



Officer Report

Application Number:	HGY/2023/2446
Application Type:	Full planning permission
Address:	663-667 Lordship Lane, London N22 5LA
Proposal:	Erection of a rear and loft extension to provide 2 no. new flats, renovations/re-configuration of existing flat areas, and associated landscaping and services
Case Officer:	Zara Seelig
Valid Date:	12/09/2023
Applicant:	Midpoint Properties
Agent:	Tasou Associates

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for the erection of a rear and loft extension to provide 2 no. new flats, renovations/re-configuration of existing flat areas, and associated landscaping and services provisions.

Site and Surroundings

The subject site is a detached building located on the southern side of Lordship Lane, consisting of 7 self contained flats. 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

None

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

LBH Transportation Group: Consulted, please see response in the transport section of the report.
LBH Carbon Management: Consulted, please see sustainability section of this report.

External: None

LOCAL REPRESENTATIONS

The application has been publicised by way of 39 neighbour consultation 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:

Objecting: 0

Supporting: 0

Commenting: 0

The following local groups/societies were consulted:

- None

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design;
3. Standard and quality of residential accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Transport considerations;
8. Energy and sustainability and
9. Other considerations.

Principle of development

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, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

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.

Part B of Policy DM7 highlights 7 sub-points amongst which are a requirement for proposals to relate sensitively to the surrounding area, provide a site specific and creative response to the built and natural features of the area and safeguard privacy, and amenity of neighbouring occupiers.

The principle of introducing additional residential units at the site is supported by Local Plan Policies SP1, SP2 and SP10 and London Plan Policy H1 which seek to maximise the supply of housing to meet London and local housing targets. Policies in the Development Management Policies as listed under the policy section of this report will also be highly relevant. The proposal is supported by Local Plan Policies SP1, SP2 and SP10 and London Plan Policy H1, which seek to maximise the supply of housing to meet London and local housing targets.

Design

London Plan (2021) policies emphasise the importance of high-quality and seek 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.

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.

In terms of design, Officers consider the use of good quality materials and modern approach in terms of the roof extensions would be acceptable, in order to provide a contrast with neighbouring buildings rather than trying to compete/ copy older building types found on this road.

The proposal includes the erection of three-story rear infill extension with courtyard/lightwell incorporated on the boundary with no. 673 Lordship Lane. The proposed flat roof extension would be considered sympathetic to the design of the original property, the overall terrace and the character of the area. The proposal is considered proportionate and subordinate to the host building and is in keeping with the pattern of the development in the area. The courtyard/lightwell in the lower ground floor has been enlarged, in line with comments made at pre-app.

The proposed mansard roof would provide an additional storey to accommodate a 3-bedroom flat. The proposed mansard roof extension has been set in from the front and either side of the roof. The design and form of the extension as indicated on the plans has a coherence that is not harmful to the character of the existing building. The additional bulk and scale is not significant in the context of the size of the plot and immediate surrounding area therefore acceptable.

Roof terraces would be incorporated on ground, first and at second floor and applicant has confirmed there is approximately 19.3m distance between the faces of the main building and the proposed roof terrace. Therefore, the existing and future occupiers would not be significantly impacted. The height of the privacy screens has been increased to at least 1.7 metres, in line with comments made at pre-app, to avoid overlooking into the adjoining properties.

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 proposal includes the reconfiguration of seven existing flats in order to improve the existing standard of accommodation and the creation of two additional flats. All flats would comply with minimum standards as set out in the London Plan Policy D6. Some flats have access to private amenity space in the form of roof terraces and communal courtyard.

The family unit has been moved to the second floor and now provides a terrace of 18.7m², in line with officer comment at pre-app. The daylight/sunlight assessment has considered the proposal acceptable in this regard. The proposal is therefore acceptable in terms of the standard and quality of residential accommodation.

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.

Given that extension would not impede on the 45-degree angle, it is considered that amenities of the neighbouring properties would not be significantly impacted.

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'.

