

Officer Report

Application Number:	HGY/2023/1542
Application Type:	Full planning permission
Address:	1 Albert Road, Wood Green, London, N22 7AA
Proposal:	Erection of loft extension over the rear outrigger roof projection and conversion from 1 no. 2 bed maisonette to 2 no 1 bed maisonettes
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	12/06/2023
Applicant:	Mr Okkes Sako
Agent:	Ms Carolyn Squire

RECOMMENDATION

Refuse

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for erection of a rear outrigger extension over the existing rear outrigger projection and the conversion of the existing 2 bed flat on the upper floor into 2 x 1 bed maisonette.

Site and Surroundings

The application site is a two-storey end of terrace property situated on the corner of Albert Road and Crescent Road. The property has an existing rear dormer on the main rear roof slope. The property consists of a ground floor retail unit with residential accommodation above. The site is not located within any conservation area.

Relevant Planning and Enforcement history

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

- HGY/2019/2257 – Approved 01/07/2021 - Certificate of Lawfulness for the existing use of ground floor premises to the rear of retail unit as a self-contained studio flat.

2. CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

1) LBH Transportation Team: no objection subject to conditions.

3. LOCAL REPRESENTATIONS

The application has been publicised by way of 16 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of individual responses: 1

Objecting: 1

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:

- Objection on the grounds that proposal is likely to increase demand for on street parking in area where it is already difficult to park.

4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Design and appearance;
2. Standard and quality of residential accommodation;
3. Impact on neighbouring amenity;
4. Transport considerations.

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 application site relates to a first-floor maisonette located on Albert Road adjacent to the junction with Crescent Road. The surrounding area is mainly residential in character where there is a predominance of two storey residential properties in row of terraces. Some of the adjoining properties in the locality have been altered and extended; however, the area has generally retained its original urban form and character.

There is an existing box dormer window on the rear roof slope to the host property, which occupies a substantial portion of the main roof. This dormer extension is already highly visible.

The proposed roof extension would extend across the roof valley between the main roof slope and the outrigger projection. It is also noted that the outrigger here already been extended and now sits

on the back edge of the pavement, as opposed to being set back as it was historically. The roof extension would project significantly along the depth of the outrigger. As such, because of its bulk, mass and siting, it would dominate the rear and side (street facing) elevation of this property and be at odds with the established traditional roof forms which is predominant in the locality.

While it is accepted that outrigger extensions are found in the locality, the fact that the application site is a corner plot, mean that such an addition would be very prominent, particularly from the adjacent residential street on Crescent Road and would be an incongruous addition to the street scene and out of character with the surrounding residential area.

Specifically, the outrigger at extension at No 3 Albert Road is noted, this however is screened off by the application site and conspicuous in views from the street. There is no other similar roof extension in such similar circumstances on a prominent corner plot.

The proposal is particularly harmful when considered in combination with the existing dormer which has already been constructed on the main roof slope. Together, these features would result in significant harm to the roofscape of this property.

Overall, the proposal is not considered acceptable in design terms and would harm the character and appearance of the area.

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 2 x 1 bed maisonettes would provide adequate living condition for future occupants with regards to the London Plan internal space standards.

Impact on neighbouring amenity

London Plan 2021 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.

Development Management DPD 2017 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 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 location of the application site on a corner it is accepted the proposal does not present specific issues in terms of amenity, other than broader harm to visual amenity which is discussed above.

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'.

The site has a good PTAL rating of 4 and is within a 5 minutes' walk of the Bounds Green station. It is considered that, subject to the appropriate level of cycling storage provision being provided within the property (which would have been secured by condition in the event of an approval); the impact on the highway network would be negligible.

Conclusion

The proposal is considered unacceptable as the roof extension by reason of its siting, scale and form, would introduce an incongruous addition out of character with the established pattern of development and be harmful to the street-scene, contrary to Policies DM1 and DM12 of The Development Management DPD 2017, Policy SP11 of the Haringey Local Plan 2017 and Policy D3 of the London Plan 2021.

Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

5. CIL APPLICABLE

In the event that planning consent was given the development here would be liable for CIL.

6. RECOMMENDATION

REFUSE PERMISSION

Refusal Reasons:

The proposed roof extension by reason of its siting, scale and form, would introduce an incongruous addition out of character with the established pattern of development and be harmful to the street-scene, contrary to Policies DM1 and DM12 of The Development Management DPD 2017, Policy SP11 of the Haringey Local Plan 2017 and Policy D3 of the London Plan 2021.