

# Officer's Report

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|---------------------------|-----------------------------------------------------------------------|
| <b>Application Number</b> | <b>HGY/2023/0852</b>                                                  |
| <b>Type</b>               | <b>Full planning permission</b>                                       |
| <b>Location</b>           | 95 Burgoyne Road, Hornsey, London, N4 1AB                             |
| <b>Proposal</b>           | Conversion of the existing dwelling house into 3 self-contained flats |
| <b>Case Officer</b>       | Kwaku Bossman-Gyamera                                                 |
| <b>Valid Date</b>         | 27/03/2023                                                            |
| <b>Applicant</b>          | Mr Adam Lambrou                                                       |
| <b>Agent</b>              | Mr Marc Wetherill                                                     |

## **RECOMMENDATION**

**Approve with Conditions**

### **3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### Proposed development

3.1 This is an application for the conversion of a single family dwelling house into 3 self-contained flats consisting of (1 x 3 Bed, 4 Person within ground level; 1 x 2 Bed, 3 Person within first floor level and another 1 x 1 Bed flat, 2 Person on the second floor level),

#### Site and Surroundings

3.2 The subject site is a three-storey mid-terraced dwelling house situated on the southern side of Burgoyne Road, close to the junction with Green Lanes. The property benefit from single storey side and rear extension, modest first floor rear extension and loft conversion with rear dormer window. Surrounding area is wholly residential in character.

3.3 The site is not located within any conservation area and does not fall within the curtilage of a listed building.

#### Relevant Planning and Enforcement history

- HGY/2022/4535 Granted 22/02/2023 Proposed single storey rear and side infill extension.
- HGY/2022/4140 - Permission not required 27/01/2023 Certificate of lawfulness: Dormer on main roof and rear outrigger with roof lights on front roof slope.

3.4 There is no planning enforcement history in relation to the site.

### **4. CONSULTATION RESPONSE**

4.1 The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No objection subject to conditions.

## 5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 18 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of individual responses: 0

Objecting: 0

Supporting: 0

## 6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Impact on the character and appearance of the conservation area;
3. Impact on neighbouring amenity;
4. Transport considerations.

### Principle of development

6.2 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

6.3 Local Plan Policy SP2 seeks to ensure that an adequate mix of dwelling sizes is delivered within new developments while protecting existing family housing as it is recognised that a lack of family housing in Haringey as contributing to overcrowding. Emerging Policy DM16 of the Development Management, DPD sets out that to maintain a supply of larger family homes to meet Haringey's housing need, the Council will only permit the conversion of a larger homes to small self - contained homes where the gross original internal floor space of the existing dwelling is greater than 120m<sup>2</sup>. Conversions must also provide good quality accommodation, including stacking arrangements and any alterations or forecourt changes should not harm the appearance of the street-scene.

6.4 The supporting text to Policy DM16 of the DPD explains that the incremental cumulative impact of conversions over the past 20 years has resulted in some parts of the Borough experiencing unsatisfactory levels of on-street parking and congestion, increasing pressures on local services, adverse changes to residential character and amenity, as well as a significant loss in the availability of family housing for which there is a strong identified need. The latter is of particular concern to the Council and its aspirations to retain economically active families in the Borough and to address the issues of overcrowding and its associated health and wellbeing impacts.

6.5 The parts of the Borough which have been identified as already having a high concentration of converted properties are included within the Family Housing Protection Zone. Within this zone, the Council aim to avoid any further cumulative impact causes by conversions, by protecting the existing stock of family homes and restricting residential conversions.

6.6 Part B of the policy applies a two-part test for assessing proposed conversions within the Family Housing Protection Zone. Part B states that proposals will only be considered acceptable where they comply with Part A, Criteria B-G of the policy and result in no net loss in the number of family sized units. Criteria B of Part A states that the original gross internal floor area of the existing dwelling must be greater than 120 square metres; Criteria C-F relate to character and appearance

and living conditions of future and neighbouring occupiers; and Criteria G seeks to deliver a mix of unit sizes.

6.7 The original internal floorspace of the dwelling without these proposed additions exceeds the required 120sq.m threshold set out in Policy DM16 (135sq.m to be precise). As such, the proposed the conversion is therefore acceptable in principle subject to other considerations.

