

Officer's Report

Application Number	HGY/2023/0101
Type	Full planning permission
Location	7 Brantwood Road, Tottenham, London, N17 0DT
Proposal	Redevelopment of the site to provide 5No. new self contained dwellings within a three storey building. Redevelopment will also include the donation of parts of the site for improvements to the public realm bordering the site
Case Officer	Kwaku Bossman-Gyamera
Valid Date	11/01/2023
Applicant	Mustafa and Husniye Ayvas
Agent	other - Willingale

RECOMMENDATION

Refuse

1. BACKGROUND

Proposed development

1.1 This is an application for the demolition of existing building on the site and the redevelopment of the site to replace it with five residential dwellings consisting of 4 x 1 bed flat and 1 x 3 bed, three - storey in height.

Site and Surroundings

1.2 The application site is located on the northeast corner of Brantwood Road and Altair Close. The existing site is occupied by a detached, hipped-roof, 3-bedroom bungalow. The immediately adjoining the application site is two-storey row of terraces and the wider surrounding context are made up of three-storey block of flats.

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

Relevant Planning and Enforcement history

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

2. CONSULTATION RESPONSE

2.1 The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No objection in principle, subject to s106 and conditions.
- 2) LBH Climate Change Officer: No objection, but suggested some conditions.

3. LOCAL REPRESENTATIONS

3.1 The application has been publicised by way of 54 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of individual responses: 1

Objecting: 1

Supporting: 0

3.2 The following Councillor(s) made representations:

- Cllr John Bevan has raised concerns in relation to the propose scheme on the grounds that standard of light, overlooking and single aspect issues that may impact from this development. The use of render, white showing in the files, and render of any type is unacceptable for reason of renders rapid deterioration in appearance and attractiveness. This proposal could be considered as over development of this site with negative effects on the adjacent properties.

4. MATERIAL PLANNING CONSIDERATIONS

4.1 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; and
6. Energy and sustainability.

5. PRINCIPLE OF DEVELOPMENT

5.1 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).

5.2 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.

5.3 The demolition of the existing building is of good architectural merit, however, there are no objections to the demolition of the existing building subject to a satisfactory replacement building with high quality design, 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.

5.4 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, subject to all other material planning considerations.

6. ASSESSMENT

Design and appearance

6.1 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.

6.2 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.

6.3 Height: The proposed three storey development would sit within an area where the prevailing height is 2 storeys. The overly large roof storey result in a building that appears considerably taller than its immediate neighbour and while there are other taller buildings in the area, the immediate context of the site being the adjoining terrace, must be given primary consideration. As such the development would be incongruous and overbearing, detrimental to the settings of the immediate adjacent area and overall character of the locality including the appearance of the building in its own right.

6.4 Plot coverage: The development has a building footprint that covers the majority of the site, in an attempt to maximise its development potential. This approach has led to a cramped layout that fails to provide a sensitive response to its site constraints due to overdevelopment of the site. Symptoms of the overdevelopment of the site can be seen in, design of the building a rear building line which extends to the edge of the site boundary, its proximity to neighbouring property, which would appear oppressive to the neighbouring property.

6.5 Architectural detailing: The overall quality of the new development is considered poor. The proportion of the new building give it a squat appearance; its proportion, particularly the scale and mass including the bland fenestration treatment of the front elevation gives the building a bulky appearance. The front elevation of the new development and the entrances at ground floor level is subdued and lacks street presence. The Altar Close elevation demonstrates a lack of clear design intent which is reflected in the lack of consistency in detailing and alignment and the application of materials. The predominantly blank elevations offer little visual interest when viewed from side Road.

6.6 Whilst the existing building is not designated heritage asset, it is considered to make a positive contribution to the townscape character and the setting of the adjacent Tottenham High Road conservation area, as such, it is considered to be a non-designated heritage asset. Although it would be difficult for the Council to resist its demolition, any replacement building would be expected to be of similar high architectural quality. The proposed development falls demonstrably short on this measure.

6.7 The proposed development would be a poor quality, incongruous design, detracting from the architectural appearance of the street-scene of which the existing building form's part and would adversely affect the visual amenity of the locality.

6.8 Overall, it is considered that the design approach of the proposal would fail to provide a high - quality development which would respect the character of the surrounding area. The proposal would be unacceptable in terms of its scale and bulk. Whilst it is acknowledged that the redevelopment of the site would constitute a significant improvement to this part of Brantwood

Road given the existing run down appearance of the site, it does not outweigh the need for a high quality, sympathetic and an appropriately considered design, relevant to the immediate context of the site.

Standard and quality of residential accommodation

6.9 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.

