LIST OF RECOMMENDATIONS UNDER DELEGATED POWERS 17/07/2015

REPORT FOR CONSIDERATION UNDER DELEGATED POWERS

1. APPLICATION DETAILS

Reference No: HGY/2015/1551 **Ward:** Crouch End

Date received: 26/05/2015

Drawing number of plans: HH/4-6/P01; HH/4-6/P02; HH/4-6/P03; HH/4-6/P04; HH/4-6/P05; HH/4-6/P06; HH/4-6/P07; HH/4-6/SK01; HH/4-6/SK02; Design and Access Statement

Address: 6 Park Road N8 8TD

Proposal: Erection of second floor rear extension to form a one bedroom self-contained flat.

Applicant: Mr Gamal Hussein

Ownership: Private

Site Visit Date: 02/06/2015

Officer contact: Adam Flynn

2. SUMMARY OF RECOMMENDATION

REFUSE PERMISSION

Reasons for Refusal:

1) The proposed development provides an unsatisfactory amount of car parking and would be likely therefore to exacerbate significantly the current on-street parking situation thereby prejudicing the safety and free flow of traffic in the area and promoting unacceptable parking stress. As such, it fails to strike an acceptable between sustainability and parking choice contrary to the requirements of Policies 6.11 and 6.13 of the London Plan 2015, Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.

2) The proposed extension of the property to create an additional flat would be contrary to the requirements of the Council's Conversion Policy and Guidelines by reason of its location within a restricted conversion area in order that the character of the area is maintained, contrary to Saved Policy HSG11 of the Haringey Unitary Development Plan 2006.

3) The proposed roof extension would introduce a discordant feature to the elevations of the building and would detract from the visual continuity of the Crouch End Conservation Area, by reason of its overall bulk and scale in relation to the property and is therefore detrimental to the visual amenity of the area, failing to preserve or enhance the conservation area, contrary to Saved Policies CSV5 and UD3 of the Haringey Unitary

Development Plan 2006, Policies SP11 and SP12 of the Haringey Local Plan 2013, and Policies 7.4, 7.6 and 7.8 of the London Plan 2015.

4) The proposed development would have an adverse effect of the amenity of neighbouring residents by reason of a material loss of outlook and an impact on daylight and sunlight contrary to Policies 7.4 and 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013, Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This is an application for the erection of a second floor rear extension to form an additional one bedroom self-contained flat.

3.2 Site and Surroundings

The site forms part of a mixed terraced of commercial units at ground floor level with flats above, located on the northern side of Park Road, in the Crouch End Town Centre (Primary Frontage). The property is three storeys to the front, with a two story projection at the rear. The site is located with the Crouch End Conservation Area.

3.3 Relevant Planning and Enforcement history

No relevant history.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application and the following responses were received :

Internal:
1) LBH Conservation Officer
No comments received.

2) LBH Transportation
There is concern that the site falls within the Crouch End Restricted Conversion Area, in view of the existing on-street parking pressure at this location. The Council's adopted Unitary Development Plan (saved policies 2013) Policy HSG11 lists the roads near the centre of Crouch End as one of the areas where the "majority of properties have been converted into flats and are now experiencing problems of extreme parking pressure and a significant adverse effect on residential amenity". With this in mind we have applied parking standards listed within 1.3 of Appendix 1 of the Unitary Development Plan. Under this standard the proposal is required to include an off-street parking space.

Contrary to this requirement the applicant has not provided any off-street parking provision. It is considered that the addition of further residential accommodation without any off-street parking provision is likely to exacerbate the existing parking pressure at this location and create a situation where the prospective residents of this development persistently seek alternative on-street parking spaces. Whilst the car parking requirement for the new unit may be viewed in isolation as not significant, the effectiveness of the applicable policy relies on it being used consistently.

Therefore, in view of the lack of off-street car parking provision in an area identified as suffering from severe parking pressure, it is considered that the above proposal contravenes Policy HSG11 together with Policy M10 requiring minimum parking provision in line with section I.3 of the UDP appendix. Additionally, it is considered that the proposal would contravene London Plan policy 6.11 which outlines the Mayors wish for a co-ordinated approach to smoothing traffic flow and tackling congestion. Therefore, the highway and transportation authority object to this application.

3) LBH Waste Management
Further information is required regarding the storage and collection of domestic waste.

External:
4) Thames Water
No objections.

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of a site notice displayed in the vicinity of the site and 49 letters.

5.2 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: 4
Objecting: 4
Supporting: 0

5.3 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Loss of light
- Car parking

6. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. The impact of the proposed development on the character and appearance of the conservation area
3. The impact on the amenity of adjoining occupiers
4. Living conditions for future occupants
5. Parking and highway safety

6.1 Principle of the development

The site lies in an area recognised in both saved UDP policy HSG11 as the restricted conversion area of Crouch End. This policy states that there are areas in the borough where over the years many properties have been converted from single dwellings into a large number of flats. Where many conversions happen in one area it can result in problems such as a significant increase in on street parking and a loss of family housing.

