

Officer's Report

Application Number	HGY/2023/0212
Type	Full planning permission
Location	16 Ossian Road, Hornsey, London, N4 4EA
Proposal	Conversion of existing dwelling into 3no. flats. Reconstruction of existing second floor rear projection with new pitched roof, erection of single storey side/rear extension, formation of dormer, addition of 2no. rooflights and provision of bin/cycle stores.
Case Officer	James Mead
Valid Date	23/01/2023
Applicant	Mr S Patel
Agent	Mr Jiten Wagjiani

RECOMMENDATION

Approve with Conditions

1. SUMMARY OF RECOMMENDATION

GRANT PLANNING PERMISSION, subject to conditions.

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

2.1 This is an application for the conversion of an existing house into 3 x flats (use class: C3). The existing outrigger is proposed to be extended/reconstructed with a new pitched roof added. Other works are also intended including: the erection of a single storey rear extension, the addition of a dormer and the installation of rooflights.

Site and Surroundings

2.2 The application site is occupied by a three storey, end of terrace dwellinghouse. This property sits on the northern side of Ossian Road and on the corner of this route with a cul-de-sac named Darren Close. Ossian Road is made up of mainly terraced properties, with some detached and semi-detached dwellings present. To the rear of the site on Darren Close there is a block of flats. The overall setting is residential in character. The site is located within the Stroud Green Conservation Area (CA) and the host property is considered to make a positive contribution to the character of the CA.

Relevant Planning and Enforcement History

2.3 There is no relevant planning history relating to the site.

3. CONSULTATION RESPONSE

3.1 The responses below were received following consultation on the application:

1) *LBH Transportation Team*: No objection. Overall, the difference in transportation demands between the existing 6-bedroom dwelling and 3 flats will be negligible. There should be no material changes in trip and parking demands compared to present. There is reference to the provision of 5 cycle parking spaces to the front forecourt. To meet the numerical requirements of the London Plan, 6 cycle parking spaces are required. In addition, full dimensional details of the proposed cycle parking arrangements are required, along with the manufactures installation specification to demonstrate that the cycle parking will be secure, weatherproof and easy/attractive to use. The applicant should provide this information prior to decision, given that 6 bins will also be located in the forecourt to the front of the property and pedestrian access to the front door is required. The applicant needs to demonstrate that the parking of 6 bicycles, the storage of 6 bins and pedestrian access to the property can all be accommodated.

2) *LBH Waste*: Strongly recommend the provision of 2 x 240 litre wheelie bins for each flat, as outlined on the drawings.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of site notice displayed in the vicinity of the site and 31 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: 1

Objecting: 1

Supporting: 0

4.2 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:

- The shower room for Flat A is not large enough for the number of potential occupants.

5. MATERIAL PLANNING CONSIDERATIONS

5.1 The main planning considerations raised by the proposed development are:

1. Principle of Development
2. Design, Appearance & Heritage;
3. Neighbour Amenity;
4. Quality of Accommodation; and
5. Transport.

Principle of Development

5.2 London Plan Policy H1 and Table 4.1 identify the overall housing targets for Boroughs (Haringey's 10-year target – 15,920). In addition, London Plan Policy H2 sets out a presumption in favour of development proposals for small sites (below 0.25 hectares in size) and in Table 4.2 a minimum target for housing delivery on small sites is identified for Boroughs (Haringey's 10-year target is 2,600). This scheme would provide a net increase of two dwellings on the site. Therefore, the proposal would make a small contribution to the overall housing targets for the Borough and the housing delivery target for small sites, as outlined in London Plan Policies H1 and H2.

