



Officer Report

Application Number:	HGY/2024/0587
Application Type:	Full planning permission
Address:	Land at rear garden of 17 Sirdar Road, Wood Green, London, N22 6QP
Proposal:	Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.
Case Officer:	Daniel Boama
Valid Date:	04/03/2024
Applicant:	Mr George Karaolis
Agent:	Mr Richard Domenech

RECOMMENDATION

Refuse

1. SITE DESCRIPTION

The application site is an existing garage at the rear of the 17 Sirdar Road that faces Westbury Avenue and is adjacent to no.12. The site is not within any conservation area nor is it within the curtilage of a listed building. To the northwest of the site is predominantly residential, with a local shopping parade on Westbury Avenue between nos.28 to 44 and nos.57 to 79. There are line of trees and fencing to the southwest of the site, that are to the rears of nos.1 to 15 Sirdar Road. Westbury Avenue bridges over the Westbury Avenue Herb Garden, which can be accessed by a footpath on either side of Westbury Avenue.

2. THE PROPOSAL

This is an application for the sub-division of the site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

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

APP/Y5420/W/23/3332190 - HGY/2023/1216 – Sub division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage. Pending decision.

HGY/2023/1216 – Sub division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage. Not Determined

HGY/2023/0234 – Proposed conversion of a single family dwellinghouse to 2no. self-contained flats comprising 1 x 2-bedroom flat and 1 x 3-bedroom flat inc. associated bicycle and bin storage (AMENDED DESCRIPTION). Approved on 21/3/2023

4. Consultation response

Internal & External Consultees

The following were consulted on the planning application:

- **LBH Waste Team:** This development is for four 1 x bed flats to the rear of 17 Sirdar Rd and is accessible from Westbury Avenue, London N22. The property will be eligible for a kerbside collection service for refuse and recycling and the waste and recycling capacity in the application is sufficient. However, by only having 3 x recycling and 3 x refuse bins, some sharing of containers would be required and this will increase the risk of the bins (particularly recycling) being misused. Our recommended waste storage provision per unit for 4 x1 bed flats is 1 x 140 litre wheelie bin (refuse), 1 x 140 litre wheelie bin (mixed recycling – paper, card, glass, cans, food and drinks cartons plastic tubs, bottles and trays), and 1 x external food waste container (23 litre) and 1 x 7 litre internal kitchen waste caddy. Paid for garden waste collections are available on request. Refuse collections are once every two weeks while food waste and recycling are weekly and containers should be placed at the edge of property for collection. When ready and at least two weeks before occupation, new containers can be ordered online , by contacting Veolia Tel: 020 8885 7700 or Email: enquiries.haringey@veolia.com. Other waste and recycling Information including the collection day can be found at <https://new.haringey.gov.uk/rubbish-recycling>.
- **Thames Water:** Having reviewed the details, we have no comments to make at this time. Should the details of the application change, we would welcome the opportunity to be re-consulted.
- **Transport for London (TfL):** The proposed demolition and construction works are associated with a development to be accessed from A1080 Westbury Avenue which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The A1080 is served by four bus routes, although the nearest stops are approximately 100m away. The footway and carriageway on the A1080 Westbury Avenue should not be blocked during the proposed demolition and construction works. Temporary obstructions during the conversion should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A1080 Westbury Avenue. All vehicles should only park / stop at permitted locations and within the time periods permitted by existing on-street restrictions. For cycle parking, London Plan policy sets out that there should be 1 space per studio or 1 person 1 bedroom dwelling, and 1.5 spaces per 2 person 1 bedroom dwelling. TfL have no further comments to provide.

Neighbour Consultation

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

No of individual responses **0**

5. PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Development on Infill Backland and Garden Land Sites;
4. Standard and quality of residential accommodation;
5. Housing Mix;
6. Impact on neighbouring amenity;
7. Transport considerations;
8. Waste Management;
9. Residential Basement Development.

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.

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.

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 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.

Design and appearance

London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

The proposed building would have a similar appearance to the neighbouring properties between nos.12 to 24 Westbury Avenue with the bay windows on the ground and first floor level. The exceptions would be that the proposed building would be detached, and the pinnacle on the roof above the bay windows would be gabled instead of hipped. Instead, it matches the gable pinnacle on of the host site (17 Sirdar Road). The building follows the same existing building line as the neighbouring properties between No.12 to 24, and appears to have a similar scale, massing, and height from ground level and above as the neighbouring properties. However, the addition of the basement level would be out of character that does not relate well to the surrounding area, with the lightwell taking up the entire front forecourt, leaving no opportunity for landscaping, contrary to Development Management Development Plan Document (DPD) Policy DM18 on residential basements and lightwells. The proposal is therefore considered unacceptable from a design perspective.

