

Officer's Report

Application Number	HGY/2023/0366
Type	Change of use
Location	36 Chalgrove Road, Tottenham, London, N17 0NS
Proposal	The refurbishment of existing structure to form x1 2 bed flat for three persons
Case Officer	Zara Seelig
Valid Date	06/02/2023
Applicant	Mr M. Jacob Berger
Agent	Shulem Posen

RECOMMENDATION

Refuse

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

The refurbishment of existing structure to form x1 2 bed flat for three persons

Site and Surroundings

The application site is a two storey building consisting of a retail unit and associated storage at ground floor level and residential units at first floor level, situated on the Eastern side of Chalgrove Road at its junction with Manor Road. The site is not located within a conservation area, it is not a listed building and there are no TPO's on the site.

Relevant Planning and Enforcement History

The most recent planning history in relation to the site is as follows.

HGY/2009/2101 - Erection of ground floor side / rear extension to accommodate increased shop floor area. Erection of first floor side extension to enable the conversion of upper floors to provide 1 x one bed and 2 x 2 bed self contained flats. Erection of 2 storey rear extension incorporating dormer window to create 1 x three bedroom dwelling house. – Refused permission

HGY/2023/0381- The refurbishment of existing structure to form x1 shop for services (Class E) and installation of signage – Current application

CONSULTATION

The responses below were received following consultation on the application:

LBH Transportation Team: consulted, response received and comments below in the transport section

LOCAL REPRESENTATIONS

The application has been publicised by way of 12 neighbour consultation letters. One representation has been received from neighbours, local groups, etc objecting to the proposal.

The following Councillor(s) made representations:

- Cllr Bevan

The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Concerns as to an acceptable standard of light and single aspect issues that may impact, including to internal areas and to any loss of amenity space?

The following issues raised are not material planning considerations:

- None

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and Appearance;
3. The impact on the amenity of adjoining occupiers;
4. Living conditions for future occupants;
5. Parking and highway safety.

Principle of the 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 principle of converting the building from a storage area, to a two bedroom, 3 person self-contained flat in general terms could be considered acceptable.

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 proposed materials to be used are not clear, there is reference made to painted brick (assuming this is render) and a felt roof, such a structure would need to be faced in brick. The development here needs to be comprehensive, removing and rebuilding the structures to the side and rear of the site. There is scope for developing this area, and it is noted the existing state of this area of the site and the

improvement works required, however, a more well thought out design is required for such a prominent site within the street scene.

Impact on the amenity of adjoining occupiers

The London Plan (2021) Policy D3 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development.

The proposal is to refurbish the existing extensions, the existing height along boundary line with no. 77 Manor Road is 3.10m and would remain the same height. The proposal would have no more of an adverse impact on neighbouring amenity than the existing situation. As such, the proposal would not have any significant impact to the amenity of neighbouring properties in accordance with the above policies.

Living conditions for future occupants

One Flat is proposed and complies with The London Plan (2021) space standards, the ground floor flat would also benefit from an 11.6sqm outdoor terrace area.

Flat no.	Flat type	Space (sqm)	London Plan Requirement	Complies?
1	2B3P - 1 storey	75.4	61	Y

The ground floor unit would be heavily reliant on windows almost directly next to the back edge of the pavement, this would mean that the opening of windows and opportunity for outlook and privacy would be heavily affected. A development where more window openings face into a courtyard should be explored.

The access arrangement for cycle parking is not practical and does not promote sustainable transport. There is no clear provision for waste/refuse storage for this unit, contrary to policy. The courtyard cut-out would result in the loss of an existing roof terrace serving a current upper floor flat. - see street view.

The proposal would result in a substandard level of accommodation for the reasons set out above and therefore, could not be supported.

Parking and highway safety

Local Plan (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.

The transport officer commented as follows:

- a. The site has poor public transport accessibility (PTAL=2) and is located within a CPZ.
- b. The proposed development is car free. This is contrary to policy DM32 that indicates that car free developments will only be supported in an area with PTAL of 4 and above.
- c. Cycle parking provision for one bicycle is proposed. This does meet minimum London Plan standards that requires provision for two bicycles. In addition, the cycle parking provision should comply

with LCDS and be sheltered, secure and accessible. It should be noted that route to cycle parking through living accommodation is not supported.

d. Details of provision for refuse storage, cycle storage and car parking allocation is required for each separate unit / use on this site.

Conclusions

The proposal is not considered acceptable due to its substandard level of accommodation and design.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused 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 and as such regulation 42 'minor development exemptions' applies and in addition the proposal is not for a whole new unit (a unit created entirely from new floorspace).

RECOMMENDATION

Refuse Permission, for the following reasons:

Refusal Reasons:

While representing an improvement to the current structures on site, the resulting extension in terms of its siting and materials, and the absence of more comprehensive improvements to the site would fail to deliver good design and is not appropriately and sensitively designed in relation to the streetscene and the surrounding area, contrary to Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policies DM1 and DM12 and DM7 of the Haringey Development Management DPD (2017).

The proposed residential unit would fail to provide acceptable living conditions for future residents with particular reference to privacy, outlook, and the layout of the accommodation and would result in the loss of a current roof terrace in connection with a current upper floor unit, contrary to Policies D3 and D6 of the London Plan (2021), Policies DM1, DM4 and DM12 of the Development Management DPD (2017) and Policy SP11 of the Local Plan (2017).