

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1967	Ward: Noel Park
Address: 32 Alexandra Road N8 0PP	
Proposal: Conversion of the existing property into seven self-contained flats incorporating single storey rear extension. (revised drawings)	
Existing Use: Residential	Proposed Use: Residential
Applicant: Doma Service SA	Ownership: Private
Date received: 11/10/2012 Last amended date: 17/01/2013	
Drawing number of plans: 805/12, 13,14a, 15a, 16a, 17a, 18	
Case Officer Contact: John Ogenga P'Lakop	
PLANNING DESIGNATIONS: Road Network: Classified Road	
RECOMMENDATION: GRANT PERMISSION subject to conditions	
<p>SUMMARY OF REPORT: The current scheme is for the conversion of a building with a lawful use as a residential institution into seven self-contained flats. The principle of converting the building into dwellings is acceptable. The resulting flats would provide spacious accommodation. The development also provides a modest contribution to future housing supply. Off street parking is limited and a planning condition is proposed to ensure no extra demands will be made on parking spaces within the local Controlled Parking Zone. Other design related aspects of the development such as bin stores and landscaping and materials in the extension can be covered via planning condition. A first floor rear addition has been removed from the scheme.</p>	

1.0 SITE PLAN



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Site plan 32 Alexandra Road N8

Marc Dorfman
Assistant Director
Planning, Regeneration & Economy
225 High Road
London
N22 6HQ