5.3 The scheme proposes the conversion of an existing 6-bed property into 3 x flats (1 x 1-bed and 2 x 2-bed). As such, the proposal must be considered against DM DPD Policy DM16, which relates to residential conversions. In order to maintain a supply of larger family homes, this policy notes that the Council will only permit the conversion of larger homes to small self-contained homes where:

- (a) It is located outside of the Family Housing Protection Zone;

- (b) The gross original internal floor space of the existing dwelling is greater than 120m²;
- (c) The proposal satisfies all other relevant policies, including the minimum internal space standards, the provision of satisfactory levels of amenity space, privacy, daylight, parking and access, and adequate and convenient refuse storage and collection;
- (d) The resulting units achieve internal configurations that are practical and fit for purpose, including vertical and horizontal stacking arrangements that minimise noise transfer between homes, including neighbouring homes;
- (e) The design of any external alterations does not detract from the appearance of the property or the street scene and, wherever possible, retains a single door to the front elevation of dwellings in residential areas;
- (f) The balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard-surfaced) does not detract from the appearance of the property or the street scene; and
- (g) The proposal provides for a mix of unit sizes in line with Policy DM11.

5.4 The site is situated outside of a Family Housing Protection Zone, and therefore the proposed conversion would not be contrary to DM DPD Policy DM16(a). In addition, the original property at 16 Ossian Road had an internal floor space greater than 120m². As such, the building is of satisfactory size for conversion and meets the requirements of DM DPD Policy DM16(b). The remaining criteria of DM DPD Policy DM16 is either considered elsewhere in this report, or is not applicable to this case. In summary, the site is located outside a Family Housing Protection Zone and the building is of sufficient size for conversion. Therefore, the proposed conversion is considered acceptable, in principle, in line with DM DPD Policy DM16(a & b).

Design, Appearance & Heritage

5.5 London Plan Policy D3 outlines that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Local Plan Policy SP11 notes that development should be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey's sense of place and identity. Similarly, DPD Policy DM1 requires all new development to achieve a high standard of design. Proposals should relate positively to their locality having regard to: building heights, form, scale, massing, urban grain, building lines, plot/building widths, distinctive local architectural styles, detailing and materials. DM DPD Policy DM12 outlines that extensions or alterations to residential buildings should be of a high, site-specific and sensitive design quality and should respect the form, setting, period, architectural characteristics and detailing of original buildings. High quality matching or complementary materials should be used appropriately and sensitively.

5.6 In regard to proposals in CAs, the Local Planning Authority has a statutory duty to ensure that the historic significance of these heritage assets is preserved or enhanced. London Plan Policy HC1 requires developments to conserve the significance of heritage assets by being sympathetic to the assets significance and appreciation within the surroundings. Local Plan Policy SP12 and DPD Policy DM9 note that proposals should ensure the conservation of the historic significance of heritage assets and their setting. The preservation of the historic form, function and character of CAs should be secured, in accordance with DPD Policy DM9.

Reconstructed/Extended Outrigger

5.7 The existing property has an outrigger to the rear, which has been adapted, with an asymmetric roof and balcony incorporated. The asymmetric roof form of the outrigger is considered to be slightly awkward in appearance, and therefore detracts from the character of the host property and the wider CA.

5.8 This proposal seeks to re-design the outrigger, with the height increased and a new pitched roof constructed. The height increase is acknowledged, however the resultant outrigger would still sit below the main ridge of the property. Therefore, it is considered that the enlarged outrigger would remain subservient to the host property and would not appear overly bulky. The proposed pitched roof design would be more sympathetic, than the existing asymmetric roof, and would also reflect the form of the main property. Therefore, the pitched roof form would be a visual improvement that would be acceptable. Matching brickwork and tiling would be used for the enlargement and these materials would be appropriate.

Single Storey Rear/Side Extension

5.9 A single storey rear/side extension is proposed, which would project into the garden area, but also wrap around the side of the outrigger. It is noted that this extension would span across the full width of the site and also project beyond the outrigger. However, the single storey level of the extension and the modest height means that this addition would remain subordinate to the host property. Furthermore, a similarly proportioned rear extension has been constructed at a nearby property (20 Ossian Road). This further backs up the view that the scale of the rear extension would be acceptable. The extension would incorporate a flat and sloping roof. It is accepted that this is not necessarily a traditional design. However, there are a variety of roof forms present in the area, and therefore this proposed roof design would not result in the host property appearing out of keeping or incongruous. Again, the rear extension would be constructed in matching brickwork, which is appropriate.

