

Application Number:	HGY/2024/0077
Application Type:	Full planning permission
Address:	63 Shepherds Hill, Hornsey, London, N6 5RE
Proposal:	Reinstatement to convert house back into 2 self-contained flats (excluding The Garden Flat), new dormer to rear of property and conversion of garage to enlarge existing residential unit.
Case Officer:	Ben Coffie
Valid Date:	11/01/2024
Applicant:	4 Mr G Christodoulou
Agent:	Mr Mark Scott MSAD Architectural Design Ltd

RECOMMENDATION

Approve with Conditions

1. Site location

The site is a two storey detached property on the north side of Shepherds Hill. The property has a clay tiled roof and has an unpainted grey rough-cast external treatment. It has a full-height projecting square bay that is surmounted by a triangular gable that incorporates a diamond-shaped motif. It is set within a well-maintained, well planted mature garden, however on its east side is situated a gabled roof garage structure which was built in 2004.

The surrounding area is predominantly residential in character, being made up of a mixture of detached properties and blocks of flats. To the rear of the site are the Shepherd's Hill allotments, which are designated as Metropolitan Open Land (MOL). The site is situated in the Crouch End Conservation Area (CA) and to the north-western side of this designated.

The property is not located within a 'Family Housing Protection Zone', as introduced in the 2017 local plan to restrict further residential conversions in areas identified as already having a high concentration of converted properties.

2. Description of Proposal

The application proposes a new dormer extension to the rear of the property to facilitate the conversion of the house to 2 x 3 bedroom self-contained flats and the conversion of the existing garage and 1bed unit to create a two bed unit.

The house is currently 3 residential properties consisting of the main house, number 63, The Garden flat, located in the basement of the house. This is under a separate title. The flat over the garage was approved on 05/11/2003 reference HGY/2003/1651.

The garage redevelopment will result in the creation of two double bedrooms on the ground floor level, with living space provided at basement level of the garage building.

No changes are proposed to the existing flat on the second floor.

3. Relevant Planning and Enforcement history

The most recent applications for this site are summarised as follows:

OLD/1986/1476,

Address: 63, Shepherds Hill, London, N6 5RE, London

Proposal: 4/3/86 Conservatory type extension to provide new entrance lobby to the flat and kitchen extension.,

Decision Date: 7 May 1986

Decision: Approve with Conditions

OLD/1987/1762,

Address: 63, Shepherds Hill, London, N6 5RE, London

Proposal: 22/6/87 Erection of single storey lean to side entrance lobby and internal alteration to garden flat.,

Decision Date: 17 September 1987

Decision: Approve with Conditions

HGY/2003/1176,

Address: 63, Shepherds Hill, London, N6 5RE, London

Proposal: Erection of garage to side of house, with accommodation in roofspace.,

Decision Date: 2 September 2003

Decision: Refuse

HGY/2003/1651,

Address: 63, Shepherds Hill, London, N6 5RE, London

Proposal: Erection of garage to side of house with accommodation in roofspace.,

Decision Date: 5 November 2003

Decision: Approve with Conditions

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection, conditions suggested to be imposed for construction management plan and details of cycle storage facilities.

LBH Conservation Officer: No response

5. Local Representations

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

Objecting: 0

Supporting: 0

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

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

Principle of development

Principle of additional housing/ conversions

The London Plan 2021 supports the essential need for more homes and currently has a 10-year target set for the delivery of 15,920 new dwellings, of which 2,600 should be from small sites.

Haringey Local Plan policy SP2 outlines that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026.

London Plan policy H1 'Increasing Housing Supply' seeks to increase housing supply across London. The supporting text 'recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford'. The policy states that Boroughs should seek to enable additional development capacity, including through intensification.

The Mayor's Housing SPD (March 2016) refers to the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households (para. 1.2.34).

"To reflect the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households, it is important local policies and decisions are based on robust evidence and take account of strategic housing requirements. As a general principle, locally restrictive policies, including those based on 'conversion quotas', should not be applied without robust justification"

The proposal would add additional residential units to the borough's housing stock, which would work towards meeting the above identified housing delivery objectives for the borough. The principle of additional housing is therefore acceptable.

Local plan policy on conversions

Policy DM16 states that the Council will only permit conversion of larger homes (properties with 3 bedrooms or more) to small self-contained flats where – inter alia – they are located outside a Family Housing Protection Zone (FHPZ), have a floorspace of 120 sq.m or more, and provide a mix of unit sizes in line with DM policy DM11.

Part B of the policy is also relevant to the principle of conversion, in setting out that conversions within the FHPZ are still potentially acceptable but only where they comply with criteria (b – g) of part A of policy DM16, and result in no net loss in the number of family-sized units.

The property in question is not located within a Family Housing Protection Zone. Therefore, it is considered that the aims and objectives of part B the above policy is irrelevant to this proposal. The property has an original un-extended floorspace in excess of 120m².

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.

The principle of conversion is considered to be acceptable, in accordance with the relevant parts of policy DM16 of the DMP.

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 external change to the main house as a result of the development is a rear dormer which will measure approximately 3.3m wide, 2.5m high and 2.7m deep. The property has a large roof and is not heavily altered. The scale and bulk of the dormer is considered moderate, and would appear proportionate and subordinate to the host building and is in keeping with the pattern of development in the area.

