



Officer Report

Application Number: HGY/2022/4096
Application Type: Full planning permission
Address: 189-191, Broad Lane, Tottenham, London, N15 4QT
Proposal: Construction of 2 storey extension with a loft to create three self-contained flats, including the rear area to form amenity space, secure cycle parking and refuse storage. (Amended Description)
Case Officer: Kwaku Bossman-Gyamera
Valid Date: 13/02/2023
Applicant: Mr George Christo
Agent: Mr Youmni Shiekha

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

1.1 Construction of two storey extension with a loft to create three self-contained flats, including the rear area to form amenity space, secure cycle parking and refuse storage.

Site and Surroundings

1.2 The subject site is comprising two-storey end of terraced property with ground floor commercial unit with residential above. The property is a two-storey end of terrace property. The site is situated on the west side of Broad Lane at the junction with Antill Road and opposite the Tottenham retail park. The surrounding area is predominantly residential in character. The site is not located within any conservation area and does not fall within the curtilage of a listed building.

Relevant Planning and Enforcement History

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

HGY/2020/2639 – GTD 04/12/2020: Alterations to Shopfront Unit 13 by providing new door and replace existing windows along the Broad Lane elevation, Introduction of new windows along Antill road.

HGY/2017/0912 - GTD 09/05/2017: Installation of replacement shopfront to insert a new door for unit 1.

HGY/2011/0696 - GTD 08/06/2011: Conversion of upper floors to five self-contained flats and erection of three rear and seven front dormers.

HGY/2010/0901 - REF 08/07/2010: Conversion of upper floors to 6 self-contained flats and erection of front and rear dormer windows.

HGY/2009/0072 - GTD 23/03/2009: Change of use of ground floor from vacant factory unit to indoor market, demolition of rear structure wall to allow for 5 x car parking spaces, and insertion of 3 x new entrance doors to front / side elevations.

HGY/2007/2592 - REF 05/02/2008: Demolition of existing building and erection of 4 storey residential block comprising 8 x three bed and 1 x one bed self-contained flats, with car parking at basement level and amenity spaces / green area at ground floor level.

HGY/1991/0417 - GTD 08/07/1991: Extension to roof to create additional workshop/storage space, installation of new windows.

3. CONSULTATION RESPONSES

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

- 1) LBH Transportation Team: No objection subject to conditions.
- 2) TFL London Underground : No objection subject to condition.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of 76 letters. No representations have been received from neighbours or local groups, in response to notification and publicity of the application.

5 MATERIAL PLANNING CONSIDERATIONS

5.1 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.
6. Other considerations.

Principle of Development

London Plan 2021 includes policies that seek to encourage new housing to meet London's various housing needs. Haringey Local Plan policy SP2 states that the Council will seek to ensure a mix of dwelling sizes in new development and recognises that there is a lack of family sized housing in the Borough.

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 is for the erection of two-storey extension with a loft to create three self-contained flats, including the rear area to form amenity space. The application site is located outside the designated Broad Lane Local Shopping Centre. The premises to which this application relates

comprises of a double fronted E Class retail use on the ground floor with residential accommodation above. Given that many of the buildings along this section of Broad Lane and adjoining streets have established residential use, it is considered that the principle of using rear/side frontage into residential is acceptable. As this is line with prevailing pattern of residential development. The Local Planning Authority also welcome a viable retail use with frontage to Broad Lane is retained.

Paragraph 1.2.55 of the Housing Supplementary Planning Guidance (March 2016) states that Bringing forward housing in under-used site along major road can enhance vitality and viability of these areas. Therefore, proposed scheme resulting in a creation of three residential units are considered appropriate in principle at this location.

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.

Design officers' comments have noted that the side extension and roof extension have been re-designed in accordance with guidance provided following the withdrawal of the previous applications and considered this to be acceptable. Following changes outlined below are included in the current scheme:

- Scheme provides better housing mix.
- Two-storey side extension achieves set-back from side building line.
- Reduced the number of units from 4 self-contained flats to 3 flats.
- Reduced the size of the building and the staircase which will add area to the amenity area.
- Reduced the size of the dormer to the rear to match existing.
- Create 2 flats with internal staircase & Mezzanine.
- Change the rear Bedroom to Kitchen to avoid overlooking from the garden.

The proposed extension would be two-storey to the rear incorporating under croft and single storey, sited on the shared boundary with no.122 Antill Road Given the size of the existing building, its rear yard and the dimensions of the proposed rear extension, the proposal would not appear disproportionate or incongruous to the main building. Notwithstanding an assessment of daylight and sunlight, the size of the extension would cause no harm and be compliant with policy DM1 of the Development Management DPD.

It must be recognised that there are existing side extensions within the immediate area, albeit the majority are single storey. The Council's policies DM1 and DM12 requires extensions should normally be designed to be smaller in scale than the main house, which can be achieved by setting them back and down from the main house and set them in from the side boundary. Whilst the proposed extension does increase the size of the property and will be visible from the street, it is designed to appear clearly subservient to the host building. The ridge height of the side and rear extensions would be lower than the original ridge. It would also be set back at both ground and first floor level from the front elevation. It is therefore, considered to fully comply with policy and supporting guidance.