Dormer & Rooflights

5.10 It is proposed to install a flat roof dormer on the western roof slope of the main property. It is accepted that there are no dormers present in this row of dwellings (Nos. 16 – 24). However, the proposed dormer would be of limited proportions, and as such would not appear as a bulky or overly dominant addition. Furthermore, the dormer would be set-back from the front of the property meaning it would not be highly visible from Ossian Road. Therefore, the dormer would not result in a harmful visual impact to this street scene. The dormer would be visible from Darren Close. However, there are various other dormers evident in views taken from Darren Close. Consequently, it is not considered that the dormer would appear out of keeping or alien in this street scene. Given these observations, there are no objections to the addition of a dormer of this limited size. Tiling would be applied to the cheeks of the dormer and this is an in-keeping material, which is acceptable.

5.11 Two rooflights would be inserted into the eastern roof slope of the main property. These rooflights would not be visually dominating additions, and as such these new features would be acceptable. However, a condition is attached to this consent requiring the rooflights to be conservation style.

Cycle Stores

5.12 The scheme proposes the addition of cycle stores at the front of the site. There is no objection to this siting, as other properties along Ossian Road have similar stores to the front. However, details of the design and appearance of the stores is required via condition.

5.13 Overall, in design terms, all of the proposed works would be acceptable, with the character and appearance of the host property, the street scene and the wider CA not materially harmed. The historic significance and special interest of the CA would be preserved.

Neighbour Amenity

5.14 London Plan Policy D6 outlines that the design must not be detrimental to the amenity of surrounding housing, in specific it is stated that proposals should provide sufficient daylight and sunlight that is appropriate for the context, while also minimising overshadowing. Furthermore, DM

DPD Policy DM1 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 open aspects to adjacent buildings and land. Schemes should also avoid overlooking and loss of privacy that would be detrimental to the amenity of neighbouring residents.

5.15 To the west of the site is 18 Ossian Road and the single storey rear extension would be constructed up to the boundary with this neighbour. The rear extension would not project so far to the rear to materially impact the rear facing doors on the outrigger of No.18. It is noted that No.18 has a rear facing window on the main property, which would be close to the rear extension. However, the rear extension would drop to 2 metres in height along the western boundary. This low height, together with the northern aspect of this neighbouring opening, means that undue loss of light, a harmful restriction of outlook or an increased sense of enclosure would not affect this window. The neighbouring property also has a side window on the outrigger, which would face towards the proposed extension. The low height of the extension along the western boundary would again ensure that material loss of light would not affect this window. In addition, this window already has restricted outlook as it faces towards the outrigger of No.16. Noting this, and given the low eaves height on the western side, it is not considered that this window would become unduly enclosed or be harmfully impacted by a sense of enclosure. The overall modest scale of the rear extension would ensure that excessive overbearing impacts, overshadowing or loss of light would not impact the garden space of No.18.

5.16 The enlarged outrigger would remain set-in from the boundary with No.18 and the proposed dormer would be of limited scale. Due to these factors, it is not considered that these additions would result in material: overbearing impacts, loss of light, overshadowing or restriction of outlook affecting No.18. This neighbouring dwelling does have first floor side windows present on the outrigger and the proposed western facing second floor window could allow views towards these openings. In the interests of protecting the privacy of No.18, a condition is attached requiring the fitting of obscured glazing in this new side window. Furthermore, a condition is attached outlining that the roof of the ground floor rear extension should not be used as a balcony/terrace. Subject to these conditions, it is not considered that inappropriate overlooking towards No.16 would occur. No other properties would be in such close proximity to the proposed development to be materially impacted.