Development on Infill Backland and Garden Land Sites

Policy DM7 'Development on Infill Backland and Garden Land Sites' states that there will be a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots. The Council also requires that development proposals for infill, backland and garden land should meet the requirements of Policies DM1 and DM2 and must relate appropriately and sensitively to the surrounding area, provide a site specific and creative response to the built and natural features of the area, repair or re-provide street frontages and provide additional passive surveillance and increased security, safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens, retain and provide adequate amenity space for existing and new occupants, incorporate at least one street frontages or be ancillary to the host dwelling and the adjacent houses/terraces, and not result in 'gated developments that prevent access which would normally be provided by a publicly accessible street.

The site is located on the rear garden of No.17 Sirdar Road, which is proposed to be subdivided for this application. Unlike the neighbouring gardens belonging to the odd numbered properties along Sirdar Road, the site's rear garden stretches all the way to the pavement on Westbury Avenue. The proposed building would be similar in appearance to the neighbouring properties along Westbury Avenue, relating positively to the street scene. The property would be easily accessible from the street on Westbury Avenue. However, the addition of the basement level would be out of character, and the appearance of the lightwell to the front garden would not relate well to the existing street scene, therefore it is considered not 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.

Flat No./Level - Units (Beds / Persons) - Bedroom - Living Kitchen/Dining Area - Total Area - Min Space Standard - Complies?

Flat 1/Basement level - 1B2P - 17.2 sqm - 22.5 sqm - 50.6 sqm - 50 sqm - Complies.

Flat 2/Ground floor level - 1B1P - 19.1 sqm - 26.5 sqm - 49.5 sqm - 39 sqm - Complies.

Flat 3/First floor level - 1B1P - 19.5 sqm - 21.3 sqm - 44.7 sqm - 39 sqm - Complies.

Flat 4/Second floor level - 1B1P - 14.3 sqm - 25.8 sqm - 48.1 sqm - 39 sqm - Complies.

All the proposed flats would exceed the minimum space standards for accommodation for future occupants.

In terms of external amenity space, Flat 1 would have access to a private courtyard of 11.3sqm, however this would be in a very closed lightwell area and would not be a particularly pleasant amenity area, . Flat 2 would also have access to a private rear garden of at least 50sqm, exceeding the minimum depth and width of 1.5m. Flats 3 and 4 would not have private outdoor amenity space. It is noted that they are within reasonable proximity of Belmont Recreation Ground and Duckett's Common, both of which are in walking distance. However in new build scheme it would be expected that all residential units should benefit for the convenience and amenity of having directly accessible private outdoor space, in the form of appropriately sized balconies.

Basement level Flat

An Internal Daylight Assessment document was submitted by T16 Design Ltd to measure the amount of daylight that the habitable rooms in the basement level flat would receive by using the Target Daylight Factor (DFT) test to measure. The results from the table in the document on page 6 would show that the minimum Target Daylight Factor for the Kitchen/Living/Dining room and the Bedroom are exceeded and therefore the amount of light that basement flat receives is acceptable.

Housing Mix

DPD Policy DM11 'Housing Mix' part A)a) states that proposals for new residential development, including mixed-use schemes comprising residential accommodation, should provide a mix of housing having regard to individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed. Part C states that Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes which include larger and family sized units.

The proposed development is a new development that would result in an overconcentration of 1 bed units, and does not contribute well to the overall housing mix of the site and the surrounding area. Therefore, this overconcentration of 1-bed units is considered to be contrary to Policy DM11 of the Haringey Development Management Plan 2017.

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.

Basement and Loft Floor level Flats

The Basement level bedroom has a side opening French door accessing the courtyard and a window on either side of the French door. Considering that these windows are at basement level, it is not considered that they would have an impact neighbouring amenity by way of overlooking and loss of privacy.

The loft floor level bedroom window is on the rear elevation. This window is not in a position to cause overlooking, and so is considered to be acceptable.

Ground and First Floor level Flats

The bedrooms on these floor levels are sited on both the rear and side elevations. The rear elevation windows would not overlook the neighbouring properties, nor would the side elevation windows that are either obscure bathroom windows or the window serving the landing in the building, and so the proposal is not considered to have impact on neighbouring amenity.

