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Planning Statement

48 Marlborough Road

Wood Green

London

N22 8NN



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Site Location and Description

The application site, presently accommodates a two-storey terrace house located on the southern side of Marlborough Road, near its intersection with Myddelton Road. It is not in a conservation area nor is it a listed building.

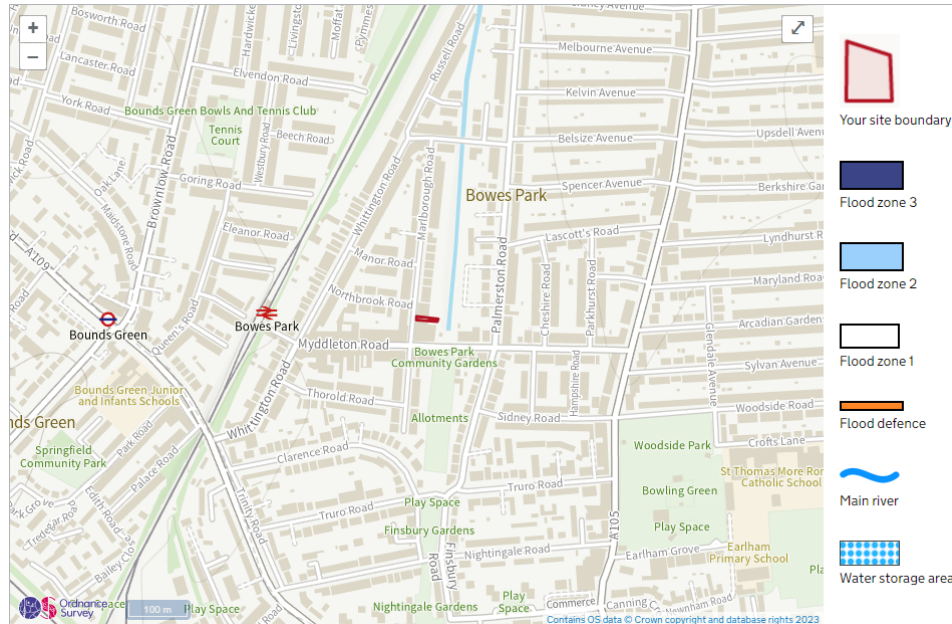
Figure 1: Site Location Plan



The semi-detached dwelling has a rear garden and a small garden area to the front. There is no off-street parking.

The site is located within Environment Agency Flood Zone 1, meaning that it is at only low risk from fluvial flooding.

Figure 2: Environment Agency Flood Map



Planning History

The site has planning permission for a single storey side and rear extension (granted under reference **HGY/2023/1569**) and a certificate of lawful proposed use for a loft conversion including a hip to gable roof extension and the insertion of a rear facing dormer (issued under reference **HGY/2023/1534**).

As a result of those approved developments, the dwelling would accommodate four reception rooms and four bedrooms.

Proposed Development

This planning application seeks to consolidate the approved built form granted under the previous planning and certificate application and convert the enlarged dwelling into two flats. A three bedroom dwelling would be provided at ground floor level with a two bedroom duplex unit provided within the first and second floors.

Figure 3: Proposed Elevations and Floor Plans



Relevant Planning Policies

The relevant national and local planning policies against which this application must be assessed are set out within the following documents:

- National Planning Policy Framework (2021);
- The London Plan;
- Haringey's Local Plan Strategic Policies 2013–2026; and
- Haringey's Development Management DPD Adopted July 2017



National Planning Policy Framework (2021)

The following sections of the National Planning Policy Framework (2021) are relevant to this proposal:

- 2. Achieving Sustainable Development
- 4. Decision-making
- 8. Promoting Healthy Communities
- 9. Promoting Sustainable Transport
- 11. Making Effective Use of Land
- 12. Achieving Well- Designed Places
- 15. Conserving and Enhancing the Natural Environment

The London Plan

- GG2 Making the best use of land
- GG4 Delivering the homes Londoners need
- Policy D3 Optimising site capacity through the design-led approach
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy H2 Small sites
- Policy T6 Car parking
- Policy T6.1 Residential parking



Strategic Policies 2013 – 2026

This document sets out Haringey's Strategic Policies 2013 – 2026 (formerly the Core Strategy) and was adopted in March 2013 and consolidated with alterations since 2017.

Of relevance to this application is Policy SP2 (Housing) which states *“the Council will aim to provide homes to meet Haringey’s housing needs and to make the full use of Haringey’s capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026”*.

Development Management DPD Adopted July 2017

The following policies of the DPD are relevant to the proposed development:

- Policy DM1: Delivering High Quality Design
- Policy DM2: Accessible and Safe Environments
- Policy DM10: Housing Supply (Windfall development will be considered acceptable where this complies with the relevant policies of this Plan.)
- Policy DM11: Housing Mix
- Policy DM12: Housing Design and Quality
- Policy DM16: Residential Conversions
- Policy DM21: Sustainable Design, Layout and Construction
- Policy DM24: Managing and Reducing Flood Risk
- Policy DM32: Parking

Assessment of Material Planning Considerations

Principle

The application site is located within an established residential area. Policy GG4 of The London Plan seeks to ensure the delivery of more homes and Policy DM10 of the Haringey DPD states that windfall development will be considered acceptable



where this complies with relevant planning policies. Policy H2 of The London Plan recognises the value of small sites in contributing to meeting London's housing need.