5.17 Overall, in terms of neighbour amenity, it is considered that the living conditions of all the nearby dwellings would be suitably protected.

Quality of Accommodation

5.18 London Plan Policy D6 requires housing development to provide adequately sized rooms with comfortable and functional layouts. Dwellings must at least have the gross internal floor area (GIA) set out in Table 3.1 of the London Plan and an acceptable floor to ceiling height should be delivered. Dual aspect dwellings should be maximised and single aspect units should normally be avoided. This policy also requires sufficient daylight and sunlight to be supplied to new residential units, whilst also ensuring that overheating would be avoided. Private outdoor space should be provided for new dwellings, in line with the requirements of London Plan Policy D6.

5.19 All of the proposed flats would have a GIA that would meet the requirements of the London Plan, as demonstrated in the list below. Therefore, it is considered that the dwellings would be of satisfactory GIA for the level of accommodation sought. The proposed scheme would not fully accord with the floor to ceiling heights required by London Plan Policy D6. However, a number of areas within the proposed dwellings would be marginally below the 2.5m height referred to in the London Plan. Noting this, and given that the flats themselves would be policy compliant with other parts of London Plan Policy D6, it is considered, on balance, that the floor to ceiling heights would

be acceptable. All of the proposed flats would be dual aspect, providing good levels of light, adequate outlook and opportunities for cross ventilation. A third party objection has raised concerns regarding the size of the shower room for Flat A. This comment is acknowledged, however there are no specific standards for the size of shower rooms in the London Plan. As such, grounds do not exist for officers to raise concerns with the size of this space.

- Flat A (Ground Floor) (2B4P) = 80m² (London Plan requirements = 70m²)
- Flat B (First Floor) (1B2P) = 54m² (London Plan requirements = 50m²)
- Flat C (Second Floor) (2B3P) = 62m² (London Plan requirements = 61m²)

5.20 Flat A would have independent access to the rear garden area, and as such sufficient outdoor space would be provided for this dwelling. However, neither Flat B, nor Flat C would have access to an outdoor space. Whilst this is noted, the site is within reasonable proximity of Finsbury Park. Therefore, the future occupiers of Flats B & C could possibly walk to this public open space. Furthermore, Parkland Walk is located a short distance to the south, providing opportunities for outdoor recreation. Noting the proximity of Finsbury Park and Parkland Walk, and given that neither Flat B nor Flat C are family sized units, it is considered, on balance, that the lack of outdoor space is acceptable.

5.21 Overall, the proposed development would deliver a good standard of accommodation for the future occupiers and supply suitable living conditions.

Transport

5.22 London Plan Policy T1 outlines that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes. The cumulative impacts of development on public transport and the road network capacity, including walking and cycling, should be taken into account, in accordance with London Plan Policy T4. Local Plan Policy SP7 outlines that the Council will tackle climate change, improve local place shaping, enhance public realm, improve environmental quality and enhance transport quality by: minimising congestion, promoting public transport, promoting walking/cycling, promoting road safety and seeking to locate major trip generating development in locations with good access to public transport.

5.23 Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 of the London Plan. Cycle parking should be designed in accordance with the London Cycling Design Standards, whilst being fit for purpose, secure and well-located, in line with London Plan Policy T5. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, in accordance with London Plan Policy T5. The maximum parking standards of the London Plan should be applied to development proposals. DM DPD Policy DM32 notes that the Council will support proposals for new development with limited or no on-site parking where: (a) there are alternative and accessible means of transport available; (b) PTAL is at least 4 and (c) a controlled parking zone (CPZ) exists.

