



Officer Report

Application Number:	HGY/2024/1323
Application Type:	Full planning permission
Address:	480 West Green Road, Tottenham, London, N15 3DA
Proposal:	Removal of the existing warehouse roof and installation of a new flat green roof with rooflights and solar PV panels.
Case Officer:	Mark Chan
Valid Date:	18/06/2024
Applicant:	Mr Panie Stavrou
Agent:	Mr Matt Coombes

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

The proposal is for the removal of the existing roof and installation of a new flat green roof extension with rooflights and solar PV panels to an existing warehouse. It is noted that a similar scheme (ref: HGY/2023/3357) was previously refused.

Over the course of this application, the proposal has been amended several times. The current proposal would include the construction of a roof extension that would match the height of the existing warehouse and lowering the pitch of the eastern and northern roof slopes as well as the eastern flank wall facing Waldeck Road to 3.3m.

The roof trusses of the existing warehouse have limited its usable volume to 986 cubic metres. The proposal would increase the volume to 1439 cubic metres, representing a 46% increase whilst the footprint of the warehouse would remain unchanged. It would have a flat main roof with and pitched roof on the northern and eastern perimeter. The flat roof would be supported by a steel frame and would support transparent dome rooflights, green roof and PV panels. The pitched roof would be finished with slate tiles and translucent rooflights. No changes are proposed to the access of the site.

Site and Surroundings

The application site is at the rear of 472 – 480 West Green Road and comprise of a large warehouse building on the northern side of West Green Road. The warehouse building is within a back land site that is accessible by vehicles via a gated road from Stanmore Road and by pedestrians via West Green Road. The application building attaches to a larger industrial storage

building on the west and is surrounded by residential properties in the north along Willow Walk and in the east along Waldeck Road. The site is not listed, nor does it fall within a Conservation Area.

Relevant Planning and Enforcement History

HGY/2023/3357 – Removal of the existing warehouse roof and installation of a new green roof with rooflights and solar PV panels. Refused 28/02/2024.

UNW/2022/00099 – Construction of a vast scaffolding roof over a warehouse building that has been erected in November 2019 and is still in place. Appealed – to be determined.

ENF/2022/0706 – Unauthorised Works. Enforcement case closed 03/11/2022.

HGY/2021/2640 – Application to determine if prior approval is required for proposed use: Conversion of ancillary retail floorspace at mezzanine floor level to provide two 2-bedroom units. In accordance with The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) -Schedule 2, Part 3, Class M. Approved 03/12/2021.

HGY/1995/0929 – Construction of crossover to a classified road. Granted permission 17/10/1995.

2. CONSULTATION RESPONSE

LBH Transportation Group – No objection subject to a condition requiring the submission of a construction logistics management plan.

3. LOCAL REPRESENTATIONS

The application has been publicised by way of letters sent to neighbours. The number of representations received from neighbours is as follows:

No. of individual responses: 67

Objecting: 66

Supporting: 0

The reasons for objection can be summarised as below:

- Overshadow neighbouring properties
- Reduce sunlight to neighbouring properties
- Oversized and over-scaled
- Overbearing and imposing to neighbours due to proximity
- Visually dominant
- Noise and nuisance due to increased deliveries on a cramped access road
- Fire safety (Officer comment: A fire services plan has been submitted)
- Inaccurate drawings not showing a section of wall that abuts the rear garden wall of No. 3 Waldeck Rd. More details and dimensions needed on the submitted drawings (Officer comment: The applicant has submitted revised drawings)

4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Impact on the character and appearance;
3. Impact on the amenity of adjoining occupiers;

4. Parking and highway safety; and
5. Sustainability and BNG

Principle of Development

The proposal to replace the damaged roof of an existing warehouse building with a new roof in order to increase the quality and usability of the building is considered acceptable in principle.

Backland development

The local plan has a specific policy on backland, infill and garden land development. Policy DM7 of the Development Management DPD states that there will be a presumption against the loss of garden land but equally the subtext of the policy outlines that for the Council to meet its housing needs, optimising existing built sites it may be necessary, but importantly such development should be of "sensitive design in order not to detract from the character of the street scene, the architectural integrity and scale of adjacent buildings or from residential amenity". Part B of the policy outlines a number of criteria that should be met in relation to infill/ backland development, as set out below.

- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
- b. Provide a site specific and creative response to the built and natural features of the area;
- c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
- d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
- e. Retain and provide adequate amenity space for existing and new occupants;
- f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and
- g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.

The application site relates to an existing warehouse building located at the rear of 472 – 480 West Green Road. There is a presumption against the loss of garden land as stated in DM DPD Policy DM7, however this site is considered a brownfield, infill site. The same DM policy continues to say that infill development proposals will be supported subject they are sensitively designed in its local setting and ancillary to their host dwellings, have street frontages, safeguard local amenity and provide acceptable amenity space.

