



Officer Report

Application Number:	HGY/2023/2904
Application Type:	Full planning permission
Address:	89 Willingdon Road, Wood Green, London, N22 6SE
Proposal:	Conversion of single-family dwelling house into 2x self-contained flats; with associated cycle parking, refuse storage, single storey rear and side extension
Case Officer:	Sarah Madondo
Valid Date:	07/11/2023
Applicant:	Ms. Susan Clark
Agent:	Other TRICON DESIGN

RECOMMENDATION

Approve with Conditions

1. Site & Surroundings

The subject site is two storey mid terraced dwelling situated on Willingdon Road and does not fall in a conservation area. The surrounding of the application site is a well-established residential area.

2. Description of Proposal

Conversion of single-family dwelling house into 2x self-contained flats; with associated cycle parking, refuse storage, single storey rear and side extension.

3. Relevant Planning and Enforcement History

PRE/2022/0218 89 Willingdon Road N22 In November 2021, my sister, who is the joint owner of this property with me, submitted a planning application for this property to be converted into three flats, this was subsequently rejected, (HGY/2021/3521/89 Willingdon Road N22).

HGY/2021/3521 89 Willingdon Road N22 Change of use of single-dwelling-house into 3 x flat conversion with loft conversion REFUSED 17/01/2022

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation - No objection subject to amendments to cycle park to the rear.

5. Local Representation

The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individuals responses: 1

Objecting 1

Supporting 0

The following comments were raised in the representations received which will be addressed in the report.

- Principle
- Out of character
- Disturbance
- Overbearing
- Overshadowing

6. Planning Assessment

Principle of development

DM Policy 16 which states that 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
- 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.

The development site does not fall within a conservation area. However, it is located within the Council's designated Family Housing Protection Zone.

The Council's Policy DM16 of the Development Management DPD adopted 2017 sets out that 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 to small self-contained homes where the gross original internal floor space of the existing dwelling is greater than 120m². Conversions must also provide good quality accommodation; including stacking arrangements and any alterations or forecourt changes should not harm the appearance of the street-scene.

The property's original un-extended floor area of approximately 154m², easily exceeding the minimum 120m² requirement set out in the above policy.

The policy DM16 also requires conversions within a Family Housing Protection Zone must also not result in a net loss of family sized units. The Development Management DPD defines family sized

units as those having 3 or more bedrooms. The proposal includes one 3-bed family sized flat on the ground floor level with direct access to the rear garden. The proposed conversion therefore does not result in a net loss of family housing and thus complies with this requirement of Policy DM16

The proposal is considered to contribute to the supply of housing in the borough in an accessible location, in accordance with the overarching aims of adopted policy. Therefore, the principle of providing additional residential accommodation on the site is acceptable subject to all other planning considerations discussed below.

Representation has been received in relation to the principle of the application which has been noted. As stated above Officers have assessed the application and have considered that the principle is acceptable as it meets the requirements set out in Policy DM16.

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 proposal includes an L-shaped side infill extension that would infill the gap between no. 87 & 89 Willingdon Road and then wrap around to the rear at 3 metre deep along the boundary with no. 91 Willingdon Road. The proposed side infill extension would be 2.3 metres in height with a pitched roof along the boundary with no. 87 Willingdon Road. The proposed extensions are modest and commonly found in urban areas, therefore acceptable.

Representation received in relation to the proposal being out of character is noted. In response Officers would advise that such developments are common in urban areas and usually permissible under permitted development. The side extension would have a pitched roof and the height has been reduced to 2.3 metres which means the extension would not have significant impact on the neighbouring property, therefore it is considered that proposed development would not be out of character. Also there are examples on the street which have set some precedents, therefore it is considered that the proposed development is acceptable.

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 criteria set out within parts c-g of part A of DMP policy DM16 largely echo some of the design aspects covered within policy D6 of the London Plan.

