



Officer Report

Application Number:	HGY/2024/0811
Application Type:	Full planning permission
Address:	16 Stapleton Hall Road, Hornsey, London, N4 3QD
Proposal:	Single storey rear extension, loft conversion comprising rear dormer extension & front roof lights, and the conversion of the extended dwellinghouse into three separate self-contained flats.
Case Officer:	Neil McClellan
Valid Date:	21/03/2024
Applicant:	4 Mr Sheinfeld
Agent:	Mr Sruli Lieberman

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposal

Single storey rear extension, loft conversion comprising rear dormer extension & front roof lights, and the conversion of the extended dwellinghouse into three separate self-contained flats.

Amendments

The application has been revised, with the proposed rear dormer significantly reduced in size and the split-level flat proposed on the second and loft floor reduced from 2-bedrooms to 1-bedroom.

Site Description

The subject site is a three storey mid-terraced house. The property has a parking space in its front garden and a vehicular crossover.

The site is located within the Stroud Green conservation area. It does not fall within the curtilage of a listed building; however, the Grade II Listed Stapleton Hall is opposite the site.

The site is within Haringey's Family Housing Protection Zone.

Planning and Enforcement History

HGY/1990/1301 – Planning permission granted for a vehicular crossover and for the creation of a parking space in the property's front garden.

LOCAL REPRESENTATIONS

Five objections have been received in response to notification and publicity of the application.

The following issues have been raised:

- Loss of another family home in Stapleton Hall Road. The majority of houses in this stretch of the Road have already been converted into three flats.
- Application does not include a Design, Access & Heritage Statement and no information is provided on the quality, type or appearance of the external materials to be used. The materials should be in keeping with the character and appearance of the existing building.
- The property is located opposite Stapleton Hall, a Grade II Listed Building.
- No information is provided on fire safety.
- What arrangements will be made for ventilation and wastewater drainage.
- Impact of the proposed ground floor extension on neighbouring amenity.
- The planning application states that there will be no loss of garden land, which is untrue as the proposal includes a proposed rear extension.
- The proposed dormer is too large and will make the building appear overbearing.
- No information has been provided about party wall requirements.
- There should be a restriction on future occupiers of the flats from applying parking permits.
- The existing parking space should be removed and adequate provision made for secure cycle storage.
- Impact on trees to the rear.

CONSULTATION

LBH Transport Planner:

- a. The site has excellent public transport accessibility (PTAL=6a) and is located within a CPZ, where a car free development is appropriate.
- b. The existing car park space and vehicular crossover should be removed, the pavement reinstated as footway, and corresponding changes to road markings and the corresponding TMO altered. This will require a s278 agreement, with all costs borne by the developer. A dwarf wall should be constructed to prevent future car parking in the front yard.
- c. secure, shelter and accessible cycle parking provision is required for each of the three proposed flats to comply with London Plan minimum standards.
- d. Details of provision for refuse storage for each proposed flat is required.

Historic England:

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of conversion.
2. Design, appearance, and conservation;
3. Standard and quality of residential accommodation;
4. Neighbouring amenity; and
5. Transport & Servicing.

1. Principle of conversion.

The London Plan 2021 further supports the essential need for more homes and currently has a 10-year target set for the delivery of 15,920 new dwellings in Haringey, 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.

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).

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.

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 they have an original un-extended floorspace of 120 sqm 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 Family Housing Protection Zone will only be 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 (units with 3 or more bedrooms).

The property in question is located within the Family Housing Protection Zone and has an internal un-extended original floor space of over 180m², which exceeds the minimum 120m² required in order to be deemed a property suitable for conversion to smaller residential units. The proposal includes a 3 bedroom unit on the ground floor with access to the rear garden, and therefore does not result in the net loss of family sized housing.

Parts c – g of part A of the policy deal with the standard of residential accommodation and shall be considered in detail within the relevant sections of this report.

However, in terms of the principle of conversion, the original un-extended floorspace of the property meets the minimum requirement of 120m² and does not result in a net loss of family-sized housing.

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 above policies.

2. Design, appearance & conservation.

Local Plan Policy SP11 outlines that all development should enhance and enrich Haringey's built environment. Proposals should respect local context, character and historic significance, in order to contribute to the creation and enhancement of Haringey's sense of place.

Policy DM1 of the Development Management DPD requires developments to be of the highest standard of design, which contribute to the distinctive character and amenity of the local area.

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. It 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.

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.

Stroud Green conservation area has no current adopted appraisal.

Ground Floor rear extension

The property has an original 2-storey pitched roof outrigger projecting to the rear. The space between the outrigger and the boundary with the neighbouring property at 14 Stapleton Hall Road has already been infilled at ground floor level. There are no planning records for this existing extension, but it appears to have been in place for a number of years and is assumed to be lawful.