5.24 The development would not be of such scale (net increase of two dwellings) to result in material impacts on the capacity of the local road network or public transport. The proposed dwellings would not be served by any off-street parking. It is accepted that the site only has a PTAL of 3 ('moderate' access to public transport), and therefore does not necessarily fully align with the car-free requirements of DM DPD Policy DM32. However, the site is within the Stroud Green CPZ, which weighs in favour of the proposal. Furthermore, the existing 6-bed property is not served by any off-street parking. It is not considered that the proposed development would have a significantly greater parking demand than the existing large house. This is backed up by the Transportation Officer who considers that the scheme would not result in material changes in parking demands. Therefore, the car-free development would not place undue stress on the

parking capacity on local roads. Noting this, and given the existence of a CPZ, it is considered, on balance, that a car-free development is acceptable.

5.25 The proposed scheme would give rise to a requirement for storage space for the parking of 6 bicycles (rounded up from 5.5), in accordance with the London Plan. The submitted plans indicate that a cycle store for the storage of 6 bicycles would be provided at the front of the site. Therefore, the numerical requirements of the London Plan would be met. The Transportation Officer is content, in principle, with this location, however further details regarding the dimensions, design and siting are required via condition. This condition will ensure that the cycle parking accords with the London Cycling Design Standards, as required by London Plan Policy T5.

Other Matters

5.26 The plans indicate that waste and recycling storage would be provided in the rear garden. The Waste Team are content that sufficient storage would be supplied for the proposed development. However, there are no details of how waste and recycling would be collected by refuse teams. Furthermore, there does not currently appear to be a gate on site that would allow bins to be moved on-street for collection. Noting this, a condition is recommended requiring details of how bins would be collected.

Conclusion

5.27 The proposal is considered acceptable. The proposed scheme would deliver a net increase of two dwellings on the site, contributing to the Council's housing targets. The existing property is of satisfactory size for conversion. There would not be an adverse impact upon the character and appearance of the host dwelling, the street scene or the CA. The special interest and historic significance of the CA would be preserved. The development would deliver good quality accommodation and acceptable living conditions for the future occupiers. The amenity and living conditions of neighbouring properties would not be unduly harmed. The scheme would not give rise to adverse parking or transport impacts.

5.28 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

As the development is for less than 100 square metres of new floor space it is not liable for CIL.

7. 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 approved plans comprise drawing nos: PL-01, PL-02 A and PL-03 A. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

- 3 The brickwork and tiling to be used for the proposed development shall match in colour, size, shape and texture the materials of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development and to preserve the character of the Stroud Green Conservation Area, consistent with Policies SP11 & SP12 of the Haringey Local Plan (2017) and Policies DM1, DM9 & DM 12 of the Development Management DPD (2017).

- 4 The proposed rooflight(s) hereby approved shall be 'Conservation style', flush with the roof plane in which they are installed, and shall be maintained as such for the lifespan of the development.

Reason: In order to ensure a satisfactory appearance for the proposed development and to preserve the character of the Stroud Green Conservation Area, consistent with Policies SP11 & SP12 of the Haringey Local Plan (2017) and Policies DM1, DM9 & DM 12 of the Development Management DPD (2017).

- 5 Notwithstanding the plans hereby approved, the new second floor window on the western side elevation (serving shower room) shall be obscured glazed to level 3 or higher on the Pilkington scale of privacy or equivalent. This specification shall be complied with before the development is occupied and thereafter be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard against overlooking and loss of privacy in the interests of the amenity of neighbouring occupiers and to comply with Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of The Development Management DPD (2017).

- 6 No part of the single storey rear/side extension hereby approved shall be used as a roof terrace or balcony.

Reason: To safeguard against overlooking and loss of privacy in the interests of the amenity of neighbouring occupiers and to comply with Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of The Development Management DPD (2017).

- 7 Prior to first occupation of the development hereby approved, full details of the type, design and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be

occupied until a minimum of 6 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards.

- 8 Prior to first occupation of the development hereby approved, details of a scheme for the storage and collection of refuse/recycling from the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 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: 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.
- **INFORMATIVE: Proactive Statement**
In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.