	Drawn by	AA
	Scale	1:1250
	Date	18/01/2013

2.0 DRAWINGS & IMAGES



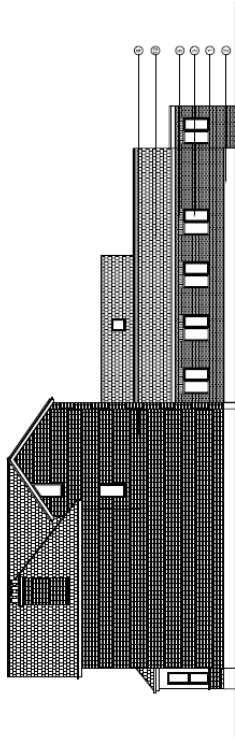
No 32 & No 30C



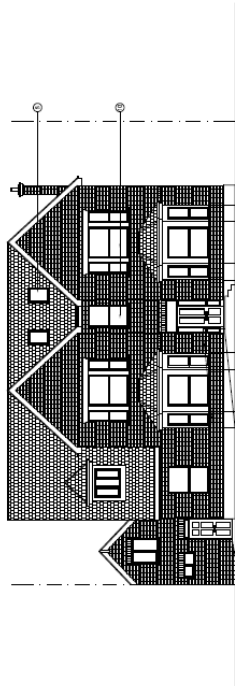
No 34 & No 32



Rear Elevation



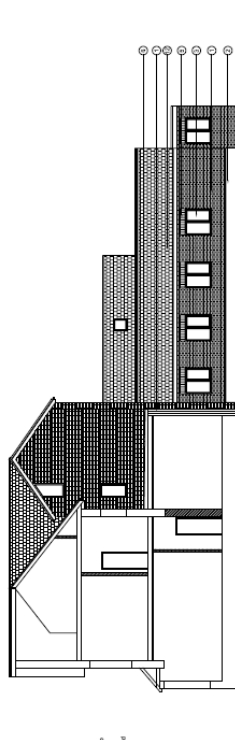
Front Elevation
as Proposed



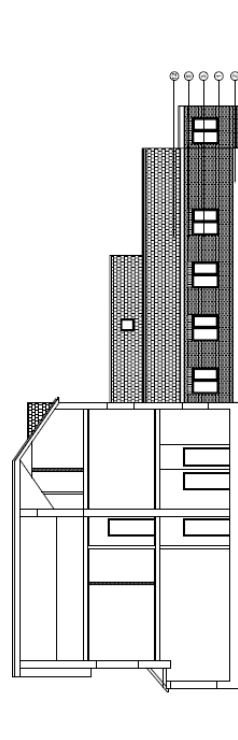
Rear Elevation
as Proposed

Proposed Elevations

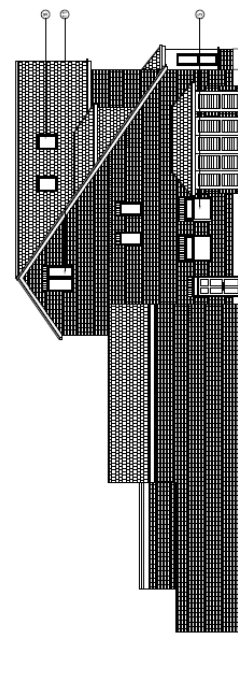
1. New roof to be installed to match existing.
2. New exterior paint to match existing.
3. New exterior finish to match existing.
4. New exterior finish to match existing.
5. New exterior finish to match existing.
6. New exterior finish to match existing.
7. Details.
8. New exterior finish to match existing.
9. New exterior finish to match existing.
10. New exterior finish to match existing.
11. New exterior finish to match existing.
12. New exterior finish to match existing.



