



Officer Report

Application Number:	HGY/2024/0293
Application Type:	Full planning permission
Address:	28 Palmerston Road, Wood Green, London, N22 8RG
Proposal:	Formation of L-shape dormer to the rear roof to create a self-contained flat
Case Officer:	Emily Whittredge
Valid Date:	05/02/2024
Applicant:	S.Y. Properties Ltd.
Agent:	Mr George Athanasi

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

The application seeks the formation of an L-shape dormer to the rear roof to create a new 1-bed 1-person self-contained flat.

The proposal was amended during the course of the application in response to officer concerns regarding scale and stacking of rooms.

Site and Surroundings

The application site is a two-storey property in use as 4 self-contained flats. The site is located within the Bowes Park CA which is characterised by a diverse mix of buildings reflecting the historic pattern of development. Many of the buildings are of architectural merit, including as a consequence of their original features, materials, design and the quality of detailing. The site is within a group of 8 semi-detached properties.

The Bowes Park CA was designated on 29/11/1994 and does not have a current adopted appraisal. There are two existing examples of I-shaped roof extensions further to the north, in a separate group of 3 terraced properties.

Relevant Policy and Constraints

Bowes Park Conservation Area

Article 4 Direction for HMO's, DM DPD policy: DM17

Family Housing Protection Zone, DM DPD policy: DM16

Critical Drainage Area, DM DPD policy: DM26

Relevant Planning and Enforcement history

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

HGY/1995/1156

Formation of crossover to a classified road. Approve with Conditions

HGY/2007/0332

Use of property as 4 x self contained flats. Lawful development: Existing use - Grant

HGY/2009/0155

Erection of ground floor rear extension. Approve with Conditions

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

None received.

LOCAL REPRESENTATIONS

The application has been publicised by way of letters. No representations have been received from neighbours and/or local groups, in response to notification and publicity of the application.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and impact on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;

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). Page 3 of 7 HGY/2022/4528 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 National Planning Policy Framework (NPPF) promotes the effective use of land by anticipating the re-use of land that has been previously developed, provided that it is not of high environmental value.

The site is located within a primarily residential area. Policy SP2 - Maximising housing growth seeks to maximise the supply of additional homes in the borough to meet and exceed the annual housing target for Haringey as set out in the London Plan for the period 2015 to 2030. Therefore, in principle the provision of additional residential units is supported, subject to meeting other relevant development plan policy requirements.

Design and impact on the character and appearance of the conservation area

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. 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.

The site is a semi-detached property within an architectural group of 8 similar buildings at 18 to 32 Palmerston Road. There two existing examples of I-shaped roof extensions in a terrace of 3 properties immediately to the north. The proposal was amended due to objections from officers, and this reduced the length of the roof extension, and improved stacking of rooms within the new unit.

There are limited public views of the rear of the application site from the rear in Shropshire Road and the side from Sidney Road, as well as private views from surrounding properties. The group of 8 semi detached properties has a regular arrangement of two-storey outrigger projections with double height bays to the rear, although the bay feature is absent from Nos. 26 and 28, and attractive contrasting brick detailing. While the roofslopes have not been altered, in the terrace immediately to the north, there are two L-shaped roof extensions of a similar scale and character to the proposal. Furthermore, the outrigger would provide some screening to the roof addition in public views.

Taking these matters into account, the proposal is considered to not cause material harm to the character or appearance of the conservation area or of the host building, subject to the application of appropriate conditions relating to materials and roof lights. A condition will secure the use of conservation-style roof lights to the front.

Standard and quality of residential accommodation

Policy DM12: Housing Design and Quality states that all new housing and residential extensions must be of a high quality, taking account of the privacy and amenity of neighbouring uses (see Policy DM1) and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG.

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 proposed new flat within the development would comply with the minimum floorspace requirements under London Plan, providing 37sqm for a 1 bed 1 person unit with shower room and storage. The unit would be of an acceptable quality, with sufficient light and outlook and a convenient layout.

The rooms would be appropriately stacked above the flat below, reducing noise transfer. The development would reduce the floor area of Flat D on the first floor from 43sqm to 41sqm within the hallway area. It is considered that this reduction would not materially reduce the quality of accommodation for this unit, taking into account that it is currently substandard under current London Plan space standards for a 2-person flat, but meets the standard for a 1-person flat. Therefore, the benefits of providing a new unit are considered to outweigh the modest reduction in floor area, and overall the development would provide an acceptable standard of accommodation for existing and future occupants.

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. 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 proposed extension, following its reduction in length, is considered to have an acceptable impact on neighbouring properties. The rear addition would be 0.75m taller than the ridge of the outrigger, and would extend 3.5m beyond the rear wall. Overall the development would not cause a significant adverse reduction in light and would not be significantly overbearing or cause a sense of enclosure. A condition will be added to ensure the new side window is obscure glazed and fixed. As such, the proposal would have an acceptable impact on the amenity of neighbours.

Transportation 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 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'. 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'. This development proposal is for 1 new flat to add to the existing flats at this site, and no on-site parking is provided. This is acceptable in principle given the PTAL of 4 and the proximity to local transport networks.

Details of cycle and refuse storage have been provided for the new unit, comprising secure parking for two bicycles in the front garden with the location of bins to remain as existing. The details comply with London Plan requirements and a condition will secure these details prior to occupation of the new unit.

Conclusion

The proposed roof extension would be in keeping with similar existing development in the locality and would on balance be proportionate and subordinate to the rear roof slope. The development would have limited visibility in public views. The proposal is overall considered to be in line with policies DM1, DM9 and DM12 in the Council's Development Management Document (2017) and Policies SP11 and SP12 of adopted Haringey's Local Plan 2013 and Policies D4 and HC1 of the adopted London Plan (2021). All other relevant policies and considerations, including equalities, have been taken into account.

The proposed development would provide a satisfactory standard of accommodation in line with London Plan Policy D6 and DPD Policies DM1 and DM12. The proposal would not cause material harm to the occupants of neighbouring properties, in line with London Plan Policy D6 and DPD Policy DM1.

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 but is for a whole new unit and as such is liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £2,562.99 (37 x £69.27) and the Haringey CIL charge will be £9,732.48 (37 x £263.04). This will be collected by Haringey after the scheme is 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 within the table.

RECOMMENDATION

GRANT PERMISSION subject to the following condition(s):

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 drawing Nos. 2332.08 A1, 2332.09 A1, 2332.10 A-, 2332.11 A1, 2332.12 A1, 2332.13 A1, 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 The proposed rooflight(s) hereby approved shall be 'Conservation style', flush with the roof plane in which they are installed, and shall be maintained as such for the lifespan of the development.
Reason: In order to ensure a satisfactory appearance for
- 5 The proposed secure and covered cycle parking facilities as set out on plan number reference: 2332.08 A1 shall be provided prior to the occupation of the use hereby permitted and such spaces 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.
- 6 Prior to the first occupation of the development hereby approved, the side window shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained and maintained thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Informatives:

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: 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 : 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 Mayor's CIL charge will be £2,562.99 (37 x £69.27) and the Haringey CIL charge will be £9,732.48 (37 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: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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: 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.