The proposed external changes to the garage will involve the installation of new timber windows to match the existing fenestration of the main dwelling. This would not result in any harm to the character and appearance of the host dwelling or the conservation area.

Therefore, the local character and visual amenity of the conservation area will be protected.

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.

The proposal would see the existing property sub-divided into self-contained units as follows:

Unit no.	No. beds/persons	Floorspace (sqm)	London Plan requirement (sqm)	Amenity space provision (sqm)
Flat 1	3B 6P	156m ²	95m ²	Shared garden
Flat 2	3B 6P	136m ²	95m ²	Shared garden

The layout of the spaces is acceptable and would facilitate adequate access and an inclusive environment. Given the flats will be dual aspect due to windows on the rear and front elevations, the proposal will encourage better daylight, a greater chance of direct sunlight for longer periods and natural cross-ventilation. The occupiers will have a reasonable level of outlook.

The London plan 2021 requires a minimum of 5m² of private outdoor space should be provided for 1-2 person dwellings and an extra 1m² should be provided for each additional occupant'.

With regard to private outdoor space, the existing rear garden area will serve as a communal garden space for all the occupiers of the flats, moreover it is considered that the flats have a generous floor space and is substantially above the minimum gross floor area required, therefore on balance they are acceptable.

The floor to ceiling height for all the flats are considered acceptable as they will meet the minimum height of 2.5m as set out by the London plan 2021.

The existing garage dwelling would be increased from a 1-bed unit to a 2-bed 3-person unit, located over 2 floors. It would have a floorspace of 72.5m² which exceeds the minimum 70m² required by the London Plan. This unit also benefits from access to the large communal rear garden. An adequate level of light and outlook would be provided.

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.

By reason of the nature of the external alterations to the garage and the location and moderate scale of the roof extension to accompany the conversion, there would be no material loss of privacy to neighbouring properties.

In terms of use, the conversion of the property into self-contained units as proposed is not significant in planning terms. The comings and goings would remain similar to the existing use as a large single household family.

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 proposal site has a PTAL rating of 2, indicating that its access to public transport is poor when compared to London as a whole, suggesting that there will be a strong reliance on the private car for trip-making. However, the site does have good accessibility to transport links, with Highgate Underground Station approximately 10-minute walk and a 3-minute bike ride from the site location. Furthermore, the site has good access to multiple bus services from Archway Road. The site is located within the Crouch End B CPZ, which restricts parking to permit holders only Monday to Friday, 14:00 – 16:00.

It is stated in the application form that the development will retain car parking spaces for 3 vehicles, this is considered acceptable and would meet the requirement of the London plan. London Plan 2021 Policy T6.1 Residential Parking which requires that '*20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces*'. This issue can be addressed with a planning condition.

In terms of cycle parking arrangements, the London Plan 2021 requires 1 space per studio single/one bedroom unit, 1.5 spaces per 2-person 1-bedroom unit, and 2 spaces for all other dwellings. To meet the requirement of the London Plan policy T5, the applicant would need to include the provision for 6no. cycle parking places. Whilst this has not been provided, a condition is attached for details of required cycle spaces and Construction Management Plan (CMP) to be submitted and approved by the LPA.

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 Haringey 'Waste management guidance note for residential and mixed-use developments' sets out waste and recycling guidelines for residential and mixed-use developments within the borough

Unit no.	No. beds/persons	Refuse storage provided	Required Haringey Standard
Flat 1, 2 and garage unit	2 x 3b 6p	6 x 140L bins in block plan, no further details.	6 x 240L – Recycle and domestic 3 x 25L – Food waste

The proposal would need to include the provision for refuse/recycle bin storage located in the front according to the above requirement.

A pre-occupation condition shall be imposed that requires the waste storage enclosure as shown on subsequently approved drawings, to be installed prior to first occupation and maintained as such for the lifespan of the development.

Conclusion

The principle of additional housing is acceptable. The design, siting and form of the extensions and alterations are considered to be acceptable in design terms, the appearance of the building and this part of the conservation area. The extensions/ alterations will not adversely impact the residential and visual amenities of neighbouring occupiers. The standard of living accommodation for future occupiers is considered acceptable. There is scope to provide satisfactory means of cycle parking and waste/recycling storage waste management facilities within the site, details of which shall be conditioned.

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

7. CIL Applicable

As the proposal involves net additional floorspace and a net increase in residential units to a converted dwellinghouse, the development is liable for Mayoral and Local CIL. The Mayoral CIL charge would be £1,891 (27.3m² x £69.27) and the Haringey CIL charge would be £11,532.89 (27.3m² x £422.45).

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 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

- 4 Prior to the first occupation of the development hereby approved, full details of the type and location of secure and covered cycle parking facilities shall be 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, 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.

- 5 Full details of the refuse and waste storage recycling facilities shall be submitted to and approved in writing by the local planning authority, prior to first occupation of the development. Such a scheme as approved shall be implemented prior to first occupation and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017.

- 6 No demarcation of the front and rear garden spaces shall be undertaken unless otherwise approval is given for this arrangement as agreed in writing with the Local Planning Authority

Reason: In order to ensure a suitable setting for this property is maintained and in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

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: 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: 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 Mayor's CIL charge will be £1,891 (27.3sqm x £69.27) and the Haringey CIL charge will be £11,532.89 (27.3sqm x £422.45 (Indexation included)). 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.