

LIST OF RECOMMENDATIONS UNDER DELEGATED POWERS
REPORT FOR CONSIDERATION UNDER DELEGATED POWERS

Reference No: HGY/2009/0108

Ward: Bounds Green

Date received: 13/01/2009

Last amended date: N/A

Drawing number of plans: 0841_98_201; 202; 203; 210; 211

Address: Rear of 110-118 Myddleton Road N22 8NQ

Proposal: Retrospective application for the conversion of carport to create two self contained studio flats and rearrangement of parking.

Existing Use: Residential Flats

Proposed Use: Residential Flats

Applicant: Mr Peter Demetriou

Ownership: Private

PLANNING DESIGNATIONS

Road Network: B Road

Officer contact: Michelle Bradshaw

RECOMMENDATION

REFUSE PERMISSION

SITE AND SURROUNDINGS

The application relates to a back lands site situated behind a shopping parade on the northern side of Myddleton Road, N22. The property is situated within the Bowes Park Conservation Area and the Myddleton Restricted Conversion Area.

PLANNING HISTORY

HGY/1998/1490 - Demolition of existing storey / garage and reconstruction and reconstruction of a 2 storey building for use as storage – GRANTED 15/12/98

HGY/1999/1502 - Approval of details pursuant to condition 3, materials attached to planning permission GRANTED 11/01/00

HGY/2003/2080 - Demolition of existing building and erection of new 2 storey building comprising 6 x 1 bedroom flats with parking for 3 cars at ground floor level – REFUSED 06/01/06

HGY/2005/2319 - Partial demolition, redevelopment and conversion of existing two storey building to create 2 x one bed and 2 x two bed self contained flats. Alterational to elevations WITHDRAWN 03/05/06

HGY/2006/0885 - Partial demolition, redevelopment and conversion of existing two storey building to create 2 x two bedroom and 1 x one bedroom self contained flats. Formation of parking and alterations to elevations – GRANTED

DETAILS OF PROPOSAL

This application seeks retrospective planning permission for two self-contained studio flats and rearrangement of the existing car parking.

CONSULTATION

Ward Councillors
Transportation Group
122 – 132 (e) Myddleton Road, N22
96 – 108 (e) Myddleton Road, N22
2 – 12 (e) Northbrook Road, N22
103 – 123 (o) Myddleton Road, N22

RESPONSES

Haringey Conservation Team

The site (rear of 110 – 118 Myddleton Road) is located within the Bowes Park Conservation area. There are no conservation objections to the conversion of the existing carports to create two self-contained studio flats and rearrangement of parking .

Concerns: Myddleton Road is a restricted conversion area; it is subject to extreme parking pressure and a reduction in the number of family houses.

Bowes Park Community Association

What is there now is similar to that refused in 2003. The residential units are not of a size and quality that should be encouraged in this street. The exterior space is now parking space with no amenity space. The development contravenes the previous permission.

RELEVANT PLANNING POLICY

Haringey Unitary Development Plan (2006)

UD3	General Principles
UD4	Quality Design
HSG9	Density
HSG11	Restricted Conversion Areas
M10	Parking for Development

Haringey Supplementary Planning Guidance (2006)

SPD	Housing
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ANALYSIS/ASSESSMENT OF THE APPLICATION

This application seeks retrospective planning permission for two self-contained studio flats and rearrangement of the existing car parking.

This application follows enforcement action taken due to the fact that the studio flats were built without planning permission. A long planning history exists for this site where by an application for 6 x 1 bedroom flats with parking for 3 cars at ground floor level was refused planning permission on 07/01/2004 (Ref: HGY/2003/2080). An application in 2006 was approved for redevelopment and conversion of the existing two storey building to create 2 x two bedroom and 1 x one bedroom self-contained flats. Formation of parking and alterations to elevations (Ref: HGY/2006/0885). The 2006 approval allowed for 4 car parking spaces at ground floor level underneath the proposed Flat 3 at first floor level. It is this car parking area which has been filled in to create the 2 x studio flats. Furthermore it should be noted that while the 2006 application granted permission for 2 x two bedroom and 1 x one bedroom flats the plans submitted with this application show 3 x two bedroom flats, a further contravention of the previous permission.