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 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'.

The proposed cycle storage would be stored in a Lockable Timber Bike Storage Unit, which would contain a 5-Bike Semi Vertical Metal Storage Rack that would allow for each bike to be secured to the metal storage rack and independently accessed. The storage unit would be located at basement level, and so it would not have step free access at street level.

Comments were received from Transport for London whose comments are stated in the consultation section above. Furthermore, the site has excellent public transport accessibility (PTAL=6a) and is located within a CPZ. However, the access arrangement to the cycle storage is not step free, because they would be located under the steps leading to the basement, and so this would require the bicycles to be carried up the stairs, which would be inconvenient and deemed inadequate in terms of the siting of the cycle storage, and therefore is considered to be not acceptable.

Waste Management

DPD Policy DM4 'Provision and Design of Waste Management Facilities' states that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting. The on-site provision must:

The plans indicate that waste and recycling storage would be provided in the front garden at ground floor level. As mentioned above, the Councils Waste and Recycling Officer stated that their recommended waste storage provision per unit for 4 x1 bed flats is 1 x 140 litre wheelie bin (refuse), 1 x 140 litre wheelie bin (mixed recycling – paper, card, glass, cans, food and drinks cartons plastic tubs, bottles and trays), and 1 x external food waste container (23 litre) and 1 x 7 litre internal kitchen waste caddy. Paid for garden waste collections are available on request.

In total this would mean that 8 x 140 litre wheelie bins and 4 x 23 litre external food waste containers would be cramped into the small front garden at street level, which would create a visual impact on the street scene and cause issues with occupants accessing and egressing the building due to a lack of space. The provision of these additional bins in accordance with guidance would cramp the front garden due to the lightwell, which would not provide enough space for cycle storage at street level, and therefore is considered to be not acceptable.

Residential Basement Development

Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.

DPD Policy DM18 'Residential Basement Development and Light Wells' states that the construction of new basements, including in existing dwellings will only be permitted where it can be demonstrated that the proposal Will not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions, does not increase flood risk to the property and nearby properties from any source (see Policy DM24), avoids harm to the appearance or setting of the property or the established character of the surrounding area, will not adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity, and will not adversely impact the local natural and historic environment.

The proposed scheme involves the creation of a basement and lightwell to created one basement level flat and 3 above-ground level flats. Access to the basement level flat would be via a lightwell at the front on Westbury Avenue. The proposal has not been supported with a Preliminary Basement Impact Assessment by Jomas Associates Ltd that the impact it would have on the structural stability of adjoining properties, potential increase of flood risk, or damage the character of the area. The site is in flood zone 1 and so there is a low probability of flooding at the site, and it is not located within a critical drainage area.

The proposed drawings show that 50% of the front garden would be retained at street level, but the number of bins to be provided would crowd the front garden creating an undesirable appearance at the street level. It is also advisable to provide all cycle storage at the street level to ensure step free access. Lightwells are not a common feature on this street scene and therefore it would impact and the character of the area, therefore the introduction of a lightwell and basement is considered not acceptable.

6. CONCLUSION

The proposal is considered not acceptable for the reasons set out above and does not comply with relevant planning policy.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

CIL APPLICABLE

N/A

7. RECOMMENDATION

REFUSE PERMISSION

Refusal Reasons:

The proposed cycle storage location at basement level, is inadequate in terms of siting and ease of access, contrary to policy DM35 of Haringey's Development Management DPD 2017 and policies D6 and T5 of the London Plan 2021.

The proposed lightwell in the front garden by reason of its size and siting would appear an incongruous feature in the street scene, out of character with the form and appearance of the adjoining terrace, to the detriment of local visual amenity and contrary to Policy SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017 Policies D3 and D4 of the London Plan 2021.

The proposal would result in a an overconcentration of 1-bed units which does not contribute well to the overall housing mix of the site and the surrounding area. As such the proposal is contrary to policy DM11 of Haringey's Development Management DPD 2017.

The proposed development involves the over-intensive sub-division of the site resulting in sub-

standard accommodation by reason of lack of external amenity space, and inadequate space for refuse and bicycle storage contrary to Policies D3 and D6 of the London Plan 2021, Policy SP2 of Haringey's Strategic Policies DPD 2017, Policies DM16 and DM12 of Haringey's Development Management DPD 2017.