The site is located within the 'Family Housing Protection Zone' and therefore Policy DM16 of the DPD requires that there is no net loss in the number of family sized units. Accordingly, the development has been designed to accommodate a three bedroom flat within the ground floor that would provide suitable family accommodation to replace the existing three bedroom dwelling, in accordance with this policy.

It is considered that the development would accord with the NPPF which seeks the delivery of sustainable development and policies GG4 of The London Plan and DM10 and DM16 of the Haringey DPD.

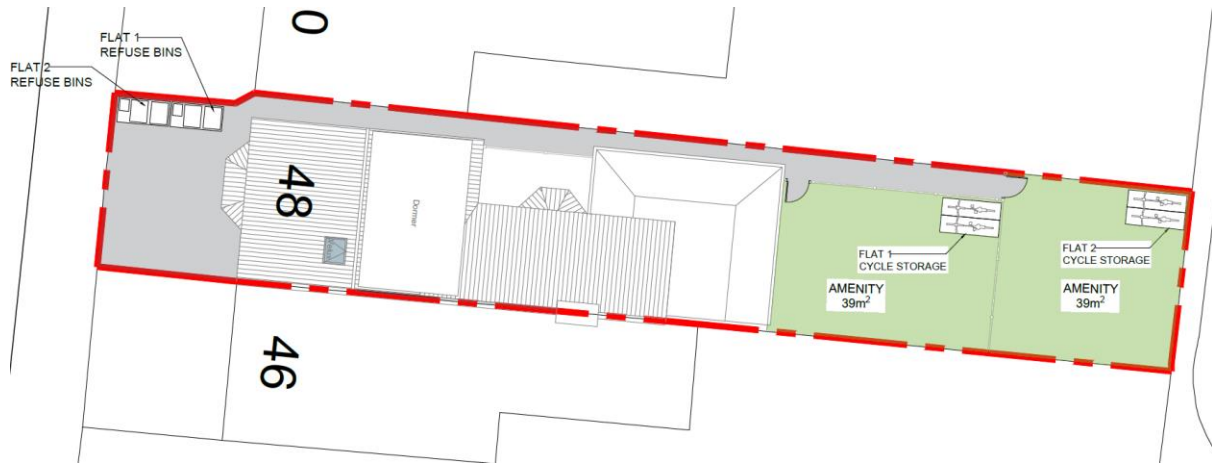
Design

The external appearance of the proposed building would accord with details previously approved in respect of permitted development and planning approvals. As these provide realistic fallback opportunities for future development of the site it is expected that the design will be considered acceptable.

Residential Amenity

The development has been designed to ensure that the minimum sizes set out in the Nationally Described Space Standards and Policy D6 of The London Plan are met.

Figure 4: Proposed Site Layout



Each of the flats would be dual aspect and the layout ensures adequate levels of daylight and outlook to all habitable rooms.

As seen in the image above, each flat would have access to a private garden area significantly exceeding the minimum standards and guidelines set out in DPD Policy DM12.

Highways and Access

The site presently does not have any vehicular access and no change is proposed through this development.

Access by foot and cycle would be retained to the side of the building, with cycle storage being provided within the private rear garden areas.

Parking

The development does not propose any off street car parking. Storage for four cycles (two per property) will be provided within the rear gardens.



Policy DM32 of the Haringey DPD states that the Council will support proposals for new development with limited or no on-site parking where:

- a There are alternative and accessible means of transport available;
- b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;
- c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;
- d Parking is provided for disabled people; and
- e Parking is designated for occupiers of developments specified as car capped.

The application site is designated as falling within PTAL4 and Marlborough Road has an operational CPZ which permits resident only parking on street between the hours of 10am and noon, Mondays to Fridays. The site is located in short walking distance of services including schools and shops. Bowes Park Overground and Bounds Green Underground stations are both within walking distance of the site, in addition to local bus services.

Furthermore, the existing dwelling with the approved extensions would be generously proportioned, providing four reception rooms and four bedrooms. It is not anticipated that the change to two smaller (1 x three bed; 1 x two bed) units would materially increase car ownership levels within the site.

The delivery of car free development in this case is considered to be supported by Policy DM32.

Storage for refuse and recycling facilities for both flats will be provided to the front of the property, as per the existing arrangement for the dwelling.

Trees and Landscaping

The only trees with the site are fruit trees. Whilst the trees themselves are of limited value as specimens, they have been identified as providing benefits to ecology within the Preliminary Ecological Assessment undertaken and therefore are proposed to be retained and protected during construction.

Ecology and Biodiversity

This application is accompanied by a Preliminary Ecological Assessment undertaken by Coyne Environmental. Whilst the survey has not identified any wildlife of significance within the site, measures are recommended to protect and enhance existing ecological value within the site.

Flood Risk and Drainage

The site is located within Environment Agency Flood Zone 1 meaning it is at only low risk from flooding. By comparison with the approved extensions there would be no increase in built form or hard surfacing within the site.

Conclusion

Conversion of this dwelling into two flats would contribute towards London's housing need whilst conforming with other local policies – delivering two good quality and well-designed homes. It is therefore anticipated that this sustainable development may be recommended for approval by the Planning Officer.

Should any additional information or amendment be required, please contact the Agent.