

Officer Report

Application Number:	HGY/2023/2775
Application Type:	Outline planning permission: Some matters reserved
Address:	Land at 2 Coniston Road, Tottenham, London, N17 0EX
Proposal:	Outline application for removal of existing storage container granted a lawful development certificate under HGY/2022/4532, for the subdivision of the rear garden at 2 Coniston Road for the erection of 1 x two-storey 1-bedroom dwellinghouse, with associated amenity space, cycle and bin storage, boundary treatment, re-instatement of kerb on Grange Road to provide 1 x on-street car parking space (matters of appearance reserved).
Case Officer:	Daniel Boama
Valid Date:	16/10/2023
Applicant:	Sean Doherty
Agent:	Giuseppe Nicastro

RECOMMENDATION

Refuse

1. SITE DESCRIPTION

The subject site is a two storey end-of terrace dwellinghouse with a rear garden on the corner of Coniston Road and Grange Road. The storage container is in the northwest corner of the rear garden. In regard to the surrounding area, west of the site is residential and east of the site is industrial/commercial. The Tottenham Hotspur Football stadium is to the southwest via Grange Road and Northumberland Park.

2. THE PROPOSAL

This is an application for an outline application for the removal of existing storage container granted a lawful development certificate under HGY/2022/4532, for the subdivision of the rear garden at 2 Coniston Road for the erection of 1 x two-storey 1-bedroom dwellinghouse, with associated amenity space, cycle and bin storage, boundary treatment, re-instatement of kerb on Grange Road to provide 1 x on-street car parking space (matters of appearance reserved).

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

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

4. CONSULTATION RESPONSES

Internal & External Consultees

The following were consulted on the planning application:

1) LBH Transportation Team: Subject to the provision of suitable cycle parking and the crossover/on street parking alterations referenced above, Transportation do not object to this application.

2) LBH Waste Team: The new property will qualify for a kerbside collection service for refuse and recycling. They went on to say there may be some sort of waste /recycling collection service already in place but if not, our standard set of containers for a kerbside service per household is 1 x 240 litre wheelie bin (refuse), 1 x 240 litre wheelie bin (mixed recycling – paper, card, glass, cans, food and drinks cartons plastic tubs, bottles and trays), 1 x external food waste container (23 litre) and 1 x 7 litre internal kitchen waste caddy. Paid for garden waste collections are available on request. Refuse collections are once every two weeks while food waste and recycling are weekly and containers should be placed at the edge of property for collection. New containers can be ordered online, by contacting Veolia Tel: 020 8885 7700 or Email: enquiries.haringey@veolia.com.

3) LBH Arboricultural Team: Objection. Arboricultural report required.

Neighbour Consultation

The application has been publicised by way of 18 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: 5

Supporting: 5

5. PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Development on Infill, Backland and Garden Land Sites;
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. Waste and Recycling.

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 site previously housed a storage container that was deemed as lawful under HGY/2022/4532. The proposal is for the erection of a new one person, one bedroom, two storey dwellinghouse. The proposal is considered to contribute to a mixed supply of housing in the borough in a highly accessible location, in accordance with the overarching aims of adopted policy. Therefore, the principle of providing a new dwellinghouse on the site is acceptable subject to all other planning considerations discussed below.

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 new development is not considered to relate positively to neighbouring properties which are terraces, and would not be harmonious to the surrounding area, because its form and layout would not enhance the local context. This development would detract from the consistency that this area holds in character and therefore is not considered to be acceptable.

The proposed development would not relate positively to the locality of the area in regard the proposed building height being different to the surrounding area, and the position of the site on Grange Road, as it relates to the roads that flow west of Grange Road including Middleham Road, Ingleton Road, Brantwood Road, and Coniston Road. It would not have regard to the rhythm any of the neighbouring or local regular plot. It would not conform to urban grain that exists in the area whereby the existing housing pattern faces either north or south. Therefore, the proposal is not considered to be acceptable.

Development on Infill, Backland and Garden Land Sites

DPD Policy DM7 'Development on Infill, Backland and Garden Land Site' states that there will be a presumption against the loss of the garden land unless it represents comprehensive redevelopment of a number of whole land plots. Development proposals for infill, backland and garden land should meet the requirements of Policies DM1 and DM2 and must relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes; provide a site specific and creative response to the built and natural features of the area; where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security; safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens; retain and provide adequate amenity space for existing and new occupants; incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.

