

Officer Report

Application Number:	HGY/2023/0633
Application Type:	Full planning permission
Address:	105 Brantwood Road, Tottenham, London, N17 0DX
Proposal:	Increase in height of roof, creation of a new mezzanine/third storey level and installation of a new row of upper-level windows in the front elevation of the office building fronting Brantwood Road (part retrospective application).
Case Officer:	Neil McClellan
Valid Date:	07/07/2023
Applicant:	Mr Ozcan Hassan
Agent:	Mr Ramesh Depala

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for an increase in height of the building's roof, creation of a new mezzanine/third storey level and installation of a new row of upper-level windows in the front elevation of the office building fronting Brantwood Road (part retrospective application).

Site and Surroundings

The application site was a 2-storey office building fronting Brantwood Road that was originally ancillary to the larger warehouse building that adjoins it to the rear.

The office building at some point in the past has been separated off from the parent use to the rear and now forms a separate self-contained building. The mezzanine floor that is part of the current proposal has already been installed and works on the buildings front elevation are underway.

The building is adjacent to terraced housing fronting Brantwood Road. The rest of the neighbouring uses, including those opposite are comprised of various industrial/warehouse uses.

The site is within the Brantwood Strategic Industrial Location.

It is not in a conservation area or within or close to the curtilage of any listed buildings.

Planning & Enforcement History

The following previous applications are considered relevant to the current proposal.

HGY/2018/1549 - Application for Prior Approval under Schedule 2, Part 3 Class A of the GPDO for the proposed change of use of part of the building from office use (Class B1(a)) to a Dwellinghouse (Class C3). Application withdrawn.

HGY/2013/0665 - Planning permission granted for formation of vehicle crossover. Although the site address was stated as 105 Brantwood Road, the red line location plan outlined only the adjacent site and not the offices fronting Brantwood Road.

HGY/2006/0994 - Planning permission granted for the partial demolition and erection of single storey extension to existing depot with alteration to existing crossover to Brentwood Road.

HGY/2004/0018 - Planning permission granted for the erection of single storey extension with mezzanine offices to existing warehouse and new 2 storey warehouse building and associated loading/unloading/parking facilities.

LOCAL REPRESENTATIONS

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

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. Impact on neighbouring amenity;
4. Highways and servicing;
5. Sustainability.

Principle of the development

Local Plan Policy SP8 states that the Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas.

DM Policy DM37 states that within the designated industrial and local employment areas identified on Haringey's Policies Map, proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported in principle, subject to other relevant considerations.

London Plan Policy GG5 'Growing a good economy' states that the planning authority must plan for sufficient employment and industrial space in the right locations to support economic development and regeneration.

London Plan Policy E1 'Offices' recognises that outside of London's Central Activity Zone and its other nationally significant office locations, there exists diverse office markets that should be consolidated and – where viable – extended, focusing new development in town centres and other existing office clusters. Viable office space should be protected through the removal of permitted development rights. Development proposals related to new or existing offices should take into account the need for a range of suitable workspace including lower cost and affordable workspace.

London Plan Policy E2 'Providing suitable business space', requires boroughs to support the provision, and where appropriate, protection of a range of B Use Class business space, in terms of type, use and size, at an appropriate range of rents, to meet the needs of micro, small and medium-sized enterprises and to support firms wishing to start-up or expand. Existing business space should be protected from redevelopment/change of use, unless it can be demonstrated that space is no longer viable or is replaced by an equivalent or greater amount of commercial space.

London Plan Policy E4 'Land for industry, logistics and services to support London's economic function', sets out the three categories of protected industrial locations, and the range of industrial-type activities that should be supported within them.

London Plan Policy E5 'Strategic Industrial Locations' supports development proposals where the uses fall within those supported by Policy E4. Development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis.

The office building at some point in the past has been separated off from the parent use to the rear and now forms a self-contained building. There is no planning history for this. A site visit carried out last year seemed to confirm the offices had been vacant for some time and that openings between the application building and the warehouse to the rear appear to have been sealed up, but it was not clear for how long. According to the applicant it has been years. It is also not clear whether or not the office has ever been used separately.

The site visit appears to confirm that the large warehouse to the rear continues to operate successfully without the former ancillary office building that is now the subject of this application. The warehouse's administration activities are undertaken within a small, designated office area within the main building. The size of the former ancillary office that is now the subject of this application appears to be overly large for a modern warehouse/distribution use and no doubt harks back to an era when such support activities were more labour intensive.

While office use (now part of the E Use Class) does not fall within the range of industrial-type activities that London Plan Policies E4 and E5 support in SIL's, it is acknowledged that this is existing office space and, under the new Use Classes Order, could be used for a range of other uses less suited to a Strategic Industrial location. The increase in floor space is not considered significant enough, given the nature of the existing use, to compromise the integrity or effectiveness of SIL in accommodating industrial-type activities and their ability to operate on a 24-hour basis.

The proposed increase in office accommodation is considered compatible with the above policies that support the intensification, renewal and modernisation of employment land, and the provision, where viable, of a range of employment uses, in a terms of type, use and size.

