

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2007/0916

Ward: Stroud Green

Date received: 30/04/2007

Last amended date: N/A

Drawing number of plans: 1277 PL/01, 02

Address: 2 Ossian Road N4 4EA

Proposal: Demolition of existing garage and erection of 2 bedroom dwellinghouse.

Existing Use: Garage

Proposed Use: Residential

Applicant: Mr Tim Chrysanthou, Alexanders,

Ownership: Private

PLANNING DESIGNATIONS

Conservation Area

Road Network: B Road

Officer contact: Oliver Christian

RECOMMENDATION

GRANT – subject to conditions

SITE AND SURROUNDINGS

The application site comprises of a single storey garage, and open yard area, originally a part of 25 Ferme Park Road, which is a hotel. The garden area has been recently sub-divided and the sold to the applicants.

The site is located on the North Side of Ossian Road, close to the junction with Ferme Park Road and is located within the Stroud Green Conservation Area.

PLANNING HISTORY

In 1994, conditional consent was granted at 25 Ferme Park Road, for the erection of a two-storey rear extension and rear extension of existing ground floor back addition. (HGY/47384)

In 1999, conditional consent was granted for the proposed loft conversion to facilitate two additional bedrooms with six velux windows to guesthouse (HGY/56967)

The land of 25 Ferme Park Road has been divided in the recent past and the garage area sold off separately. At the same time, a three-storey extension was built at 25 Ferme Park Road, which has been investigated by the Enforcement team.

On 15/10/02 permission was refused for the erection of single storey building at the rear of 25 Ferme Park Road and adjoining 2 Ossian Road to provide a one bedroom house with courtyard and car port (HGY/2002/1240).

On 30/12/2003 Planning permission was refused for the erection of 2 storeys, two bedroom detached house (HGY/2004/2022) for the following reasons: -

1. Overdevelopment of the site
2. Unsatisfactory form of development not in character with the existing pattern of development
3. The loss of lock up garages would result in the loss of valuable parking facilities in a congested area and prejudice the free flow of traffic and conditions of general safety.

On 6/07/2004 Planning permission was refused for the erection of 2-storey, 2, bed dwelling at lower ground floor levels, with external garden amenity and patio (Hgy/2004/0952) for the following reasons:-

1. Overdevelopment in relationship to the area of the site
2. Unsatisfactory form of development not in character with the existing pattern of development resulting in a cramped form of development.
3. Bulk, massing, size and excessive site coverage resulting in overlooking and loss of privacy.
4. Detrimental to the character of the Conservation Area.

The application was dismissed at appeal, the following comments being made by the Inspector:-

The Inspector stated that 'Despite the fact that it lies within the Stroud Green Conservation Area, characterised in main by traditional Victorian brick built terraced houses, I see no reason in principle why an overtly contemporary approach to this rather awkward site should not be successful. Indeed a "one-off" house, of a more radical design and in a corner location, creates the potential to add interest to the street-scene. I therefore consider that the scheme's impact on the character and appearance of the conservation area would at least be neutral, in this case, however, the raised patio would both overlook and be overlooked by 25-27 Ferme Park Road and would be the

source of unreasonable noise and disturbance.’ He also did not wish to approve the scheme with a revised plan. The appeal was dismissed on the grounds of harm to residential amenity. The proposal was therefore in conflict with Policy DES 1.9 and DES 1.10.

DETAILS OF PROPOSAL

The proposal is for a modern 2 storey, two bedroom detached house, comprising lower ground floor and upper ground floor with external amenity in the form of a walled basement garden, 16.9m² in area, set at a lower ground floor level, and a small balcony, which faces the road.

The garage floor area is 22.75sqm. The lower ground floor area of the proposed development is 51.6sqm. The width of the existing garage is 5m whereas the width of the proposed development site is 11m. This enlarges the frontage on Ossian Road by a further 6m, more than doubling the existing width and also enlarges the footprint of the existing garage.

The house would be single aspect with windows only on the south elevation facing Ossian Road and windows looking into the walled garden from the bedrooms at lower level. The lower ground floor levels remains within the existing ground footprint, scale and massing of the existing garage building. The walls are to be finished in a series of pigmented and polished rendered panels, with hardwood windows and door, and with steel and glass balustrades.

This proposal is a revised scheme from the previous refusal of planning permission and subsequent dismissal of appeal. The main revision is the removal of the patio at the upper level.

