of the adjacent house by the width of the existing garage of No. 12, in keeping with the pattern of the street.
- 6.27 The proposal includes the construction of a garden room/outbuilding at the rear. The structure will be pulled in from the shared boundaries by approximately 2-2.6m at the rear and over 2m at the sides. The structure will be approximately 2m in height at eaves and 3.4m at the highest part of the roof/ridge level. While accepting the footprint of the outbuilding is large, and the fact that typically such structures can be built under 'permitted development' and viewed within the context of a large garden the size of the structure is considered to be acceptable. It will have a timber-clad external finish, in keeping with its surroundings and is viewed appropriate for an outbuilding in a rear garden setting.
- 6.28 Overall, while there will be some change to the streetscene with the introduction of a new detached house and outbuilding, for the reasons given above, the degree of change is not significant or harmful to the character of the area. Rather the design of the dwelling relates appropriately to its immediate context and would not harm the character and appearance of the area.
- 6.29 A condition requiring further details of the proposed materials are required to be reviewed and approved by the Local Planning Authority prior to works commencing on site.
- 6.30 Landscaping will be integral to the success of this development and as such a detailed hard and soft landscaping scheme will be required to be submitted, as secured by way of a planning condition. Subject to the submission of satisfactory materials and landscaping details, Officers consider that the proposal would be acceptable with regards to design and the policy considerations outlined above.

### **Standard and quality of residential accommodation**

- 6.31 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 of the London Plan sets out the internal minimum space standards for new developments, including minimum gross internal areas (GIA), while Table 3.2

provides qualitative design aspects that should be addressed in housing developments.

- 6.32 The approximate 491 sq.m GIA of the proposed house considerably exceeds the largest minimum GIA in the London Plan which is 138 sq.m for a 6 bedroom/ 8 person house.
- 6.33 The proposed unit would be dual aspect and would provide sufficient levels of outlook and daylight for the future occupiers. The future occupiers would benefit from a generous rear garden. As such, the proposed development would provide a high quality and spacious environment for future occupiers.

#### **Inclusive access**

- 6.34 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. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.35 The new dwelling would meet the M4(2) Category 2: Accessible and adaptable dwelling standard and a condition is to be attached to ensure compliance and delivery in line with such a standard.

#### **Impact on neighbouring amenity**

- 6.36 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.
- 6.37 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.
- 6.38 The different concerns about amenity impacts raised in the representations received are noted.
- 6.39 While sited to the south/south-west of No.12, the building would be of similar scale (albeit higher to a limited degree) and hipped on that side to reduce its impact on

No.12. It would be aligned with No.12 and separated by the single storey garage attached to this property. On the other side, it would be sited to the north/far north-east of the rear gardens of Nos.6 & 8 and set back approximately 1.3m from their rear garden boundaries.

- 6.40 In terms of outlook and aspect from Nos. 6 & 8, it is accepted that the proposed development would have some impact, given the increase in height compared to the current garages on site. However, mindful of the gaps and distances (approximately 25m) in question the height and presence of such a dwelling would not be injurious to the amenity to the occupiers of these two neighbouring properties. There would be a generous gap between the side of new dwelling and the rear of No 8.
- 6.41 The rear facing windows would result in some overlooking of neighbouring properties but no more than expected in a suburban area of this nature. Moreover, any overlooking is unlikely to be appreciably greater than the existing levels from neighbouring properties. The side elevation windows proposed above ground level would be obscure glazed below 1.7m in relation to finished floor level as such preventing overlooking and loss of privacy
- 6.42 The height, siting and scale of the outbuilding would not impact on light or outlook to any neighbouring occupants, given the distances in question, the relatively low height of the building and manner in which it is pulled in from garden boundaries. The structure would only be partially visible, projecting above boundary fences with views of it also restricted by the existence of mature trees and shrubs within neighbouring gardens.
- 6.43 Residents have raised concerns regarding potential noise and disturbance from the use of such a garden building. However, on the basis of the indicated use of the building as being incidental to the enjoyment of dwelling house (as secured by way of a planning condition), Officers do not consider that such a use would be materially harmful to living conditions of nearby occupant of dwellings.
- 6.44 Overall, there will be no unacceptable harm to the living conditions of neighbouring residents and the proposal is therefore acceptable in this regard.

### **Transport considerations**

- 6.45 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.

