

HGY/2022/2697 - 108-110 Colney Hatch Lane London N10 1EA

Change of use to 2no.dwellings (Use Class C3), extension to create lower ground floor level (basement) and lightwells, rear and side roof and dormer extensions and alterations, single storey rear extension, replacement of single storey front extensions, new/altered/replacement windows and doors, new rooflights, alterations to cladding and rear terraces, landscaping works and provision of cycle stores

This application is for conversion of what is referred to within the application of two existing HMO's (separate properties, No. 108 and No. 110) to two separate 5 bedroom 4 storey houses.

To facilitate this the 3 storey buildings will be extended to create 4 storey properties. There is currently off street parking for both properties, accessed off individual crossovers for each property.

Location and access

This site is located to the eastern side of Colney Hatch Lane, south of the junction with Barnard Hill. It has a PTAL value of 2, considered 'poor' access to public transport services. 5 different bus services are accessible within 4 to 7 minutes walk of the site, there are no rail services within the WEBCAT walk distance/time criteria of 12 minutes/960 metres. The closest rail services are over 20 minutes walk away (Alexandra Palace network rail and East Finchley Underground Stations).

The site is not within any of the Borough's formal CPZ's, the nearest zone is some distance away to the south and east of the site.

Proposals and transportation considerations

The two properties are currently configured as and operating as HMO's it is understood, it is not clear within the application how many rooms/occupiers are there at present or most recently.

The proposed conversion to two No. 5 bedroom family sized homes will not create any adverse transportation impacts.

It is proposed to retain the off street parking facilities of two spaces per dwelling, accessed off the existing crossovers. This is considered acceptable in principle given these are large family houses and there are no formal parking controls in the form of a CPZ locally.

However, there are some changes to the front of both properties with the inclusion of planters, therefore the applicant will need to confirm that there is sufficient space for the two parking spaces per property to be able to be manoeuvred into and out of without crossing over adjacent footway to the existing crossovers. It is suggested that a pre commencement condition be imposed for the applicant to provide dimensioned drawings and if necessary swept path plots that clearly demonstrate the ability of vehicles to access the parking spaces without overrunning the footway. The applicant should reference the Brough's crossover guidelines with respect to dimensions and the like;

https://www.haringey.gov.uk/sites/haringeygovuk/files/vehicle_crossover_guidelines.pdf

With regards cycle parking three externally placed parking spaces are shown diagrammatically for each property in the rear garden/amenity areas. This does exceed London Plan numerical requirements, however it is noted that the application form references 10 spaces in total (5 per dwelling). Exceeding the London Plan numerical requirements (2 spaces per dwelling) is welcomed given these are 5 bedroom units and two spaces may not meet the demands of the occupiers.

Full dimensional details of the proposed arrangements, including the manufacturer's installation specification for the external cycle parking/storage will need to be provided. All cycle parking arrangements will need to meet the TfL Cycle Design Standards. Provision of these details can be covered by a pre commencement condition.

Finally, this development involves building work to the existing houses and given the site's location adjacent to the starting taper of a bus lane and other residential properties, there

will need to be a condition for submission of a detailed Construction Logistics Plan or Method Statement for approval prior to commencement of any physical works.

This document will need to detail how the construction works will be carried out, how materials are brought into and out of the site, potential impacts are managed and mitigated, and how the construction works will be managed to avoid any impacts on the public highway and in particular the operation of the bus lane.

To summarise, this application seeks to redevelop and extend the existing houses at 108/110 Colney Hatch Lane, to convert them from HMO's to two 5 bedroom detached family homes. In transportation impact terms, there are no issues with the proposals, however there are some points of detail that need to be clarified with respect to the driveway/crossover arrangements, cycle parking and the build out of the development. These can be covered by pre commencement conditions for the following;

- Cycle parking details
- Driveway/crossover layout and wept path plots demonstrating ability to safely manoeuvre into and out of the off street parking spaces
- Construction Logistics Plan or Method Statement

Subject to satisfactory receipt and review of the submissions for the above conditions transportation do not object to this application.