A further 3.5-metre-deep ground floor extension is proposed to the end of the outrigger. It will not span the full width of the property, being set approximately 2.5 metres off the boundary with No.14. It will have a shallow pitched roof with an average height of approx. 3.0 metres, it will have a height of around 2.8 metres at its rear elevation.

The proposed extension would be modest in bulk and scale and subordinate to the main dwelling. A condition will be attached requiring that it be finished in materials to match those of the existing dwelling.

Dormer extension

The proposed dormer has been amended and significantly reduce in size. Rather than the full width dormer with little set up from the eaves originally proposed the revised dormer is less than 2/3rds the width of the roof, with set-ins from the sides of just over 1 metre, and a set up from the eaves of approximately 0.65 metres. The result is a subordinate and complimentary extension, that retains much of the original rear roof profile and is in line with the scale of other rear dormers with the same terrace of properties.

Front garden/forecourt

The required secure cycle Parking and waste storage will need to be accommodated within the front garden. While there is sufficient room to comfortable accommodate this requirement, it will necessitate the removal of the current parking space. It is recommended that a condition be

attached requiring details for a landscaping scheme for the front garden, including the necessary bicycle and waste enclosures, new front boundary treatment, along with hard and soft landscaping.

Trees

The proposed ground floor extension will necessitate the removal of a heavily pollarded and reduced tree, considered to be of little amenity value. The extension will be within the root protection area of a semi-mature tree adjacent to the boundary with no. 14 Stapleton Hall Road. While not protected by TPO, it is of some amenity value and should be retained if possible. The extension is replacing an existing area of hardstanding laid close to tree's trunk. Provided the sensitive construction methods are used the proposed extension should not impact on the future viability of the tree. It is recommended that a condition to this effect be added to any decision notice approving the development. An informative will also be added advising the applicant that written notification has to be made before any significant tree works can be undertaken within a conservation area.

Listed Building

The site is opposite the Grade II listed Stapleton Hall. However, as all new building works are minor in nature and to the rear of the site they will not impact on its setting. Improvements to the site's frontage, including the removal of the parking space, the reintroduction of an appropriate boundary wall and other potential landscaping to the front will improve the appearance of the building, the street and the setting of the listed building.

Summary

Overall, the proposal is considered to be acceptable and consistent with the relevant policies outlined above protecting local visual amenity and preserving the character and appearance of the conservation area.

3. 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 three self-contained units of the following sizes and internal floor areas:

Flat 1: 3-bedroom/5-person unit = 90.5 sqm (London Plan requirement = 86 sqm).

Flat 2: 1-bedroom/2-person unit = 61.3 sqm (London Plan requirement = 50 sqm).

Flat 3: 1-bedroom/2-person unit = 62.8 sqm (London Plan requirement = 58 sqm (as over 2 floors)).

All three of the proposed flats exceed the required standard, significantly so in the case of the two smaller upper floor flats.

The layout of the spaces is acceptable and would facilitate an adequate access and inclusive environment. Given all three the flats will be dual aspect, with windows in the front and rear elevations, they should receive adequate daylight and have a reasonable level of outlook and choice of views.

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'. The larger three bed family sized unit will have sole access to the rear garden which more than meets the London Plan standard for outdoor amenity provision. As is often the case with the conversion of terraced properties, neither of the proposed upper floor flats will have access to outdoor private amenity space, however this is offset by the generous internal floor areas and by the otherwise good quality of accommodation being proposed.

Over 75% of each proposed flat floor space will meet or exceed minimum floor to ceiling height of 2.5m, meeting the recommended standard set out by the London Plan 2021.

Given the above, the proposed units would provide an acceptable standard of accommodation for future occupiers.

4. 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.

It is considered the views from the proposed dormer window would not afford significant additional opportunities for overlooking of adjoining properties over and above that from existing rear facing windows in the terrace. As such, there would be no material loss of privacy to neighbouring properties.

The proposed single storey rear extension given its modest height and depth along the boundary with no.18 Stapleton Hall Road, would not be considered overbearing or likely to impact to a materially harmful degree the amount of daylight or sunlight neighbouring properties receive.

While the conversion of the property to three separate flats may involve some moderate increase in the level of activity, this would not be materially more significant than if the existing house were to be used to its full extent as either a large family home, or one shared by a group of people living together as a single household as is permitted under the C3 use class.

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.

5. Transport & Servicing.

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'.

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 site has excellent public transport accessibility level (PTAL) of 6a and is located within a CPZ, where a car free development is appropriate.

The existing car park space along with its vehicular crossover will need to be removed, in order to accommodate the required cycle parking and refuse storage. This will require the pavement to be reinstated as footway, and corresponding changes to road markings and alterations to Traffic Management Orders (TMO). This will require a s278 agreement, with all costs borne by the developer. A dwarf wall should be constructed to prevent future car parking in the front yard.