- 6.46 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'.
- 6.47 The site has a public transport accessibility level (PTAL) of 1b which is considered 'very poor' access to public transport services. There are three bus services accessible from the site, within a six-minute walk. Highgate Underground Station is an eighteen-minute walk from the site. While this distance is outside of the PTAL walk criteria, it is a walking distance many would consider still consider acceptable for accessing Underground services.
- 6.48 This is a small development proposal, which would remove two garages capable of accommodating parked cars but which are instead used for storage. There is also space in front of the garages to accommodate one parked vehicle.
- 6.49 The Council's Transportation Officers have reviewed the application and note that the 2021 London Plan references provision of up to 1.5 spaces per unit for houses of this size in areas with this PTAL.
- 6.50 The off-street parking proposed (1 space) would likely cater for the parking demands arising from the new house, however with 5 bedrooms Officers acknowledge it could well be the case that there would be more than one car registered and kept there. However, as the existing garages are currently used for storage, there would not be displaced parking by their loss and on this basis one off-street parking space, and potentially another vehicle parked on-street, would not lead to a significant uplift in on-street parking pressure.
- 6.51 Transportation Officers note that two cycle parking space are proposed in the rear garden room, which would meet the requirements of the London Plan (2021). As requested, a condition is attached to secure full details of these to ensure they are satisfactory and are provided.
- 6.52 Transportation Officers also note that as the site lies adjacent to other residential properties, and includes a basement construction, a detailed draft of a construction logistics plan or similar such report, should be included that detail how the development will be built out, and how impacts on adjacent neighbours and the safe, smooth operation of the public highway will be managed, minimised and mitigated. A condition securing the submission of a construction management plan is being imposed.
- 6.53 Subject to the above conditions, the transportation impacts of the proposal are acceptable and can be managed, and it is therefore acceptable in this regard.

### **Trees and nature conservation**

### Impact on Trees

- 6.54 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. DPD Policy DM1 requires that proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site. Policy DH10 of the HNP states in such garden land/infill development, existing mature trees and landscaping shall be retained wherever possible.
- 6.55 An Arboricultural Impact Statement has been submitted with the application. The statement includes a tree survey that identifies 18 trees within and around the site. Of these trees, none of those outside the site would be removed or harmed, with a methodology outlined to protect these. A total of 7 on-site specimens would be removed as a result of the proposal, most of which are fruit trees or trees in poor health, ivy covered and decaying etc. They are not subject to protection orders or considered specimens of high amenity value, and could be removed without the need for consent.
- 6.56 The proposal seeks to carry out new hard and soft landscaping and as part of this, details of new tree, shrubs, plants etc. will be secured by way of condition. The condition specifically asks for appropriate compensatory tree planting, for which there is ample space on site, specifically along the boundaries of the site. This can ensure a high quality soft landscaping scheme is implemented to ensure a long-term, viable planting on-site and to protect the verdant character of the area. On this basis, the proposal is considered acceptable in terms of amenity.

### **Energy and sustainability**

- 6.57 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. The dwelling would need to achieve a 'zero carbon' target in terms of its regulated CO<sub>2</sub> emission, and a minimum site-wide regulated CO<sub>2</sub> emissions reduction of at least 35% against a Building Regulations Part L1A (2013) compliant scheme, in line with London Plan policy S1 2.
- 6.58 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.

- 6.59 The proposed scheme is shown to achieve a site-wide regulated CO2 emissions reduction of 51%, via a combination of an energy efficient building fabric and appropriate renewables systems. Therefore, it is set to exceed the minimum regulated CO2 emissions reduction target of at least 35%, set for major developments within the London Plan. The measures are set out as follows:

### ***Passive measures***

- Improved U-values: through high levels of insulation for all solid elements and high performance glazing beyond Part L 2013 targets and notional building specifications, in order to reduce the demand for space conditioning (heating and cooling) as far as possible.
- Air tightness: the proposed development will aim to improve upon the Part L1A (2013) minimum standard for air tightness of 10m<sup>3</sup>/m<sup>2</sup>.h at 50Pa, by targeting an air permeability rate of 5m<sup>3</sup>/m<sup>2</sup>.h at 50Pa for all areas.
- Thermal bridging: it is envisaged that the construction details for the proposed dwelling will be designed to comply with a similar performance to Accredited Construction Details, minimising heat losses through the junctions of the building. Therefore, a y-value of 0.08 has been assigned within the SAP calculations for the proposed scheme.
- Reducing the need for artificial lighting: the development has been designed to maximise daylight as much as possible. All habitable areas will benefit from large areas of glazing to increase the amount of daylight within the internal spaces where possible.

