



Officer Report

Application Number:	HGY/2023/3009
Application Type:	Full planning permission
Address:	Daisy Court, 6 Brownlow Road, Wood Green, London, N11 2DE
Proposal:	Proposed roof addition to create two new dwellings and associated works.
Case Officer:	Nathan Keyte
Valid Date:	08/11/2023
Applicant:	C/O Agent
Agent:	Mr Matt Humphreys

1. PROPOSAL, SITE DESCRIPTION AND SITE HISTORY

Proposed Development

- 1.1 The proposal is to create an additional storey on the existing building to create two additional units (1 x 2b3p and 1 x 1b2p). The existing lift and stair core will also be extended to provide step free access to the units. The addition will be finished in dark aluminium zinc cladding, with balcony space provided to each unit.
- 1.2 Additional cycle facilities are provided to cater for the proposed increase in units. Refuse storage will be provided in the existing refuse area to the front of the building.

Site and Surroundings

- 1.3 The site comprises a four-storey building in use as 8 flats. Bin and cycle storage is located to the front of the site, behind fencing and landscaping.
- 1.4 The site is not located within a conservation area, nor does it relate a listed building, though it is observed to be in proximity to the Grade II listed Bounds Green Underground Station (Piccadilly Line). The site has a PTAL of '6a' being immediately close to Bounds Green Station.
- 1.5 To the rear of the site is a two-storey terrace containing three 2 bedroom units, granted in 2016 under planning permission HGY/2015/1643.

- 1.6 To the south of the site is the four-storey building known as 'Station Chambers', which was granted planning permission in 2022 (ref: HGY/2021/2973) to construct an additional floor to create 2 self-contained flats. Site photographs provided in the submitted Design and Access Statement indicate these are under construction.
- 1.7 A site visit was undertaken to the site to view from the public environment 15.02.2024, with the assessment informed by photos provided with the application as well as aerial photographs.

Relevant Planning and Enforcement history

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

HGY/2013/2511,

Address: 6-8, Brownlow Road, London, N11 2DE

Proposal: Erection of a four storey block comprising 2 x 3 bed flats and 6 x 2 bed flats,

Decision Date: 8 July 2016

Decision: Approve with Conditions

2. CONSULTATION RESPONSE

- 2.1 The following were consulted on the planning application:

- LBH Transportation
- LBH Cleansing
- LBH Carbon Management
- Bounds Green & District Residents Association

- 2.2 The following responses below were received following consultation on the application:

Internal:

- 1) LBH Cleansing: The proposed refuse and cycling provision is acceptable, however recommended that food waste recycling facilities be provided for the existing households.

[Officer comment: the site plan has since been amended to provide food waste recycling facilities for the existing and proposed households on the site.]

- 2) LBH Transportation Team: Subject to the submission of a satisfactory Construction Management Plan, change to the existing TMO, and details of covered secured cycle storage, there are no objections to the proposal on Transportation grounds.

- 3) LBH Carbon Management: Additional information was requested in regard to the information submitted, with an amended sustainability report having since been provided to address the points raised. Application supported subject to conditions.

3. LOCAL REPRESENTATIONS

- 3.1 The application has been publicised by way of letters sent to neighbouring occupants. 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: 2

Objecting: 2

Supporting: 0

- 3.2 The following issues were raised in representations and are addressed further on in this report or below:

- Reconsider the outlay of the proposed flats to mirror those in the floors below, in order to mitigate nuisance. [Officer comment: the applicant has since provided revised floor plans in response to this objection.]
- Loss of privacy of existing residents due to overlooking resulting from proposed balconies. [Officer comment: addressed in the assessment section below.]
- Noise and disruption relating to insulation. [Officer comment: the Agent has responded to confirm that soundproofing will be installed between the existing top floor flats and the proposed flats, necessary to comply with current building regulations.]
- Ensure ingress/ egress in the case of emergency evacuation meets safety standards.
- Impacts on existing residents of the building as a result of extending the lift and stairs.

