

Officer's Report

Application Number	HGY/2022/3857
Type	Full planning permission
Location	105, Truro Road, Wood Green, London, N22 8DH
Proposal	Conversion of existing dwelling house into x5 self contained flats including erection of rear /side dormers and insertion of rooflights to front elevation, alterations to the front elevation including secure/sheltered refuse/recycle stores, car parking, secure/sheltered cycle stores and private and shared amenity spaces.
Case Officer	Sarah Madondo
Valid Date	19/10/2022
Applicant	Toto Number One Ltd
Agent	Ms Tuba Korkmaz

RECOMMENDATION

Approve with Conditions

Proposed development

Conversion of existing dwelling house into x5 self contained flats including erection of rear /side dormers and insertion of rooflights to front elevation, alterations to the front elevation including secure/sheltered refuse/recycle stores, car parking, secure/sheltered cycle stores and private and shared amenity spaces.

Site and Surroundings

The site is located at 105 Truro Road, N22 in the Bounds Green ward. The property is a 2-storey detached dwelling house. To the east is Arnolds Court a block of flats containing 8 units. To the west is Avondale court a three storey block of flats. The site is not within a designated conservation area.

CONSULTATION RESPONSE

LBH Transportation Team: no objection subject to conditions.

LOCAL REPRESENTATIONS

The application has been publicised by way of 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:

Objecting: 16

Supporting: 33

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:

- Out of character
- Over-development
- Loss of natural light
- Bulk and massing
- Overbearing to the front/rear
- Visual impact
- Parking pressure
- Lack of sufficient amenity space
- The size and proportions of the dormers both front, side and rear elevations, and also raise the roof line of the property.
- Loss of daylight to flats 7 and 8 Arnold Court
- Noise to the front and rear of the property due increase in number of people
- Overcrowding
- Overshadowing
- Overlooking
- The height of the two storey extension significantly rises above the eaves even though it clearly stated in the plans they would be below the eaves (see photo attached).
- Noise from the courtyard
- A daylight and sunlight report for the new development has been submitted as part of this application, however consideration to the negative impacts of the design on adjacent properties does not seem to have been made. The proposed design will significantly block light to existing homes in the neighbouring properties - particularly Arnold Court.
- The courtyard is directly opposite the bedrooms and bathroom of 8 Arnold Court and the proposed windows overlook these rooms where residents are dressing, washing, sleeping, etc, removing privacy entirely and impacting on the quality of life for those living here. Having a courtyard here is not appropriate as it will also create disturbance (it is within feet of two bedrooms on the ground floor and two on the first floor), noise nuisance and potentially odour especially if it is used as a smoking area.
- Lack of consultation for some properties (*Officer Comment: A reconsultation was conducted and all the properties affected were consulted*)
- Does not comply to M4(2) & M4(2) (*Officer Comment: this not planning matter but assessed under building control*)
- Calculations should be provided to demonstrate the life-cycle carbon emissions of the proposed development. (*Officer Comment: This is conversion of existing property so there life-cycle carbon emission are not requirement for this type of application*).
- The development shall be so designed that the water fittings and appliances of this scheme consume no more than 105 litres of water per person per day. (*Officer Comments: This is not material consideration*)
- Unlawful building (*Officer Comment: All extensions were approved under permitted development therefore it is considered to be unlawfull building*).
- This design does not reflect other properties in the area especially those in the Bowes Park Conservation area of Truro, Nightingale, and Clarence roads. (*Officer Comment: The site is outside of the conservation area and the proposal is acceptable in design terms*).
- The development is different to the previously approved permitted development and approved applications (*Officer Comment: The applicant has made some changes to the dormer and included side dormers and a courtyard which have been included in this application. The proposal also includes minor alterations such as raising the ridge and eaves which is very marginal therefore acceptable*).
- The courtyard in the 'proposed' plans for this submission (3857) already has been built without permission which is directly outside my two bedroom windows and will create both noise and light pollution. (*Officer Comments: The courtyard has been included in this application and is deemed to be acceptable*)

MATERIAL PLANNING CONSIDERATIONS

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

Background

According to planning history a number of permissions have been obtained under permitted development that is the erection of 4 meter deep extension under planning reference (HGY/2022/1527), formation of rear and side dormers under reference number (HGY/2022/1651), erection 8 metre deep extension under reference number (HGY/2022/1580). A recent officer's site visit conducted on the 13th January 2023 revealed that the 8 metre deep ground floor extension has been implemented, the first floor extension has been built with minor amendments to include extending the width of the first floor extension along the boundary with Avondale Court, resulting in extension which is set on one side of the boundary. The design and the size of the rear dormer has been reduced, resulting in dormer that is more subordinate to the roof than the dormer approved under permitted development. Since submission, the front dormer has been omitted from the proposal.

