



Officer Report

Application Number:	HGY/2023/3118
Application Type:	Full planning permission
Address:	487 Green Lanes, Hornsey, London, N4 1AJ
Proposal:	Erection of new raised roof with dormers to accommodate new 3 bedroom flat (4 occupants). Alterations to flat 487 to facilitate access. The replacement of the existing mansard fronting Pemberton Road with an extended external wall. Redesign of front facade with addition of Gable wall and Lintels to windows. New cycle storage for 6 bicycles.
Case Officer:	Sarah Madondo
Valid Date:	20/11/2023
Applicant:	Mr Mitesh Mashru
Agent:	Mr RICARDO FARINHA

RECOMMENDATION

Approve

Proposed development

Erection of new raised roof with dormers to accommodate new 3 bedroom flat (4 occupants). Alterations to flat 487 to facilitate access. The replacement of the existing mansard to Pemberton road with an extended external wall. Redesign of front facade with addition of Gable wall and Lintels to windows. New cycle storage for 6 bicycles

Site & Surroundings

The site application is located at 485-487 Green Lanes (corner of Green Lanes and Pemberton Road). The upper floors are residential flats. The site is situated within the Green Lanes District Centre and is considered as a Primary Shopping Areas. The application site is located in the Harringay Ladders Restricted Conversion but not within a conservation area.

Relevant Planning and Enforcement History

The most recent planning history in relation to the site is as follow:

OLD/1983/0451 --- GTD - 20-04-83 --- 485 Green Lanes, Display of shop sign. Planning
OLD/1984/1039 --- REF - 30-10-84 - 485 Green Lanes, 1/9/84, Change of use of
the first floor from residential to offices
HGY/1990/0010 - GTD - 11-01-90, 485 Green Lanes London, Installation of new shop front.

HGY/1990/0827 --- REF - 07-08-90 - 485 487 Green Lanes London, Change of use of first floor from residential (Class C3) to business (Class B1).

HGY/1996/1035 --- REF - 01-10-96 - 485 Green Lanes London, Change of use to social club and sandwich bar.

HGY/1998/0573 --- REF - 04-08-98 - 485 Green Lanes London, Erection of extract duct on side elevation. Change of use from Social Club to Restaurant (Class A3).

HGY/2000/0541 --- GTD 23-05-00 - 485 Green Lanes London, Approval Of Details pursuant to Condition 2 (extract flue) attached to planning permission HGY/54855 granted on appeal.

HGY/2006/1752 --- REF- 10-10-06 --- 485 Green Lanes Hornsey London, Variation of condition 10(3) attached to appeal reference T/APP/Y5420/A/98/1012055/P7 (ref:

HGY/1998/0573 to allow restaurant to be open until 0300am Fridays and Saturdays and to 0200a.m Sundays to Thursdays.

HGY/2006/2123 --- REF --- 28-11-06 --- 485 Green Lanes Hornsey London, Variation to Condition 10 (3) attached to appeal reference T/APP/Y5420/A/98/1012055/P7 (Planning Permission reference: HGY/1996/0573) to allow restaurant to be open until 0200am Sundays to Saturdays.

HGY/2012/0094: Change of use of ground floor of 487 Green Lanes from retail (A1) to restaurant / cafe (A3) in order to provide additional seating for restaurant at 485 Green

Lanes. Installation of new shop front, shutters and blinds to both properties HGY/2013/1829:

Retrospective application for installation of new shop front to Pemberton

Road elevation

Planning Enforcement History

CUC/2002/00672 --- CLOSED - Coccelli Social Club 485 Green Lanes, London.

DEP/2002/00115 --- CLOSED - Coccelli Social Club 485 Green Lanes, London.

DEP/2003/00023 --- CLOSED - Coccelli Social Club 485 Green Lanes, London.

DEPU/2003/0002 --- CLOSED - Coccelli Social Club 485 Green Lanes, London

BWU/2003/0565 - CLOSED- 487 Green Lanes Unauthorised erection of second floor rear extension. Granted on appeal

COU/2011/00675 --- CLOSED - 487 Green Lanes Change of use from A1 to A3

CONSULTATION RESPONSE

The following were consulted on the planning application:

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

LBH Transportation: no objection subject to condition.

LOCAL REPRESENTATIONS

The application has been publicised by way of a site notice displayed in the vicinity of the site, a notice placed in the local press, and 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:

Objecting: 0

Supporting: 0

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development area;

Principle development;
Design and appearance;
Standard & quality of accommodation;
Impact on neighboring amenity;
Parking & transport

Principle development

Supply of housing / small sites

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 2021 National Planning Policy Framework (NPPF) and new London Plan putting particular emphasis on 'small site' development.

