

Officer Report

Application Number:	HGY/2023/2518
Application Type:	Full planning permission
Address:	Belgrave Mansions, 7 Willoughby Road, Hornsey, London, N8 0HR
Proposal:	Erection of a two storey rear extension to facilitate the creation of a new two bedroom dwelling.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	20/09/2023
Applicant:	3 Mr Itzik Shtroh
Agent:	Mr Joshua Valler-Feltham

RECOMMENDATION

Approve with Conditions

1. Proposed development

This is an application for the erection of a two-storey rear extension including internal configuration to facilitate the creation of a new two-bedroom dwelling.

2. Site and Surroundings

The application site is substantial two-storey property divided into several flats. The property is located on the corner of Willoughby and Lausanne Roads and is in a predominantly residential area. The site is not located in any conservation area and does not fall within the curtilage of a listed building.

3. Relevant Planning and Enforcement history

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

- HGY/2021/0003 – Refuse – 22/02/2021 Erection of a two-storey rear extension and creation of a new dwelling. The applicant lodged an appeal under reference APP/Y5420/W/21/3270436. This appeal was subsequently dismissed.
- There is no enforcement planning history in relation to the site.

4. Consultation response

The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No objection.

5. LOCAL REPRESENTATIONS

The application has been publicised by way of 26 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

6. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Background.
2. Principle of development.
3. Design and appearance.
4. Standard and quality of residential accommodation.
5. Impact on neighbouring amenity.
6. Transport considerations.

Background

Following the dismissal of the appeal, the applicant/agent engaged in a pre-application discussion with officers in attempt addressing the concerns raised by the planning inspector in the appeal decision. The current submitted plans have been significantly amended to reduce the bulk and massing of the proposed development.

In dismissing the appeal Ref: APP/Y5420/W/21/3270436, the planning inspectorate stated that: *“the scale and detailing of the extension, including the bulky ground floor bay window would fail to appear subservient, thus obscuring the legibility of the main building and the elevational hierarchy. In addition, the new ‘L’ shaped roof arrangement would exacerbate the already complex roof structure, further diminishing the character and appearance of the host building”*.

The current application replaces the ground floor bay window with a modest side extension with minimum projection and the roof shaped has been designed with shallow pitched roof not readily visible from the street scene. Overall, the current scheme overcomes and addresses the concerns raised in appeal decision.

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.

The proposal would introduce an additional residential unit to the site that would work towards meeting adopted housing delivery targets within the borough. The principle of development is therefore acceptable.

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 would be erection of a two-storey rear extension, to facilitate the creation of an additional flat located over the ground and first floor. The extension would match the eaves level of the existing building, with the elevations indicating that it is proposed to seek to mimic the external cornice detail along the side elevation. An additional ground floor modest extension is also proposed on the side elevation of the extension. Officers view the proposed extension by virtue of its unintrusive position, modest depth and scale, would appear subservient in relation to the original building.

The proposal would follow the advice in that it would sit flush with main rear wall and would match height of the main house, with physical link to the original house and extension. It would further replicate the original hipped roof form. The result would be modest articulated and strong balance elevation that would be in keeping with the house and the area.

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 seeks to create an additional 2-bedroom 3-person flat located over 2 floors. The development would also result in an alteration to the layout and internal floor space size of existing flat, changing it from a studio unit to 2-bed 3-person flat. The revised layout and size of this unit would accord with the London Plan minimum floor space size of 71.55 sq.m for a 2-bed unit, which would be an increased from its existing internal floor space of 30.77 sq.m to 71.55 sq.m.

The proposed new unit would have an internal floor space of 71.55 sq.m which complies with London Plan minimum floor space standard of 70 sq.m for a 2-bed 3- person unit over 2 floors.

Proposal provides a satisfactory floor to ceiling height and would ensure that sufficient space to the rear of and side of the building to provide a suitable and useable external amenity area for its resident.

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.

Given the siting of the proposed extension away from boundary with 98 Lausanne Road, which has two windows serving the internal staircase with blank side elevation and is separated from the site at its front by a wall, there would be no significant adverse effects on its occupants in terms of the outlook they currently enjoyed.

Given the above, it is considered that outlook of the occupants of neighbouring properties would not be adversely affected. Therefore, the scheme would accord with adopted London Plan and Policy DM1 of the DPD that seek to protect the residential amenity of neighbours to development proposal.

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, 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'.

The site currently benefits from a vehicular access to the rear courtyard although it is unclear if this area is currently used for off-street parking. Waste and recycling Eurobins are located to the rear of the site but there is no means of storage for them. The site is located within an area with a public transport accessibility level (PTAL) of 6a, with 6b being the best accessibility level. The site is located within Wood Green Outer Zone CPZ which is in operation Monday to Saturday 8am – 6pm for residential parking permit holders only.

No alterations are proposed to the existing car parking arrangements on site. The development would add one small additional residential unit to the site which is unlikely to add significant demand to parking capacity that could not be accommodated on-street. Details of cycle and waste/recycling storage could be required as part of approval.

A requirement for a construction management plan (CMP) would be imposed on the development if approved, to be submitted and approved prior to commencement of works on site. The CMP would be required to satisfactorily demonstrate that impacts on highways, traffic, safety and parking conditions, and impacts on neighbouring amenity resulting from construction including noise and air quality conditions, would be minimised.

7. Conclusion

The proposal is considered acceptable. Given the significant need for housing within the Borough, the principle of this residential development is considered acceptable within this area. The proposed design would bring forward a design which addresses concerns raised by appeal decision. Overall bulk and massing have been reduced which represent a sensitive and sustainable development of the site. The proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.

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.

8. CIL APPLICABLE

The development is less than 100 square metres but is for a whole new unit and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £4,956.26 (71.55sqm x £69.27) and the Haringey CIL charge will be £18,820.51 (71.55sqm 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. An informative will be attached advising the applicant of this charge.

9. 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 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, including any works of demolition, until a Method of Construction Statement, to include details of:
a) parking and management of vehicles of site personnel, operatives and visitors
b) loading and unloading of plant and m

- 5 Prior to the commencement of development above ground, full 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 2 cycle parking spaces for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

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: 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 : 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 £4,956.26 (71.55sqm x £69.27) and the Haringey CIL charge will be £18,820.51 (71.55sqm 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.