The proposed front and rear dormer would be modest in scale with a flat roof that would be set within the roof slope and would be in proportion with the scale of the rest of the building in terms of overall size and window shape. The proposed front dormer would not detract from the character of the immediate area, as the host building benefits from front dormers. In this instance, the front dormer would not be out of keeping with the host building. The proposal would not disrupt the prevailing pattern of development in the area. The proposal is now considered proportionate and subordinate to the building. It is considered that the proposed dormer windows are not unduly dominant and will not present any adverse impact on the residential amenities of adjoining properties. As such, it is considered that the proposal is acceptable. The proposal is not considered to have a harmful effect on the character and appearance of the building or the surrounding area. The scale and location of the dormers would not result in a material loss of sunlight or daylight, nor have an overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties. The proposal is therefore acceptable in amenity terms.

For all the reasons given above, the proposal would be considered proportionate and appropriate to the character and appearance of the property, and in particular the host building, and the street scene. Given the existing flank wall at no. 122 Antill Road (adjoining property to rear) and relatively modest size of the single storey rear extension, there is no justification for refusing the proposed development.

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 proposed double storey extension is considered acceptable owing to existing side solid flank wall at 122 Antill Road (adjoining neighbours) so will not have any significant material impact on adjoining occupiers. This combined with the orientation of the site would ensure that there would not be a significant detrimental effect with respect to overshadowing and loss of daylight/ sunlight.

In terms of the two-storey extension's relationship to no. 122 Antill Road, although the proposal would appear close to the boundary from the side, they would in fact splay away from each other to the rear due to the siting of the properties. This is considered to reduce any harmful overshadowing to a level appropriate to a conventional side-to-side residential relationship.

In addition to this, the rear extension is situated on the share boundary and presence of existing extension to the host building serving the commercial units, it is not anticipated to cause any harm with regards to light or outlook. The single storey element would have a partially flat and would therefore minimise any harmful effect with respect to adjoining occupiers living conditions.

With regard to the potential for window to window overlooking, the proposal includes a single facing first floor window serving an office which is angled away from any view to the rear garden of 122 Antill Road. The two small rear dormers are also proposed, however, given the significant distance from the neighbouring properties. It would not have a significant impact on privacy or

anyway overbearing upon these immediate adjoining neighbours. It is not considered that there would be any additional overlooking from these dormers which does already exist from existing rear facing rear roof slope.

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 residential units would meet the required internal floor space standard. It is considered that the units will have a good internal layout, be well lit, naturally ventilated and provide prospective residents with an acceptable outlook. Proposed flats would access have communal private external amenity spaces in the form of small patio area to the rear (approx. 13 sqm). Given that the proposed units are above commercial shop and the non-family nature of the use – it is considered that the level of amenity space provided is acceptable in this local centre location.

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, 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 proposed development is located in an area that has a good public transport accessibility level (PTAL) of 4, within reasonable walking distance of Tottenham Hale Underground. The site also benefits from a number of local bus routes serving Tottenham Hale and Seven Sister. We have considered that the majority of the prospective residents of this site would use sustainable modes of transport for their journeys to and from the site, especially given the good public transport links. There is also the presence of the controlled parking zone (CPZ), operating Monday to Sunday from 08:00am to 22:00pm which provides adequate on-street car parking control at this location. Due to the high level of public transport access (PTAL rate of 4), likely use of sustainable transport modes, and existence of CPZ there is not likely to be any significant negative impacts on the surrounding highway network. Therefore, there is no objection to the proposed development in relation to parking and highway safety.

In order to encourage the use of sustainable modes of transport the plans have been amended to show a cycle store for 16 cycles located to the rear and access from undercroft that runs along the side of the site on Antill Road. The number of spaces provided meet the requirements of the London Plan. Further detail of the store is required by condition demonstrating that it will be covered and suitably secure.

Refuse/Recycling

Refuse storage and collection has been shown on the submitted drawings in a dedicated refuse storage room located to the rear of the ground floor and accessed from an undercroft via Antill Road. The entrance to the store from Antill Road is acceptable distance for standard refuse collection. A condition is attached require the submission and approval of waste details with collections made from the highway. However, the applicant will need to ensure that Haringey Council's refuse team requirements are contacted with respect to the proposed storage arrangements and access for collection, in addition to the proposed quantum meeting minimum requirements.

Conclusion

The proposal is considered acceptable and on balance would provide a good standard of accommodation to the benefit of the Council's Housing stock.

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

6. 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 £14,408.16 (208sqm x £69.27) and the Haringey CIL charge will be £11,935.04 (208sqm x £57.38 (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.

7. RECOMMENDATION

GRANT PERMISSION subject to conditions.

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 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of: A) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. B) The estimated number and type of vehicles per day/week. C) Estimates for the number and type of parking suspensions that will be required; and D) Details of measures to protect pedestrians and other highway users from construction activities on the highway. The development shall be undertaken in accordance with the details as approved. Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.

- 5 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 6 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.

- 6 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

- 7 The development hereby permitted shall not commence until the following, in consultation with London Underground, have been submitted to and approved in writing by the local planning authority which: a) provide detailed design and Risk Assessment Method Statement (RAMS) on all works including temporary and permanent works; b) accommodate the location of the existing London Underground structures and tunnels; c) provide assessment of ground movement impact on London Underground structures and tunnels due to temporary and permanent changes in loading associated with the proposed demolition/modification/construction works; d) mitigate the effects of noise and vibration arising from the adjoining railway operations; e) no claims to be made against TfL or London Underground by the tenants, occupants or lessees of the development for any noise or vibration resulting from London Underground running, operating and maintaining the adjacent railway. The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby

permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied. Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

Informatives:

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: 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 : 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 plans, the Mayoral CIL charge will be £14,408 (208sqm x £69.27) and the Haringey CIL charge will be £11,935.04 (208sqm x £57.38 (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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.