

Officer Report

Application Number:	HGY/2023/2208
Application Type:	Full planning permission
Address:	32 Endymion Road, Hornsey, London, N4 1EQ
Proposal:	Proposed single storey ground floor infill extension with roof terrace above and conversion of a family dwelling into 2 x 3beds & 1x 1Bed self contained flats.
Case Officer:	Zara Seelig
Valid Date:	15/08/2023
Applicant:	3
Agent:	Devendra and Jasbir Lohia Mr Carl Shorter

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION with conditions:

- 1) Time limit
- 2) In accordance with approved plans
- 3) Materials to match
- 4) Cycle Parking
- 5) Waste/Refuse Storage
- 6) Construction Logistics Management Plan

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for a proposed single storey ground floor infill extension with roof terrace above and conversion of a family dwelling into 2 x 3beds & 1x 1Bed self contained flats.

Site and Surroundings

The application site is a four storey end of terrace dwelling situated on the Northern side of Endymion Road. The site is not located within a conservation area, it is not a listed building and there are no TPO's on the site.

Relevant Planning and Enforcement history

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

PRE/2023/0108 - Two Storey Rear and infill extension to incorporate a conversion of a family home to 1 x 3bed, 2x 2bed and 1x1bed Apartment conversion Scheme. – Conclusion:

While the principle of converting this large property into a number of self-contained flats would be acceptable, the proposal as submitted, is considered unacceptable due to its proposed extensions being considered overdevelopment and therefore without the extensions, the proposed conversion to 4 self-contained flats would not comply with space standards and standards of accommodation. It was discussed as potentially converting the main residential dwelling to two family sized units, with the outbuilding being considered as a third self-contained unit on the site.

Officer comment: Since the pre-app, it has been concluded that the outbuilding is a separate residence under separate ownership following the land being sold, planning permission was sought and approved and so it is not part of this application.

Consultation response

The responses below were received following consultation on the application:

Internal:

LBH Transportation Team: consulted, response in the transport section below

External: None

LOCAL REPRESENTATIONS

The application has been publicised by way of 22 neighbour consultation 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:

Objecting: 5

Supporting: 0

Commenting: None

The following local groups/societies made representations:

- None

The following Councillor(s) made representations:

- None

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 (these comments were submitted prior to amendments made to the proposal and no further comments were received following the re-consult):

- Would infringe neighbouring privacy and cause overlooking
- Loss of light
- Concerns over noise
- Any balconies would cause overlooking
- Proposed parking isn't clear

The following issues raised are not material planning considerations:

- None

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and Appearance;
3. The impact on the amenity of adjoining occupiers;
4. Living conditions for future occupants;
5. Parking and highway safety;

Principle of the development

Policy DM16: Residential Conversions states the following:

A To maintain a supply of larger family homes to meet Haringey's housing need, the Council will only permit the conversion of a larger home(s) to small self-contained homes (Class C3) where:

- a. It is located outside of the Family Housing Protection Zone as shown on Figure 3.1;
- b. The gross original internal floor space of the existing dwelling is greater than 120m²;
- c. The proposal satisfies all other relevant policies, including the minimum internal space standards, the provision of satisfactory levels of amenity space, privacy, daylight, parking and access, and adequate and convenient refuse storage and collection;
- d. The resulting units achieve internal configurations that are practical and fit for purpose, including vertical and horizontal stacking arrangements that minimise noise transfer between homes, including neighbouring homes;
- e. The design of any external alterations does not detract from the appearance of the property or the street scene and, wherever possible, retains a single door to the front elevation of dwellings in residential areas;
- f. The balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard-surfaced) does not detract from the appearance of the property or the street scene; and
- g. The proposal provides for a mix of unit sizes in line with Policy DM11.

B Conversions within the Family Housing Protection Zone will only be considered acceptable where they comply with criteria (b - g) above and result in no net loss in the number of family sized units.

C Where existing garden land is available the Council will seek to optimise the total amount of private amenity space and access to this space for residents.

D All residential conversions should be supported by a car parking survey which demonstrates that there is residual car parking supply to meet the need created by the proposal.

The original house exceeds 120sqm dwelling. The application proposes three units on the site, two of which to be a family sized unit (3 bed). As such the proposal is in accordance with part b of the above policy and subject to meeting the remaining criteria is acceptable in principle to be converted within the family housing zone.