[Officer comment: There is always some degree of noise and disturbance that arises from the construction works in association with minor extensions. Construction works have to be carried out in accordance with other legislation separate to planning controls in relation to noise and disturbance, namely through the Control of Pollution Act 1974. Notwithstanding this, a Construction Management Plan is required to be submitted to ensure impact on the highway network, transportation and pedestrian movement are minimised).

4. MATERIAL PLANNING CONSIDERATIONS

- 4.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design, impact on the character and appearance of the area;

3. Standard & quality of accommodation;
4. Impact on neighbouring amenity;
5. Inclusive access;
6. Parking & transport;
7. Waste and recycling;
8. Impact on amenity;
9. Energy and sustainability
10. Other matters.

Principle of development

Supply of housing / small sites

- 4.2 Providing additional residential unit is consistent in respect of Government, London and local plan policies in respect of increasing housing supply and higher levels of density in relation to accessible locations, with both the 2023 National Planning Policy Framework (NPPF) and London Plan 2021 putting particular emphasis on 'small site' development.
- 4.3 Paragraph 70 of the NPPF (December 2023) recognises the importance of small and medium sized sites can make in meeting the housing requirement of an area, with these often built-out relatively quickly. Chapter 11 supports the effective use of land and in paragraph 124e seeks the optimisation of sites by way of upward extensions, when designed to be sympathetic to the street scene and would be consisted with the prevailing height and form of neighbouring development. Paragraph 135c seeks to secure development which is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 4.4 The considerable emphasis on the development of small sites for housing, coming forward, is also supported by London Plan 2021. In specific the London Plan Policy H2 'Small sites' places great weight on the contribution that small sites with within 800m of a Tube or rail station are to make to delivering housing in London, with targets set for each borough.
- 4.5 Considering the neighbouring context in which the subject site sits, which includes existing upwards extensions granted such as the neighbour site Station Chambers (HGY/2021/2973), and 2 Maidstone Road (HGY/2011/2220), and its proximity being approximately 50m from Bounds Green Underground Station to the southwest, the principle of development of an upwards extension is acceptable in this location.

Design & Impact on the Character of the Area

Policy

- 4.6 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.
- 4.7 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. Policy DM1 requires that new development must contribute to the character and amenity of the local area by amongst other things relating positively to neighbouring structures by having regard to building heights; form, scale and massing around the site; urban grain; local architectural styles; detailing and materials.

Detailed design

- 4.8 The design as presented is for a contemporary recessed top floor and that has been arrived at following pre-application discussions with Officers. The proposed extension will be setback from the front façade by 1.5m with balconies provided in this space. The materiality of the roof extension will be dark aluminium cladding with areas of glazing and will not be dissimilar to the adjoining development at Station Chambers.
- 4.9 In terms of the increase in height to the proposed building, which has been noted in objections received, given the different building heights in the immediate area and with some examples noted above, this means that such a change to this building would not be out of scale with the surrounding pattern of development. The overall height of the development will remain set below that of the adjoining extension to the south at Station Chambers (understood to be under construction).
- 4.10 Moreover, the immediate context to this part of Brownlow Road/ Bounds Green is of higher buildings given the immediate presence of a commercial parade with flats above. As such while an additional storey would inevitably lead to an increase in height, this is not uncommon or unexpected in certain contexts and rather as per planning policy follows an approach strongly encouraged, namely to provide higher density development in close proximity to highly accessible locations.
- 4.11 The alignment and design of window would mirror the existing block and overall will ensure the extra storey would be sympathetic to the host building. Front and rear balconies are provided on the existing flats below, and the proposal follows this design. In the interests of the character and appearance of the building, a condition requiring the approval of details/ material is being imposed.
- 4.12 As noted above the proposal is not within a conservation area but is located close to Bounds Green Station, a listed building. The extension will however not affect the physical presence and setting to this listed building. Given the location of the station

on the other the street and further southwards, the ability to experience its elements, i.e. the tall rectangular ventilation tower or the main octagonal ticket hall are not affected.