### ***Active design measures***

- Mechanical Ventilation with Heat Recovery: mechanical ventilation systems utilising heat recovery in order to achieve ventilation in the most energy-efficient way.
- Energy efficient lighting.
- Building energy monitoring: smart meters monitoring the consumption of energy and water.
- Reducing overheating risks: through passive and active design measures in line with London Plan Policy SI 4 cooling hierarchy.
- Energy efficient pipework.
- External and internal shading.
- Thermal mass: the internal floors of the building will provide a degree of thermal massing to absorb and store excess heat during the hottest periods of a day. The building will release its heat in the cooler times of a day to dampen the peak diurnal weather conditions.
- Natural ventilation: main strategy for providing fresh air and dissipating heat across the proposed scheme.



- 6.60 In addition to the above measures, the proposal would include the installation and use of a ground source heat pump system (GSHP). This would include a closed ground loop where a liquid passes through the system, absorbing heat from the ground and relaying this heat via an electrically run heat pump into the building. The report outlines that this would result in a regulated CO2 emission saving of approximately 50.7% (and a total CO2 reduction from baseline of approximately 39.5%). This would exceed the requirements of planning policy.
- 6.61 A further increase to a 62% reduction can be achieved by carbon offsetting. To achieve a 'Zero Carbon' status the remaining regulated CO2 emissions following the application of the energy hierarchy strategies would need to be offset through a financial payment contribution to the LPA. Such an offset amount is calculated at £6,170 based on a rate of £95/tonne over a period of 30 years in line with the London Plan, and is to be secured by way of a Unilateral Undertaking.
- 6.62 The In conclusion, the proposed scheme exceeds the minimum regulated CO2 emissions reduction target of at least 35%, set for major developments (this is a 'minor' development') within the 2021 London Plan and complies with Haringey Local Plan policy SP4 aim for 'zero carbon' for all new residential developments by reducing regulated CO2 emissions as far as possible. The above measures go above and beyond the minimum expectations in this regard. A condition is imposed to secure the identified CO2 emission savings and to secure a financial payment contribution to offset the remaining carbon emissions. The proposal is therefore acceptable in this regard.

### **Basement development and flood risk**

- 6.63 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.
- 6.64 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. Policy DM24 reiterates the requirement of new development to manage and reduce surface water runoff.
- 6.65 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.

- 6.66 The new dwelling will have a basement which will extend under the footprint of the property, including the terrace at the rear with a stair providing access from the basement to the rear garden.
- 6.67 The site currently comprises a double garage with a lean-to wooden shed on the southern side, with tarmac providing car parking on the north-western side of the garages extending to Fordington Road. The site has a gentle slope reflecting that the site is located within a wider hillside setting with the land rising in a south-westerly direction and falling towards the north-east.
- 6.68 The resulting site surface area will be 52% hardstanding, with 29% of the total area being the footprint of the property with the garden room and cycle store comprising 5% and lastly 18% being external hardstanding. It is accepted the new hard surfacing associated with this development represents a noticeable change compared to current on-site conditions, namely a site surface area currently 29% impermeable consisting of the double garages, various sheds and the tarmacadam. It is accepted however, that the use of permeable paving and landscaping within the site will aid surface water drainage across the site.
- 6.69 A Basement Impact Assessment (BIA) was submitted with the application. The BIA provides desktop information on geology, local hydrology/ hydrogeology conditions, surface water flood risk as well as information on historical streams and current surface water drains.
- 6.70 The information provided outlines that the site is underlain by London Clay Formation with it likely to be >40m thick, with this being an unproductive stratum. At this stage no on-site investigation and borehole tests have been carried out, however satisfactory examination of baseline data and understanding of the potential risks and impacts have been identified within the BIA.
- 6.71 The site is not within an area at risk from flooding as defined by the Environmental Agency and in terms of flooding from surface water is in an area of very low / low risk of flooding. The site is also not within a Critical Drainage Area as defined in Policy DM26. No current surface water features are identified on mapping records within 500m of the site.
- 6.72 An examination of historic mapping records as set out in the BIA show a number of surface water features in the broader area, namely streams in the vicinity of Fordington Road, Woodside Avenue and Lanchester Road, which were subsequently diverted into underground pipes in the early twentieth century prior to development of the area for housing, with these now forming part of the Thames Water Drainage network. As also reflected in maps provided in the BIA risks of

surface water flooding are typically localised to the routes of such historic streams which are beyond and not in immediate proximity to the application site.

