



Officer Report

Application Number:	HGY/2024/0915
Application Type:	Householder planning permission
Address:	68 Woodside Avenue, Hornsey, London, N6 4ST
Proposal:	Erection of a single-storey rear extension and double-storey side extension; enlargement of the existing rear dormer window and erection of side and front dormer windows at second-floor level; and creation of a driveway accessed from Lanchester Road relocating the existing dropped kerb in this street.
Case Officer:	Mercy Oruwari
Valid Date:	02/04/2024
Applicant:	Mr Sen
Agent:	Mr Paul Duffy

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

The subject site contains a two-storey semi-detached dwellinghouse located on the southern side of Woodside Avenue, next to the junction shared with Lanchester Road.

The site is not located within a conservation area. The site is however located within the boundaries of the Highgate Neighbourhood Plan.

2. THE PROPOSAL

The proposed works for this application involves replacing the single storey side extension with a two-storey side to rear extension. The ridge line of the roof would be elongated in relation to the new first floor element of the side extension. As part of the works the hipped roof would also be repositioned. To accommodate these works the existing two chimneys would be removed. The extension would have new openings (windows/doors) to the front/side/rear elevations.

At the rear the existing ground floor extension and garage would be replaced with two new larger structures. Above the extension replacing the garage a new terrace would be installed. This would be accessed from the new master bedroom created from the first-floor level of the new double storey side extension. Railings would be installed in front of the existing first floor French doors above the new rear extension adjacent to No. 66. This would mirror the first-floor arrangement of the neighboring property.

Two new dormer windows would be installed with one on the side within the new hipped roof, and a second on the front roof slope. The existing rear dormer would also be enlarged. Roof-lights would be installed on either side of the front gable and a small one on the front roof-slope. The final addition to the roof would be solar PV panels at the rear.

The proposal also includes closing of the opening off Lanchester Road (presently providing access to the existing garage) and removing the existing related crossover. The new opening/crossover would still be off Lanchester Road, but the driveway would be located in the front garden closer to the junction of Woodside Avenue. The proposed driveway would sit in front of the new bin/bike storage adjacent to the side extension.

As part of the development to this property the panelling would be removed on the front elevation and restoration works/treatments would be carried. The final works would involve works to the side boundary treatment.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

The only previous history for this site relates to a Pre-application (PRE/2024/0023) in relation to this application.

4. CONSULTATION RESPONSES

Internal & External Consultees

The following were consulted on the planning application:

1. LBH Transportation Officer:

Local amenity groups

There were no local groups/societies consulted on the planning application.

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

Design & appearance

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

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 and 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.

Highgate Neighbourhood Plan (NP) Policy DH4 concerns side extensions which should respect the streetscape and not block or significantly infill the gaps between buildings, while being subordinate in scale to the original dwelling and complementing its character. Policy DH3 also requires rear extensions to be subordinate to and complement the original dwelling. Policy DH5 indicates that

dormers should respect the existing roof form in terms of design, scale, materials and detail and be restricted to the rear.

Policy DM34 stipulates that parking on front gardens will only be allowed if certain conditions are met. Firstly, a minimum of 50% of the existing soft landscaping area must be retained, with proposals required to manage flood risk appropriately and utilize permeable materials for any hard standing. Secondly, proposals will be assessed considering their impact on the historic environment, in accordance with Policy DM9.

Additionally, Policy DH6 of the Highgate Neighbourhood Plan outlines criteria for prohibiting such parking, including detrimental effects on street character, removal of mature hedges or natural features, and loss of visual permeability or public accessibility contributing to local character. Furthermore, Policy TR4 of the Highgate Neighbourhood Plan emphasizes that new off-street parking should consider local character, soft landscaping, permeable surfaces, and boundary treatments to offset visual impacts and surface water run-off. Lastly, Policy TR5 addresses dropped kerbs and crossovers, requiring demonstration of alleviating on-street parking demand, preserving area character, ensuring pedestrian and highways safety, and implementing appropriate on-site drainage measures.

The application site here forms part of a row of two storey semi-detached dwellings of a cohesive and attractive appearance. These houses have two storey bay windows at the front with gable ends above and hipped main roofs.

Side Extension and Roof Alterations

The proposed side extension relative to the main two storey bay would be set back ensuring that the symmetrical arrangement with the adjoining property would not be unacceptably harmed. Being adequately pulled in from the boundary of Lanchester Road the width of the side extension would be fairly modest. With the extension being set back in relation to the bay along with being pulled in on the side the new structure appears subordinate in scale.

The ridge of the roof over the main house would be elongated incorporation with the new repositioned hipped roof sitting over the double storey side extension. The small rear facing gable would also be enlarged in relation to the two storey side extension and the reconfigured main roof. Although the roof would be enlarged/reconfigured the character would still be in line with the original house and the other properties in the immediate area. Part of the refurbishment of the roof also includes replacing the existing tiles, which are in a poor condition, with replicates that would be like for like in material and appearance.

Front Elevation Treatment

The wood cladding on the front elevation would be removed. The property would be rendered restoring a characteristic feature of these properties. The materials and form of the side extension would match as closely as possible the right hand wing of the property. This would create a balance to both the main and the new part of the house resulting in the formation of a property with a notable double fronted elevation.

Rear Extensions

The proposed single storey rear extensions although joined and connected internally via sliding doors, would read as two separate structures. The existing extension adjacent to the boundary of No. 66 would be replaced with a deeper 4 metre structure with 2x large glazed doors installed and a large rooflight. Although the new extension would be slightly deeper by 0.2 metres, and taller, it would be no higher than the existing boundary wall that sits between the two properties.

This extension would be clad in masonry and would have an aluminium coping detail at the top of the wall. The treatment of the elevation with a different material is to complement the use of the material of the existing house. This would show a differentiation between the original structure and the proposed new projection towards the rear.