On this basis, a calculation of the density finds a development of 436 habitable rooms per hectare (hrh) based on a site area of 0.0252 and 11 habitable rooms. Policy HSG9 sets out the density range for the borough and specifies between 200 and 700 hrh, having regard to the density ranges set out in Table 4B.1 of the London Plan. The London plan would specify a density range of 300 – 450 hrh however, given the fact that the site is a back lands site and the quality of the accommodation, amenity and parking space should also be considered. In this case, a density range of 436 hrh is deemed to be excessive for the site and locality, contrary to policy HSG9 and SPD Housing.

The standard of accommodation that would be provided in the studio flats is poor and does not meet the requirements set out in SPD Housing. The SPD states that a 1 person 1 bedroom flat should have a total minimum floor area of 32.5 sq. m. In this case the two studio flats are 23.17m² and 24.36m² respectively. Furthermore the stacking arrangement is unacceptable with the

kitchen/living room of the first floor flat being located directly above the bedroom area of the ground floor studio flat, contrary to section 8.6 of SPD Housing. As such, the flats are of poor design quality and poor amenity for future occupants contrary to policy UD3, UD4 and SPD Housing.

Further supporting the case that the proposal results in overdevelopment of the site is the fact that it falls within the Myddleton Road Restricted Conversion Area, policy HSG11 and SPD Housing. Due to extreme on-street parking pressure conversions are not supported in these areas. This site which had permission under planning reference HGY/2006/0885 for 2 x 2 bedroom and 1 x 1 bedroom flats (5 bedrooms total) with 4 car parking spaces now has constructed 3 x 2 bedroom and 2 x studio flats (8 bedrooms total) with 4 car parking spaces. This level of car parking to flat ratio in this location is not appropriate. In addition, the location of the car parking spaces does not allow adequate and safe manoeuvring in and out of the site contrary to policy HSG11 and M10.

Overall, the two studio flats, in addition to the existing 3 x 2 bedroom flats, and rearrangement of the car parking results in an overdevelopment of the site by reason of excessive density, sub-standard flat size and inadequate parking arrangements contrary to policy UD3, UD4, HSG9, HSG11, M10 and SPD Housing of the Haringey Unitary Development Plan (2006) and the Haringey Supplementary Planning Guidance (2006).

SUMMARY AND CONCLUSION

The two studio flats, in addition to the existing 3 x 2 bedroom flats, and rearrangement of the car parking results in an overdevelopment of the site by reason of excessive density, sub-standard flat size and inadequate parking arrangements contrary to policy UD3, UD4, HSG9, HSG11, M10 and SPD Housing of the Haringey Unitary Development Plan (2006) and the Haringey Supplementary Planning Guidance (2006). On this basis it is recommended that the application be REFUSED.

RECOMMENDATION

REFUSE PERMISSION

Registered No: HGY/2009/0108

Applicant's drawing No's: 0841_98_201; 202; 203; 210; 211

For the following reasons:

1. The proposal constitutes a development of 436 habitable room per hectare resulting in a density of accommodation which is excessive for the site and locality, contrary to Policy HSG9 and SPD Housing of the Haringey Unitary Development Plan (2006) and Haringey Supplementary Planning Guidance (2006).
2. The two studio flats provide a sub-standard level of accommodation by reason of inadequate overall flat size contrary to policy UD3, UD4 and SPD Housing of the Haringey Unitary Development Plan (2006) and the Haringey Supplementary Planning Guidance (2006).
3. The site falls within a restricted conversion area which suffers from extreme on-street parking pressure. The site now provides an inadequate number of parking spaces arranged in a manner which does not allow safe manoeuvring in and out of the site, contrary to policy HSG11 and M10 of the Haringey Unitary Development Plan (2006).