

Officer's Report

Application Number	HGY/2022/4129
Type	Full planning permission
Location	14 Crowland Road, Tottenham, London, N15 6UT
Proposal	Conversion of property from 2 x self contained flats to 1 x family dwellinghouse
Case Officer	Daniel Kwasi
Valid Date	16/11/2022
Applicant	Mr Hershl Brandsdorfer
Agent	Mr Aleksandar Pantazis

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the conversion of a property from 2 x self contained flats (1 x 1-bedroom and 1 x 3-bedroom) to 1 x 4-bedroom family dwellinghouse. The conversion will include a conversion of the first floor kitchen into a bedroom, the rear bedroom in the loft floor level into an office. No external changes are proposed.

Site and Surroundings

The application site is on the south side of Crowland Road towards the western end of the road adjacent to the A10. It is to the south of South Tottenham Overground station via the A10. The site is not in a conservation area, nor is it in the curtilage of a listed building.

Relevant Planning and Enforcement history

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

HGY/2016/4122 - Conversion of property from 2 x self contained flats to 1 x family dwellinghouse and erection of an additional floor known as a 'Type 3' roof extension – Withdrawn

OLD/1982/0295 – 11/12/81 Conversion into 2 self-contained flats.

Consultation response

The responses below were received following consultation on the application:

Internal:

LBH Transportation Team: Subject to provisions of bicycle and bin storage there are no transport objections regarding this application

LOCAL REPRESENTATIONS

The application has been publicised by way of 17 letters. 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

Objecting: 0

Supporting: 0

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

Principle of development;
Design and appearance;
Standard and quality of residential accommodation;
Impact on neighbouring amenity;
Transport considerations;

Principle of development

London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey –10 year target is 2,600).

London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

In this instance, the provision of family housing, when there is an identified need, is considered to outweigh the small loss in residential units. In regards Policy DM10 of the Haringey Development DPD (2017), the principle of development is considered to be acceptable.

Design and appearance

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.

There are no physical changes to the exterior of the building. There would be no impact on the character and appearance.

Standard and quality of residential accommodation

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.

The dwellinghouse would essentially revert back to the original bedroom floor space prior to being converted which exceed the space standards, as well as providing a good standard of kitchen and living space and an acceptable overall layout. As such, the standard of accommodation provided within the conversion is considered acceptable and in accordance with The London Plan (2021) Policy D6 Housing quality and standards.

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.

Considering that there are no proposed changes to the external features of the existing dwellinghouse, and the fact that there would be a reduction in the number of units, there would be an impact the amenity of neighbouring properties.

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.

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 Council's Transportation Team has been consulted and advises that the site has an excellent public transport accessibility (PTAL=6a) and is located within a CPZ. The site is in a car free zone and so cycle parking for two bicycles should be provided to meet London Plan standards. This should be sheltered, secure and accessible. I suggest this cycle storage should be provided in the front yard. Further guidance is available in London Cycling Design Standards. The agent has provided amended drawing that provide these features and therefore the proposal is considered to be acceptable.

The creation of a family sized residential unit to replace two existing flats would not be likely to significantly increase the number of vehicular trips generated at the site, particularly as no off-street parking is proposed to be provided. As such, it is not considered that there would be material harm to the capacity of the surrounding highway network.

Conclusion

There would not be harm to the character and appearance of the host property or the surrounding area. The provided accommodation would be of a good standard, delivering appropriate living conditions for future occupiers. The amenity and living conditions of neighbouring properties would not be compromised. The proposal would suitably support sustainable transport.

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.

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.

RECOMMENDATION

GRANT PERMISSION subject to 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 The proposed secure and covered cycle parking facilities as set out on plan number reference: P-01-Rev-A shall be provided prior to the occupation of the use hereby permitted and such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 4 The proposed waste and recycling storage area as set out on plan number P-01-REV-A shall be provided prior to the occupation of the use/development hereby permitted and retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

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.