



Officer Report

Application Number:	HGY/2023/1518
Application Type:	Full planning permission
Address:	82 St Loys Road, Tottenham, London, N17 6UD
Proposal:	Change of use from a single dwellinghouse (C3 Use Class) to a small-scale House in Multiple Occupation (HMO) for up to six residents (C4 Use Class).
Case Officer:	Zara Seelig
Valid Date:	09/06/2023
Applicant:	Jesse Gray
Agent:	Mr Mohamed Aggwani

RECOMMENDATION

Refuse

SUMMARY OF RECOMMENDATION

REFUSE PERMISSION

Reasons for Refusal:

- 1) Inadequate gross original internal floor space.
- 2) Loss of family housing.
- 3) lack of cycle parking and refuse storage.

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

C3 residential property to a C4 HMO

Site and Surroundings

The application relates to a two storey mid-terrace dwelling situated on the Northern side of Granville Road. The site does not fall within a conservation area and does not relate to any listed building. The site does, however, fall within the designated Family Housing Protection Zone and is subject to an Article 4 direction restricting permitted development rights for conversions to HMOs.

Relevant Planning and Enforcement history

The most recent planning history in relation to the site is as follows:

None

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

1) LBH Private Sector Housing: The Private Sector Housing Team support the creation of this much needed type of accommodation. It should be noted that an HMO licence will need to be obtained should this permission be granted. There are also HMO standards which should be adhered to such as room sizes (10m² for single and 15m² for double) and facilities required (one bathroom to 5 people and one full set of kitchen facilities to 3 lets).

2) LBH Transportation Team:

- a. The has very good public transport accessibility (PTAL=2) and is located within a CPZ. The site is also located with the Family Housing protection zone.
- b. The development is car free. No parking stress surveys have been undertaken or assessed. Under these circumstances, a car free s106 agreement is recommended, to restrict eligibility of all occupiers from obtaining CPZ parking permits. The applicant will be responsible for cost (£4000) for amending the CPZ TMO.
- c. Cycle parking is required for 4 bicycles. This should be sheltered, secure and accessible. For further guidance on layout, please refer to TfL London Cycling Design Standards.
- d. Details of provision for refuse storage is required.

External:

None

LOCAL REPRESENTATIONS

The application has been publicised by way of 9 letters.

The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses:

Objecting: 0

Supporting: 0

The following local groups/societies made representations:

- None

The following Councillor(s) made representations:

- None

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Standard and quality of residential accommodation;
3. Impact on neighbouring amenity;
4. Transport considerations.

Principle of development

Development Management Development Plan Document (DPD) Policy DM17 (Houses in multiple occupation) states that the conversion of larger homes to Houses in Multiple Occupation (HMO), including small HMOs (3-6 unrelated people) within the area covered by the Article 4 Direction, will only be permitted where:

a) The gross original internal floor space of the existing dwelling is greater than 120m² ;

The original un-extended floor area of the property is approximately 82 sqm, significantly below the required threshold.

b) They do not give rise to any significant adverse amenity impact(s) on the surrounding neighbourhood, including cumulative impacts arising from an overconcentration of HMOs within an area;

c) They are accessible by public transport, cycling and walking;

d) They provide high quality accommodation that satisfies the relevant policies of the Local Plan, including internal space standards, provision of a satisfactory level of amenity space for occupants, and adequate and convenient refuse storage and collection; and

No details have been provided but given the small size of the property's forecourt area officer's are of the view that there is insufficient space to meet the refuse and bicycle parking and cycle parking standards for the likely number of occupants

e) Where non self-contained, have exclusive use of a kitchen or space within a shared kitchen for each household.

The current property has been subject to a ground floor extension of which there are no records; however, under Policy DM17, the floor space requirement relates to the gross original internal floor space. Based on the submitted plans, the gross original floor space measures approximately 42.06m² at ground floor level and 39.80m² at first floor level, having a total internal floor space of 81.86m² , which falls far short of the minimum 120m² required by the policy.

Policy SP2 (Housing) of the Haringey Local Plan 2017 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026 (820 units per annum from 2011-2014 and 1,502 units per annum from 2015-2026).

Policy DM17 aims to prevent residential conversions of small dwellings that would result in sub-standard living conditions for the occupants through inadequate floor space. In this instance the proposed conversion fails to comply with key requirements of this policy and is therefore unacceptable in principle.

The proposed conversion of the single dwellinghouse would also result in the loss of a family sized unit within the Family Housing Protection Zone, for which there is an identified need, contrary to Policy SP2 of the Haringey Local Plan 2017 and Policy DM17 of Haringey's Development Management DPD (2017).

Standard and quality of residential accommodation

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.

The proposed development meets London Plan requirements in terms of individual bedroom sizes and the overall layout of the property and would provide adequate communal space, outdoor amenity space, light, outlook and privacy for the occupants. As such, the development complies with Policy DM1 and London Plan Policy D6.

Impact on neighbouring amenity

London Plan Policy D6 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.

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.

No external works are proposed as part of this application, the changes are internal. In terms of overlooking/privacy, the proposal would have no more of an impact than the existing situation. The proposal would not adversely impact neighbouring properties by reason of overbearingness, loss of daylight/sunlight or loss of privacy.

Transport considerations

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.

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'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The Council's Transportation Team has been consulted and has provided the following comments and recommendations:

- a. The has very good public transport accessibility (PTAL=2) and is located within a CPZ. The site is also located with the Family Housing protection zone.
- b. The development is car free. No parking stress surveys have been undertaken or assessed. Under these circumstances, a car free s106 agreement is recommended, to restrict eligibility of all occupiers from obtaining CPZ parking permits. The applicant will be responsible for cost (£4000) for amending the CPZ TMO.
- c. Cycle parking is required for a minimum of 4 bicycles to meet the relevant London Plan standards. These should be sheltered, secure and accessible. The relevant standards and guidance are set out in Policy T5 of the London Plan (2021) and TfL's London Cycling Design Standards.

No details have been provided but give the small size of the property's forecourt area officer's are of the view that there is insufficient space to meet the refuse and bicycle parking and cycle parking standards for the likely number of occupants

- d. Details of provision for refuse storage is required.

No details have been provided but give the small size of the property's forecourt area officer's are of the view that there is insufficient space to meet the refuse and bicycle parking and cycle parking standards for the likely number of occupants

Conclusion

The proposal is considered unacceptable due to its failure to comply with the minimum net original floor space requirements of Policy DM17.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

CIL APPLICABLE

The development is less than 100 square metres and as such regulation 42 'minor development exemptions' applies and in addition the proposal is not for a whole new unit (a unit created entirely from new floorspace).

RECOMMENDATION

REFUSE PERMISSION For the following reason(s):

Refusal Reasons:

The gross original internal floor space of the existing dwelling house is below 120 sqm and therefore considered too small for conversion to an HMO and contrary to Policy DM17 of Haringey's Development Management DPD (2017).

The proposed conversion of the single dwellinghouse will result in the loss of a family sized unit within the Family Housing Protection Zone, for which there is an identified need, contrary to Policy SP2 of the Haringey Local Plan 2017 and Policy DM17 of Haringey's Development Management DPD (2017).

The proposed conversion involves the over-intensive sub-division of the property resulting in sub-standard accommodation by reason of the inadequate space for refuse and bicycle storage for the likely number of occupants of the HMO as a whole, contrary to Policies D3, D6 and T5 of the London Plan 2021, Policy SP2 of Haringey's Strategic Policies DPD 2017, Policies DM17 and DM12 of Haringey's Development Management DPD 2017.