Section A-A
as Proposed

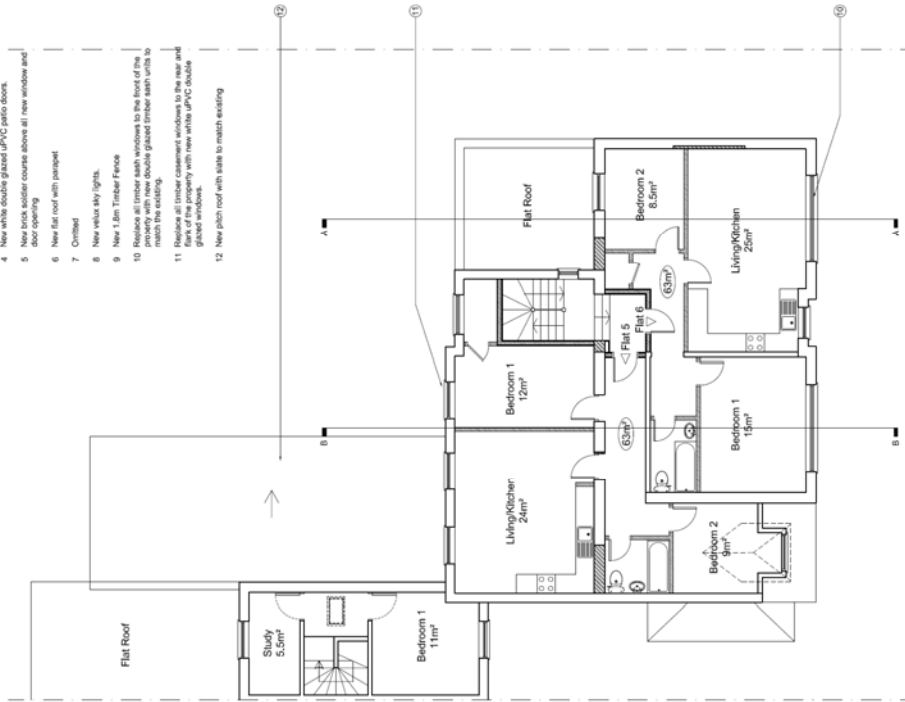


Section B-B
as Proposed

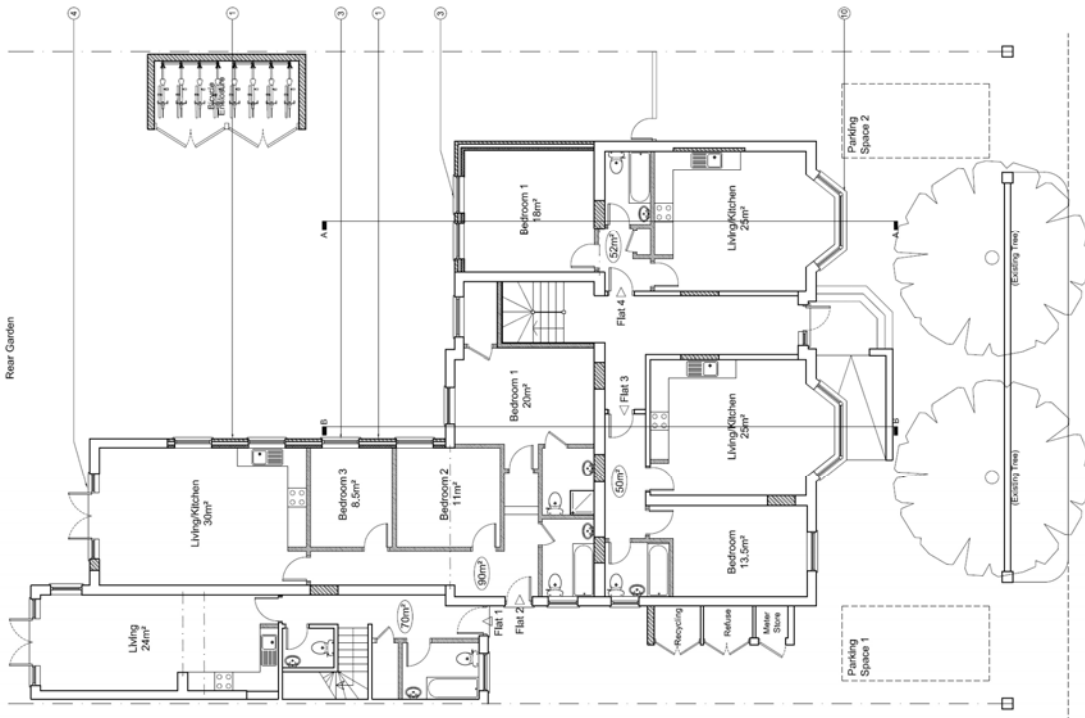


Flank Elevation
as Proposed

- 1 New cavity walls with brickwork to match existing.
- 2 New rendered plinth to match existing.
- 3 New white double glazed uPVC windows.
- 4 New white double glazed uPVC patio doors.
- 5 New brick soldier course above all new window and door opening.
- 6 New flat roof with parapet.
- 7 Ombrel.
- 8 New velux skylights.
- 9 New 1.8m Timber Fence.
- 10 Repose all timber sash windows to the front of the property with new double glazed timber sash units to match the existing.
- 11 Repose all timber casement windows to the rear and side of the property with new white uPVC double glazed windows.
- 12 New plinth roof with slate to match existing.



First Floor Plan
as Proposed



Ground Floor Plan
as Proposed

Proposed Ground & First Floor Plans

1. SITE AND SURROUNDINGS

- 1.1 The application site is located along Alexandra Road which is residential in character. The application building is a double fronted Victorian building formerly used for a range of residential institutional uses but is now vacant.

2. PLANNING HISTORY

HGY/1993/0887 – Change of use from home for young adults to residential care home for people with mental health problems – Granted 28/09/1993

HGY/1994/1144 – Erection of 2 single storey rear extensions and installation of dormer window to front – Granted 18/10/1994

HGY/1997/1168 – Erection of single storey rear extension and internal alterations – Granted 07/10/1997

HGY/2006/1737 - Demolition of existing buildings and erection of 2 x 3 storey blocks comprising 4 x one bed and 14 x two bed self contained dwelling units (outline planning application) – Refused 16/11/2006.

HGY/2012/1599 - Conversion of the existing property into eight self-contained flats incorporating single storey rear extension and first floor rear extension – Refused in October 2012 as having an excessive and unduly dominant two-storey side extension and as an overintensification of use of the site. This application is currently the subject of an appeal.

3. PROPOSAL

- 3.1 Permission is sought to convert the existing building into seven self-contained flats incorporating a single storey rear extension along with a first floor rear extension. The breakdown of the flats is as follows: 1 x 3 bedroom flat; 3 x 2 bedroom flats and 2 x 1 bed flats. One of these one bedroom flats also has a 5.5 square metres study. This falls short of the minimum floor area for a bedroom set out in the Housing SPD and should not be considered as a bedroom. Accordingly, the development only comprises four family dwellings.
- 3.2 An existing conservatory at the property would be demolished and replaced with a new extension on the same footprint.
- 3.3 The original plans on this site showed a first floor rear extension. This has been deleted following negotiation with officers. The existing two off street car parking spaces would be retained for use by residents with an additional seven covered cycle parking spaces. Communal bin storage is proposed to be provided to the side of the building.

4. RELEVANT PLANNING POLICY

4.1 National Planning Policy

National Planning Policy Framework (NPPF) - The NPPF supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The NPPF asserts, among other things, the importance of promoting sustainable development and good quality design.