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 London Plan set out that the 3 bed 4 persons flat should have a floor area of 74 sqm and the proposed 3-bedroom flat would be 83 sqm, the standard GiA for 2 bed 3 person should have floor area of 61 sqm the proposed flat would be 63 sqm. Both flats would exceed the requirements set out in London Plan. Each flat would also provide individual bedroom sizes in accordance with the London Plan as well as providing a good standard of kitchen and living space and an acceptable overall layout. The ground floor family unit would have access private amenity space and rooflights have been incorporated to increase natural light into the this flat which is acceptable. As such, the standard of accommodation provided within the conversion is considered acceptable and in accordance with the above policies. Overall, all flats meet the requirements set out in the London Plan Table 3.1 therefore acceptable. Given the above, the proposed units would provide an acceptable standard of accommodation for future occupiers.

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.

The alterations to the rear of the property would not adversely affect the amenity of neighbouring occupiers. As such the physical alterations are acceptable in amenity terms.

In respect of an objection on disturbance, although the property would be split into two flats therefore increasing the number of people, it is considered that the ground floor flat is a family dwelling therefore would be typically for family therefore would not be any different from any of the properties on this street. Also the property is being split into two residential flats which means that the occupiers are likely to be related than an HMO (House in Multiple Occupation) which can have several numbers of people who are not related. In this case one of the flat would be a family unit and the other is small unit, therefore it is not envisaged that noise disturbances would be that significant and officers acknowledge the existence of number of conversions on this street which been allowed by planning inspectors, therefore it is considered that there is number of precedents for such similar developments on the same street for example no. 7 Willingdon Road which was allowed under appeal reference (HGY/2017/2941- APP/Y5420/W/18/3192546). In addition officers consider that any harm could be suitably mitigated by the use of an appropriate scheme of insulation.

In terms of overbearing, the height of the side extension would be 2.3 metres with pitched roof. It is considered the reduction in height and sloping roof would minimise the any overbearing, therefore it is considered the proposed development would be acceptable.

In regards to overshadowing, the height of extension would be 2.3 metres and just slightly higher than 2 metre fence which is permissible under permitted development, furthermore the proposed extension would be single storey as result would not result in significant overshadowing. Officers would point out that a gap is being proposed on the boundary which breaks the depth of the extension here allowing some light on boundary which is considered to be acceptable. Therefore, the height and depth of the extensions would not result in a material loss of sunlight or daylight or

have an overshadowing effect/overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties.

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 (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 advises that the site has Public Transport Accessibility Level 5 denoting a good connectivity. The site is further supported with good bus links, with a bus station adjacent to the station. The site is located within the Wood Green Outer CPZ, which restricts parking to permit holders from Monday to Saturday, 0800 – 1830. The transportation team raised concerns regarding the cycle parking to the rear which is noted. It is considered that having cycle parking to the rear would be practical as the front garden would not have sufficient space to accommodate a secured bin store and secured cycle parking for 4 bikes, therefore, officers consider that on these basis this arrangement is considered acceptable. Furthermore, the ground floor flat is laid out in such a way that the bikes can be easily taken through to the rear without any hindrances, therefore acceptable.

Waste management

DM Policy (2017) DM4 'Provision and Design of Waste Management Facilities' requires all proposals to make on-site provision for general waste, recycling and waste organic materials ensuring adequate internal and external storage space to manage the volume of waste arising from the site.

The applicant submits on drawing TRICON/89WR/101 REV C that secured bin store for 4 bins would be provided to the front elevation which is acceptable.

Conclusion

The development would provide a satisfactory standard of accommodation that serves an identified need and work towards achieving housing delivery targets in the borough. It would not result in an unacceptable impact on neighbouring amenity, amenity of future occupiers or on parking/highways conditions in the locality.

7. Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £2,375.961 (34.3sqm x £69.27) and the Haringey CIL charge will be £8,096.172 (34.3sqm x £263.04 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

8. Recommendation

The application is recommended for approval subject to the following 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 bin enclosure and secure and covered cycle parking spaces as set out on approved drawings shall be provided prior to the occupation of the use hereby permitted and 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: 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: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE : Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £2,375.961 (34.3sqm x £69.27) and the Haringey CIL charge will be £8,096.172 (34.3sqm x £263.04 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.

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.