

Officer's Report

Application Number	HGY/2023/0220
Type	Full planning permission
Location	438 St Anns Road, Tottenham, London, N15 3JH
Proposal	Conversion of the existing HMO into two self-contained flats consisting of one 3-bedroom and one 1- bedroom flats.
Case Officer	Sarah Madondo
Valid Date	23/01/2023
Applicant	Mr Shah
Agent	Mr Ali Hassan

RECOMMENDATION

Approve with Conditions

Site and Surroundings

The application site is two storey mid terraced dwelling situated on St Ann's Road and does not fall in a conservation area. The area is residential in character.

Consultation Response

LBH Transportation - No objection subject to conditions

Proposed development

Conversion of the existing HMO into two self-contained units consisting of one 3-bed and one 1-bed flats

Principle of development

The application is for the conversion of existing 5 bedroom HMO into 2 self contained flats. Policy DM16 advises that if the original dwelling is over 120sqm, the principle of conversion can be supported. The original house is more 120 sq.m and is therefore acceptable to be converted into flats. DPD Policy DM16 set out that conversions will only be considered acceptable where they result in no net loss in the number of family sized units. The policy goes on to state that a 3-bed unit would be considered a family unit. In this instance a new family unit would be provided with access to and usage of the rear garden. Policy DM16 states that conversions within the Family Housing Protection Zone will only be considered acceptable where they comply with criteria (b-g) and results in no net loss in the number of family sized units. The proposal would provide a new family sized unit which is considered a significant improvement in the quality and mix of accommodation provided and therefore acceptable in principle and welcome.

Design and appearance

There are no external alterations proposed, therefore there is no impact on the external amenities of the neighbouring properties.

Standard and quality of residential accommodation

The proposed conversion would create two residential units comprising of 1 x 3-bedroom flat with access to rear garden and 1 x 1 bedroom flat on the second floors. All the proposed flats exceed the required minimum standards. One of the bedrooms in the ground floor flat does not meet the minimum standard, however this is considered marginal therefore acceptable. Generally, the rest of the individual bedroom sizes would be in accordance with the London Plan as well as providing a good standard of kitchen and living space and an acceptable overall layout. As such, the standard of accommodation provided within the conversion is considered acceptable and in accordance with The London Plan (2021) Policy D6 Housing quality and standards. 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 London Plan set out that the (3 bed 4 persons) should be 84 sq.m and the flat would be 85 sqm so therefore complies. The upper floor flat (bed 2 person flat) should be 58 sq.m and this flat would be 61 sq.m. Therefore, all flats would comply with the requirements set out in the London Plan Table 3.1 therefore acceptable.

Impact on neighbouring amenity

There are no external alterations as a result there is no impact on the neighbouring properties. There will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.

Transportation consideration

The Council's Transportation Team has been consulted and advises that site has Public Transport Accessibility Level of 3 denoting moderate connectivity. The transportation team have not objected to this proposal, however, have advised that the cycle parking must be sheltered, secure/accessible and to meet the numerical requirements of the London Plan of 4 spaces. The proposed development would be car free, and it is considered that the expected uplift in net increase in floor area would not be that significantly different from the existing. Therefore, the proposed development is not expected to create a significant material transport and highway impacts.

Waste Management

There are no bins indicated on the plans, therefore a condition would be attached if minded to approving the application for the applicant to provide details of a secured bin store.

Conclusion

The development would provide a satisfactory standard of accommodation that serves an identified need and work towards achieving housing delivery targets in the borough. It would not result in an unacceptable impact on neighbouring amenity, amenity of future occupiers or on parking/highways conditions in the locality.

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: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

- 3 No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 4 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 4 Details of covered refuse and recycling storage arrangements in line with the relevant Haringey standards shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be occupied until the approved refuse storage arrangements have been fully implemented. These arrangements shall be retained for the lifetime of the development unless agreed otherwise in writing by the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

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: 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: 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.

