



Officer Report

Application Number:	HGY/2024/0992
Application Type:	Full planning permission
Address:	Shop, 1A Holmdale Terrace, Tottenham, London, N15 6PP
Proposal:	Rebuild of existing shop, flat & offices following collapse due to accidental damage
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	09/04/2024
Applicant:	Harris Balcombe LLP n/a
Agent:	Mr Ian Lapsley

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for rebuilding of the existing shop on the ground floor, flat and offices following the collapse due to the accidental damage. The application is to reinstatement of mixed use building following collapse due to neighbouring works.

Site and Surroundings

The application site is two-storey detached building fronting Holmdale Terrace. The existing building retail unit on the ground floor with self-contained flat above. Development within the surrounding area is characterised by residential development which is two-three storeys in height. The site is not located within a conservation area nor is the dwelling a listed building.

Relevant Planning and Enforcement History

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

HGY/2021/3105 – Granted 24/11/2021 - Replacement the existing container situated at ground floor level with a purpose-built conference room.

HGY/2021/1844 – Refused 09/08/2021 - Erection of an additional floor and a ground floor extension.

2. Consultation Responses

The responses below were received following consultation on the application:

Internal:

1) LBH Transportation Team: No comment

External:

2) London Borough of Hackney: No comment

3. LOCAL REPRESENTATIONS

The application has been publicised by way of 42 letters and site notices placed within the vicinity of the site. No representations have been received.

4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development.
2. Design and appearance.
3. Impact on neighbouring amenity.
4. Transport considerations.

Principle of development

The application is supported by a structural engineer and the insurers which suggests that the building has suffered from structural issues, which would be inappropriate to repair. The extent of the neighbouring building works currently being undertaken adjoining to the application has resulted in the damage and collapse of the host building.

It is noted from the structural engineer email comments, that the condition of the existing structure on the south-west elevation has deteriorated to an extent that demolition is required. It is considered that the proposed new building would not detract from the appearance of the host building and as such its removal would be supported. The structural report notes that it would be difficult to repair, modify, extend or upgrade the existing buildings to suitable standard.

On the basis of the above, it is considered that sufficient justification has been demonstrated to warrant the demolition of the buildings. As such, the principle of the demolition of the rear building has been established.

In this instance it is considered that the development would make appropriate use of the land and would provide a like for like design with modern materials. Furthermore, the rebuilding of the would not have impact upon any adjoining neighbouring occupiers.

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 D4 '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 proposed plans show that the building would be reconstructed to the same design and external appearance as the previously damaged development. The existing structure would be dismantled with care and in so far as possible, materials salvaged for re-use in the proposed new building. The proposed new replacement building would identically design to the existing in terms of bulk, massing, scale, and footprint. The building would utilise traditional building materials in -keeping with existing and those in the wider locality. In addition, the new building replacement would be of an appropriate high-quality design which would be in -keeping with the character of the area.

Although adjacent development to the side of the application site, the appropriate high quality of the design and appearance of the building would mean that the proposed new replacement would be acceptable in this instance.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

The proposed development would not result in a significant alteration to the local landscape. The demolition of the existing structures and it is like for like replacement with a modern identical building would not significantly alter the character of the immediate area. The existing building represent a neutral building within the local landscape, which contributes to the character of the area. As such, it is considered that the demolition and replacement would have a positive impact upon the character of the area.

Due to the large-scale redevelopment of the adjoining site which has resulted in the collapsed of the host building and the nature of the application site with its solid flank wall on the south-west elevation adjacent to adjoining site (residential accommodations) located within the near vicinity of the application site with not views available. There would be no material impact to the amenities of

the adjoining occupiers living conditions. Furthermore, the use of the site would remain the same (office), therefore proposal is not considered to give rise to any adverse impact upon local amenity.

As such, it is considered unlikely that the proposed development would have a negligible impact upon local amenity.

Transport considerations.

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

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

The proposal is unlikely to generate any significant increase in vehicular traffic or car parking demand when compared to that generated by the existing office given the like for like replacement and use. It is therefore unlikely that the above proposal would have any significant negative impact on existing traffic generation or parking demand in this location. Therefore, there are no objections on highway and transportation grounds.

Conclusion

The proposal is considered acceptable and there is no dispute that the condition of the building has deteriorated over time and needs replacement. The extent of the damage and collapsed is considered to be sufficient to warrant demolition and replacement. The application has established that the existing damaged building is incapable of physical repair and that demolition and replacement for like for like design is the only viable option. The proposed development is considered to be in accordance with the development Plan Document which is outweighed by the material consideration. Therefore, the application is recommended for approval.

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.

5. CIL APPLICABLE

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

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 commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:
- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
 - b) The estimated peak number and type of vehicles per day and week;
 - c) Estimates for the number and type of parking suspensions that will be required; and
 - d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety. 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: 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: 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: Crossovers

The proposed development requires a redundant crossover to be removed. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out before the development is occupied.