

Officer's Report

Application Number	HGY/2023/0181
Type	Full planning permission
Location	14 High Road, Wood Green, London, N22 6BX
Proposal	Existing residential extended and reconfigured to form 4 number Apartments.
Case Officer	Zara Seelig
Valid Date	19/01/2023
Applicant	Mr Leslie Gilbert
Agent	Mr Martin Webster

RECOMMENDATION

Refuse

SUMMARY OF RECOMMENDATION

REFUSE PERMISSION

Reasons for Refusal:

1. The proposed development by reason of its design, height, overall scale, siting and general massing would appear a poorly designed and cramped form of development that would have an awkward and overbearing relationship with the existing development around it. The proposal would therefore be contrary to policies SP11 of the Local Plan 2017, policy DM1 and DM7 of the Development Management DPD 2017 and policy D4 of the London Plan 2021.
2. The proposed development, due to its height, overall scale, siting and massing, would have an overbearing relationship with the surrounding existing residential development, resulting in a loss of outlook and privacy, and an increased sense of enclosure. Furthermore it has not been demonstrated that the proposal would have an acceptable impact on the daylight and sunlight to those properties. The proposal is therefore considered to be detrimental to the residential amenities of the occupiers of neighbouring properties, contrary to policy DM1 of the Development Management DPD and policy D6 of the London Plan 2021.
3. The proposed development by reason of the lack of any private or communal external amenity space, poor pedestrian access and servicing arrangements and, given the cramped and constrained nature of the development and its surroundings, the lack of privacy, outlook and potentially daylight to some of the schemes habitable room windows, would provide a sub-standard form of accommodation for future occupants of the development, contrary to policy D6 of the London Plan 2021, policy SP2 of the Haringey Local Plan 2017 and policy DM12 of the Haringey Development Management DPD 2017.
4. The cycle and refuse storage areas indicated on the existing and proposed site plans submitted with the application, are inadequate in terms of their size, access arrangements, and distance from the proposed new residential accommodation to meet the requirements and standards set out in Appendix A3 of Haringey's Sustainable Construction and Design SPD, the British Standard Waste Management in Buildings Code of Practice and the Mayor for London's Cycle parking standards.

As such the proposal is contrary to policies SP6 and SP7 of the Haringey Local Plan 2017, policies DM4 and DM32 of Haringey's Development Management DPD 2017 and to policies D6 and T5 of the London Plan 2021.

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

Existing residential extended and reconfigured to form 4 number Apartments.

Site and Surroundings

The application site consists of a retail unit on the ground floor and residential above and at the rear, located on a corner plot at High Roads junction with Whymark Avenue. The site is not located within a conservation area, it is not a listed building and there are no TPO's on the site.

Relevant Planning and Enforcement History

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

HGY/2006/0358 - Erection of part 1 / part 2 storey extension at 1st and 2nd floor levels to rear of 12-14 High Road, N22 and at Whymark House, fronting Whymark Avenue, N22. Change of use of 1st and 2nd floors from office to residential to create 6 x one bed, 2 x two bed and 1 x three bed self contained flats with allocated refuse and cycle storage at ground floor level. – Granted permission (with conditions)

HGY/2006/1781 - Reworking of approved application HGY/2006/0358 (Erection of part 1 / part 2 storey extension at 1st and 2nd floor levels to rear of 12-14 High Road, N22 and at Whymark House, fronting Whymark Avenue, N22. Change of use of 1st and 2nd floors from office to residential to create 6 x one bed, 2 x two bed and 1 x three bed self contained flats with allocated refuse and cycle storage at ground floor level) to include partial demolition of rear of 12-14 High Road, N22 and erection of 3 storey new build to match the massing of the existing scheme and proposed design changes to Whymark Avenue elevation. – Granted permission (with conditions)

CONSULTATION

The responses below were received following consultation on the application:

Internal:

Transportation: Consulted, no response received

Sustainability: Consulted, no response received

External:

None

Local representations:

The application has been publicised by way of 55 neighbour consultation letters. No representations have been received from neighbours, local groups, etc in response to notification and publicity of the application.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of Development
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;

Principle of the development

Additional housing

Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal. Local Plan Policy SP1 sets out the strategic vision to provide up to 20,410 new homes by 2026, which aligns with the aspirations of Policy SP2 which has a current target of providing 1,502 new homes a year in Haringey between the period 2015 to 2026, in line with the London Plan (MALP) 2021.

The creation of additional housing units here is supported by Local Plan Policies SP1, SP2 and London Plan Policy H1. The principle of additional housing in the borough is therefore supported.

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 proposal is out of character with surrounding development due to its size and siting and is an overdevelopment of the site. Policy 'DM7: Development on infill, Backland and Garden Land Sites' states that the proposal must comply with policies DM1 and DM2 in addition to the conditions of DM7 that include:

- 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 proposal does not relate appropriately/sensibly to the surrounding area due to its height and massing, it does not ensure good access, it does not safeguard privacy nor amenity for adjoining houses/rear gardens and no amenity space is to be provided.

The proposal would therefore be contrary to policies SP11 of the Local Plan 2017, policy DM1 and DM7 of the Development Management DPD 2017 and policy D4 of the London Plan 2021, that all seek to promote high quality design.

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 standard and quality of the accommodation to be provided meets the requirements set out in the Technical Housing Standards – Nationally Described Space Standards in terms of floorspace. The proposal does not provide any amenity space for the occupants of the proposed residential units, in addition to poor access provision, and so would provide a sub-standard form of accommodation for future occupants of the development, contrary to policy D6 of the London Plan 2021, policy SP2 of the Haringey Local Plan 2017 and policy DM12 of the Haringey Development Management DPD 2017.

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 proposal would cause a loss of daylight/sunlight to neighbouring properties, mainly the windows to the rear elevation of York House on Whymark Avenue and no.'s 17 to 27 Westbury Avenue, due to the height and siting of the proposal. It is also considered the proposal would cause a loss of privacy and overlooking to neighbouring properties. It is considered the proposal would adversely impact neighbouring amenity by way of overbearingness, loss of daylight/sunlight and loss of privacy and does not comply with relevant planning policy.

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 and 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'.

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 site is within a PTAL rated area of 6b with excellent access to public transport, the proposal does not include off road parking. Cycle storage and refuse storage appears to be provided as part of the proposal, however, no details have been provided in order to assess whether it meets the requirements in terms of standards. It appears to be an impractical solution to deal with the servicing requirement. The proposal would therefore be contrary to policies SP6 and SP7 of the Haringey Local Plan 2017, Policies D6 and T5 of the London Plan 2021 and policy DM4 and DM32 of the Development Management DPD 2017.

Conclusion

The proposal is considered not acceptable for the reasons set out above and does not comply with relevant planning policy.

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

RECOMMENDATION

REFUSE PERMISSION

Refusal Reasons:

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Management DPD and policy D6 of the London Plan 2021.

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