It is also important to point that first floor infill extension was previously approved under reference number (HGY/2005/1390), however was never implemented. A site visit conducted on 13th January 2023 revealed that all valid approvals have already been implemented and any minor amendments would form of this application and would be discussed further in this application.

Overall, officers would highlight that a number of objections raised by residents are not relevant as they relate to alterations that have already been granted planning permission under permitted developments and have already been implemented, as such these would not be addressed in this report, nor would officers assess these elements, as they are deemed as permitted development.

Principle of development

Policy DM16 advises that if the original dwelling is over 120sqm, the principle of conversion can be supported. The original house is more 120 sq.m and is therefore acceptable to be converted into flats. DPD Policy DM16 set out that conversions will only be considered acceptable where they result in no net loss in the number of family sized units. The policy goes on to state that a 3-bed unit would be considered a family unit. In this instance a family unit would be provided and have access to a rear garden. Policy DM16 states that conversions within the Family Housing Protection Zone will only be considered acceptable where they comply with criteria (b-g) and results in no net loss in the number of family sized units. In this case, there is no net loss as family unit would be provided there the proposal would be acceptable in principle.

A number of representation has been received in relation to the loss of 3 bedroom dwelling house which has been noted. As stated above the original floorspace exceeds 120 sq.m and a family unit is being re-provided at the ground floor with access to garden. As result it is is considered the conversion of property into flats is considered acceptable subject the proposal complying with the rest of the policies.

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 D3 '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.

As stated above a number of extensions have already been approved under permitted development as such would not form part of this application. The proposal is for the erection of side/rear dormer including, first floor front infill extension, the courtyard including and minor amendments. The dormers would be finished in materials to complement the existing building. The roof alterations also include side dormers, these are modest and would have obscured glazed windows. It is considered that the proposed dormers would not unduly dominant and will not present any adverse impact on the residential amenities of adjoining.

The front infill extension at first floor level would provide and create an additional bedroom. The extension will have a pitched roof and the ridgeline would be raised marginally. As such, the new front extension will be subordinate to the existing dwelling.

A courtyard is proposed at ground floor to provide some light into the ground floor bedroom and to break the depth of the extension on the boundary with Arnold Court which is acceptable.

Representation has been received in relation to bulk and massing which has been noted. Officers consider that most objections relating to the extensions are referring to extensions that have already been approved under permitted as mention above and built, these elements of the property can not be considered as part of this application. The only new massing would be a small infill to the front of the property (historically approved now lapsed under reference HGY/2005/1390), side dormers which are very modest and rear dormer. Please note a much larger dormer was approved under reference (HGY/2022/1651) however, in this submission the applicant has reduced the size the rear dormer and improved the design of the dormer which is acceptable. Therefore it is considered that the bulk and massing of the proposed alterations is acceptable.

In terms of the development being out of character, officers would highlight that most of the extensions are to the rear and front infill extension/side dormers are considered to be subordinate to host building and would not be out of character. Furthermore, it is considered there are number building types in the area, such as block of flats, therefore it is considered that the proposed development would be out of character.

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 proposed conversion would create five residential units comprising of 1 x 3-bedroom flat with access to rear garden and 1x 2-bedroom flat on the ground floor with access to a portion of the garden. On the upper floors they will be 3 flats comprising of 2 bedroom flat and 2 x 1 bedroom flats. All the proposed flats exceed the required minimum standards. Each flat would also provide individual bedroom sizes in accordance with the London Plan 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. 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 - 3 bed 5 persons would be 97 sq.m and London Plan requirement is 86 sq.m

Flat 2 - 2 bed 3 persons would be 67 sq.m and London Plan requirement is 61 sq.m

Flat 3 - 1 bed 2 persons would be 50 sq.m and London Plan requirement is 50 sq.m

Flat 4 - 2 bed 3 persons would be 66 sq.m and London Plan requirement is 61 sq.m

Flat 5 - 1 bed 2 persons would be 53 sq.m and London Plan requirement is 50 sq.m

All flats meet the London Plan requirements as set out in Table 3.1 - minimum internal space standards for new dwellings.

Representation has been received in relation to amenity space which has been noted. Officers consider that the family unit on the ground floor would have access to its own private garden approximately 88 sq.m which is more than sufficient and would be acceptable. In addition, the applicant would provide at 55 sq.m of amenity space for flat 2 which is acceptable. However, the upper floor flats would not have any access to amenity, considering the size of the flats on the upper floors and that there is park nearby, it is considered that this would not warrant a refusal as the other units such as the family unit have access to a rear garden.

Impact on the neighbouring properties

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.