4.2 The London Plan - 2011

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing Choice

4.3 Unitary Development Plan

G2 Housing Supply
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
HSG1 New Housing Development
HSG10 Dwelling Mix
HSG11 Restricted Conversion Areas
M4 Pedestrian and Cyclists
M9 Car-Free Residential Developments

4.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance
SPG4 Access for All – Mobility Standards
SPG7a Vehicle and Pedestrian Movement
SPD Housing

5. CONSULTATION

Internal	External
Building Control Transportation Team Waste Management Ward Councillors	Local Residents

6. RESPONSES RECEIVED

Waste Management

- 6.1 The Council's waste management group have been consulted and find the level of waste storage acceptable in principle.

Transportation

- 6.2 The proposed conversion is located within the Wood Green Inner CPZ which operates from 0800 hours to 2000 hours daily and within an area with a high public transport accessibility level. It is within walking distance of Wood Green High Road, which serves some 164 buses per hour (2-way) for connection to/from Turnpike Lane station. The transport planning officer recommends this site as suitable for a car free development. Such an approach is theoretically consistent with UDP Policy M9. The officer recommends that the development contributions be sought requiring the developer to close up the existing crossovers on the site.

Local Residents

- 6.3 Four letters of objections have been received from nearby residents. The key land use planning objections they raise are that a further conversion on the street is not appropriate; that the proposal would amount to overdevelopment, increase parking pressure and appear to be overbearing.
- 6.4 One objection raises concern about the potential for bin stores to be sited in an insensitive location.

7. ANALYSIS / ASSESSMENT OF THE APPLICATION

- 7.1 There are five main issues raised by the proposal:

- The principle of converting the property to provide new housing
- Floorspace and garden considerations
- Traffic and transport issues
- Design issues and impact on residential amenity
- Waste management

Principle of converting the property to provide new housing

- 7.2 UDP Policy HSG1 sets out criteria where new housing developments will be permitted. The site shows strong compliance with this policy in that the last use of the site was for a residential institutional use that falls outside the dwelling (C3) Use Class. The site is further appropriate for housing given surrounding uses and the site's proximity to public transport. UDP Policy HSG 11 Residential Conversion Areas sets out areas where further conversions will not be granted. These include areas where conversions and/or HMOs already equal 20% of the properties.
- 7.3 Council tax records for Alexandra Road show that 23 properties have been converted into flats out of 113, approximately 27% of the housing stock. However, the purpose of the Restricted Conversion Area Policy HSG11 is to

prevent loss of family housing and any increase in on street parking pressure. The application site is not a dwelling and so this policy does not strictly apply. Accordingly, there is nothing in principle to preclude a conversion of the site into self-contained flats. Indeed, the provision of new housing would make a modest contribution towards housing supply in the borough consistent with UDP Policy G3 which seeks to deliver housing for an additional 6800 new homes between 2007/8 and 2016/17. Moreover, the conversion of a residential institution to housing is supported by Policy 3.4 of the London Plan which asserts the importance of optimising housing potential. Some residents have suggested that the building should not be converted. It has a floor area of more than 480 square metres and it would not be appropriate to develop this site as one dwelling.

- 7.4 The support for new housing on the site is consistent with the decision taken by officers to refuse planning permission for the conversion and two storey extension that is currently the subject of an appeal (reference HGY/2012/1599). Officers' objections in that appeal focused on the intensification of a different scheme as a result of the design defects of a prominent side extension rather than the principle of converting the building to housing.

Floorspace and garden considerations

- 7.5 The proposal provides a mix of family and non-family flats and directly supports UDP Policy HSG1. Each of the flats exceeds the minimum floorspace standards set out in Policy 3.5 of the London Plan and the minimum room sizes in the Council's Housing SPD. One flat has a 5.5 square metre room. This does not qualify as a bedroom and it is appropriate and reasonable to consider that it might be in future used as a small study.
- 7.6 Policy 3.8 of the London Plan requires among other things that new housing meets Lifetime Homes standards. There are some inherent difficulties in achieving this given that this scheme seeks to convert an existing building into use as dwellings. A condition has therefore been imposed that seeks to address this matter and this element of the development will be subject to further negotiation and clarification.
- 7.7 500 square metres of communal rear garden space is proposed. This substantially exceeds the Housing SPD standard of 60 square metres for seven units.