- 4.13 Overall, the design of the scheme here, by way of its materiality, setback and detail, constitute an acceptable extension, specifically in the context of the streetscape/ townscape to this part of Brownlow Road/ Bounds Green.

Standard & Quality of Accommodation

- 4.14 Policy D6 (Housing quality and standards) of the London Plan (2021) sets out a series of criteria in order to ensure that new residential development is of the highest quality. Table 3.2 of Policy D6 sets out requirements for achieving qualitative design.
- 4.15 The proposed roof extension results in the provision of 2 new flats. Each flat is laid out to meet the minimum area standards as required by the London Plan. This includes the internal room sizes for bedrooms. The proposed units are dual aspect and will receive an acceptable level of natural light and cross ventilation.
- Flat 1: 1x 2b3p – 61.7sqm (61 sqm required)
 - Flat 2: 1x 1b2p - 51sqm (50 sqm required)
- 4.16 In terms of amenity space, each flat will have access to two private balconies, with minimum areas of 5 sqm and depth of 1.5m. Sections provided indicate that the floor to ceiling heights for the proposed units will be 2.5m.

Inclusive Access

- 4.17 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users.
- 4.18 Paragraph 3.7.6 of the. 2021 London Plan recognises that the application of M4(2), which requires lift access (a step free approach into the dwelling) may not be achievable in some circumstances, i.e., development associated with small sites (Policy H2) and as such advocates some flexibility.
- 4.19 In this particular case the existing lift will be extended to serve the two new units.

Parking & Transport

- 4.20 The site falls within an area that has an excellent Public Transport Accessibility Level of 6a, with a bus stop located to its front, and where the building is located within 50m of Bounds Green Underground Station. It is therefore considered that prospective

residents are likely to use sustainable modes of transport for journeys to and from the site.

- 4.21 Bearing in mind the accessibility level of this site, a restrictive condition will be applied that prevents the proposed residential units from being occupied until the Traffic Management Order (TMO) controlling on-street parking in the vicinity has been amended, so that the units are defined as car-free, to prevent new residents from obtaining permits to park in the surrounding CPZ.
- 4.22 Secure cycle storage will be added to service the new dwellings with four additional 4 bike spaces provided to the front of the site with the existing bike store for the development. The existing bike store was approved under the discharge of condition 13 (recycling and refuse storage) of planning permission HGY/2013/2511, and did not include a covered section. Considering this and the limitations of space due to the front accessway, no additional covering is considered acceptable in this instance.
- 4.23 A Method of Construction Statement will be required to be approved by the LPA prior to works commencing on site, to reduce potential congestion during construction works, and mitigate any obstruction to the flow of traffic on the transportation and highways network, as well on pedestrian movement.
- 4.24 Subject to compliance with conditions regarding a car-free development, and a CMP, the proposed development is acceptable with regards to parking and highway safety considerations.

Waste and Recycling

- 4.25 In accordance with policy SP11 of the Local Plan (2017), Haringey Sustainable Design and Construction SPD 2013 sets out waste space requirements for new residential development/ new units.
- 4.26 The existing refuse and waste storage area will be utilised, and which has sufficient capacity to accommodate the new development. Following feedback from Council's Waste Team, two food storage bins will be added to the refuse and waste storage area.

Impact on Neighbouring Amenity

- 4.27 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. Policy DH3 of the HNP also states that proposals should not harm the amenity of adjacent properties.
- 4.28 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.