6.10 The resulting units 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.

6.11 All of the proposed flats would have access to ground floor garden area, balcony/terraces. The proposal would also result in provision of adequate private outdoor amenity space which meets the minimum required standards stipulates within London Plan Policies.

6.12 A refuse and recycle store would be provided to the side of the site and would be accessible by all residents.

Impact on neighbouring amenity

6.13 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.

6.14 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.

6.15 The proposed building would located between 2.8 metres and 3.0 metres from the boundary with no. 9 Brantwood Road. It is considered that the separation distances are not sufficient to ensure that there would be no undue loss of light to the occupiers of no.9 Brantwood Road. Further to this, the applicant has not provided any Daylight and sunlight study, based on BRE guidelines, which demonstrates that the proposed development would not impact on the amenities of the adjoining property.

6.16 The proposed building would extend beyond the rear building line of no.9 Brantwood Road, the building would be positioned approximately 3.0 metres away from the shared boundary at that point.

6.17 The proposal would introduce a building is taller than adjoining property at no.9 would have incongruous and overbearing relationship to its neighbour, detrimental to the overall townscape at this location and its setting within the street-scene.

6.18 It is considered that the proposed building with a height of 9.9 metres at the highest point with pitched roof and due to their siting would create an undue sense of enclosure to the rear gardens of no.9 Brantwood Road. As such, it is considered the proposed development would have a detrimental impact on the amenity of the occupiers of the above mentioned property and this would be contrary to Policy DM1.

6.19 In summary, it is considered the proposed development would result in overlooking and a subsequent loss of privacy and would create an undue sense of enclosure to some of the adjoining residential properties. As such, the proposed development would have unacceptable amenity impact and would be contrary to policies DM1 and SP11

Transport considerations

6.20 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.

6.21 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'.

6.22 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'.

6.23 It has a PTAL value of 4, considered 'good' access to public transport services. 5 different bus services are accessible within 1 to 3 minutes' walk of the site, and White Hart Lane Overground Station is a 7-minute walk away. It has a PTAL value of 4, considered 'good' access to public transport services. The site is also located within the Tottenham North CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. There are additional operating hours in place on match and event days/evenings at the Tottenham Hotspur Stadium.

6.24 This proposal includes donation of part of the western side of the site to enable provision of a footway to the eastern side of Altair Close. Altair Close (and the parking bays accessed from it) are not public highway nor part of the Tottenham North CPZ. Any decision to take up the applicant's offer will rest with Homes for Haringey.

6.25 Transportation would expect this proposal to be a 'car free/permit free' development. The site has a PTAL value of 4, and is located within a CPZ that has comprehensive operating hours. In addition to this, local car ownership levels are known to be low, the 2011 census recorded average car ownership at 0.45 vehicles per household within the Northumberland Park Ward. These levels are expected to have reduced in the last ten years since the Census survey was undertaken.

6.26 Only one of the proposed residential unit is family sized, so any new parking demands would be expected to be low. Therefore, designation of this development as car free/permit free would accord with the Council's Policy DM32 within the Development Management DPD.

Energy and sustainability

6.27 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.

6.28 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.

6.29 The development now achieves a reduction of 61% carbon dioxide emissions on site, which is supported. Some clarification remains outstanding with regards to overheating. Planning conditions could be imposed if we are minded approving.

Conclusion

6.30 The proposed development by reason of its design approach, bulk, scale, plot coverage would result in an incongruous and dominant form of development that would not complement the immediate adjoining property and would fail to integrate positively to its surrounding area. Such as the proposal offers little visual interest which would result in poor quality architecture appearance within the street scene and thereby adversely affect the visual amenities of the area, contrary to and Policies D3 and D4 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017, Policy DM1 and DM12 of The Development Management DPD 2017

6.31 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

7. 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 £15,943.85 (247sqm x £64.55) and the Haringey CIL charge will be £13,204.62 (247sqm x £53.46 (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.

8. RECOMMENDATION

REFUSE PERMISSION for the following reason(s):

Refusal Reasons:

The proposed development by reason of its design approach, bulk, scale, plot coverage would result in an incongruous and dominant form of development that would not complement the immediate adjoining property and would fail to integrate positively to its surrounding area. Such as the proposal offers little visual interest which would result in poor quality architecture appearance

within the street scene and thereby adversely affect the visual amenities of the area, contrary to and Policies D3 and D4 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017, Policy DM1 and DM12 of The Development Management DPD 2017.

The proposed development by reason of its substantial design, excessive bulk, scale, and plot coverage in relation to adjoining properties, would result in an incongruous, dominant and oppressive form of development that would have a detrimental impact on neighbouring amenity in terms of over shadowing, loss of light and increased sense of enclosure, failing to comply with Policies DM1 and DM12 of the Development Management DPD 2017.