The site would have a good access from the front along the public footpath and would be convenient for emergency vehicles, refuse vehicles and delivery services. The proposal safeguards on privacy, amenity and ensures no loss of security for adjoining houses and the rear garden of the host property. However, the outdoor amenity space for the host property would be inadequate due to the development. Overall, the site does not relate appropriately to the surrounding area especially the established street scene within the immediate locality, and therefore the proposal is not considered to be acceptable.

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 percentage of the gross internal floor area of the bedroom within the minimum floor to ceiling height of 2.5m is significantly lower than the minimum requirement, and so it would provide sub-standard living conditions for future occupants.

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.

The bedroom window would be on the front elevation facing Grange Road, and so it is not considered to cause any overlooking or loss of privacy. The building would be lower than the neighbouring properties. Although the proposal is close to the host building, considered that it is rear garden of the host building, it is not considered cause overshadowing to the property due to the slope dual pitched roof that would reduce the mass of the building. The rooflights for the building face the rear of No.90, which has a further separation distance the host building and so there are no issues of overlooking from the rooflights. Overall, the building is not considered to have an impact on neighbouring amenity and therefore considered to be acceptable on these 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 stated that the site has a PTAL value of 3, (moderate accessibility) however is adjacent to an area of higher value 4 (good accessibility). 5 different

bus services are accessible within 4 to 5 minutes walk of the site, and White Hart Lane overground station is a 10 minute walk away. It is also located to the eastern periphery of the Tottenham North CPZ, which operates Monday to Saturday between 0800 and 1830, and also on match an event days/evenings outside of these normal operating hours. There is currently a shared crossover in place enable vehicular access to the rear of the plot for No. 2 which also serves a similar access to the rear of No. 90 Brantwood Road.

They advised that the proposal is a very small development so it should not have any adverse transportation or parking impacts. Two secure, weatherproof cycle parking spaces will be required, the applicant references the requirement for one, however London Plan details this is only for studio apartments/flat. The applicant has indicated a cycle store on drawings for the application but no details. This can be covered by a pre commencement condition requiring provision of full dimensional and layout details for the proposed cycle parking arrangements, demonstrating how they meet the requirements of the London Cycle Design Standards as produced by TfL.

The details on bin storage are only shown in the proposed plans. Regarding the waste and recycling storage, they advised that the arrangements for bin storage and collection will need to be supported by the Borough's waste team.

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.

As mentioned above, more information would need to be provided in a tree report that confirms the species of trees affected by the proposal. It would also need to confirm if the root protection areas of these trees are affected, and if so whether any mitigating actions will be required, before any further comments are made.

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.

No energy strategy has been submitted, therefore more details would be required. Carbon offsetting would need to be addressed.

Waste and Recycling

DPD Policy DM4 requires that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting.

The proposal appears to show on-site provision for general waste according to the drawings provided. More details would need to be provided to show the materials that would be used for the storage facilities.

6. CONCLUSION

Overall, the proposal is considered not acceptable in terms of its design and appearance as it would impact the character of the surrounding area. It is also not acceptable based on the standard and quality of residential accommodation, and in terms of development on infill, backland and garden land sites.

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. RECOMMENDATION

The proposed development would constitute an unsatisfactory form of backland development which is out of character with the existing form of development in the area. This would give rise to an unacceptable relationship between the existing pattern of development and the proposed development to the detriment of adjacent properties particularly and the amenity of the area generally contrary to Policy D3 and D6 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM7 of the Development Management DPD 2017.

Refusal Reasons:

The proposed development would not relate positively to the locality and the surrounding area contrary to Policy SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017, and Policy D3 of the London Plan 2021.

The proposed development would constitute an unsatisfactory form of backland development which is out of character with the existing form of development in the area. This would give rise to an unacceptable relationship between the existing pattern of development and the proposed development to the detriment of adjacent properties particularly and the amenity of the area generally contrary to Policy D3 and D6 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM7 of the Development Management DPD 2017.

The minimum floor to ceiling height of the proposed development bedroom would not be 2.5m for at least 75 per cent of the Gross Internal Area of the dwelling therefore does not meet the minimum internal space standard for a bedroom contrary with Policy D6 of the London Plan 2021, and Policies DM1 and DM12 of The Development Management DPD 2017.

Informatives:

The applicant is advised that they should engage with the LPA via the pre-application service prior to re-submitting a full application.