



Officer Report

Application Number:	HGY/2023/1852
Application Type:	Full planning permission
Address:	9 Daleview Road, Tottenham, London, N15 6PL
Proposal:	Conversion of the property from two self-contained flats into a single dwellinghouse inc. bicycle storage and bin storage. (AMENDED DESCRIPTION)
Case Officer:	Daniel Boama
Valid Date:	12/07/202
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Applicant:	Breuer
Agent:	Mr. Shloime Godlewsky

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the conversion of two self-contained flats to a single dwellinghouse. Amended drawings have been provided that show bicycle storage and bin storage in the rear garden.

Site and Surroundings

The application site is a two storey mid terrace dwelling consisting of two flats, situated on the Southern side of Daleview Road. To rear of the property are six flats at Old Dairy, 1E Daleview Road, which can be accessed by the via the secured doors and underpass at adjacent to no.1A Daleview Road. The site is not located within a conservation area, it is not a listed building nor are there any TPO's on the site.

The surrounding area is predominantly with a mix of subdivided flats and dwellinghouses. The site is with walking distance to the Stamford Hill Overground Station. It is also connects to Holmdale Terrace, which is bicycle friendly road that is designated under C1 Cycleway 1 according to the Transport for London website.

Relevant Planning and Enforcement history

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

HGY/2021/0352 | GTD 24/2/2021 Erection of single storey rear infill extension.

HGY/2020/2702 | REF 02/12/2020 Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

HGY/2023/0538 | GTD 23/05/2023 Erection of a ground floor wrap-around rear/infill extension, a rear dormer extension, and the conversion of the property from two self-contained flats into a single dwellinghouse.

Consultation response

The responses below were received following consultation on the application:

Internal:

1. LBH Transportation Team: see views expressed in the planning considerations section below
2. LBH Waste Team: No response

LOCAL REPRESENTATIONS

The application has been publicised by way of 19 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

Objecting: 0

Supporting: 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. Waste and Recycling Services.

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.

In this instance, the provision of 2no. dwellinghouse with 1no. office room that is also on the first floor, where there is an identified need and the site is located within a family housing protection zone, is considered to outweigh the small loss in residential units. In regards Policy DM10 of the Haringey Development DPD (2017), the principle of development is considered to be acceptable.

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 D4 '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.

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.

No new buildings or residential extension are proposed in this conversion from 2no. self-contained flats to 1no. dwellinghouse, therefore no impact is considered.

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 proposal would revert back to the original dwellinghouse with 2no. bedrooms with floor spaces that meet the minimum and have experienced internal alterations in the past with the addition of ensembles. It would also provide a good standard of kitchen and living space and a study room that could be convert into a bedroom for 1no. bedspace. As such, the standard of accommodation provided within the conversion is 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.

No external changes are proposed to the appearance of the house, and therefore no impact on amenity is considered.

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 Council's Transportation Team has been consulted and advises that there are no highway objections to this proposal subject to the following conditions: The submission has not included any on-site cycle parking for the new development. Although, there does appear to be space at the front to accommodate 2no. cycle parking spaces. Therefore, the developer would be required to send the Highway Authority plans showing accessible, sheltered, and secure cycle parking for 2no. bicycles and refuge for approval. This is so that it is in accordance with the published London Plan 2021 Policy T5. Furthermore, the cycle parking will need to be built adhering to TfL's published London Cycling Design Standards (LCDS).

The agent provided revised plans that show the cycle storage in the rear garden. They explained that there is not enough space in the front garden to accommodate the secure cycle storage for 2no. bicycles. The size of the secure bicycle storage is 1.28m depth by 2.25m width, without the access door opening, and would leave a space of 0.4m between the storage and the bay window, which is not enough space to bring out the bin storage that is 0.7m deep by 1.75m wide. If the secure bicycle storage were to be put in the front garden it can only be stationed adjacent to the entrance in order for the access door to open.

The proposed cycle storage being located at the rear with no separate access is not ideal. However, this is due to the inadequate space in the front garden to allow for stationing the cycle and bin storages and manoeuvring the bicycles and refuse bins. Therefore, on the balance of probability, the location at rear would be considered acceptable despite the fact that it lacks the necessary elements to access the bicycles, which would require going through the house. Therefore, on this basis, this is not considered to be a reason to refuse the application.

Waste and Recycling Services

DPD Policy DM4B 'Provision and Design of Waste Management Facilities' states that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting. The on-site provision must: ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site; provide accessible and safe access to on-site storage facilities, both for occupiers and collection operatives, including vehicles, having regard to the Council's Refuse Collection Strategy; and be located and screened to avoid nuisance and adverse impact on visual and other amenity to occupiers and neighbouring uses, and are within the maximum permitted carrying and reversing distances.

The Council's Waste Team has been consulted but did not respond. The revised drawing shows that the proposed bin storage would provide space for 3no. bins – 1no. General waste, 1no. Recycling, and 1no. Food waste, and therefore is considered to be acceptable.

Conclusion

There would not be a harm to the character and appearance of the host property or the surrounding area. The provided accommodation would be of a good standard, delivering appropriate living conditions for future occupiers. The amenity and living conditions of neighbouring properties would not be compromised. Although the bicycle storage is at the rear, the proposal would support sustainable transport by providing bicycle storage on the premises. Therefore, the proposal is considered acceptable.

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 2no. secure and covered cycle parking facilities as set out on plan number reference: P-07-REV-B 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.

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.