Whilst the proposed development would increase the massing and volume of the existing roof, much of the enlarged volume would be on the western side of the site and away from neighbouring residential properties. In order to further reduce the roof massing and be more in keeping with the local character, the pitch of the roof slopes on the eastern and northern side have been lowered and slate tiles would be used. Given that this is a back land site, it has limited visibility from public view and street scene. The footprint of the existing warehouse and access to the site would be unchanged. Overall, the proposed roof extension is not considered to have an unacceptable impact upon local amenity. The new

warehouse would not appear overly dominant to the surrounding area within this back land site, in accordance with DM Policy DM7.

Design

Policy overview

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. 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.

Furthermore, DPD Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2021) Policies D4.

Detailed design

The existing roof would be removed and replaced by the proposed roof extension. Unlike the previously refused scheme ref: HGY/2023/3357, both the footprint of the warehouse and its maximum roof height (5.86m) would be unchanged. The height of eastern flank wall facing the rear gardens of the properties along Waldeck Road would also remain the same as existing at approximately 3.3m high. The overall volume of the warehouse would increase from 986 cubic metres to 1439 cubic metres but much of the enlarged volume would be on the western side of the building, away from neighbouring residential properties.

Like the refused scheme, the new roof would have a flat main roof with and chamfered on northern and eastern perimeter. However, unlike the refused scheme, the chamfered (pitched) sections of the roof would be lowered from 45-degree to 25-degree with flush translucent rooflights on the sloping roof plane and constructed with slate tiles. The flat

roof would be supported by a steel frame and have a green roof, dome rooflights and PV panels. No changes are proposed to the access of the site.

The site is at a backland location and surrounded by residential properties on the northern and eastern side and the warehouse is not visible from public views along West Green Road, Waldeck Road and Willow Walk. Given that the maximum height of the roof and eastern flank wall would be the same as existing and much of the increased roof massing is on the western side of the building and away from residential properties, the proposed roof extension is considered appropriate and acceptable for this location and would not result in overdevelopment. The proposed slate tile pitched roof relates positively to neighbouring structures and would create a harmonious whole. It is noted that the existing roof is in very poor condition and that a temporary roof being supported by scaffolding is currently in place. As such, the proposed development is considered to make a positive contribution to the locality and would improve the character and quality of the area, in accordance with DPD Policy DM1. As such, the proposal is acceptable in design terms.

Impact on the amenity of adjoining occupiers

DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

The site is bounded by 28 – 33 Willow Walk to the north, 1 – 15 Waldeck Road to the east and the front building on 472 – 480 West Green Road to the south.

Daylight/sunlight and outlook

The applicant has submitted a daylight and sunlight report prepared by MES Building Solutions dated 26/04/2024. It is observed that the properties along Willow Walk and Waldeck Road have relatively short rear gardens and that their gardens face south and west respectively. With reference to BRE guidance: *BR 209 – Site layout planning for daylight and sunlight* (2022) and the submitted drawings, the angles to the horizontal subtended by the proposed roof extension at the level of the centre of the lowest affected windows are below 25-degree. Furthermore, the report has assessed the VSC of 118 windows serving 17 neighbouring residential properties and found that the proposed development to have minimal impact on the VSC ratios. As such, the proposed development is unlikely to have a noticeable effect on diffuse daylight enjoyed by the existing surrounding properties.

However, according to Section 3.2 of the BRE guidance, *"In designing a new development or extension to a building, care should be taken to safeguard the access to sunlight both for existing dwellings, and for any nearby non-domestic buildings where there is a particular requirement for sunlight. People are particularly likely to notice a loss of sunlight*

to their homes and if it is extensive then it will usually be resented.” It is further explained that if some part of the new development is situated within 90-degree of due south of a main window wall of an existing building, obstruction to sunlight may become an issue and recommended that the loss of sunlight over the year should be measured by the annual probable sunlight hours (APSH). The submitted report assessed 118 windows serving 17 neighbouring residential properties. Of these windows, 49 windows are orientated within 90-degree of south. However, results of the assessment shows that the proposed development has very little impact on neighbouring properties with all of these windows comfortably meeting the BRE guidance for both annual and winter probable sunlight hours.

The applicant has also provided the calculations of the sunlight and overshadowing of outdoor private amenity spaces of the neighbouring properties and all of the gardens assessed comfortably meet the BRE guidance for two hours of sunlight to amenity spaces.

The rear gardens of Nos. 28 – 33 Willow Walk and Nos. 1 – 15 Waldeck Road are immediately adjacent to the application warehouse with their nearest rear windows being approximately 10m away. However, as the maximum height of the warehouse and eastern flank wall would match the existing at 5.86m and 3.3m respectively and that Nos. 3 – 13 Waldeck Road has an existing 1.9m high garden wall at the end of their rear garden, it is not considered the proposed development would have an adverse impact on neighbouring properties by way of reducing their sunlight and outlook and appear overbearing and overly dominant to the properties. The massing of the proposed building is considered subordinate and the view from neighbouring properties would be improved due to the imminent removal of the temporary roof and scaffolding and that the new roof would be similar in height and massing with the existing roof when viewed from the eastern and northern sides.