- 6.73 The BIA recognises that construction and excavation activities may cause some ground movements that have the potential to damage existing, neighbouring structures. It is equally highlighted that subject to the works being designed and constructed accordingly, specifically using good workmanship and following well engineered construction sequences and temporary excavation support etc., the risk of damage to neighbouring structures can be minimised and mitigated. The method for constructing the basement floor are outlined in the BIA and are considered acceptable.
- 6.74 The expected engineering design and methodology for constructing the basement will be contiguous piled retaining wall, thereby negating the need for temporary propping and minimising the risk of ground movement associated with neighbouring structures, such as the adjoining garage at No 12.
- 6.75 Using contiguous piling and following industry best standard practices the excavation and basement works here are not viewed to represent a risk in terms of structural stability, ground slip or movement in connection with neighbouring buildings and structures. The BIA has been reviewed by the Council's Building Control Service, which raises no objection.
- 6.76 Overall, the level of information provided at the planning application stage is considered acceptable. However, as a matter of course more detailed on-site investigations will take place to feed into the detailed foundation design and the construction phase of the development.
- 6.77 A condition will be imposed to require the submission of the on-site investigations as well as a final/ detailed method statement for the construction of the basement, which requires that the predicted Burland Scale at the time of the construction phase of the basement is no more than 'Burland Scale 1'. A condition can be imposed to ensure that the structural side of the basement/ excavation works are overseen by a suitably qualified chartered engineer. The submission of a construction management plan (CMP) is also required prior to the commencement of works on site. This will provide further information on the broader programme of works associated with the construction of this new dwelling. Details of the permeable surfaces to be used on site as well as a landscaping scheme for the site are also to be secured by way of planning conditions.
- 6.78 Other areas of legislations, the Party Wall Act and Building Regulations etc., also 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.

- 6.79 Subject to the related conditions outlined in Appendix 1, the proposal is acceptable in this regard.

### **Waste and Recycling**

- 6.80 Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4., requires development proposals make adequate provision for waste and recycling storage and collection.
- 6.81 Waste and recycling storage is shown to be located at the front of site, although exact details of the enclosure are not provided. A condition is being imposed requiring such design details of the enclosure to be submitted to and approved by the LPA.

### **Conclusion**

- 6.82 The position, scale, mass, detail and alignment of the proposed dwelling is considered to be acceptable. The proposal does not diminish/ harm the visual amenity or the character of the area. The proposal will not cause unacceptable harm to the living conditions of neighbouring residents. The proposal would provide an acceptable layout and standard of accommodation meeting the necessary internal floorspace standards. The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area.
- 6.83 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

## **7 COMMUNITY INFRASTRUCTURE LEVY CIL**

- 7.1 In this particular case the application is accompanied by a 'Self Build Exemption Claim Form (Form 7 - Part 1)' to qualify for self-build exemption. This requires that within 6 months of completion of the development the applicant must submit a 'Self Build Exemption Claim Form: Part 2. If however personal circumstances change and the applicant decides to dispose of the property before the three year occupancy limit expires then they must notify the charging authority (Haringey Council) as the full charge amounts would apply. (Mayoral CIL charge would be £27,730.05 (491 sqm x £60.55) and the Haringey CIL charge would be £181,291.83 (491 sqm x £369.23 (Indexation included)).

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and informatives in Appendix 1

Applicant's drawing No.(s) 10A1003; 10A1002; 00A3002; 00A3001; 00A1002; 00A2001; 00A1001; 10A1005; 10A1004; 10A2002; 10A2001; 10A1007; 10A1006; 10A2003; 10A3002; 10A3003; 10A3001; 10A3000; 10A3004; Arboricultural Impact Assessment

dated 18/05/2021; Basement Impact Assessment (Desk Study, Screening and Scoping Stage) dated April 2021 and accompanying documentation; Design and Access Statement dated 25/05/2021; Energy Statement, May 2021.