



Officer Report

Application Number:	HGY/2024/0793
Application Type:	Full planning permission
Address:	268 West Green Road, Tottenham, London, N15 3QR
Proposal:	Erection of a upper 1st Floor level infill extension to the front of the building to create a 1 x 1-bedroom 1-person self-contained flat inc. associated cycle storage.
Case Officer:	Daniel Boama
Valid Date:	21/03/2024
Applicant:	4
Agent:	Mr Abraham Ost Mr Richard Oaten

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

West Green Road is a mixed-use street that runs Seven Sisters to the east and Turnpike Lane to the west. The site is a mixed use 2/3 storey building with residential use on the upper floors and commercial use on the ground floor. The site is opposite the roundabout that connects West Green Road with La Rose Lane. One bus route is on this street connects the site to Wood Green to west and Dalston Junction to the south.

The application site is not located within a conservation area. It is not a statutorily or locally listed building.

2. PROPOSAL

The proposal is for the erection of an upper 1st floor level infill extension to the front of the building to create a 1 x 1-bedroom 1-person self-contained flat with a pitched roof inc. associated cycle storage.

Revised drawings have been provided to change the flat from a 1bed2person self-contained flat to a 1bed1person self-contained flat, and retain the existing pitched roof in the proposed drawings.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

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

268 West Green Road

HGY/2024/0789 - Insertion of 3no. high positioned windows at ground floor level for function room. Granted permission on 15/5/2024.

First Floor & Second Floor 268 West Green Road

HGY/2013/0201 - Use of property as 25 self contained flats. Granted permission on 09/4/2013

Black Boy 268 West Green Road

HGY/2003/1490 - Erection of 2 storey rear extension to existing hotel providing 10 additional bedrooms, provision of 8 off street car parking spaces on car park at the rear of 270 - 278 West Green Road. Granted permission on 19/12/2003.

HGY/2000/1276 - Alterations to front elevation; and erection of a single storey rear extension to provide kitchen and toilet facilities. Granted permission on 18/10/2000.

4. CONSULTATION RESPONSE

The following were consulted on the planning application:

- LBH Transportation
- LBH Building Control
- LBH Waste Management
- LBH Conservation

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

Internal:

LBH Transportation Team: No objection, subject to conditions.

LBH Waste Management: No reference to waste and recycling storage arrangements in the application but as this is a small addition to the existing flats at this address, the new occupants will be able to use the flats above shops (FAS) waste collection and recycling service.

LBH Conservation Team: No objection, subject to conditions.

5. LOCAL REPRESENTATIONS

The application has been publicised by way 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: 0

The following Councillor(s) made representations:

Cllr Williams: Following concerns were raised

- Security issues
- Unsafe and anti-social behaviour
- Concerns raised with HSE
- Littering issues

6. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design, appearance, and heritage (locally listed);
3. Standard and quality of accommodation;
4. Impact on neighbouring amenity;
5. Inclusive access;
6. Transportation; and
7. Waste Management.

Principle of development

Supply of housing / small sites

Providing additional residential unit is consistent in respect of national, 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 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. 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).

Consultation on the 'Levelling-up and Regeneration Bill' 2022/23 also refers to the need for embracing gentle density through upward extensions and states that authorities should take a positive approach towards well designed upward extension schemes.

The considerable emphasis on the development of small sites for housing, coming forward, is also strongly 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.

The proposed upward extension is considered acceptable in principle.

Design, appearance, and heritage (locally listed)

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.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to

extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

Although the site is not in a conservation area, it is within the curtilage of a locally listed. The Conservation Officer advised that the existing pitched roof needs to be replicated in the proposed design to ensure that the original features are retained. The applicant provided revised drawings that show the provision of a pitched roof that is similar to the existing pitched roof, however, the height and depth are different to accommodate the existing lightwell belonging to a neighbouring dwelling. The façade would also replicate the floor below by using similar materials for the external wall, and windows to match the level below. A pre-commencement condition would be imposed on the proposal to ensure that the proposal has a neutral impact on the significance of the locally listed building.

The revised proposal is considered proportionate and subordinate to the floor below, overall building, and surrounding buildings. It is also preserves and enhances the heritage status of the property, therefore it is considered to be acceptable.

Standard and 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.

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.

Revised drawings were received that altered the flat from 1b2p dwelling to a 1p1b dwelling with the following floor area:

1x 1b1p Flat - 48sqm

It would not provide outdoor amenity space, which appears to be the case with the existing dwellings adjacent to the property – the majority of which appear to be bedsits. Furthermore, the revised unit exceeds the minimum required floor space, so this excess would offset the need for private outdoor amenity space. The proposed dwelling would provide a toilet and shower room and a well sized living/kitchen area. Outlook for the bedroom would be a side window, and rooflight would be provided to the room benefit from natural light. The unit provides an adequate unit size, and so it is considered acceptable in regard to standard of accommodation.