CONSULTATION

Ward Councillors
2-12 Ossian Road
1-15 Ossian Road
21- 29 Ferme Park Road, 27a and 23a
1-8(c) Ossian Mews
Transportation
Stroud Green CAAC
Conservation Officer

RESPONSES

Three objections received from neighbouring properties on the following grounds: -

1. The site is now located within Stroud Green Conservation Area. The proposal is not in keeping with the character and appearance of the Conservation Area. The materials are not in keeping with this Victorian tree-lined road.
2. Area has become very congested due to introduction of CPZ in adjacent roads and lorries parking to unload. Furthermore, many properties are in multiple occupation and flats. This proposal would add further congestion and problems of parking on the road.
3. The details are very limited on the plan with respect to windows on the side and rear.
4. Concerned about subsidence from this subterranean development. Many houses in Ossian Road have been underpinned as we lie in the vale of the huge reservoir draining down from Mount Pleasant Road. In fact there is a river running under most of the houses on Ossian Road and Ferme Park Road
5. The garage was part of 25 Ferme Park Road and not meant as a residence. It would be in unreasonable proximity to the neighbouring property.
6. The patio would have overlooked the garden. It is likely that future residents may reinstate this patio area at upper ground floor level as they have very poor amenity space. The proposal is only 9m away from the sitting room window of 2 Ossian Road and adjacent to the garden. This would result in considerable noise and nuisance.
7. The plans showing the boundary wall with 2 Ossian Road is incorrect as it is a continuous boundary and not semi-shared wall.
8. The creepers that hide the brick wall would have to be cut down and removed.

Hornsey Conservation Areas Advisory Committee: The application should be refused.

Scientific Officer: Can you condition to provide a site investigation report, risk assessment, details of previous/present usage and details of any remediation required.

Conservation Officer - The proposal results in the loss of the garden and serves as a visual demarcation. The proposed site is larger than that which the garage currently occupies and will further encroach on the visual demarcation. The design does not enhance the character of the conservation area and is not in keeping with the historic plot size materials, views, traffic and detailing.

Building Control - I confirm that proposals have been checked under Regulations B-5 access for the fire service and we confirm we have no observations to make.

Transportation Group - The site is in an area with medium public transport accessibility level and although the applicant has not provided any off-street parking facility, this location has not been identified by the Council's UDP as that suffering from parking problems. The proposed 2-bed house requires 1 off-street parking space in line with the Council's parking standard set out in Appendix 1 2006 UDP. However since the parking requirement for this development is minimal and its location is within a short walking distance of W3 bus route Ferme Park Rd, which offers some 24 buses per hour (two-way) for frequent connection Finsbury Park surface rail/ tube station. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from this site, hence minimising the traffic impact of this development on the adjoining roads. It is also deemed that the level of vehicular trips ensuing from this development would not have any significant adverse effect on the existing traffic or indeed car parking demand at this location. Consequently, the highway and transportation authority would not object to this application.

RELEVANT PLANNING POLICY

UD3 General Principles

UD4 Quality Design

CSV1 Development in Conservation Areas

SPG2 Conservation and Archaeology

SPG3b Aspect/Outlook

M10 Parking for Development

SPG 3a Density, Dwelling mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes

ANALYSIS/ASSESSMENT OF THE APPLICATION

Loss of lock-up garage

The proposed development results in the loss of a double lock-up garage. However Transportation has not objected on this ground or on the ground of parking due to the proximity of this site to the Finsbury Park Rail and Underground Station. For this reason the proposal is not in conflict with the above policy or M10 Parking for Development.

Layout and Design

The current proposal which has been revised since the appeal decision seeks to erect a two storey dwelling house with a lower and upper ground level. The two bedrooms would be located in the basement or lower ground level and the living room at the upper ground level. The plans show that the site would be excavated to a depth of 3m, the bedrooms being 2m below ground level, look

out onto the patio garden area, which is also located at this level. A balcony at the front of the property overlooks Ossian Road. This revised proposal has enclosed the upper floor patio area on two sides. There are no windows in the rear and side elevations. The proposal is therefore not in conflict with SPG3b regarding overlooking or loss of privacy.

The unit has two bedrooms, one double and one single, meeting the required floor standards as set out in SPG 3a, which requires 60sqm for a three-person unit with a 13sqm living room and a separate kitchen/diner of 11sqm.

The development is single aspect with the external amenity area being 16.9m². Although this is below the 50sqm normally required for family accommodation outlined in SPG3a - The garden area is at basement level, and would provide adequate amenity space.

The proposal would extend along the site frontage by 7.1m and have a height of 3.7m above ground level. The elevation plans of the rear shows the boundary wall with 27 Ferme Park Road has a height of 3.7m and is 11.5m long at this garden boundary and on the side elevation with 25 Ferme park Road, is 3.8m high. This wall encloses the flat roof area above the bedroom.