Given the range of uses now covered by Use Class E and given the permitted changes of use allowed by the general permitted development order, it is considered appropriate to restrict through condition the specific acceptable uses within Use Class E itself and prohibiting changes of use permitted by the General Permitted Development Order. This is in line with the London Plan Policy E2. Subject to this, the proposed development is considered acceptable in principle.

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 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.

The building envelope and general detailing are not changing. The external changes involve the creation of an additional row of windows along the buildings front façade and the repositioning and resizing of the current ground and first floor windows in order to accommodate the proposed mezzanine level. The proposed configuration of windows is not considered to result in the front façade having an overly cluttered appearance. Little detail of the proposed windows have been provided other than their overall size. Subject to the windows being of an appropriate type and quality the proposed external changes are considered acceptable. A condition is recommended requiring further details of the proposed windows be submitted to and approved by the LPA.

Impact on the amenity of adjoining occupiers

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 residents.

The site is at the edge of the designated SIL and adjoining the end of a terrace of two-storey residential buildings. However, the building footprint is not being extended and no new window openings are proposed that would afford additional views into the adjoining residential properties or their rear gardens. The proposal therefore has no additional impact in terms of overlooking, privacy, daylight/sunlight, outlook or sense of enclosure.

The increase in floor space and resulting intensification of use is not considered significant enough to result in any materially harmful impacts on neighbouring residential amenity in terms of increased noise and disturbance.

A condition is recommended requiring approval of any new mechanical or electrical plant before its installation.

Highways and servicing

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 (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.

DM Policy (2017) 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.

The site has no capacity to provide onsite car-parking. While the PTAL of the site is not particularly high (3) the site is actually within a relatively short 9-minute walk of the High Road, Tottenham and its numerous and frequent bus services, and is within a 20-minute walk of White Hart Lane overground station. Northumberland Park and Meridian Water Stations are also with walking distance. As such the site's real accessibility to public transport is considered higher than its formal PTAL rating. Cycle parking is proposed within secure storage areas on the two upper floors of the development. This will necessitate the carrying of cycles up and down stairs, which while not ideal, is considered an acceptable compromise given the constraints of converting and refurbishing this older building. The London Plan standard for cycle parking provision for an office building with 445 sqm of floor space is 7. The spaces provided within the building are considered capable of providing up to ten cycle spaces. A condition is recommended requiring the provision of these spaces before the building is brought into use.

In summary, it is expected that users of the building will predominantly use non-car modes of transport, and the modest increase in floor space is not considered likely to increase on-street parking in the vicinity of the site to a harmful level. The proposal is therefore considered acceptable from a transport perspective.

Waste management

Local Plan Policy SP6 and Development Management, DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

The current refuse storage area provided to the rear of the building will be retained. This requires waste to be carried through the building to Brantwood Road for collection. While not ideal this is the only practical solution to managing the buildings waste. Commercial waste is not picked up by council refuse collection services, instead each business is required to make their own arrangements with a private contractor. Some of the constraints on the collection of waste that applies to residential development does not therefore apply to commercial development. The existing storage arrangements and carrying distances are considered acceptable given the relatively modest increase in floor space proposed.

Sustainability

The proposed works involve modifying an existing building as opposed to being a new building (new development). Given the constraints of the site there is little opportunity to introduce any significant on-site generation or improvements to the fabric of the building. In this instance the requirements of the building regulations are considered sufficient to ensure that the proposed conversion achieve the optimum energy efficiency in terms of the finished development performance. It is noted that the reuse of this redundant floor space and the retention of the buildings existing fabric is a desirable outcome in terms of sustainability.

Conclusion

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

The proposed development involves the creation of new commercial floor space in excess of 100 sqm and will therefore be liable for the Mayor of London Community Infrastructure Liability (CIL). Haringey does not charge CIL on commercial development. Based on the information given on the plans, the Mayor's CIL charge will be £8,104.59 (117.0 sqm x £69.27). 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. An informative will be attached to the decision advising the applicant of the above.

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 Prior to the first use of the approved development, the refuse storage area shown on approved drawing number GR-01-A shall be implemented in accordance with the approved details 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 D4 of the London Plan 2021.

- 4 Prior to the first use/occupation of the approved development, the cycle parking arrangements shown on approved drawing number GR-01-A shall be implemented in accordance with the approved details and permanently retained thereafter.

The development shall not be occupied until a minimum of 10 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 Prior to their installation, details of the proposed new and replacement windows in the building's front facade, including detailed drawings, sections, material specification, manufacturers specification and, where necessary, samples, to confirm their detailed design and appearance, shall be submitted to and approved in writing by the Local Planning Authority.

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, DM8 and DM9 of the Development Management Development Plan Document 2017.

- 6 No new items of fixed mechanical or electrical plant, including air conditioning, shall be installed on the building without the written approval of the Local Planning Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

- 7 **CONDITION: Use Class Restriction**
Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the approved development shall be used as offices, artist studios, music studios, photographic studios, light industrial uses and/or for research and development activities, and for no other uses within the Use Class E of the above order, unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

- 8 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no changes of use shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the viability and efficient operation of the Strategic Industrial Location consistent with Policy E4 & E5 of the London Plan 2021 and Policy DM37 of The Development Management DPD 2017.

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: Community Infrastructure Levy

Based on the information given on the plans, the Mayor's CIL charge will be £8,104.59 (117.0 sqm x £69.27). 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.