Traffic and transport considerations

- 7.8 The previous use of the site was for a residential institution (Use Class C2). A residential development of seven units is potentially likely to generate more vehicular movements in comparison with the authorised use of the property and add to local pressure for on street parking within a CPZ. UDP Policy M9 seeks to promote car free development. While the Council's transport planner has recommended that the development be completely car free and would like the existing crossovers on the site to be blocked up, such an approach

neglects the fact that there has been traditionally some parking on the site. Moreover, London Plan Policy 6.13 acknowledges the careful balance that has to be struck between promoting development and preventing excessive car parking provision. It is suggested that the provision of a limited number of car parking spaces is not incompatible with the thrust of UDP and London Plan policy. A planning condition restricting access to on-street parking bays in the CPZ is an appropriate compromise.

- 7.9 The development will provide seven secure cycle parking spaces consistent with Policy M4 and Appendix 1 of the UDP.

Design issues and impact on amenity

- 7.10 The replacement of a single storey rear conservatory at ground floor level would not adversely affect the living conditions of neighbouring residents and displays a high level of compliance with UDP Policy UD3 General Principles. This policy requires, among other things, that development complements the character of the area. It is also consistent with UDP Policy UD4 Quality Design and SPG1a which require development to be of a high design and take account of its surrounding context. A condition is proposed to control the choice of materials to be used and to ensure that other design related matters such as the landscaping on the site are controlled to ensure the development appears residential in nature when viewed from the street.

Waste management

- 7.11 Communal bin storage is proposed at the side of development. This appears adequate but it is appropriate that the final layout be controlled by means of a planning condition which will ensure, in future, that bin stores are not sited close to the public highway or in a prominent position that would detract from the appearance of the streetscene.

- 7.12 **CIL APPLICABLE**

Not applicable.

8. CONCLUSION

- 8.1 The principle of converting this property to flats is acceptable in principle as is the mix of dwellings proposed. The accommodation is spacious and there is a considerable amount of garden space. The provision of new housing at this location is consistent with UDP and London Plan policies which seek to create new housing at and optimise housing potential on appropriate sites. Other aspects of the development can be covered via planning condition. It is therefore appropriate to recommend that planning permission be approved.

- 8.2 Given the above this application is recommended for APPROVAL.

9. RECOMMENDATION

9.1 Grant planning permission subject to the following conditions.

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following plans: 805/12, 13,14a, 15a, 16a, 17a, 18.

Reason: To avoid doubt and to ensure the development is carried out in accordance with the approved details in the interests of amenity.

3. The extension to the building forming part of the development hereby permitted shall be constructed in materials to match the original dwelling.

Reason: In the interest of the visual amenity of the area and to be consistent with Policies UD3 and UD4 of the Haringey Unitary Development Plan.

4. Notwithstanding the information submitted with the planning application, no development shall commence until details of the materials to be used in connection with the new front boundary treatment, including soft and hard landscaping, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details prior to the occupation of the dwellings hereby approved.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

5. Notwithstanding the information submitted with the planning application, no development shall commence until details of the waste and recycling storage associated with the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details and prior to the occupation of the residential units hereby approved and the waste and recycling storages areas shall be retained in perpetuity.

Reason: To ensure adequate waste/ recycling provision and in the interest of the visual amenity of the area.

6. No development shall commence until a scheme has been submitted to and approved in writing by the local planning authority demonstrating that the new dwellings can be designed to accord with Lifetime Homes principles. The

development shall be completed in accordance with the approved details and prior to the occupation of the residential units hereby approved.

Reason: To ensure optimal housing choice consistent with Policy 3.8 of the London Plan 2011.

7. Before the development hereby permitted is occupied arrangements shall be agreed in writing with the local planning authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the *Wood Green Inner Controlled Parking Zone* at any time.

Reason: To ensure a car free development that reduces demand for parking on the public highway and consistent with Policy M9 of the Haringey Unitary Development Plan which seeks to promote car free residential developments at sites where there are alternative and accessible means of transport available and where public transport accessibility is good.

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 5573).

INFORMATIVE - Statement of positive and proactive action in dealing with the application

To assist applications the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and which has been followed in this instance. The local planning authority delivered the decision in a timely manner.

REASONS FOR APPROVAL

The proposal has been shown to be broadly in compliance with the policies of the Unitary Development Plan and the London Plan which identifies the importance of optimising development on sites suitable for housing.

The original application proposed a first floor rear addition which was considered to have a significantly adverse impact on the living conditions of the neighbouring occupants and has been deleted following negotiation with officers.