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

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 neighbouring properties have not raised concerns about impact caused by noise pollution, overlooking and loss of privacy.

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.

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.

Inclusive access

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 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users.

Paragraph 3.7.6 of the London Plan 2021 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. therefore, in this case, this will not be a requirement on this proposal for a single additional home at upper level.

Transportation Considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

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

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The application site falls within an area that has a medium Public Transport Accessibility Level of 3 and is served by the 67, 230 and 341 bus routes. Seven Sisters underground is 20 minutes by walking and 15 minutes to Turnpike Lane Underground station by walking. It is therefore

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

The Council's Transportation Officer commented which is highlighted in above in the consultation section. Secure cycle storage will be added to service the new dwelling. Two secure cycle spaces are proposed to be located on the lower first floor level. The exact details of such cycle parking are to be secured by way of a planning condition, to be submitted to and approved by the Local Planning Authority (LPA) prior to occupation of these units. The site is not in a CPZ and parking stress survey has not been provided. On this occasion, a car-free agreement is not made a requirement for a single home proposal.

A Method Construction Statement (MCS) a.k.a as CLP or CMP will also 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. Therefore, a pre-commencement condition will be imposed.

Subject to compliance with conditions regarding cycling parking and a MCS, the proposed development is acceptable with regards to parking and highway safety considerations.

Waste Management

DPD Policy DM4 'Provision and Design of Waste Management Facilities' states all proposals should consider how to sustainably manage waste arising from the development during the design, construction and occupation phases of new developments. It also states that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting.

In accordance with policy SP11 of the Local Plan (2017), and Haringey Sustainable Design and Construction SPD 2013 sets out waste space requirements for new residential development/ new units.

The Council's Waste Management Officer advised that the new occupants will be able to use the flats above shops (FAS) waste collection and recycling service. The FAS is a sack service and bags can only be put out daily between 6.30 - 7.30 for a 7.30 - 8.30 collection and in the evening 21.30 – 23.00 for a 23-00 to 5am collection.

Further concerns were raised by the Councillor about a littering issue at the site, referring to the black boxes that were previously located on the kerbside adjacent to the site, but were eventually removed. The Council's Waste Management Officer advised that the black boxes were previously placed on the public highway adjacent to the site in 2021. They were removed due to misuse from neighbouring residents at Kane House, and advised that secure bin storage should be provided on the premises.

In conclusion, the front of the premises appears to be limited in space due to the position of the shutter. Therefore, it is advised that the applicant implements the flats above shops (FAS) sack service whereby the bags can only be put out daily between 06:30-07:30 for a 07:30-08:30am morning collection and in the evening 21:30-23:00 for a 23:00-05:00hrs collection. A condition will be imposed to ensure that the FAS sack service is adhered to.

Conclusion

Revisions have been made to the proposal, so the proposal is considered acceptable in regard to the main planning considerations including standard and quality of accommodation and waste considerations.

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.

7. 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 £3,324.96 (48sqm x £69.27) and the Haringey CIL charge will be £2,754.24 (48sqm 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.

8. 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 Further details of materials to be used in the construction of the external surfaces of the development have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To preserve and enhance the visual amenities of the locally listed building heritage asset in compliance with Policies DM9 of the Development Management Development Plan Document 2017.

- 4 No works for the removal or insertion of windows and doors shall be carried out on the site until details of the proposed windows and doors including details of materials and finish and details at a scale of 1:10 or 1:20 of the proposed including the cills, reveals, jambs, lintels and glazing bars, have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To preserve and enhance the visual amenities of the locally listed building heritage asset in compliance with Policies DM9 of the Development Management Development Plan Document 2017.

- 5 The residents of the approved dwelling are required to dispose of their waste and recycling by using the flats above shops (FAS) sack service. Bags at this address should be put out between 06:30-07:30 for a 07:30-08:30am morning collection and in the evening 21:30-23:00 for a 23:00-05:00hrs collection (daily). The household waste should be separated into recycling and non-recycling waste. The bags should be placed on the footpath near the kerb, not causing an obstruction and be securely closed. Putting waste and recycling out at any other time may result in a fixed penalty notice or prosecution. No changes should be made to waste and recycling storage and collection arrangement prior to written permission of the Local Authority.

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

- 6 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 2no. 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.

- 7 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 materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:
- have 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.

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 £3,324.96 (48sqm x £69.27) and the Haringey CIL charge will be £2,754.24 (48sqm 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.