



Officer Report

Application Number:	HGY/2022/2799
Application Type:	Full planning permission
Address:	First & Second Floor Flats, 127 High Road (access via Hazel Mews), London, N22 6BB
Proposal:	Conversion of upper floors to two 1-bedroom flats (Part Retrospective Application).
Case Officer:	Neil McClellan
Valid Date:	
Applicant:	Mr Nadia Siddiqi
Agent:	Mr Sukh Bal

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions:

Conditions:

- 1) In accordance with approved plans

Informatives:

- 1) Enforcement
- 2) Land ownership
- 3) Hours of construction
- 4) Street numbering

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is a partly retrospective application for the conversion of the upper two floors and loft space of the building from a 2-bedroom flat into a two separate self-contained 1-bedroom flats.

This is a revised application following the refusal of a previous application for the conversion of the upper floors of the building from one 3-bedroom flat to two 2-bedroom flats (see planning history below).

Site and Surroundings

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The building is a three-storey mid terraced property with additional accommodation in the roof. The ground floor is occupied by a retail unit s designated primary retail frontage within Wood Green Town Centre, identified as a Metropolitan Centre in the London Plan. The upper floors are in mainly in residential use, with some additional storage for the retail unit at first floor level.

The residential accommodation is accessed from Hazel Mews to the rear. The authorised use of the upper floors is as a single 2-bedroom flat. However, it has been converted without planning permission to a two 2-bedroom flats and the site is currently the subject of an enforcement investigation.

The site is not within a conservation area and is not listed or close to any listed buildings.

Planning & Enforcement History

FCV/2020/00043 – Enforcement investigation into the unauthorised conversion of the existing flat on the first and second floors of the building to two separate flats. Case on going. Enforcement officers have agreed to await the outcome of this current planning application before taking any further action.

HGY/2020/1043 – Planning permission refused for the conversion of upper floors from one to two flats. Decided 27/05/2020. Reason for refusal: Substandard accommodation due to inadequate unit sizes and poor internal layout. Appeal dismissed (Ref: APP/Y5420/W/20/3256488).

HGY/2014/1884 – Planning permission granted for the extension to existing shop to provide additional storage, internal alteration to increase footprint of existing residential unit and new door and access way. Decided 03/09/2014. This application created a 2-bedroom flat located over the first and second floors with additional storage/ancillary living space in the loft.

HGY/2013/0787 – Planning permission granted for the erection of a rear extension at rear first floor level to provide additional storage, with internal alterations. Decided 12/06/2013.

LOCAL REPRESENTATIONS

No representations received from neighbours, local groups, etc in response to notification and publicity of the application.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Living conditions for future occupants;
3. Neighbouring amenity; and
4. Transport & servicing.

London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

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.

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 is contributing to overcrowding. Policy DM16 of the Development Management, DPD sets out that to maintain a supply of family homes to meet Haringey's housing need the Council will only permit the conversion of dwellings to smaller self-contained residential units where there is no net loss of family sized units within the borough's designated Family Housing Protection Zone. Family sized units are defined in Haringey's Development Management DPD as having three or more bedrooms. Conversions must also provide good quality accommodation, including stacking arrangements between flats and the provision of suitable external amenity space – particularly for family sized dwellings.

As the (pre) existing and authorised flat is a two-bedroom unit the proposal does not result in the loss of a family sized dwelling.

The ground floor commercial use (currently a mobile phone shop) is un-affected by the proposal.

The principle of converting the flat to two smaller units is considered acceptable subject to all other relevant standards and requirements being met.

Living conditions for future occupants

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.

Flat 1 is a 1-bedroom 2-person unit over 1 floor with a GIA of 52.2sqm, thus exceeding the relevant London Plan and nationally described standard of 50sqm for a flat of this type.

Flat 2 is a 1-bedroom 1-person unit over 2 floors with a GIA of 46.1sqm. There is no London Plan or nationally described space standard for this size of flat over 2 floors, but extrapolating the table by adding 8sqm (which is the difference in the required floor space between a 1-bedroom 2-person unit over 2 floors rather than a single floor) we arrive at an estimated standard of 45sqm for a 1-bedroom 1-person unit over 2 floors, which the proposed unit would slightly exceed. It is noted that 75% of the required floor space has a floor to ceiling height of at least 2.3 metres, in line with relevant standards.

Both units therefore meet the required floor space standard.

They would also both be dual aspect and would have acceptable internal layouts, outlook, daylight, and opportunity for natural ventilation. The current proposal therefore overcomes the reasons for refusing the previous application.

The first floor flat has no external amenity space. The second-floor unit will have access to a terrace of around 14sqm. As a conversion it is not always possible for all units to be provided with external amenity space and is not unusual for upper floor flats in conversions, particularly in town centres to not have access to private or shared external amenity space. In this case the first floor

flat exceeds the internal floor space requirement and in all other respects is considered to provide an acceptable standard of accommodation. This together with its town centre location, and proximity to good quality public open spaces in the form of Duckett's Common and Wood Green Common approximately 440m and 550m from the site respectively, is considered to mitigate the proposed first floor flats lack of external amenity space. As such the quality of accommodation is considered acceptable.

Impact on the amenity of adjoining occupiers

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.

No external changes are proposed to the building and as such the proposal will have no impact in neighbouring amenity in terms of loss of privacy, overshadowing or loss of daylight. The change from one 2-bedroom residential unit to two 1-bed units would not result in any increase in intensity of use likely to be noticeable to residential neighbours, particularly in this busy town centre location. As such the proposal will not impact on neighbouring amenity.

Transport & servicing

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 (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.

DM Policy (2017) 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.

Access to the flats is via Hazel Mews which is gated across its entrance onto Alexandra Road.

Refuse storage arrangements will be unchanged from those for the previously agreed 2-bedroom flat, with bins located adjacent to Hazel Mews with a carry distance of approximately 10m to where the refuse can be collected on Alexandra Road.

No room exists to provide dedicated cycle storage outside of the proposed flats, as is the case now. The standard set out in Table 10.2 of the London for one 2-person 1-bedroom unit and one 1-person 1-bedroom unit is 2.5 spaces. The requirement for the existing 2-bedroom unit is 2.0

spaces. The proposal therefore only results in a marginal uplift in the cycle parking spaces required to meet the standard. Both units are a little over the required floor space standard and have space within corridors capable of accommodating cycles. While this is not desirable it is considered an acceptable compromise given the site's constraints.

The site is within a controlled parking zone, has an excellent PTAL rating of 5a, and is a 5-minute walk away from Wood Green Underground Station and is very well served by buses running along the High Road and Bruce Grove Station. The conversion of the existing 2-bedroom flat to two 1-bedroom units would not result in any noticeable increase in parking demand. As such the proposal is unlikely to cause any significant impact on the highway within the area.

Conclusion

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.

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.

RECOMMENDATION

Approve subject to the following condition(s):

Conditions:

- 1 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.

Informatives:

INFORMATIVE: Enforcement

The property to which this application relates is currently the subject of an enforcement investigation, reference number FCV/2020/00043, into the unauthorised conversion of the upper floors of the building to two flats. You are advised to complete the internal changes to the layout of the flats approved by this decision in a timely manner in order for the investigation to be closed and forestall any further enforcement action.

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: 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: Street Naming & Numbering

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.