

Officer's Report

Application Number	HGY/2022/4061
Type	Householder planning permission
Location	7 Ground Floor Flat, St Michaels Terrace, Wood Green, London, N22 7SJ
Proposal	Erection of a side extension with internal alterations, a new entrance door, small front gable window, and alteration to external garage door materials, to form self-contained flat to existing garage located to north east side of Terrick Road and to rear of 7 St Michaels Terrace (AMENDED DESCRIPTION).
Case Officer	Daniel Kwasi
Valid Date	09/11/2022
Applicant	M. Tonge & J. Allen
Agent	mr BRYAN CONNOR

RECOMMENDATION

Refuse

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for a proposed change of use of a studio comprising a single detached garage with a rear annex to a self-contained flat with the erection of a side extension with a flat roof, rooflight, and internal alterations.

The proposal also includes the replacement of garage door with a new timber framed garage door with fan light windows above, 1no. small window in front gable of garage, and 1no. entrance door inside extension to access flat the rear of 7 St Michaels Terrace

Following comments from the Conservation Officer, the application has been amended by replacing the originally proposed first-floor extension above the garage with a pitched roof and Juliet balcony, with a side extension from the side wall of the garage into the host house rear garden.

The revised external alterations, as mentioned above, are proposed to ensure that the garage continues to appear as a utilitarian feature that retains its an ancillary appearance to the main house and street scene.

A gable window has been added to the garage front elevation facing the road. The proposed side extension would comprise a flat roof and a flat opaque rooflight and with a parapet wall to the front of the side extension. The front of the proposed side extension would be extended beyond the front wall of the garage but remain behind the existing side boundary wall. The height of the proposed side extension would not be higher than the eaves of the garage.

Site and Surroundings

The application site is an existing one storey detached garage with a residential annexe at the rear that is used as a studio flat, with a pitched roof. It belongs to the Ground Floor Flat at no.7 St Michaels Terrace. The studio is in the extension attached to the rear of the garage. The site is located between the rear garden of no.7/7A St Michaels Terrace and the side wall of no.2 Terrick Road.

The front of the garage faces Terrick Road, and it is opposite the rear entrance of the Wood Green Delivery Office where the delivery vans enter. The site is in Wood Green Common Conservation Area.

The site is to the northeast of Alexandra Palace Train station, which is in within walking distance via St Michael's Terrace. It is also within walking distance to Wood Green Underground Station via Station Road.

Relevant Planning and Enforcement history

There is no planning history in relation to the site.

Consultation response

The responses below were received following consultation on the application:

LBH Conservation Officer: No objection subject to conditions

LOCAL REPRESENTATIONS

The application has been publicised by way of 22 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: 8

Objecting: 8

Supporting: 0

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:

- Not in-keeping with the surrounding;
- Impact on sunlight;
- Overlooking from balcony;
- Overbearing impact on neighbouring property;
- Change of use to a residential property.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and impact on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;

4. Impact on neighbouring amenity;

5. Transportation Considerations

Principle of development

The principle of additional housing is supported by relevant planning policy from national to local level. However, there is equally a presumption against the loss of garden land as per Policy DM7 of the Haringey Development Management DPD (2017). This policy (Development on Infill, Backland and Garden Land Sites) in meeting the design expectations of Policies DM1 and DM2, requires development proposals to meet/ address the following requirements:

- 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;

The current proposal involves the adaption and conversion of a garage building. The garage benefits from street frontage. The principle of residential development is acceptable provided the proposal represents a high-quality design, preserves the character and appearance of the conservation area and provides an acceptable quality of accommodation for future occupiers, matters which are discussed below.

Design Impact on the character and appearance of the conservation area

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

The Conservation Officer provided comment on the proposal as initially submitted, stating that they did not support the proposal for several reasons design and heritage reasons, with the scheme thereafter amended.

Following such comments the agent has amended the proposal to limit the extent of the changes to the garage structure. The proposed side extension from the side of the garage slightly extends into the rear garden of the of the main house and increases the space in the converted garage. The front of the garage maintains its utilitarian character by replacing the existing garage doors with half glazed garage doors in the form of a new timber framed door with a fan light windows above to allow natural light into the living space.

The proposed timber framed materials garage windows and entrance door are considered acceptable interventions and would preserve the character and appearance of the conservation area.

Overall, the design, form and appearance of the extension and change to the garage are considered to be acceptable, leaving the character and appearance of the conservation area preserved.

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 existing garage/studio is incidental space to the main house as opposed to a separate residential accommodation. If converted into a proposed self-contained flat, the proposed size would fall short of the required minimum space standards of the 2021 London Plan and the government's 2015 'Technical housing standards – nationally described space standard'.

This is based on a one-bedroom/one-person flat over one floor. The agent provided amended plans that would increase the floor area to 32sq.m by increasing the size of the extension, however this would still fall short of the required space standards for a 1B1P with a shower room instead of a bathroom, which is 37sq.m.

Further extensions would be required to meet the minimum standards, but this would mean a further encroachment into the rear garden of the main house, which would diminish the outdoor amenity space the main house currently benefits from, and therefore this is considered to be unacceptable.

Due to the constraints of the plot, the proposed development does not provide private outdoor amenity space for future occupants to benefit from, and the outlook for the bedroom is substandard considering that the only form of outlook would be via a rooflight in a flat roof. The overall proposal would lead to a poor quality living of accommodation, and therefore is contrary to policy.

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.

Given the design changes there are no concerns with the proposed development impacting on neighbouring amenity in terms of the impact on privacy, daylight and sunlight.

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 has a PTAL score of 5 at the proposal site and is located within a CPZ. One cycle space would need to be provided for the proposed flat, as well as the provision of food waste bin, a domestic recycling bin, and a general waste bin.

The width at the front of the garage appears to be limited to the width of the garage, which is just under 3m. It appears to lack enough space to provide for secure bicycle storage and secure waste storage without causing a hinderance to the entrance to the property.

Conclusion

Although through design revisions a number of the concerns initially raised by Officers have been overcome, notwithstanding, the unit as proposed due to the constraints of the site, would provide substandard and a poor quality of accommodation for future occupiers, as the self-contained unit would be substandard in size, would fail provide the necessary facilities for independent day-to-day living, including amenity space, and space for refuse and cycle storage.

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.

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

REFUSE PERMISSION for the reason

Refusal Reasons:

The proposed development would provide substandard and a poor quality of accommodation for future occupiers, as the self-contained unit would be substandard in size and outlook, would fail provide the necessary facilities for independent day-to-day living, including amenity space, space for refuse and cycle storage, as such contrary to policy SP2 of the Haringey Local Plan (2017), Policy DM1, DM4, DM7 and DM12 of the Development Management DPD (2017) as well as Policy D6 of the London Plan (2021).