

Officer's Report

Application Number	HGY/2022/4425
Type	Full planning permission
Location	47 Cranleigh Road, Tottenham, London, N15 3AB
Proposal	Demolition of existing vacant building which was last used as a place of worship. Construction of a new built self contained 1 bedroom dwelling house with associated garden and amenity space.
Case Officer	Kwaku Bossman-Gyamera
Valid Date	15/12/2022
Applicant	Mr IBI EKINEH
Agent	Mr Ibi Ekineh

RECOMMENDATION

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Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for the demolition of existing building on the site and the redevelopment of the site to replace it with residential dwelling house consisting one bedroom, two storey in height.

Site and Surroundings

The application site is a single storey building, brick built structure with a high mono pitched roof, situated to the rear of 47 Cranleigh Road, close to junction with Etherley Road. The building is adjoining to no.60 Etherley Road with its main frontage and access from Etherley Road. The building was used as a church for a number of years, and the last church service was held in 2004 – it has since remained vacant.

The existing building is around 5 metres wide by some 11 metres deep and it occupies the full width of the plot. Surrounding area is wholly residential in character.

The application site is not located within a Conservation Area and does not falls within the curtilage of listed building.

Relevant Planning and Enforcement History

HGY/2022/2096 - Demolition of existing vacant building (last used as a place of worship). Construction of new self-contained 2-bedroom house, with associated garden and amenity area. This application was withdrawn following officer's advice to improve the design of the new building.

There is no enforcement planning history in relation to the site.

CONSULTATION

The responses below were received following consultation on the application:

- 1) LBH Transportation Team: No objection subject to conditions
- 2) LBH Climate Change Officer: Has asked (verbally) for a condition to be imposed.

LOCAL REPRESENTATIONS

The application has been publicised by way of 18 letters. No representations received from neighbours, local groups, in response to notification and publicity of the application.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Impact on the character and appearance of the conservation area;
4. Standard and quality of residential accommodation;
5. Impact on neighbouring amenity;
6. Transport considerations;
7. Trees and landscaping;
8. Energy and sustainability and
9. Other considerations.

Principle of development

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 D3 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.

The demolition of the existing building is of little architectural merit, there are no objections to the demolition of the existing building subject to a satisfactory replacement building, and compliance with relevant adopted Haringey's Development Management DPD and Haringey's Local Plan (Strategic Policies) and policies within the London Plan and relevant planning guidance.

In judging the acceptability of residential use in this location it is considered that residential use would be appropriate in this predominantly residential area. The provision of additional housing at this location would be supported by policy SP2 of the Core Strategy which seeks to meet and exceed the borough housing targets through the provision of additional housing in suitable location as in this instance.

Loss of community Infrastructure

Haringey Development Management Policy DM49 protect existing social and community facilities. Where a development proposal may result in the loss of a facility, evidence will be required to show that:

a. The facility is no longer required in its current use

DM49 requires evidence to be shown that the facility is not required in its current use. Due to the previous, unsuccessful marketing campaign, and the site's location within an area in which there are many religious communities, it is not considered that the church is required in this location any longer. The availability of other places of worship in the locality demonstrates that there are no requirements for the site to continue to operate as a church. It is considered that this satisfies the requirement of Policy DM49 (a).

b. Suitable alternative provision of places of worship

There are other many churches in close proximity to the site which is identified by the marketing statement submitted as part of this application. St Francis is located approximately 340 metres to the north. More places of worship can be found slightly further afield.

It is considered that there is sufficient alternative provision of existing public houses in the locality to justify the change of use from public house to office uses. It is therefore considered that the requirements of policy DM49 (b) test.

c. Viability and demand and for other suitable community use on the site

The previous tenants had to vacate the property due to condition of the building in deplorable state and complaints of noise nuisance, demonstrating that it is not financially viable for a church to operate in this location. The site received a clear lack of interest when it was marketed by Parkview estates for the continued use as a place of worship, demonstrating the lack of demand for community facilities for this nature in the locality.

The premises have been marketed since 2018 - 2020 with the property listed on Dapper Estates website, as well as. Parkview Estates. The property has received very limited interest during this period.

It is therefore reasonable to consider that there is no demand for the property to continue to operate as a place of worship or community facility in this location.

Design and appearance

London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

Local Plan Policy SP11 (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.

The proposal is to set back the building line with the adjacent garage and is considered to enhance the streetscene.

The design for the proposed dwellings is conceived as a continuation of the terrace. The resulting house would replicate the other properties on the street in terms of street elevation rhythm and proportions, and use materials. The proposed front setback from the edge of the footpath is welcome. The design approach is considered to be simple incorporating a number of features to the front elevations including arches surrounding the entrances and lintels above windows is desirable and also considered to respond appropriately to the frontage.

The overall bulk and massing would be comparison with the existing building to be demolished, design and the fenestration treatment of the current application improves the appearance of the building considerably and as such considered acceptable. Although of contemporary design, the proposed building would have a similar ridge height to existing building. There is a mixture of architectural style in Cranleigh Road and Etherley Road and there is no objection to the contemporary design adopted for the proposed building.

Modern design and appearance of the development, including the choice of materials proposed would be appropriate and not out place within the context of its wider setting, but represent a contemporary part of the area's evolution. Whilst there may not be other buildings of similar design in the vicinity, there is a wide range of building styles in close proximity of the site and proposal would not detract from the character of the locality. The scheme is therefore considered to be acceptable in terms of policies.

Standard and quality of residential accommodation

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

The new dwelling house is dual aspect and incorporates adequate size windows including full height glazed sliding doors to the main living space and as such is considered to received adequate daylight and sunlight levels.