- 4.29 With regards to impacts of the proposed development on daylight and sunlight to neighbouring/ surrounding properties, the proposed roof extension will be located within the existing roof profile of the host building. A Daylight, Sunlight and Overshadowing Assessment in accordance with BRE 2022 Guidelines was provided with the application. The report concludes that all existing neighbouring properties and windows will receive acceptable levels of sunlight hours, and where calculations demonstrate daylight levels for any neighbouring habitable room will not be significantly impacted by the development.
- 4.30 This includes acceptable impacts to the rear garden at No. 10 Brownlow Road to the north, where more than 50% of the space will receive above the recommended sunlight hours. Considering this and the nature and scale of the proposed development, as well as setbacks from neighbouring properties to the north and east, impacts relating to daylight and sunlight of neighbouring properties are acceptable.
- 4.31 In relation to overlooking/ loss of privacy to neighbouring properties, there already exists a level of overlooking from the host building and surrounding developments. Noting the change in layout of Flat 1 to provide the main living area to the rear of the building to address an objection raised during consultation, a privacy screen to limit views has since been accepted by the Applicant.
- 4.32 While a full length window is proposed in the north east corner of proposed Flat 1, noting the height and oblique views this will afford, impacts upon neighbouring properties and outdoor space will be limited. Noting these points, the proposed roof addition will not result in a significant change to the privacy of neighbouring units to the north and east.
- 4.33 With regards to impacts resulting from proposed Flat 2, the application has since been revised to provide obscure glazing to avoid direct overlooking into the rear balconies of Station Chambers, and over the existing balconies of the host building. With regards to neighbours to the south at Station Chambers, considering the difference in alignment/ setback between the buildings rear facades, limited overlooking will result from the rear balcony of proposed Flat 2. Considering the points above, and that the proposed balcony will serve a bedroom rather than a main living area, impacts of overlooking/ privacy will be minimal.
- 4.34 As noted above objections have been received regarding potential noise, disturbance and disruption that will be encountered during the construction of the roof extension and concerns regarding ingress and egress. It is accepted that inevitably all development has some associated disruption during construction which is temporary in nature and mitigated and controlled by other areas of legislation, i.e. the Control of Pollution Act governing issues such as working hours and noise levels.

- 4.35 A condition is being imposed requiring the submission of a Construction Management Plan to be agreed in writing by the Local Planning Authority, outlining measures to be taken to control dust, noise and other environmental impacts as well as to mitigate transportation impacts and provide safe operation of the highway network, in specific for pedestrians etc.
- 4.36 In terms of the transmission of noise from these new flats to those below, building regulations would apply to ensure that the proposal complies with the relevant standards in respect of sound insulation and the transmission of noise between floors, as confirmed by the Agent.
- 4.37 Overall, the proposed development would not harm the amenity of neighbouring occupiers or the amenity of those within the existing building. As such, the proposal is considered acceptable in amenity terms.

Energy and Sustainability

- 4.38 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.
- 4.39 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.
- 4.40 The amended Energy & Sustainability Statement submitted provides comment on the Energy Hierarchy – Be Lean, Be Clean, Be Green. Natural ventilation will occur, with units being dual aspect. Total internal water consumption will be restricted so as not to exceed 105 litres/person/day. The report goes on to conclude that the installation of an air source heat pumps and approximately 8 photovoltaic cells in combination with enhanced fabric and energy efficient systems and a cash in lieu contribution of £90 would be required to achieve 100% reduction in regulated CO2 emissions. In this case given the figure of £90 is extremely small, in line with guidance and legislation on the use of S106 agreement, this figure is not being sought as preparing such an agreement would represent an administrative burden more costly than the figure being sought.
- 4.41 Subject to these measures being implemented, the proposal would be considered to accord with the policy SP4 of the London Plan (2021), Local Plan Policy SP4 and DPD Policy DM21.

Other Matters

- 4.42 It is noted that concerns have been raised about fire safety and ingress/ egress. In this instance the size of this development does not trigger the need for a Planning Gateway One Fire Statement to be submitted, given the size of the development. Rather in this instance detailed information would be required through Building Regulations will be required with respect to fire safety.