It is considered that, given the scale of the development, the intended level of occupancy, the availability of public transport in the area, and the low level of car ownership amongst households in this area, the proposal is not considered to result in harm to the transport and highways network or result in on-street parking stress to an unacceptable level.

Secure, sheltered and accessible cycle parking provision is required for each of the three proposed flats to comply with London Plan minimum standards. This will require a shelter capable of accommodating 5 bicycle spaces.

Sufficient refuse storage in line with Haringey guidelines will also be required. 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. The two 1-bedroom flats will each require 140 litre wheeled bins for general refuse, the same amount for dry mixed recycling. The larger 3-bedroom unit will require space for two 240 litre wheeled bins for refuse and recycling. In addition, all three units will require 25 litres of food recycling capacity and space will need to be made to accommodate an additional 240l wheeled bin for garden waste should the occupants of the ground floor flat opt-in to that service.

No details of either bicycle or refuse/recycling storage have been provided, however officers are satisfied that sufficient room within the front garden/forecourt for these facilities to be provided, subject to the removal of the existing car parking space. Should the application be approved, a condition will be included to secure these facilities along with a scheme for landscaping and boundary treatment to the property's frontage.

Subject to the suggested condition, the proposal is considered acceptable in terms of its transport and servicing requirements and impacts.

6. Other Matters

Concerns have been raised in local representations with regard to party wall matters. These matters are not material planning considerations. They are subject 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. An informative will be attached advising the applicants of their requirement to seek all necessary party wall agreements.

Concern has also been raised over the fire safety of the proposed development. The London Plan only requires fire safety statements on major developments. Fire safety matters in minor developments such as the one proposed in this application are dealt with under the Building Regulations.

CONCLUSION

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, as are the transport impacts and servicing requirements.

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

COMMUNITY INFRASTRUCTURE LIABILITY

Based on the information given on the plans, the Mayoral CIL charge will be £ 2,216.64 (32sqm x £ £69.27) and the Haringey CIL charge will be £ 13,518.4 (32sqm x £422.45). 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.

RECOMMENDATION

Grant permission subject to the following conditions(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 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, unless otherwise stated on the plans hereby approved.

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 approved development shall not be occupied until a scheme for the treatment of the property's front garden/front forecourt has been submitted and approved in writing by the Local Planning Authority. The scheme shall include full plans and details of the following:
- The removal of the existing car parking space.
 - Secure, sheltered and accessible bicycle storage for a minimum of 5 bicycles.
 - An enclosure for refuse and recycling storage in accordance with the Council's Waste and Recycling Storage standards.
 - A low boundary wall along the property's frontage.
 - Details of all other hard and soft landscaping, including the planting of an appropriately sized tree of a suitable species.
 - The timescale for the planting of trees and/or shrubs.

The approved scheme shall be implemented prior to the first occupation of the approved development, and shall be retained thereafter.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity and to promote sustainable modes of transport, in accordance with with Policy D4 and T5 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 and DM32 of The Development Management DPD 2017.

- 5 The applicant is reminded that all works to trees in a conservation area are protected by the provisions in section 211 of the Town and Country Planning Act 1990. No development shall start until the trees have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010.

Any works connected with the approved scheme within the branch spread of the semi-mature tree located in the property's rear garden adjacent to the boundary with no.14 Stapleton Hall Road shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the tree which should be protected by exclusion fencing.

Reason: In order to ensure the safety and well-being of the trees on the site during constructional works that are to remain after building works are completed 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.

- 6 No part of any structure hereby granted planning permission shall be used as a roof terrace or balcony.

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.

- 7 Prior to the first occupation of the development hereby approved, the developer shall have entered into an agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the section of redundant crossover across the footway into the site and to reinstate the public footpath at this location.

The necessary Traffic Management Order (TMO) shall also be amended so that the existing on-street road markings and parking bays are extended to cover the area fronting the redundant crossover to the front of the application site. The works shall be undertaken at the expense of the applicant.

Reason: In order to the public realm and enhance on street parking capacity, consistent with Policy D3 and D32 of Haringey's Development Management DPD 2017 and SP7 of the Haringey Local Plan 2017.

- 8 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

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: 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: Works to Trees(s) within a Conservation Area

It is brought to your attention that trees located within a conservation area which have a stem diameter of 75mm or greater, measured at 1.5m, are afforded protection. Works to such trees require that the Local Planning Authority be given 6 weeks written notice unless an exception applies. Such notification should be made electronically via the Planning Portal www.planningportal.co.uk

where there is guidance on completing the form and what supporting evidence may be required or if this is not possible via email to planningsupport@haringey.gov.uk.

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 Mayoral CIL charge will be £ 2,216.64 (32sqm x £ £69.27) and the Haringey CIL charge will be £ 13,518.4 (32sqm x £422.45). 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 as published on-line.