Representation has been received in relation to overlooking to properties on Nightingale Road, flats in Arnold Court and Avondale Court which has been noted. Officers consider that there is no impact on properties on Nightingale Road as these properties are over 25 meters away. In relation to Avondale Court, the proposed windows on the side elevation are obscure glazed Avondale Road/Arnold Court, hence there is no overlooking issues onto this property. In regards to Arnold Court, the windows on the ground will face boundary wall and officers consider that a condition would be attached that for a screen to be incorporated around the courtyard and the boundary fence can be raised to 2 metres under permitted development. Therefore, it is considered that with these measures in place, any overlooking would be minimized.

In relation to loss of privacy, a number of concerns have been raised regarding loss of privacy introduced by the presence of courtyard on the boundary with Arnold Court. It is considered that

the introduction of courtyard here would be screened and a 2 metre boundary fence can be incorporated, hence any loss of privacy would be reduced.

In terms of loss of light, given that courtyard is being introduced on the boundary with Arnold Court, it is considered that loss of light at flat 7 & 8 would not be that significant. Also given that the first floor extension has been set in from the boundary it is considered the gap created here would allow some light to penetrate, therefore the loss of light would not be that significant. In relation to Avondale, given the gap retained between the two properties it is considered that the flats in this building would not experience loss of light. The applicant has submitted a daylight/ sunlight report which shows that the habitable rooms in all three flats meet their target daylight values and that all three units meet their target sunlight values into the daylight and sunlight internally to three flats within the proposed scheme at 105 Truro Road.

In terms of the front infill extension, the front extension is to be to the western side of the house, closest to Avondale, 109 Truro Road. The 3-storey block of flats at Avondale 109 Truro Road have small window at the side which are set within a projecting box bay window on the front elevation. There are three other windows at the side of the block which face toward the road. As such, the dwelling house at 105 Truro is not visible from any of the windows in the Avondale flats and therefore will not be overbearing when viewed from neighbouring residences.

In terms of noise, officers would point out that neighbouring properties have already been converted into flats/ another is block of flats (109 Avondale Court) and therefore, the conversion of this property would not generate anymore noise than the existing noise that is already been generated by the neighbouring properties which are already flats with even more people than future occupiers of the host property. The courtyard is very small and would be used by family hence it is not considered that the noise generated would cause significant disturbance to the neighbouring flat. Also, this flat has access to a garden and it is considered that the garden would be used more than the small courtyard.

In regards to overcrowding, the property is being converted into good sized flats and not HMO, there is no evidence to prove that the proposal that would result into overcrowding as such officers considers that proposal would provide a good standard of accommodation.

In relation loss of natural light, the roof extensions are modest extensions and given that the property is detached it is not considered the proposed roof extensions would result in a material loss of sunlight or daylight, or have an overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.

In regards to visual impact, as stated above the roof extension are very modest and confined to the roof. The front infill extension does not protrude beyond the building lines and would be subordinate to the host property. Therefore, officers considers that alterations proposed would not have a visual impact on the character and appearance of the area.

Transportation consideration

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 Council's Transportation Team has been consulted and advises that the proposed conversion would not create any adverse transport or parking impacts, given a that site has a good public transport accessibility of (PTAL =4) and located within a CPZ. However, a capped s106 agreement is required to restrict the occupiers of all flats from obtaining CPZ parking permits. Subject, to a condition requiring submission of details of cycle storage to be secure, sheltered and accessible.

Representation has been received in relation to parking pressure which is noted. As stated above the site is located within a CPZ and also the applicant has agreed to enter into s106 agreement mentioned in the previous paragraph, a draft of which has already been agreed and signed by the Applicant which will restrict occupiers of all the flats from obtaining parking permits. As result, it is not considered that development would increase parking pressure. Furthermore, the applicant submitted a transport statement which indicates that a trip generation assessment was conducted based on the existing and proposed land use for the site. The statement further states that there will be three more vehicle trips generated by the proposed development per day when compared with the existing use. However, this will have a negligible impact on the local highway network.

Waste Management

The applicant submits that bins would be provided at the front of the property under drawing SE 1699-05/P04 REV B. However, officers consider that bins shown are not sufficient, therefore a condition would be attached to secure these details and ensure satisfactory refuse and recycling storage is provided.

Conclusion

The development would provide a satisfactory standard of accommodation that serves an identified need and work towards achieving housing delivery targets in the borough. It would not result in an unacceptable impact on neighbouring amenity, amenity of future occupiers or on parking/highways conditions in the locality.

Recommendation

Grant permission subject to s106 and following condition(s):

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 Prior to the occupation of the development hereby approved, details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 12 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 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 development shall not be occupied until the refuse and recycling storage arrangements detailed in the approved plans have been installed. These arrangements shall be retained for the lifetime of the development unless agreed otherwise in writing by the Local Planning Authority.

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.

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: Street Naming and Numbering**

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

- **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.