Conclusion

- 4.43 The design and appearance of this building as extended will be acceptable within the character and appearance of the area. As such the works here are acceptable in design terms. The scheme would provide an acceptable quality of residential accommodation for future occupiers and would not give rise to harm to neighbouring amenity.
- 4.44 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

5. CIL APPLICABLE

- 5.1 The increase in internal floor area would exceed 100 sq.m., being 125.1 sq.m, and therefore would be liable for the Mayoral and Haringey's CIL charge. Based on the information given, the Mayoral charge will be £8,665.68 (125.1 sqm x £69.27) and the Haringey CIL charge will be £32,906.30 (125.1 x £263.04). 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.

6. RECOMMENDATION

GRANT PERMISSION - Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development shall be completed in accordance with the approved plans as listed above except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. No development shall take place until full details of the following, including drawings where appropriate, have been first submitted to and approved in writing by the Local Planning Authority:

- a) Detail in respect of the colour, texture and profile of the cladding material and window frames;
- b) Details of balustrading;
- c) Details of balcony privacy screen for proposed Flat 1 on the approved Proposed North Elevation 138.15/ 525A.
- d) Any other external materials to be used.

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1 and DM12 of the Development Management Development Plan Document 2017.

4. No development shall take place, including any works of demolition, until a Construction Management Plan including details of:

- a) A programme of works (including measures for traffic management);
- b) Vehicle routing and if any reversing manoeuvres on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
- c) Storage of plant and materials used in constructing the development;
- d) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;
- e) The erection and maintenance of security hoarding where appropriate;
- f) Parking of vehicles of site operatives and visitors;
- g) Details in respect of how any adverse impact of noise, dust, vibration and traffic on adjoining and owners or occupiers will be mitigated,

has 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.

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.

5. The residential units hereby permitted shall not be occupied until an arrangement has been made to secure the development as 'car-free' in accordance with an agreement approved in writing by the local planning authority, and therefore no residents therein will be entitled to apply for an on street resident parking permit.

Reason: To avoid adding to traffic congestion and parking demand in the immediate area, to safeguard the amenity of the area, and to promote 'car free' development in line with London Plan 2021 policies.

6. The development shall not be occupied until the minimum of 4 additional cycle parking spaces for users of the development, have been installed in accordance with the approved details with such spaces retained thereafter.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

7. The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement prepared by EAL Consult (dated Feb 2024) delivering a minimum 99% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pump (ASHP) and a minimum 2 kWp solar photovoltaic (PV) array.

(a) Prior construction works, details of the following shall be submitted to and approved by the Local Planning Authority.

- i. Location, specification and efficiency of the proposed ASHPs with plans showing the ASHP pipework and noise and visual mitigation measures;
- ii. 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;

The development shall thereafter 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.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has been installed correctly shall be submitted to and approved by the Local Planning Authority along with 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 Policy SP4 and DM22.

8. The windows indicated on the approved plans Proposed North Elevation 138.15/ 525A and Proposed South Elevation 138.15/527A for proposed Flat 2 shall be obscured glazed to level 3 or higher on the Pilkington scale of privacy or equivalent and shall be

non-opening. This specification shall be complied with before development is occupied and thereafter be retained for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard against overlooking and loss of privacy in the interests of amenity of neighbouring occupiers and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

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.

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, the Mayoral charge will be £8,665.68 (125.1 sqm x £69.27) and the Haringey CIL charge will be £32,906.30 (125.1 x £263.04). 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.

INFORMATIVE: Securing 'Car Free' Development

For the purposes of meeting the requirements of Condition 5 above the completion of a satisfactory Deed of Variation to the original S106 legal agreement or new agreement pursuant to section 106 securing the additional units as 'car free' will be required.

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: Fire Safety

The submission/approval of this planning application does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations, with such a matter needing careful consideration in the context of these 2 new units and the existing units/ residents within this 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: 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.