6.8 The scheme includes a 3-bedroom unit on the ground floors with access to a sizeable private rear garden via the ground floor level. The proposal therefore retains a family sized unit in accordance with Policy DM16's requirements for conversions within the Family Housing Protection Zone.

#### Design and appearance

6.9 DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

6.10 There are no external alterations to the building and as such no harm is anticipated.

#### Standard and quality of residential accommodation

6.11 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.

6.12 The proposed would comprise of 1 x 3 bedrooms' unit (within ground level), 1 x 2 bedroom (within the first floor level) and a studio flat on second floor levels). Each of the proposed self-contained flats would meet the minimum standard set in the London Plan –as shown on the table below.

- Unit 1 (Ground Floor) – 3 Bed, 4 Person – Requires 74sq.m – Provides 86sq.m.
- Unit 2 (First Floor) – 2 Bed, 3 Person – Requires 61sq.m – Provides 62sq.m.
- Unit 3 (Second Floor) – 1 Bed, 2 Person – Requires 50sq.m – Provides 52sq.m.

6.13 Proposal meets the minimum standards set in the London Plan. The standard of accommodation, therefore, would be considered to provide a satisfactory and an acceptable standard of living.

6.14 It is considered that the proposed accommodation provides sufficient floor area, sufficient living space, or suitable outlook, natural light, adequate floor to ceiling height and is therefore in accordance with Haringey Local Plan Policies SP2 and SP11 or London Plan Policy D6.

6.15 The ground floor flat would benefit from direct access to the sizable rear garden space. This is considered acceptable given that this ground flat is family sized unit. The first and second floor flats

are non-family units (studio units) and as such do not benefit from any amenity provision. Given that they are non-family unit and impractical to provide any useful amenity space. The introduction balconies would be unacceptable harm in this location. However, the site is located close to local centre with excellent transport link. The proximity to nearby public open spaces (Finsbury Park and Chestnuts Park), counts in favour of the proposal. It is therefore of material relevance to my assessment that the site is only couple of minutes-walk to these parks and as such considered acceptable in this instance. The proposed flat exceeds the minimum internal floor area standards in this case, and does compensate for the lack of amenity space.

#### Impact on neighbouring amenity

6.16 London Plan Policy D4 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.

6.17 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.

6.18 No extension are proposed, so there will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.

#### Transport considerations

6.19 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.

6.20 Local Plan 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 DPD Policy DM31 'Sustainable Transport'.

6.21 The Council's Transportation Team has been consulted and advises that the site has excellent public transport accessibility (PTAL=4) and is also located within a CPZ. Accessible to all public transport modes in London – National rail station and Buses within 1 to 3 minutes' walk of the site.

6.22 Cycle parking spaces are shown on the ground floor flat to the rear and additional 2 hanging cycle racks within the hallway – however, a condition would be impose to ensure that cycle storage are appropriate. No car parking is proposed for the new flats, given the PTAL and location within a CPZ, this is considered acceptable. The local car ownership levels recorded in the 2011 census were 0.45 vehicles per household, this is likely to have reduced since then, and given these are three bed flat, (two bed flat and a studio -not family sized flats) it is likely potential car ownership will be lower still.

6.23 Given the above, it is not considered necessary to restrict future occupants from being able to apply for CPZ permits through legal agreement.

6.24 The front garden is proposed for refuse recycling storage, the front garden is adequate enough to accommodate sufficient bins for the proposed flats and as such this is considered acceptable. A condition would be imposed to ensure a satisfactory arrangement.

### Conclusion

6.25 The proposal is considered acceptable and on balance would provide a good standard of accommodation to the benefit of the Council's housing stock. The proposed conversion would not have any significant material harm to the amenities of the adjoining occupiers living conditions.

6.26 The proposal would also not give rise to any adverse transport impact or excessive demand for on-street parking. It is therefore considered that there is no highway related reason why the proposal should not be granted planning consent for residential use.

6.27 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

## **7. CIL APPLICABLE**

The increase in internal floor area would not exceed 100 sq. m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

## **8. RECOMMENDATION**

GRANT PERMISSION subject to conditions

### **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 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 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently

retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2021.

- 4 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 5 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.

**Informatives:**

- **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: 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: 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.