



Officer Report

Application Number:	HGY/2023/2371
Application Type:	Householder planning permission
Address:	69 Shepherds Hill, Hornsey, London, N6 5RE
Proposal:	Removal of existing driveway and installation of two permeable parking bays with electric vehicle charge points, staircase, seating area and planted terraces.
Case Officer:	Cameron Sturges
Valid Date:	04/09/2023
Applicant:	Mrs. Anastasia Fairweather
Agent:	Mr Iain Exley

RECOMMENDATION

Refuse

1. SUMMARY OF RECOMMENDATION

REFUSE PERMISSION

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Site and Surroundings

2.1 The application site is a detached dwelling house with front and rear gardens. The property fronts Shepherds Hill to the south/south-east. Nos 71 and 67 lie adjacent to north-east and south-west respectively. The rear garden bounds allotments to the north/north-west.

2.2 The site slopes from front to rear, as do the neighbouring properties on either side. In particular, the front elevation sits at a noticeably lower level than Shepherds Hill in front, and the rear garden, like neighbouring gardens, addresses the steep drop in levels through terraced banking.

2.3 The site lies in the Crouch End conservation area. It does not affect the setting of any listed building. There are no TPO's present in or around the subject site.

Description of Development

2.4 The proposal seeks the widening of existing vehicle crossover and installation of two permeable parking bays with electric vehicle charge points, staircase, seating area and planted terraces.

Relevant Planning and Enforcement History

2.5 HGY/2022/0908 - Erection of single storey rear extension and raised timber decked terrace to its rear with associated access steps and balustrade; Formation of rear roof dormer extension; Formation of rear roof hip-to-gable roof extension with gable window; Installation of roof lights; Associated alterations to windows and doors; Alterations to front garden including new replacement access stairs – APPROVED 26/05/2022

2.6 HGY/2021/3404 - Erection of single storey rear extension and raised timber decked terrace to its rear with associated access steps and balustrade; Formation of rear roof dormer extension; Formation of rear roof hip-to-gable roof extension with gable window; Installation of roof lights; Associated alterations to windows and doors; Alterations to front garden including new replacement access stairs; Erection of subterranean garden building in rear garden with associated decked roof terrace with balustrades access steps, and roof light – REFUSED 12/02/2022

2.7 HGY/2021/1744 - Erection of single storey rear extension with raised terrace and access steps behind; Associated side boundary alterations; Formation of rear/side dormer roof extension, and separate side dormer roof extension; Installation of roof lights; Alterations to first floor windows; Alterations to front garden including new access stairs; Erection of part-subterranean outbuilding in rear garden with associated above ground elements including terrace/platform with balustrade above; green roof, roof light, access steps, and raised timber deck to its rear – REFUSED 02/08/2021

3. CONSULTATION RESPONSE

3.1 The responses below were received following consultation on the application:

1) LBH Conservation officer:

- The loss of the boundary wall and the increased hardening of the front garden would erode the quality of the landscaping along the street. Whilst other double car parking bays are noted the significance of the Conservation Area should not be further eroded by repeating previous harmful alterations. It is also noted that a gate is proposed across the double bay which harshens the frontage to the street. The mature tree in particular helps the verdancy of this part of the streetscene and there is a significant amount of works proposed around it but there doesn't appear to be much information about if the mitigation measures are sufficient.
- The widening of the boundary opening and replacement with gates, extending of the hard landscaping would erode some of the verdant character of this part of the Conservation Area and would accordingly cause some less than substantial harm to its significance.

2) LBH Transport Officer:

- The has poor public transport accessibility (PTAL2) and is located within a CPZ.
- Planning consent was granted to extend 69 Shepherd's Hill to the rear and into the loft space, as well as the conversion of the existing garage to utility accommodation, under application HGY/2022/0908.
- The loss of garage parking with HGY/2022/0908 left sufficient space for car parking within the driveway and the existing single vehicular crossover remained in place.
- London Plan Policy T6.1 allows for a maximum of one car park space for this site.
- Under these circumstances, the current proposals for introduction of two parking spaces and a widened vehicular crossover are not supported.

3.2 Officer comments: The above comments are considered and addressed within the assessment in section 5 of this report.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of press & site notice displayed in the vicinity of the site and 41 letters sent to neighbouring properties. No responses were received upon publicity of the application.

5. MATERIAL PLANNING CONSIDERATIONS

5.1 The main planning considerations raised by the proposed development are:

1. Design, appearance and character of the conservation area; and
2. Transport Considerations.

Design, appearance and character of the conservation area

5.2 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.

5.3 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.

5.4 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.

5.5 The proposal seeks alterations to the approved design in relation to the front landscaping under HGY/2022/0908. The modifications include the creation of 2no. off-street parking bays, widening of the existing vehicular crossover, installation of a metal railing and sliding gates, bike and bin storage and electrical vehicle charging points and modifications to the garden.

5.6 This area of Shepherds Hill includes a verdant appearance fronting the street. The proposed sliding gates here would be a contemporary addition to the street, however, would not appear as an over dominant or overbearing addition. Furthermore, contemporary boundary treatment has been used in properties located opposite the subject site at Nos 52-54 and therefore, there would be no detrimental impact on the character and appearance of the conservation area.

5.7 The front garden is stepped down significantly to the front of the host property and as such, other proposals such as the cast iron stairs, seating area, bricked face planters would be mostly hidden from view and would therefore not have a detrimental impact on the character and appearance of the conservation area. The proposal is therefore considered acceptable in design terms.

Transport considerations

5.8 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.

5.9 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'.

5.10 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'.

5.11 Development Management DPD Policy DM33 states that the Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in:

- a) a reduction in pedestrian or highway safety;
- b) a reduction of on-street parking capacity within a Controlled Parking Zone;
- c) or a visual intrusion to the street scene.

5.12 Policy DM34 states that the Council will only permit parking on front gardens where a minimum of 50% of the existing soft landscaping area is being retained. Cumulative loss of front gardens can also impact the character and appearance of the neighbourhood resulting in harm to established streetscapes and the uniform appearances of groups of houses.

5.13 The LBH Transportation team was consulted with respect to this application. The site has poor public transport accessibility (PTAL 2) and is located within a CPZ. It is noted under application HGY/2022/0908 that consent was granted to convert the existing garage to utility accommodation. The loss of garage space here left sufficient space for car parking within the driveway with the existing single vehicular crossover remaining. However, this proposal seeks to widen the crossover for 2no. off street parking spaces. London Plan Policy T6.1 only allows a maximum of one car parking space for this site. Furthermore, the widening of the crossover here would also result in the loss of an on-street parking space, contrary to DPD Policy DM33.

5.14 The proposed addition of an extra parking space and the widening of the vehicle crossover is therefore at odds with the abovementioned policies and the application cannot be supported due to highway impacts.

Conclusion

5.15 It is considered that the proposed widening of a vehicle crossover and addition of an extra parking space at this location would result in the loss of an on-street parking space within a CPZ, contrary to Policy DM33 of Development Management Plan DPD 2017, Policy SP7 of the Haringey Local Plan and London Plan Policy T6.

5.16 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.

6. CIL APPLICABLE

6.1 N/A

7. RECOMMENDATION

REFUSE PERMISSION for the following reason(s):

Refusal Reasons:

The proposed widening of a vehicle crossover and addition of an extra parking space at this location would result in the loss of an on-street parking space within a CPZ, contrary to Policy DM33 of Development Management Plan DPD 2017, Policy SP7 of the Haringey Local Plan and London Plan Policy T6.