The larger extension replacing the garage would be notably taller and deeper. This extension would have large, glazed sliding doors facing the garden and large windows that form a glass wall facing the boundary of Lanchester Road. Being adjoined, the two extensions together would cover the full width of the property. Although the two extensions span the full width of the house, they would appear subordinate in relation to the main building and would appear proportionate in relation to the host plot.

Overall, with the site being the end of terrace and equally on a prominent highly exposed corner, the reasonably generous plot allows for the extent of the works to the side and rear to not appear as dominant features.

Terrace and Balcony

At the rear of the new first floor master bedroom, a single glazed door would provide private access to a small roof terrace located above the larger rear extension. The terrace has been reduced in depth to a more modest 1.5 metres following pre-application advice. Although this type of roof terrace is not a characteristic feature of

the locality, and given its highly visible corner location, the reduction notably reduces its visual prominence and on balance would be acceptable.

The installation of the railings to enclose the existing rear small balcony on the first floor would be a minor change. It would make the space more accessible and safer to use. The French doors on the first floor are a feature within these row of houses, including the immediate neighbour next door. As such it would not appear as an uncharacteristic feature.

Dormers, Rooflights and Solar Panels

In terms of the new front and side dormers, given the prevalence of these within the locality, their introduction as part of the proposal would be acceptable. The front dormer would be of a modest size and would appear subordinate when viewed from the street. The side dormer would be larger in scale, but it would still be of a proportionate size to the house and the new part of the roof. Both would be set down from the main roof ridge and set up from the eaves. Although the existing rear dormer would be enlarged, it would still appear as a subordinate feature on this part of the roof. The location of the 3x front rooflights and solar panels are also considered acceptable.

Windows

The existing windows at the front would be replaced with new windows in the same traditional character and style. The new windows to be installed at the front of the double side extension would also replicate those of the existing front elevation windows. At the back of the side extension, large windows with a single glazed door would be installed at the rear of the new first floor master bedroom.

On the side elevation, the number of openings of the upper floor windows would be reduced within the new extension (4x openings to 2x). The new ground floor door would also be slightly repositioned. The fenestration on the side, including the glazing within the dormer, would also have a different style/pane pattern to those at the front. These would reflect the windows installed in the properties directly opposite on Lanchester Road. Although these vary from those at the front, the arrangement of the side and all the newly installed windows throughout the new extensions/house are considered acceptable.

Side Boundary Treatment

The side boundary wall forming the boundary to Lanchester Road would be retained following the pre-application advice. Any part of the masonry wall which is in poor

condition and unable to be retained would be replaced in the same material and to the same height.

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 the amenity of neighbouring residents.

The proposed double storey side to rear extension would not result in any unacceptable loss of light or outlook for the neighbouring residential properties due to its location to the southern side of the property. This side of the house is not in close proximity to any other neighbouring property and therefore does not pose any issue in this regard. Although the rear single storey extension sits adjacent to No. 66, it would be no higher than the existing parapet and only 0.2 metres deeper. The impact for this neighbouring property would not be significant from this aspect.

The enclosing of the existing balcony/terrace would provide usable space immediately adjacent to the boundary of the neighbouring property. However, No. 66 also has a similar terrace as this is a feature of these properties, plus the dividing boundary wall would be retained to maintain privacy between the neighbours. The new terrace on the southern side of the building with the depth being reduced to a modest scale minimises any potential overlooking. Overall, the works to this property would not adversely impact the amenity of neighbouring properties.

Parking and Bike Storage

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'.

As this is an application for extensions and alterations to an existing dwelling, there'll be no changes to the transport and parking demands for this site. However, the proposal includes the relocation of the existing vehicular crossover and driveway. This would involve the removal of the existing layout/opening (presently used to access the existing rear garage) and repositioning the new access closer to the junction of Woodside Avenue. The new driveway would be placed between the front of the new extension and garden fronting Woodside Avenue.

In most cases the works for the formation of a dropped kerb/ vehicle crossover does not require planning permission as it is 'permitted development', i.e. in the case where the road in question is an unclassified road (Part 2 Class B of the General Permitted Development Order 1995). Equally the works within a site for the purposes of laying out parking a car technically does not require planning permission where it relates to a single family dwelling, subject to some limitations. As such this aspect of the works does not technically require planning permission, however irrespective of this point the applicant would need to apply for vehicle crossover in line with the requirements of the Highways Act 1980. In the case here it is noted that such a new crossover would sit close to the junction with Woodside Road and as such this may present highways safety issues/ be a reason for not allowing a crossover. As such this matter needs to be discussed with Haringey's Crossovers Team and an application made accordingly. An informative is being added to remind parties of such points.

In terms of cycle parking 3x on-site cycle spaces are to be provided behind the off-street parking within the enclosed private side garden. This is considered an acceptable arrangement.

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.

As this is an application for extensions and alterations to an existing dwelling, there will be no changes to the collection arrangements for this property. The location of the refuse storage would be in the front garden, just inside the entrance to the driveway. The arrangements would be adequate and acceptable for a property of this size.

6. CONCLUSION

The proposal is considered acceptable in respect of its character, appearance and impact on the site and would not result in material harm to the residential amenity of neighbours.

The proposed works are considered acceptable in terms of design and amenity considerations. The development is in accordance with Policies DM1 and DM12 of the Development Management, Development Plan Document 2017, and policies SP11 and of Haringey's Local Plan Strategic Policies 2017. The proposed development also accords with the relevant policies of the London Plan 2021 and the NPPF and Highgate Neighbourhood Plan

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

7. RECOMMENDATION

The application is recommended for approval subject to the following conditions.

Please see decision notice for Conditions and Informatives.