

Officer's Report

Application Number	HGY/2023/0083
Type	Full planning permission
Location	25 Coleraine Road, Wood Green, London, N8 0QJ
Proposal	Single-storey rear and side extension and conversion of existing dwelling house into two self-contained flats comprising one 4-bedroom flat and one 1-bedroom flat.
Case Officer	Josh Parker
Valid Date	11/01/2023
Applicant	MOHAMMED UDDIN
Agent	Mr Younus Ali

RECOMMENDATION

Approve with Conditions

Proposed Development

Single storey rear and side extension to facilitate the conversion of the existing dwelling house to 2 self-contained flats comprising 1 x 4-bedroom unit and 1 x 1-bedroom unit.

Surrounding and Surroundings

The application site is a two-storey terraced house situated on the northern side of Coleraine Road. The property has a deep original two-storey rear outrigger. Rear dormer extensions have been erected to the main rear and outrigger roof slopes. There is no planning history in relation to the dormer extensions. They appear similar in scale to other dormer extensions in the terrace carried as under permitted development.

The site is not located within a conservation area, it is not a listed building and there are no TPO's on the site. The site is located within the borough's family housing protection zone and is covered by an article 4 direction removing permitted development rights for conversion to HMO's.

Relevant Planning and Enforcement History

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

HGY/2022/2224 - Planning application refused for the conversion of the building to three self-contained flats (two 2-bedroom units and one 1-bedroom unit).

Refusal reason: The site is located within a Family Housing Protection Zone, the principle of conversion is not considered acceptable due to the lack of provision of a three-bedroom dwelling, resulting in the loss of family sized accommodation, for which there is an identified need, contrary to policy DM16 of the Haringey Development Management DPD 2017

HGY/2016/3789 – Planning application refused for the conversion from 3 storey mid-terrace single family dwelling house to 2no self-contained flats (1 x 2 bed, 1 x 3 bed) – Refused.

Refusal reason: The proposal, by reason of its failure to satisfy the relevant minimum gross internal area space standard for the three bedroom ground and first floor flat, would fail to provide for a sufficiently high quality family sized unit of accommodation, resulting in the loss of needed family

sized accommodation within the borough, contrary to emerging Policy DM16 of the emerging Development Management Development Plan Document (2016) and The London Plan (2016).

UNW/2013/00596 - Enforcement investigation into alleged unauthorised building works and possible flat conversion. Building works appeared to be renovation works. No evidence found of flat conversion or of other breach of planning control. Case closed 21/02/2014.

Consultations

No responses from consultations have been received.

Local Representations

The application has been publicised by way of letters to the neighbouring addresses. No responses have been received.

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.

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 an additional housing unit 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.

Residential conversion

With regards to the principle of conversion, DM policy DM16 states that the Council will only permit conversion of larger family homes to small self-contained homes where they are located outside of the Family Housing Protection Zone (FHPZ) and the gross original internal floor space of the existing dwelling is greater than 120m². When the property is located within the FHPZ, there must not be any net loss of family-sized units (3 bedroom or more).

The property is located within the Family Housing Protection Zone, the property has an original un-extended floor space that exceeds the minimum 120m² (approx. 126m²). The proposed conversion scheme includes a 4-bedroom family sized unit and a single bedroom unit. As such, the principle of conversion does comply with adopted policy and would not result in the net loss of a family dwelling for which there is a particular identified need in this part of the borough.

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 design of the proposal in terms of the extension is viewed as simple with materials to match the existing building. The single storey rear extension is full width with part of the side return retained to provide a courtyard area to the eastern boundary. This will provide an approx. 6m² amenity space for the proposed one bedroom flat - as well as lit into it. The rear extension will extend 3.5m beyond the original build and would be to the rear of the building and would not be visible from the street scene. The proposal is considered proportionate and subordinate to the host building and in keeping with the pattern of development in the area. Local character and visual amenity will be protected and the proposed extension is acceptable in terms of design and complies with relevant policy.

Standards and quality of residential accommodation

The proposed conversion would create 2 residential units comprising of 1 x ground floor studio and 1 x 4 bedroom flat split over the ground, first and second floor.

Both the proposed units meet the minimum gross internal floor space standards set out in the London Plan and the National Technical Standards.

The proposed ground floor studio and four-bedroom will both have sufficient external amenity space in the form of a 6m² private courtyard. The larger 4-bedroom unit would have direct access to and sole use of the 74m² rear garden. 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. Both units would be dual aspect. As such, the standard of accommodation provided within the conversion is considered to be in accordance with the requirements of London Plan Policy D6 and enough of the relevant standards to be considered acceptable.

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 size of the rear extension has been reduced from the previous refused proposal. The rear extension now a single storey wrap around extension with a recessed amenity area to the east mentioned earlier. The full width extension extends 3.5m from the original building line with a flat

roof over the main kitchen/dining section reaching a height of 2.5m. The added wrap extends for 7.076m on the boundary shared with 23 Coleraine Road with a mono pitch roof sloping towards the neighbour. The max roof height on the eastern boundary reaches 1.85m.

It is considered that the amenities of the neighbouring properties would not be significantly impacted therefore acceptable. The extension is small subservient and sympathetic on the adjoining neighbours because of the height and bulk. The proposed development would not 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. All noise generated for construction will be temporary in nature and an informative show the appropriate hours for the construction period. The proposal is acceptable in amenity terms.

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'.

Car Free

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'.

Site Context

The site has a PTAL of 6a, indicating it has 'excellent' access to public transport services. Controlled Parking Zone – the site is located within the Wood Green Inner Zone (WG) CPZ. This is operational: -

Monday-Sunday – 08:00-22:00

Car Parking

The application includes no additional provision for car parking to support the proposed development.

The application does not include a Parking Stress Survey, which would be in line with DM Policy 16. However, it is not considered as necessary for a proposed development of this scale.

The PTAL for the site is 6a and the site is located within a CPZ. Therefore, development without provision for car parking is in accordance with DM Policies 31 and 32.

Due to the scale of the proposed development, a car-free agreement would not be sought. Future residents would be able to apply for resident permits within the CPZ.

Cycle Parking

The application includes provision for cycle parking. This is by way of external storage to the front of the site, with space purporting to support 4 x cycles.

Based on Policy T5 of the London Plan (2021), the minimum cycle parking standards for C3 dwellings of the size as per the application are:

- 1B 1P – 1 x long-stay cycle parking space
- 4B 6P - 2 x long-stay cycle parking spaces

Therefore, a minimum total of 3 x long-stay cycle parking spaces are required for the proposed development. The shed will be approximately 1.8 meters in width and 0.9 meters in height, and will hold a maximum of 4 bikes at one time adhering to Policy T5 of the London Plan (2021). This will be located at the front of the property. Further detail of the cycle storage structure and its provision will be required by condition.

Waste Management

The plans submitted indicate that the bins would be provided at the front. Further details of the refuse storage will be required by condition.

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. All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

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 Full details of the type and location of secure and covered cycle parking facilities for a minimum of three cycles shall be submitted to and approved in writing by the Local Planning Authority. Once agreed, the details shall be implemented as approved prior to the occupation of the approved flats and retained/maintained as such thereafter.

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

Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

- 4 Details of a scheme for the provision of refuse and waste storage and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented before the approved flats are occupied and shall be permanently 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 Policy D4 of the London Plan 2021.

Informatives:

- **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: 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: 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 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.