

Officer's Report

Application Number	HGY/2022/4450
Type	Full planning permission
Location	691 Seven Sisters Road, Tottenham, London, N15 5LA
Proposal	Demolition, extension and reconfiguration of existing ground floor extension to first floor outriggers and addition/replacement of dormer windows at second floor level.
Case Officer	Kwaku Bossman-Gyamera
Valid Date	16/12/2022
Applicant	Mr I Heitner
Agent	Mr Oliver Burchell

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 sub-standard flats at ground floor behind the commercial units and replaced with ground floor rear extension to create two-studio flats with access to private gardens.

On the first floor level, the existing two existing units would be combined and extended, continuation of the existing rear projection with modest addition to form a fully sized studio flats.

The existing flats at second floor level would be combine to form a large self-contained flat with alterations to the existing rear dormer by increasing the size of the dormer.

Site and Surroundings

The application site is relates to 691 and 693 Seven Sisters Road, a pair of terraced properties located on the northern side of Seven sister Road. The properties are two-storey with original second floor front and rear dormer windows. The property has commercial units within the ground floor level fronting the Seven Sisters Road and various flats at the part ground floor rear flats and upper floor levels. The ground floor have a series of erratic rear extensions.

The surrounding area is mixture of commercial units on the ground with residential accommodation above. The application site is not located within any conservation area and does not fall within the curtilage of listed building.

Relevant Planning and Enforcement History

There is no recent or relevant planning history in relation to the site.

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No objection subject to conditions

External:

- 2) Transport for London (TfL): no comments

LOCAL REPRESENTATIONS

The application has been publicised by way of 54 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. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport 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 proposal would not alter the floorspace of the existing shop. Various random additions to the rear at ground floor will be removed and the building brought back to a uniform point in keeping with the scale and form of the original terrace. Proposal would improve the quality of accommodation to the benefit of the council's housing stock.

Therefore the principle of the development is acceptable, subject to other materials consideration within the adopted DPD Policies.

Design and appearance

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires

development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

Ground floor rear extension

The application site comprises the shop on the ground floor of the main building, with various single storey extensions which occupies most of the rear yard, backing onto the rear garden. The proposal would replace the existing rear extensions with a regular rectangular extension. It would adjoin most of the rear elevation of the ground floor of the main building, abutting its side boundaries and retaining sizable garden area.

The proposed extension footprint would represent a marginal increase over existing. It is therefore considered to not represent noticeable additional volume to the site. It would almost match its height and feature a similar appearance and flat roof design. Therefore, the proposed extensions would respect and relate to the established character and appearance of the area. The proposal extension is therefore acceptable in this regard.

First floor rear extension

The design and appearance of the extension is considered acceptable and would not detract from the character of the immediate area. The extension would be subservient to the host properties in terms of its size and roof form. The external materials of the proposal would be sympathetic with the built form and the appearance of the existing properties.

The proposed first floor rear extension would not appear overly bulky or out of scale in relation to the site context and its surroundings. The design would be in keeping with similar first floor extension approved within the same street and as such would not detract from the character of the locality.

Enlargement of the rear dormer window

The enlargement of the rear dormer window is considered to be acceptable and not overly bulky or dominant in size and still retains sufficient room around the dormer within rear roof slope. Proposal is considered acceptable in design and appearance and would respect the character, appearance and pattern of development within surrounding area.

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.

All the proposed flats have gross internal area which exceed the relevant London Plan minimum space standard with the exception flat D on the first floor level. Flat D has internal floor space of 35.6 sq. m below the minimum 37 sq. m requirement for a studio flat. The marginal shortfall in the internal floor space for flat D is considered to be acceptable in this instance, given that this is an existing self-contained flat.

The standard of accommodation, therefore, would be considered to provide an acceptable standard of living. It is considered that the proposed accommodation provides sufficient floor area,

sufficient living space, and suitable dual aspect outlook and is therefore in accordance with Haringey Local Plan Policies SP2 and SP11 and London Plan Policy 3.5.

The upper floor flats do not have any access to external amenity space. Given that it is located above a shop it is impractical to provide any useful amenity space. However, the site is located close to town centre with excellent transport link. The proximity to nearby public open spaces (park), counts in favour of the proposal. It is therefore of material relevance to my assessment that the site is only couple of minutes-walk to these parks and as such considered acceptable in this instance. The proposed flat at second floor exceeds the minimum internal floor area standards by over 18% in this case, and does compensate for the lack of amenity space.

6.16 It is considered that the proposed development provides a satisfactory standard of accommodation in accordance with Haringey Local Plan Policies SP2, SP11 and DM16 and London Plan.

Impact on neighbouring amenity

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.

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.

Ground floor rear extension would not have any significant material harm on the amenities of the adjoining occupiers – given that the adjoining ground floor premises are in commercial uses, so would have minimal impact on the adjoining neighbours.

The proposed first floor extension would not impinge on a line drawn at 45 degrees from the centre of the attached neighbour's rear habitable windows, which indicates that the proposed extension is unlikely to have significant harm in terms of loss of light on Nos. 687 and 689 Seven Sisters Road. Similarly, the proposed modest increased in the size of the rear dormer extension would not have significant material harm to the amenities of the adjoining occupiers living condition. The proposal is acceptable in amenity terms.

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 the site is located in Seven Sisters Road, which is part of the TLRN and as such is subject to 'Red Route' parking restrictions. The side roads are within a Haringey controlled parking zone. The site is served by 11 bus routes and is a short distance from Seven Sisters Rail/LUL and South Tottenham Rail Station. Consequently, the site achieves a PTAL of 6a (with 0 being the worst and 6b being the best).

Cycle parking in accordance with the London Plan is required. The submitted plans do not show this but the cycle parking requirement can be conditioned.

The proposal does not include any car parking, which accords with London Plan Policy and Haringey Policy DM32, which presumes in favour of such sustainable location. As such, the net increase of addition two units would not have any significant impact on the highways.

Waste

Policy DM4 of the development Management DPD states that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic for composting. The on-site provision must:

- Ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site;
- Provide accessible and safe access to on-site storage facilities, both for Occupiers and collection operatives, including vehicles, having regard to the Council's Refuse Collection Strategy;
- Be located and screened to avoid nuisance and adverse impact on visual and other amenity to occupiers and neighbouring uses, and are within the maximum permitted carrying and reversing distances.

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 proposal does not provide any details of bin storage arrangements. However, it is considered that there is sufficient space to the front to accommodate refuse facilities without harming the character and appearance of the area.

Waste collection for flats and commercial units will remain as existing. Waste can be left on the kerb side between the hours outlined within the council's Veolia collection on a daily basis. As such, no additional waste storage facilities (aside from kitchen bins) will be provided.

Conclusion

The proposed development is acceptable in design, scale, massing and visual terms and would form a contextual addition to the host building without adversely impact on the character of the area. The proposed design would integrate well with the host building and would adequately

address the surrounding built form in terms of massing to ensure that the development would not appear as a dominant feature when seen from the surrounding public and private realm.

The proposal would improve the quality of residential accommodation for future occupiers.

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

The increase in internal floor area would not exceed 100 sq. m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

RECOMMENDATION

GRANT PERMISSION subject to condition(s):

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 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.
- 4 No development shall take place until details of the type and location of secure and covered cycle parking facilities have been 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 Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 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