

SITE AND SURROUNDING

The site, 45 Rosebery Gardens, is a mid terrace three storey property in a row of 3 storey properties along Rosebery Gardens, a residential area on the outskirts of Crouch End.

The subject site is not within a conservation area nor is it within the curtilage of a listed building.

PROPOSED DEVELOPMENT

The applicant is proposing the following works:

The proposal is for a change of use from class (B8) Storage to (C3) Dwelling at ground floor and to erect a single storey extension to the rear of the property.

SITE HISTORY AND ENFORCEMENT

All existing planning applications have been considered for this application.

The planning history of the neighbouring sites have been considered when coming to this decision. Neighbouring properties have received permission for extensions, alterations, and residential conversions.

LOCAL REPRESENTATIONS

The application has been publicised by the way of letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

Objections:1

Support:0

Objections summarised:

Objection	Officer Response
Relocating the communal electric box to the communal area, adjacent to the entrance door, which would partially obstruct the entrance door – the only fire exit for the building	Fire safety regulations, are controlled under Building Regulation Part B, are distinct from the planning process and are governed by a separate legislative framework. While planning permission focuses on land use and meeting prescribed unit/ floorspace requirements, fire safety regulations seek to ensures that a converted property meets specific safety standards outlined in Part B, which will be applicable here.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance of Crouch End Conservation area;
3. Impact on neighbouring occupants;
4. Accommodation standards;
5. Parking and transport;
6. Waste and refuse.

1. Principle of Development:

Supply of housing

Providing additional residential unit is consistent in respect of Government, London and local plan policies in respect of increasing housing supply and higher levels of density in relation to accessible locations, with both the 2021 National Planning Policy Framework (NPPF) and new London Plan putting particular emphasis on 'small site' development.

The London Plan (2021) sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.

The Haringey Local Plan Strategic Policies DPD 2017 (SPDPD), sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. Policy SP2 states 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 stated minimum target.

In light of the above, the provision of an additional flat in this location is acceptable in course that there is compliance with all other policy provisions and acceptability in terms of actual impacts. These potential impacts are addressed in the remainder of this report.

2. Design and Appearance Comments:

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. DPD Policy D9 requires development to preserve or enhance the character and appearance of the Borough's conservation areas.

The ground floor currently consists of a garage, rooms in use for storage and communal passageway to allow access to the two flats above. The application seeks to add a full width ground floor single storey extension to the rear for a depth of 3m to mimic the adjoining properties.

The rear extension is modest in scale with numerous other examples throughout the terrace. This is also the case with the garage door which would be taken out and replaced with windows and render to match the eastern neighbours. As such, the proposed addition would not appear out of character and would be subordinate to the host building. The materials and window replacements would match or complement the existing being sympathetic to the host building and area.

The additions are moderate consistent of the surrounding massing/proportions therefore would have a neutral effect on the terrace and beyond.

3. Amenity Comments

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 addition to the rear as mentioned in the above section the extension would be a full width to a depth of 3m to a height of 2.8m. The dimensions would mean the extension would follow the depth of No.47s extension and protrude beyond No.43s extension as the terrace is staggered. As such, the addition is modest and internalises a small portion of the rear garden.

All works proposed meet all amenity tests when considering effects on light, bulk, sense of enclosure and privacy for the observations discussed above.

4. Standard & quality of accommodation

London Plan (2021) 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 government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant.

Unit No	Type/ Size	GIA	Private Amenity Space	Required minimal space, London Plan
New Flat	2 bed 4 person	73.8sq.m	Large rear garden	70sq.m

The development will provide 1 new residential units, with the size of such units meeting the minimum area standards as required by the London Plan.

The new 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 proposed unit would be dual aspect excluding the front bedroom however, would be generally well lit in terms of daylight. As such, the standard of accommodation provided within the conversion is considered an improvement on the existing accommodation and in accordance with enough of the requirements of London Plan Policy D6 Housing and enough of the relevant standards to be considered acceptable.

5. Parking & transport

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'.

The Site has a PTAL rating of 3, which is a good score. The site being a short walk from 5 bus routes, closest being on Tottenham Lane and Hornsey Station (5-10minute). All stations provide connectivity to London's underground and overground train network.

It is noted that from 2011 census records average car ownership per household in the Fortis Green ward was 0.9 vehicles per household. However, given the units here is a family sized unit, it is expected that the actual parking demands that would be generated will be lower. Although there has been no additional off-street parking directly proposed, the 2 off street parking spots would be retained. Although the addition of an extra flat would be expected to add to parking stress, the location and scale of the development, the addition of one or two cars would not cause significant harm to the existing parking situation.

Further sustainable transport arrangements include the adherence to London Plan requirements for on-site cycle parking provision. Cycle parking is not shown, with such cycle parking to be covered and secured, as to be delivered by a condition imposed. Specifically, a total of 2 secured and covered long stay cycle parking spaces are proposed to be provided.

Overall, it is considered that the addition of the dwellings would not materially impact parking conditions or the highway network.

6. Waste and recycling

DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.

Refuse will be collected through the same refuse vehicle that collects refuse from the existing apartment block. Refuse will be wheeled from the communal bin store along the short access road to the refuse vehicle. Waste storage would serve all units with separate storage the provision of three x 240L refuse; four x 240L recycling and four x food waste store.

Conclusion

The proposal is considered moderate and acceptable. All other relevant policies and considerations, including equalities, have been considered. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

CIL

Based on the information given on the plans, the Mayoral CIL charge will be £1,226.079 (17.7 sqm x £69.27) and the Haringey CIL charge will be £7,477.36 17.7 sqm x £422.45 (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.

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. Details of secure and covered cycle parking facilities 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.

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

Based on the information given on the plans, the Mayoral CIL charge will be £1,226.079 (17.7 sqm x £69.27) and the Haringey CIL charge will be £7,477.36 17.7 sqm x £422.45 (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.