



Officer Report

Application Number:	HGY/2023/0978
Application Type:	Full planning permission
Address:	First And Second Floor Flat, 505 Green Lanes, Hornsey, London, N4 1AL
Proposal:	Conversion of the existing five-bedroom flat into two separate self-contained one-bedroom flats.
Case Officer:	Neil McClellan
Valid Date:	05/06/2023
Applicant:	Yahli
Agent:	Joshua Valler-Feltham

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions:

Conditions:

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans

Informatives:

- 1) Land ownership
- 2) Hours of construction
- 5) Street numbering

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

Application for the conversion of the upper two floors and loft space of the building from an existing 5-bedroom flat into a two separate self-contained flats.

This a revised application following the refusal of a previous application for the conversion of the upper floors from a 4-bedroom flat into one 2-bedroom and one 3-bedroom flat, including the conversion of the loft. (see planning history below).

Site and Surroundings

The building is a three-storey mid terraced property with additional accommodation in the roof. The ground floor is occupied by a retail unit which is currently vacant.

The site is located within the designated primary retail frontage within Green Lanes District Centre,. 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 HISTORY

The planning history of the site has been taken into account when coming to this decision.

According to VOA and Council; tax records the first and second floors of this building have been used as a single dwelling since the 1 April 1993.

HGY/2023/0793 – Application for a certificate of lawfulness for the proposed change of use of the first and second floors of the building from a single-family dwelling (Class C3(a)) to its use as a residence for use by a small religious community living together as a single household (Class C3(c)). Application withdrawn at the request of the applicant - 01.06.2023.

HGY/2023/0183 – Planning permission granted for the change of use of the first and second floors of the building from a single-family dwelling (Class C3) to an HMO for up to six residents (Class C4). Decided 18.07.2023.

HGY/2022/4190 – Planning application for the change of use of the first and second floors of the building from a single-family dwelling (Class C3) to an HMO for up to six residents (Class C4). Application withdrawn at the request of the applicant - 29.03.2023.

PRE/2022/0206 – Pre-application advice sought regarding the use of the ground floor of the buildings as additional space for the Medi-Park Clinic private medical centre at 573-575 Green Lanes. The additional space would be used for medical imaging and the provision of psychotherapy services. Verbal advice given during meeting.

HGY/2021/2946 – Retrospective planning application for the conversion of the first and second floors of the building from one 4-bedroom flat into one 2-bedroom and one 3-bedroom flat, including loft conversion. Application withdrawn at the request of the applicant - 26.01.2022.

FCV/2021/00647 – Enforcement investigation into the unauthorised conversion of the first and second floors of the building as two separate flats. Unauthorised use ceased and property converted back to one flat. Case closed 12.04.2023.

HGY/2021/2384 – Planning permission refused for the conversion of the first and second floors of the building from one 4-bedroom flat into one 2-bedroom and one 3-bedroom flats, including loft conversion. Retrospective application. Reason: Sub-standard accommodation due to inadequate unit sizes and lack of amenity space. Decided 06.09.2021.

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.

Principle of the development

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.

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.

The existing five-bedroom flat is technically large enough to be classed as family housing. However, due to its lack of external amenity space, and cramped and awkward layout, it is not considered to provide effective family housing. Its layout and busy town centre location lends itself to shared housing or HMO use. It is noted that the property has planning permission (granted 18.07.2023) for change of use to a C4 HMO for up to six residents. The principle of converting the existing flat to two smaller units is therefore considered acceptable subject to all other relevant standards and requirements being met.

The ground floor commercial premises (currently vacant) is un-affected by the proposal.

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.

Floor Space Standards

The proposed first floor flat (Flat 1) would be a 1-bedroom/2-person unit with a GIA of approximately 56 sqm, exceeding the required standard of 50sqm.

The proposed second/third (loft) floor f (Flat 2) would be a 1-bedroom/2-person unit over 2 floors with a GIA of approximately 71sqm (including 8 sqm of under eaves space with a head height of less than 1.5m measured at half its actual area). This unit would therefore significantly exceed the relevant minimum standard of 58sqm for a 1-bedroom/2-person flat over 2 floors.

External Amenity Space

The proposed first floor flat would have a private external amenity space of approximately 11.5 sqm in the form of a screened roof terrace to be created on the roof of the existing single storey extension to the rear of the retail unit. No external amenity space is provided for the second/third floor flat however, it is noted that this unit significantly exceeds the required minimum floor area which mitigates to an extent the lack of external amenity space.

Furthermore, the application site is relatively close to a number of good quality public open spaces – Chestnuts Park (approx. 560m) Duckett's Common (approx. 650m) and Finsbury Park (approx. 670m).

It is also noted that the long established existing 4/5-bedroom unit flat does not meet current internal space standards or provide useable external amenity space.

Daylight/Outlook/Ventilation

Both proposed flats would also both be dual aspect and would have acceptable internal layouts, outlook, daylight, and opportunity for natural ventilation.

Summary

The current proposal is considered to provide an acceptable standard of accommodation and therefore overcomes the reasons for refusing the previous application to convert the upper floors of the building to two separate flats (HGY/2021/2384).

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 5-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.

Refuse Storage and Collection

Refuse storage arrangements will be unchanged from current arrangements for the existing 5-bedroom flat.

The refuse and recycling will be put out daily between 8 and 9 am, or between 9:30 and 11pm, at the collection spot provided for the shops and flats above, where it will be taken daily by Veolia Haringey

Cycle Storage

The standard set out in Table 10.2 of the London for two 2-person 1-bedroom units is 3.0 spaces. The requirement for the existing 5-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. Cycle storage is indicated to the rear of the ground floor commercial unit, however it is not indicated how this would be accessed by occupiers of the proposed flats. They would have to go out the front entrance on to Green Lanes go round into Warham Road and access the cycle parking from the rear service road. This is therefore not a practical solution. Notwithstanding this, both units proposed units are significantly over the required minimum floor space standard and have internal storage areas capable of accommodating bicycles. While this is not desirable it is considered an acceptable compromise given the sites constraints, existing situation and the only marginal uplift in cycle parking requirements that would result from Refuse storage arrangements will be unchanged from the proposal.

Highways

The site is within a controlled parking zone, has an excellent PTAL rating of 6a, with Haringay Green Lanes, Haringay, Turnpike Lane and Manor House Stations all between 5- and 15-minutes' walk away from the site.

The conversion of the existing 5-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 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: For the avoidance of doubt and in the interests of proper planning.

Informatives:

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.