Paragraph 69 of the NPPF (July 2021) 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 120 seeks the optimisation of sites by way of upward extensions, when designed to be sympathetic to the street scene. Paragraph 130c 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).

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 proposal is formation rear new raised roof dormers to accommodate new 3 bedroom flat and the replacement of the existing mansard to Pemberton road with an extended external wall. The principle of creating additional habitable rooms through extensions or extension to create a new unit typically considerable acceptable. The proposal has been amended following the pre application (PRE/2020/0057) meeting such that size of the mansard roof has been reduced and the covered atrium has been omitted. The principle of providing additional residential unit in this location is considered acceptable.

Design and appearance

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

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 and 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.

The proposal involves a raised mansard style roof extension to the existing flat roof. Due to the extent of the set-back from the front of the roof and the limited width of the street, it would not be possible to see the extension from immediately in front of the terrace. The proposal includes the erection of modest side dormers on facilitate the use of roof space for bedrooms and would not overly dominate the north elevation. The dormers proposed on the south elevation would not be visible from the public road, therefore acceptable. The bulk, scale, and amount of glazing in the proposed roof extension /dormer window is considered modest and appropriate. As such, the proposal is considered proportionate and sensitive to the design, character and appearance of this property.

Along Pemberton Road side elevation, the proposal would include extending the roof over the existing amenity area at second creating a covered access to the new proposed flat and aligning the proposed parapet wall with the front elevation.

Standard quality of accommodation

Policy D6 (Housing quality and standards) of the London Plan sets out a series of criteria in order to ensure that new residential development is of the highest quality. Table 3.2 sets out requirements for achieving qualitative design.

The proposal would provide 3 bed 4 person unit and the London Plan Policy D6 requires that to be 74. The plans submitted shows that the proposed flat would comply with the above policy, therefore acceptable. The proposed flat would provide individual bedroom sizes in accordance with the London Plan as well as providing a good standard of kitchen and living space and an acceptable overall layout. The proposed flat would have access to amenity space in the form of roof terrace and amenity space on the second floor which is acceptable. Cycle parking would be accessible from the rear of the property at ground floor. As such, the standard of accommodation is considered acceptable and in accordance with with the above policies. Overall, the proposed flat meets the requirements set out in the London Plan Table 3.1 therefore acceptable. Given the above, the proposed unit would provide an acceptable standard of accommodation for future occupiers.

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.

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 the amenity of neighbouring residents.

The additional floor is setback from the rear and would not breach the 45 degree from a small window at no. 124 Permberon Road. The property has a relatively small height compared with others in the Green Lanes which are already 4 storey, as result the overall increase in height will not result in an increase of overshadowing to the neighbouring properties.

Transportation consideration

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes,

and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

The Transportation team has been consulted and advises that the site has PTAL rating of 4 indicating that its access to public transport is good. The development is located within the Green Lanes CPZ which restricts parking to permit holders only Monday to Saturday 08:00 - 18:30. The transportation team does not have any objection to the proposed development subject to Construction Management Plan (CMP) and subject to imposing cycle parking condition requiring the submission of plan showing accessible; sheltered, and secure cycle parking for 2 long-stay and the existing residential for approval.

Waste and recycling

DM Policy (2017) DM4 'Provision and Design of Waste Management Facilities' requires all proposals to make on-site provision for general waste, recycling and waste organic materials ensuring adequate internal and external storage space to manage the volume of waste arising from the site.

The applicant has not indicated where the bin store would be located and it considered if minded to approving the application, then a condition would be attached requiring a secured bin store to provided to the rear of property.

Conclusion

The development would provide a satisfactory standard of accommodation that serves an identified need and work towards achieving housing delivery targets in the borough. It would not result in an unacceptable impact on neighbouring amenity, amenity of future occupiers, parking/highways conditions in the locality, landscaping in the area, or in terms of potential contamination of the land.

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.

RECOMMENDATION

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

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

- 4 No development shall take place until 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 the cycle parking spaces have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

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 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building unless otherwise stated on the plans hereby approved.

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.

- 6 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors;
 - b) loading and unloading of plant and machinery;
 - c) details of measures to protect pedestrians and other highways users from construction activities on the highway;
 - d) timings of deliveries and other traffic related to the construction in order to minimise conflict.

Reason: To protect the amenity of neighbouring properties and to maintain traffic safety.

Informatives:

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 £6034.80 (87.12sqm x £69.27) and the Haringey CIL charge will be £4998.94 (87.12sqm 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.

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 their ownership.

INFORMATIVE: Naming & Numbering

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.