It is considered that in these areas, the majority of properties have been converted into flats and are now experiencing problems of extreme parking pressure and a significant adverse effect on residential amenity. Any additional increase in on street parking would be detrimental to the effective operation of bus services. Therefore conversions will usually be resisted in these areas as they have already reached their capacity for conversions.

Therefore, due to the proposed dwelling's location within a restricted conversion area, the principle of extending the building to create an additional flat is contrary to saved policy HSG11 of the UDP 2006.

6.2 Character and appearance of the conservation area

The site concerns part three-storey, part two-storey building which falls within the Crouch End Conservation Area. Saved UDP Policy CV5 requires alterations and extensions to preserve and maintain the character of conservation areas and also respect characteristic features such as doors, windows or materials of buildings. This view should be considered alongside Chapter 12 of the NPPF, SPG2 'Conservation and archaeology', saved UDP Policies UD3 and CSV5, London Plan Policy 7.8 and Local Plan Policies SP11 and SP12.

SPG1a states that extensions or alterations to buildings should be subordinate in scale to the original building and should respect its architectural character. The development should not dominate existing features important to the building.

The proposed extension is considered to be incongruous with the pattern of development in the area, as it would create a large, blank 'box' visible from a number of locations within the conservation area, including in view from Middle Lane. The proposed extension is considered to be bulky and unsympathetic in appearance and design to the existing building and area, would harm the appearance of the terrace at roof level, nor would if be considered acceptable design given the large blank facade that would be created.

Overall, and for the reasons mentioned above, the proposal is considered to be unacceptable and inconsistent with Chapter 12 of the NPPF, SPG2 'Conservation and archaeology', saved UDP Policies UD3 and CSV5, London Plan Policy 7.8 and Local Plan Policies SP11 and SP12 and would harm the appearance of the building, terrace and townscape and would not preserve or enhance the appearance of the Crouch End Conservation Area.

6.3 Impact on the amenity of adjoining occupiers

All development proposals are expected to maintain and respect the living conditions currently enjoyed occupants of adjacent residential properties as set out within saved UDP Policy UD3 and concurrent London Plan Policy 7.6.

The second floor extension is considered to be harmful to the amenity of adjoining occupiers, not only to the western neighbour but also to the first and second floor flats within the subject building. The proposal would create a second floor above the outrigger projection. The amenities of the western neighbours and lower flats would be harmed given the addition would reduce the amount of light available to the rear of these properties, and would increase the sense of enclosure, and result in a loss of outlook, and a reduction in daylight/sunlight to the ground and first floor windows adjacent to the proposal.

Overall, the proposal is considered to harm the amenities of the adjoining neighbour to the east and the flat existing on site at ground floor level with regards to an increased sense of enclosure, loss of outlook, loss of daylight/sunlight. The proposal is therefore unacceptable and contrary to saved UDP Policy UD3 and London Plan Policy 7.6.

6.4 Living Conditions for future occupiers

London Plan Policy 3.5 'Quality and Design of housing developments' requires residential developments to be of adequate design standard.

The scheme proposes 1 x 1 bed self-contained flats. The flat would have a floor area of 53sqm. This would exceed the 50sqm minimum set out in the London Plan for 1-bed 2-person unit. Overall the layout of the proposed unit, ventilation and circulation space is considered adequate providing a good satisfactory standard of accommodation for future occupants.

6.5 Parking and Highway Safety

The Council's Transportation Officer objects to the proposal stating that the application site falls within the Crouch End Restricted Conversion Area, and that this is a location where "the majority of properties have been converted into flats and are now experiencing problems of extreme parking pressure and have a significant adverse effect on residential amenity".

Policy 1.3 of Appendix 1 of the saved 2006 UDP policy is therefore applied which requires the applicant to provide a car parking space in relation to the proposed development. As the application does not include any off street parking provision, the development is likely to exacerbate current parking pressure and have a negative impact upon the surrounding highway network.

However, supporting such proposal would set a precedent, which would mean having to support others of similar nature and as a result would exacerbate the existing parking pressures, as the associated parking demand accumulates

Therefore, the proposal would be contrary to saved policies HSG11 and M10 of the Council's UDP 2006 and London Plan policy 6.11 Smoothing Traffic Flow and Tackling Congestion.

6.6 Conclusions

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7. CIL APPLICABLE

If the application were to be granted, the application would be CIL liable. Based on the information given on the plans, the Mayor's CIL charge will be £1,855 (53 x £35) and the Haringey CIL charge will be £14,045 (53 x £265). 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.

8. RECOMMENDATION

REFUSE PERMISSION

Registered No. HGY/2015/1551

Applicant's drawing No.(s) HH/4-6/P01; HH/4-6/P02; HH/4-6/P03; HH/4-6/P04; HH/4-6/P05; HH/4-6/P06; HH/4-6/P07; HH/4-6/SK01; HH/4-6/SK02; Design and Access Statement

For the following reason(s)

1. The proposed development provides an unsatisfactory amount of car parking and would be likely therefore to exacerbate significantly the current on-street parking situation thereby prejudicing the safety and free flow of traffic in the area and promoting unacceptable parking stress. As such, it fails to strike an acceptable between sustainability and parking choice contrary to the requirements of Policies 6.11 and 6.13 of the London Plan 2015, Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.

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