The relevant London Plan minimum internal floor space standard (and National technical standard) for a 1-bedroom 2-person dwelling over 2 floors is a 58 sqm. The proposed development significantly exceeds this with a GIA of approximately 71 sqm.

The resulting unit meets the minimum standards and provides satisfactory floors space residential accommodation of adequate quality with a functional layout as well as provision of dual aspect.

The bedroom and living spaces to the new house would meet the minimum room size requirements stipulated within the London Plan Policies.

The proposal would also result in provision of adequate private outdoor amenity space to rear garden which is practical, private, useable which meets the minimum required standards stipulates within London Plan Policies.

Overall, scheme would result in good standard residential accommodation with dual aspect, outlook from habitable rooms, natural ventilation, privacy and light levels.

Impact on neighbouring amenity

London Plan Policy D4 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.

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.

The proposed buildings has been designed to mitigate potential problems of loss of privacy with all first floor windows facing towards the street frontage or to the side towards the neighbouring property's blank side elevation. The one first floor window facing rearwards and potential into the neighbouring garden below is to a bathroom and will be conditioned to be fixed and obscured. It is therefore considered that the siting of the proposed buildings and its relationship to existing neighbouring residential properties is acceptable. In terms of outlook from the neighbouring properties the bulk essentially remains the same and ridge is similar to existing to reflect the adjacent properties reduces the impact on neighbours to acceptable levels.

Given the predominant character of the surrounding area and the overall extent of existing residential development nearby, it is considered that the development of the site for new dwellings in this location would be relatively limited in its impact on neighbouring living conditions.

In conclusion, the reduced scale, massing and bulk of the current proposal compared to the existing have sufficiently overcome the concern raised by the planning officers previously.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

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

The Council's Transportation Team has been consulted and advises that site has good PTAL of 2. Further to this, there is no controlled parking zone (CPZ). Nevertheless, it is considered the

proposed development would not have any significant adverse impact on the surrounding highway network or car parking demand at this location. As such, the Transport Officer raised no objections subject to the imposition of a condition related to the provision of adequate cycle storage.

Trees and landscaping

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 proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

The site, as highlighted within the description above, is mainly comprised of hardstanding to the front. However, the introduction of soft landscaping to the rear garden area is considered acceptable which would enhance the setting of the proposed development and the character of the area it is considered appropriate given the nature of development and its site coverage.

Energy and sustainability

The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, and 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.

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.

The development now achieves a reduction of 20.84% carbon dioxide emissions on site, which is supported. Some clarification remains outstanding with regards to overheating. Planning conditions have been proposed to secure the details of this proposal.

Conclusion

The proposal is considered acceptable and provides additional residential accommodation and have an acceptable impact upon the character and appearance of the adjacent properties and street scene. In addition, it would not be unduly harmful to the amenities of adjoining residents.

The proposed residential dwellings would provide acceptable standard of accommodation with all units achieving minimum internal floorspace standards, dual aspect and meet the required private amenity space standard.

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

CIL APPLICABLE

The development is less than 100 square metres but is for a whole new unit and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £1,207.20 (20sqm x £60.36) and the Haringey CIL charge will be £1000.00 (20sqm x £50.00 (Indexation

included)). This will be collected by Haringey after/should the scheme is/be 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. An informative will be attached advising the applicant of this charge.

RECOMMENDATION

GRANT PERMISSION subject to conditions

Conditions:

- 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 hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

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

- 3 Detail samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work of the relevant phase commencing on site. The details and samples shall include:

- a) Facing Brickwork(s); sample panels of proposed brickwork to be used showing the colour;
- b) texture, pointing and perforated brickwork and boundary walls shall be provided;
- c) window reveals (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all new external windows and doors at a scale of 1:10);
- d) Roof capping;
- e) Doors
- f) Window treatment;
- g) Roofing materials;
- i) Any other external materials to be used.

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

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development, assess the suitability of the samples submitted and to ensure a satisfactory standard of design in the interests of visual amenity, consistent with London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
 - a) parking and management of vehicles of site personnel, operatives and visitors

- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

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

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

- 5 Prior to the occupation of the development, 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. The development shall not be occupied until a minimum of 2 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.

- 6 Notwithstanding the details shown on the approved plans, no occupation of the dwellings hereby permitted shall take place until detailed drawings of the refuse storage to serve the residential property have been submitted to and approved in writing by the local planning authority and these facilities have been provided and made available for use in accordance with the details as approved and to be retained as such thereafter.

Reason: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.

- 7 The dwelling hereby permitted shall be constructed in accordance with the Energy Assessment/statement prepared by EPS Group project No:16083 and to achieve a 47% reduction in regulated CO2 emission over 2013 Building Regulations Part L, and a water efficiency target of 115 l/p/d. No occupation of the dwelling shall take place until details of how these measures have been achieved.

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) Policies SI2 and SI4, and Local Plan (2017) Policies SP4 and DM21.

- 8 Notwithstanding the approved scheme no permitted development rights are allowed to the dwelling houses under Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (As amended).

Reason: to prevent over-development of the site

- 8 Prior to the first occupation of the development hereby approved, the first floor rear window shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained and maintained thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 9 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, means of enclosure (walls/fences), 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.

Informatives:

- **INFORMATIVE: Land Ownership**
The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.
- **INFORMATIVE: Party Wall Act**
The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.
- **INFORMATIVE: 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 : Community Infrastructure Levy**
The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £1,207.20 (20 x £60.36) and the Haringey CIL charge will be £1000 (20x £50.00). 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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

- **INFORMATIVE: Naming and Numbering**
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.