

Officer's Report

Application Number	HGY/2023/0234
Type	Full planning permission
Location	17 Sirdar Road, Wood Green, London, N22 6QP
Proposal	Proposed conversion of a single family dwellinghouse to 2no. self-contained flats comprising 1 x 2-bedroom flat and 1 x 3-bedroom flat inc. associated bicycle and bin storage (AMENDED DESCRIPTION)
Case Officer	Daniel Kwasi
Valid Date	24/01/2023
Applicant	Mr George Karaolis
Agent	mr Richard Domenech

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the conversion of a vacant existing 3-bedroom family dwellinghouse into 1 x 2-bedroom ground floor flat and 1 x 3-bedroom flat spread over the first and second floor. The proposal also includes the erection of a single storey rear wraparound extension and a loft extension with a rear L-shaped flat roof dormer and 2no. front slope rooflights. A small courtyard would be provided next to the bedroom 2 on the ground floor flat. The wraparound extension would increase the space for new living/kitchen area. The loft extension would provide space for the new living area and kitchen of flat 2, whilst all 3 bedrooms would be on the first floor. The proposal also includes bicycle storage for each flat as well as bin storage to the front.

Following comments from the LBH Transport Officer, revised plans have been provided that show the provision of bicycle storage in the front garden and rear garden. Bin storage has also been provided to the front of the garden.

Site and Surroundings

The application site is a vacant two storey mid-terrace property with a large rear garden on Sirdar Road, between Mannoek Road and Hawke Park Road. The site is not located within a conservation area and does not fall within the curtilage of a listed building. There are examples of subdivided properties on Sirdar Road and the surrounding roads.

Relevant Planning and Enforcement history

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

PRE/2022/0243 – Pre-planning advice for 17 Sirdar Road N22 6QP that involves conversion of the existing 3-bed house into 1 × 3-bed flat and 2 × 1-bed flats including the erection of a

single storey rear and side extension and formation of a L shaped dormer with the installation of 3x front rooflights – 13/09/2022

HGY/2022/1919 – Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.95m and for which the height of the eaves would be 2.95m – Prior approval is not required

Consultation response

The responses below were received following consultation on the application:

Internal:

1. LBH Transportation Team:

- The site has excellent public transport accessibility (PTAL=6a) and is located within a CPZ.
- The proposals is a car free development.
- A condition requiring submission of details for provision for cycle parking and refuse storage for approval prior to occupation of the development. The applicant should be advised that cycle parking should be secure, sheltered and independently accessible by occupiers of each flat.

LOCAL REPRESENTATIONS

The application has been publicised by way of 12 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

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; and
6. Other considerations.

Principle of development

Policy DM16 of the Haringey Management DPD 2017 states that in order to maintain a supply of larger family homes to meet Haringey's housing need; the council will only permit the conversion of a larger home to small self-contained flats where it meets a number of criterion, including that the home has an original internal floorspace greater than 120sqm.

The house is located in the Family House Protection Zone so residential conversions from dwellinghouses to flats in this area require planning permission. The gross original internal

floor space of the existing dwelling is 128.42sqm, and so it is greater than 120sqm and therefore is considered to be acceptable in principle.

Conversions within the Family Housing Protection Zone must also result in no net loss in the number of family sized units, which is defined as 3 or more bedrooms in the Development Management DPD.

The proposal includes a 1no. 2-bedroom flat on the ground floor and 1no. 3-bedroom flat on the upper floors. Given that the proposal includes a family sized unit the proposal is acceptable in principle.

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.

The Development Management DPD document states that 'Extensions to residential buildings should therefore be subordinate in scale to the original building, as well as respect the architectural unity of a block or terrace of houses and the urban grain and character of the surrounding.

The proposed wraparound rear extension incorporates the 4m deep rear extension that was approved under HGY/2022/1919. The infill part of this extension comprises a mono-pitched roof that slopes down to 2.3m height at the boundary fence with no.15. Two rooflights would also be inserted in the mono-pitched roof, but would not overlook no.15. The infill would not extend to the rear wall of the main house, but instead create an outdoor space for a courtyard that can be accessed by bedroom 2. This extension is considered proportionate and subordinate to the host building and is in keeping with the pattern of development in the area. Therefore, the local character and visual amenity of the area will be protected.

The proposed rear L-shaped dormer would be flat roofed, below the ridge, between the side walls of the main roof, and would not extend beyond half the depth of the outrigger. It would also be setback from the existing chimney.

It is noted that there are a number of similarly proportioned rear dormers on the rear outriggers of nearby properties on this side of Sirdar Road and others that have large full width dormer to the main rear roof slope, such as the immediate neighbouring property. Given that the depth and width of the existing outrigger will to some extent screen most views of the proposed dormers from neighbouring properties, the proposed dormer would appear sufficiently subordinate to the existing roof. The addition would not be visible from the public highway. Therefore, the local character and visual amenity will be protected.

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.

Flat 1 (2 bed, 3 person) and Flat 2 (3 bed, 4 person) provide approximately 63m² and 93m² internal spaces respectively. Table 3.1 under the London Plan Policy D6 requirement for a 2 bedroom, 3 person flat should provide a minimum floor area of 61sqm. For a three bedroom, 4 person flat (within 2 storeys) the minimum floor area is 84sqm. Therefore, the details below show that the proposal is considered to be acceptable.

Flat 1 (Ground Floor) (2B3P) = 77sqm (London Plan requirements = 61sqm)

Flat 2 (1st and 2nd Floors) (3B4P) = 88sqm (London Plan requirements = 84sqm)

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 proposed L-shaped rear dormer of the roof extension is set in from the sides of the main roof and is does not extend over half the length of the outrigger, and so it is an acceptable addition to the property that would not appear overbearing when viewed from neighbouring properties. The proposed dormer would also not result in any significant increase in overshadowing or loss of outlook to neighbours.

The rear wraparound extension would also cause no significant impacts in regards to loss of sunlight or daylight and would also not have an overbearing appearance to the neighbouring property at no.15, because the roof above the infill part of the extension is mono-pitched, and therefore sloped down 2.3m high towards the boundary fence. There will be no material loss of privacy to neighbouring properties as the bi-folding doors would face the rear garden. The proposal overall is acceptable in amenity terms.

Transport considerations

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'.

The Council's Transportation Team has been consulted and advises that has a PTAL rating 6a and is located within a CPZ. A condition requiring submission of details for provision for cycle parking and refuse storage for approval prior to occupation of the development. The applicant should be advised that cycle parking should be secure, sheltered and independently accessible by occupiers of each flat.

Following these comments from the Council's Transport Officer, revised plans have been provided that show the provision of 2no. Wooden Twin Bike Lockers (1 for each flat) that would have storage space for 2 bicycles. The ground floor flat (Flat 1) locker would be in the rear garden, and the upper floors flat (Flat 2) locker would be in the front garden next to the bin storage. The proposed external materials is considered to be acceptable.

Other considerations

The proposed plans were revised to indicate that waste and recycling storage would be provided in the front garden for both flat, which aligns with the Council's waste collection for locals. The bin storage would comprise of 4 x Bellus 360 litre wheelie bin storage chest, and the two kerbside food waste bins would be adjacent to them.

Conclusion

The proposal is considered acceptable in design and amenity terms and quality of accommodation.

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 references: 09-RevB and 10-RevB 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 references: 04-RevB, 09-RevB, and 10-RevB 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.