The Council's Transportation Team has been consulted and their response is as follows:

- a. The site has excellent public transport accessibility (PTAL=6a) and is located within a CPZ.
- b. The proposals are for rear and loft extension together with internal reorganisation of exiting flats, to provide a total of 9 flats on the site.
- c. Presently there is no provision for cycle parking for the 7 flats on site. The proposals would include provision for storage of 8 bicycles. While this is not fully compliant with London Plan standards and with LCDS, given the site constraints it is considered acceptable.
- d. Provision for refuse storage has been increased to allow for the two extra flats.
- e. The whole site should be designated as 'car free' and a s106 agreement should restrict eligibility of all occupiers from obtaining CPZ parking permits.
- f. A Construction management plan has been submitted, and a programme of 9-12 months is envisaged. This gives rise to several concerns (outlined below) and will need amendments. A condition requiring submission of a detailed Construction Logistics and Management Plan, once a contractor has been appointed, for approval prior to start of any works is required.
 - Vehicle swept paths – additional requirements for vehicles turning in / out of adjacent road / sites.
 - Paragraph 1.8: reference to full road closure – will require detailed assessment of impacts on all highway uses and mitigation proposals.
 - Paragraph 3.10: reference to google view and highway conditions. A full highway dilapidation survey will be required and agreed with LBH Highway Officer.
 - Paragraph 4.5: reference to scaffold hoist – details and plans required.
 - Paragraph 4.7: Daily construction traffic movement – appears very high and needs to be reviewed.

- Paragraphs 5.2 and 6.19: Reference to footway closure – needs to assess impact on road users and provide details of appropriate mitigation.
- Paragraph 5.2: reference to suspension of existing waiting and loading restrictions, requires further consideration regarding traffic management during out of hours.

The requirement for S106 is noted, however officers consider that the uplift of 2 units would not be considerable different from the existing 7 units and so as there is no more than 2 units proposed it is not considered a S106 is required. Conditions will be attached for details to be provided of waste/refuse, cycle storage details and a construction logistics plan.

Energy and sustainability

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.

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 Carbon Management Team have noted that the development achieves a reduction of 78.61% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy and Sustainability Strategy. This should be addressed prior to the determination of the application or should be addressed through planning conditions. A carbon shortfall of 1.3 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

Sustainability – Urban Greening and Biodiversity

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan.

Amongst other benefits, these will increase biodiversity and reduce surface water runoff. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth. Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.

Overall, it is considered that the application can be supported from a carbon management and sustainability point of view.

Planning Obligations Heads of Terms

- Payment of carbon offset contribution prior to the above ground construction works at £3,705, based on £2,850 per tonne of carbon emissions.

Conclusion

The proposal is considered acceptable for the reasons set out above and does comply with relevant planning policy. 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

Based on the information given on the submitted CIL form the CIL charges were calculated as follows:

Chargeable GIA	Rates Haringey	Rates MCIL2	
146.7sqm	£245.09	£64.55	
	£21,520.89	£9,469.49	
TOTAL	£30,990.38		

Therefore, the Mayoral CIL charge will be £9,469.49 (146.7sqm x £64.55) and the Haringey CIL charge will be £21,520.89 (146.7sqm x £245.09). 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.

RECOMMENDATION

GRANT PERMISSION (with conditions) subject to CIL

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 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: For the avoidance of doubt and in the interests of proper planning.

- 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 D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4 Prior to the commencement of development above ground, full 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 8 cycle parking spaces for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

- 5 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2021.

- 6 The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement by The PES (dated 27 June 2023) delivering a minimum 79% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 3.52kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 28% reduction in SAP10.2 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) The solar PV arrays and air source heat pump must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for

the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

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) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

- 7 No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

- 8 (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild) flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall.

In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 9 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) Vehicle Swept Paths
 - b) Detailed assessment of impacts on all highway uses and mitigation proposals
 - c) Full Highway Dilapidation Survey
 - d) Scaffold hoist details and plans
 - e) Daily construction traffic movement assessment
 - f) Footway closure – Assessment of impacts and mitigation.
 - g) Suspension of existing waiting and loading restrictions, traffic management during out of hours.

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. This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles.

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.

- 10 Development shall not commence (other than demolition) until a AQDMP has been submitted to and approved in writing by the local planning authority. The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

- 11 Prior to the occupation of the dwelling hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £3,705.00 to fund offsetting the remaining carbon emissions from

this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

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: 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: 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 : 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 submitted CIL form the Mayoral CIL charge will be £9,469.49 (146.7sqm x £64.55) and the Haringey CIL charge will be £21,520.89 (146.7sqm x £245.09). 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.

INFORMATIVE: 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.