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.

The single storey rear extension would infill the space between the existing three storey outrigger and the existing single storey projection long the boundary with no. 33. The proposal has been massively reduced from that submitted at pre app. The proposed ground floor rear infill extension is a subordinate addition with materials to match the existing building. As such, the proposal is considered to be in accordance with the above policies.

Impact on the amenity of adjoining occupiers

The London Plan (2016) Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and

neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development.

The proposal would not be highly visible from the neighbouring property no. 33 as it will be set in from that boundary and will be obscured by the existing single storey rear extension running along this boundary line. The proposed roof terrace above the proposed infill extension is set in an ample distance from neighbouring properties, with the addition of privacy screening to prevent overlooking. The proposal is subordinate and would not cause adverse impacts by reason of overbearingness, loss of daylight/sunlight or loss of privacy. The amendments, including the addition of the roof terrace, was subject to a reconsult and no further comments were raised. As such, the proposal would not have any significant impact to the amenity of neighbouring properties in accordance with the above policies.

Living conditions for future occupants

Two Flats are proposed. Each complies with The London Plan (2021) space standards.

The ground floor flat would also benefit from access to the rear garden.

Flat no.	Flat type	Space (sqm)	London Plan Requirement		Complies?
1	3B4P - 1 storey	81.68		74	Y
2	3B5P - 2 storey	98.85		93	Y
3	1B2P – 2 storey	59.78	58	Y	

The proposal includes provision of adequate outdoor amenity space for the two family sized units.

Parking and highway safety

Local Plan (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.

The Council's Transportation Team has been consulted and there comments are as follows:

- a. The site has very good public transport accessibility (PTAL=5) and is located within a CPZ.
- b. The proposals is car free, however no parking stress survey / analysis has been undertaken to assess potential impact on local parking stress.
- c. Cycle parking for 6 bicycles is proposed to be in the front yard. While this meets London Plan minimum standards, the cycle parking storage must be sheltered, accessible (independently by occupiers of each flat) and secure. This can be secured by condition – requiring submission for approval prior to occupation.
- d. Provision for refuse is in the front yard.
- e. The construction logistics plan (CLP) includes a preliminary method statement. A planning condition requiring submission of a detailed CLP (following appointment of a contractor), for approval prior to start of works. This should include plans of site / welfare / areas for storage of plant and materials and vehicular swept paths (if construction vehicles are required to enter the site), wheel washing facilities, construction programme, details of all traffic management proposals, and highway dilapidation survey (for agreement with LBH Highway Officers).

The proposal is considered acceptable subject to the addition of the conditions required.

Conclusions

The original house on site exceeds 120sqm.

The proposal would provide two acceptable units including 2 family sized units within the designated Family Housing Zone.

There are no concerns regarding design and appearance or the impact on the amenity of neighbouring properties.

As such the proposal is considered in accordance with the above policies. The proposal is considered to provide an acceptable standard of accommodation in accordance with the London Plan 2021.

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 development is less than 100 square metres and as such regulation 42 'minor development exemptions' applies and in addition the proposal is not for a whole new unit (a unit created entirely from new floorspace).

RECOMMENDATION

GRANT PERMISSION subject to conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 6 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2017.

5. Prior to the first occupation of the approved development, details of proposed waste/refuse storage shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure appropriate waste management, consistent with Policy DM4 of the Development Management DPD 2017.

6. Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) parking and management of vehicles of site personnel, operatives and visitors
- c) plans of site/welfare/areas for storage of plant and materials and vehicular swept paths (if construction vehicles are required to enter the site)
- d) The estimated peak number and type of vehicles per day and week;
- e) Estimates for the number and type of parking suspensions that will be required;
- f) Details of measures to protect pedestrians and other highway users from construction activities on the highway;
- g) Wheel washing facilities;
- h) Construction programme;

- i) highway dilapidation survey (for agreement with LBH Highway Officers)

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the construction period. This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.

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.

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.

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 external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

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c) plans of site/welfare/areas for storage of plant and materials and vehicular swept paths (if construction vehicles are required to enter the site)

d) The estimated peak number and type of vehicles per day and week;

e) Estimates for the number and type of parking suspensions that will be required;

f) Details of measures to protect pedestrians and other highway users from construction activities on the highway;

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Informatives:

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