The room sizes and overall property size meets the required floor areas, the site provides adequate amenity space and would not have any adverse impact on the garden amenities of the neighbouring properties.

The proposal is therefore not in conflict with Policy UD3 General Principles and SPG 3a.

Impact on the character and appearance of the Conservation Area

The proposal results in the loss of the rear/side garden between 25 Ferme Park Road and 2 Ossian Road. This space traditionally served as a visual demarcation between the side elevation of 25 Ferme Park Road and 2 Ossian Road. The impact of the garage, located equidistant from the two properties, is minimal as it is an ancillary structure and serves as a visual demarcation. The proposed site is larger than the garage and further encroaches on this visual demarcation.

SPG 2 (Conservation and Archaeology) seeks to ensure that new build developments are of high aesthetic design standards, and that they respect and are sympathetic to the particular local character and area of the Conservation Area. New developments should have regard to the contribution to the local character provided by existing historic plot sizes, traditional uses or mixes of uses, characteristic materials scaling of contemporary buildings and detailing, local views, the extent which traffic intrudes or reduces the enjoyment of an area by pedestrians and the intensity of development in the locality. The proposed contemporary dwelling uses materials, which are not characteristic but not inappropriate for this Conservation Area.

The Inspector in the dismissal of the appeal against the previous refusal of planning permission stated that 'I see no reason in principle why an overtly contemporary approach to this rather awkward site should not be successful. Indeed, a "one off" house of a more radical design and in a corner location creates the potential to add interest to the street-scene; I therefore consider that the scheme's impact on the character and appearance of the conservation area would at least be neutral.'

The Council supports the view, that the proposed development would not have a detrimental impact on the appearance and character of the conservation area. The proposal is therefore not in conflict with Policy CSV1 Development in Conservation Areas and SPG 2 Conservation and Archaeology.

It is considered that the proposed infill development fits well onto the site and is of a scale that does no harm to the character and pattern of established residential area and as such is not in conflict with Policy UD4 Quality Design - Fitting in new buildings into surrounding area.

Consultation Comments

Objections received are on the grounds of proximity to residential property. The proposed rear wall will extend along the boundary of No. 27 Ferme Park Road. Although this will have an impact on the garden amenity of no. 27 and their outlook it is not considered to cause sufficient harm to warrant a refusal.

Objections have also been received in respect of infilling of a gap between the residential terrace on Ossian Road and 25 Ferme Park Road. The modern style development comprising of concrete, glass and steel mesh frame contrast well with the predominantly Victorian brick built terrace houses.

Objections have been made on the grounds of parking and congestion. Transportation Group has not however objected to this proposal.

SUMMARY AND CONCLUSION

The proposal is not in conflict with Policy UD3 General Principles and Supplementary Planning Guidance SPG 3a. It would not have a detrimental impact on the amenity of neighbouring properties and would not result in loss of sunlight, daylight and outlook from the gardens of no 27 and 25 Ferme Park Road.

Although the proposed development result in the loss of the rear/side garden between 25 Ferme Park Road and 2 Ossian Road - This space traditionally served as a visual demarcation between the side elevation of 25 Ferme Park

Road and 2 Ossian Road. The impact of the garage, located equidistant from the two properties, is minimal.

The proposed site is not much larger than the garage and further encroaches on this visual demarcation.

The proposed dwelling uses materials although not characteristic of the Conservation Area, which is predominantly a traditional Victorian brick- built dwelling houses is not in conflict with Policy CSV1 Development in Conservation Areas.

Furthermore: The proposed infill development does fit into the local scale, character and pattern of established residential area and remains in conflict with Policy UD3 General Principles and UD 4 Quality Design (Fitting in new buildings into surrounding area) of Haringey unitary development Plan. It is therefore appropriate that approval be recommended.

RECOMMENDATION

GRANT – subject to conditions

Registered No. HGY/2007/0916

Applicant's drawing No. (s) 1277 PL/01, 02

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 complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
4. No development shall take place until site investigation detailing previous and existing land uses, potential contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order to protect the health of future occupants of the site.

5. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site

INFORMATIVE: The new development will require naming / numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such works commence.

REASONS FOR APPROVAL

The proposed infill development does fit into the local scale, character and pattern of established residential area and remains in conflict with Policy UD3 General Principles and UD 4 Quality Design (Fitting in new buildings into surrounding area) of Haringey unitary development Plan.