Overlooking

The proposed roof extension would have chamfered (pitched) roof at 25-degree with rooflights along the eastern and northern perimeter. Due to shallow pitch and the fact that the rooflights would be translucent, it is not considered the neighbouring properties would be overlooked, resulting in loss of privacy. A condition has also be included to secure obscure glazing of the rooflights facing north and east.

Noise and disturbance

The applicant has not clarified the hours of use of the proposed warehouse, but it is expected that the warehouse activities would be operational during normal business hours (i.e. 8am to 6pm during weekdays, 8am to 1pm on Saturdays and not at all on Sundays/Bank Holidays) with office activities being accessible over 24 hours, as is typical for similar businesses.

The warehouse activities at the site are existing. The applicant has confirmed that there would be no increase in the number of people working at the warehouse as the increased floorspace is to be used for storage. As such, there would be minimal increase in the number of deliveries, servicing and employee arrivals/departures at the site because of the

proposed development. It is not expected that these movements would cause significant disturbance to nearby residents.

Noise levels from any plant including extract fans and ducting must be kept to a level 10dB(A) or greater below the measured background noise to avoid affecting nearby residents. Noise level at the site has been secured by a condition.

Based on the above, Officers do not think that the proposed development would result in significant noise and disturbance impacts upon adjacent residential units.

Parking & transport

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 Policies DM31 and DM32.

In the design and access statement, the applicant states that there would no changes to the access of the site. There would be vehicular access from Stanmore Road and pedestrian access from West Green Road. An area of hardstanding to the south of the site would remain available as turning space for vehicles. It is not considered that the proposed development would significantly increase the level of carparking at and near the site and the existing building and site is large enough to accommodate multiple cycle parking spaces. As such, the proposal is therefore considered acceptable in this regard.

Energy and sustainability and Biodiversity Net Gain (BNG)

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.

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.

Policy G6 (Biodiversity and access to nature) of the London Plan (2021) advises that development proposals should manage impacts on biodiversity and aim to secure net

biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

The applicant has submitted an Energy and Sustainability Statement as part of this application. The existing brickwork would be internally insulated to meet LETI standards for retrofitted external walls (U value of 0.18). The extensive green roof would be insulated to meet new-build LETI standards (U value of 0.12) whilst the pitched area of the roof is also to be insulated to achieve a U value of 0.12. The rooflights on the pitched roof are to be triple-glazed, whilst the dome rooflights on the flat roof are polycarbonate. Overall, the proposed development would follow the energy hierarchy and would effectively reduce the warehouse's carbon emissions. Condition has been included requiring the development to be implemented in accordance with the Energy and Sustainability Statement. Subject to compliance with the condition, the proposed development is acceptable in relation to energy and sustainability perspective.

In terms of Mandatory Biodiversity Net Gain, now a material consideration since April 2024, a Biodiversity Net Gain Statement (BNG) have been submitted. BNG in effect requires development to be planned and designed in ways that minimise loss or damage to existing habitats, to compensate for any damage caused by the development and to deliver a net positive gain in biodiversity through enhancements. Development must achieve at least a 10% net gain in biodiversity value, compared to pre-development baseline.

Whilst noting BNG is a requirement, small-scale development can be exempt for being below the size threshold and not impacting a priority habitat, which the agent has outlined as the route being followed here. The application site has no onsite habitat that is affected by the proposed development as the proposals relate to a new roof covering an existing building and does not affect the existing building footprint.

5. CONCLUSION

The proposal is considered acceptable, and the design and appearance of the new warehouse building makes positive contribution to the character and appearance of the locality and would not give rise to harm to neighbouring amenity and existing local transportation and parking arrangements.

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.

6. CIL APPLICABLE

Based on the information given on the plans, CIL charge is not applicable here as there is no increase in terms of GIA.

7. RECOMMENDATION

GRANT PERMISSION subject to conditions.

Conditions:

- 1 The development hereby authorised must be begun not later than the expiration of 18 months from the date of this permission, failing which the permission shall be of no effect. Furthermore, the development hereby authorised shall be completed, and all scaffolding used in the construction of the development shall be removed from the property, 30 months from the date of this permission; unless otherwise agreed in writing, in advance with the Local Planning Authority.

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, and in the interests of protecting residential amenity.

- 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 occupation of the development hereby approved, the rooflights on the northern and eastern roof slopes shall be fitted with obscured glazing and any part of the rooflight that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The rooflights shall be permanently retained and maintained thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4 The development hereby permitted shall be built in accordance with the approved Energy & Sustainability Statement prepared by MES Building Solutions dated 19/09/2024 and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.
Reason

- 5 The design and installation of new or replacement items of fixed plant and insulation hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 15dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014 and A1:2019. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

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.

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: 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.