



Officer Report

Application Number:	HGY/2026/0878
Application Type:	Full planning permission
Address:	59 Hampden Road, Hornsey, London, N8 0HX
Proposal:	Conversion of the single dwelling into 1no. 2 bedroom flat and 1no. 4 bedroom flat
Case Officer:	Eunice Huang
Valid Date:	01/06/2026
Applicant:	Abdus Samad
Agent:	Mr Bilal Ahmad

RECOMMENDATION

Refuse

1. SITE LOCATION

The subject site is a single mid-terrace dwellinghouse on the northern side of Hampden Road. The house is 3 storeys high and has been extended at the rear and at the roof level.

The site is not located within a conservation area or within the vicinity of a listed building. It is however located within a 'Family Housing Protection Zone', as introduced in the 2017 local plan to restrict further residential conversions in areas identified as already having a high concentration of converted properties.

2. DESCRIPTION OF PROPOSAL

The proposal is to convert the single dwellinghouse into 1no. 2 bedroom flat and 1no. 4 bedroom flat. The 2 bedroom flat would occupy the ground floor level, with access to the rear garden. The 4 bedroom flat would occupy the first and second floor level. There are no external alterations proposed.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

There is no relevant planning history on file for this application.

4. INTERNAL & EXTERNAL CONSULTATION

No consultees were sought regarding the application:

5. LOCAL REPRESENTATIONS

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: 0

6. ASSESSMENT OF PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;
6. Waste management.

Principle of development

Principle of Additional Housing / Conversions

The London Plan (2021), Policy H1 ('Increasing Housing Supply') and Local Plan Policy SP2 support the delivery of additional homes to meet identified housing needs. The proposal would increase the number of residential units on the site from one dwellinghouse to two self-contained flats and would therefore make a modest contribution towards housing supply.

The Mayor's Housing SPD (March 2016) also recognises the role that residential conversions can play in contributing towards housing delivery and meeting the needs of smaller households. As such, the principle of creating an additional residential unit is acceptable in broad strategic policy terms.

Local Plan Policy on Conversions

Policy DM16 states that the Council will only permit the conversion of larger homes (properties with three bedrooms or more) into self-contained flats where specified criteria are met. The site is located within a Family Housing Protection Zone (FHPZ) and therefore Part B of Policy DM16 is particularly relevant. This allows conversions within an FHPZ where the proposal complies with criteria (b)–(g) of Part A of the policy and does not result in a net loss of family-sized accommodation.

The existing dwelling contains four bedrooms and is capable of accommodating a family household. The proposed development would create one 2-bedroom flat and one 4-bedroom flat. As such, a family-sized unit would be retained within the property and the proposal would not result in the loss of family accommodation.

The original floor area of the dwelling (excluding later rear and roof extensions) is approximately 172sqm and therefore exceeds the minimum floorspace threshold set out in Policy DM16.

Whilst the proposal is therefore acceptable in principle having regard to the housing supply objectives of the Development Plan and the requirements of Policy DM16 relating to family housing retention, Parts (c)–(g) of Policy DM16 also require converted units to provide a satisfactory standard of residential accommodation. These matters are considered in detail below and carry significant weight in the overall planning balance.

Design and appearance

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.

There are no external alterations proposed to the dwelling.

Adequate refuse and cycle storage facilities would need to be provided. No details of the proposed refuse or cycle storage have been submitted. Based on the site's layout, the only practical location for these facilities would be within the front garden. This would result in a cramped arrangement and a cluttered appearance, to the detriment of the property's visual amenity.

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 criteria set out within parts c-g of part A of DMP policy DM16 largely echo some of the design aspects covered within policy D6 of the London Plan.

The proposal would see the property sub-divided into self-contained units as follows:

Flat	Flat type	Space (sqm)	London Plan requirement	Complies
Ground floor	2b4p - 1 storey	65.6	70	N
1 st /2 nd floor	4b7p - 3 storey	115.3	121	N

The ground-floor flat would comprise two bedrooms, three bathrooms, a kitchen/dining room and a living room. As set out in the table above, the flat would not comply with the minimum space standards contained within the London Plan. It would have access to the rear garden, albeit via a bedroom, as well as access to a side courtyard. Access to the rear garden is therefore constrained, and it would be preferable for direct access to be provided from a principal living space.

The first-/second-floor flat would comprise four bedrooms, two bathrooms and an open-plan living/dining/kitchen room. As shown in the table above, the flat would not comply with the minimum space standards for a three-storey, four-bedroom, seven-person dwelling. Even excluding the ground-floor hallway from the calculation, the proposed flat would still fail to meet the space standards applicable to a two-storey dwelling of this size. The layout of the family-sized dwelling is also constrained for its intended occupancy, particularly in relation to the size of the combined living/dining/kitchen room. Furthermore, the unit would have no access to private outdoor amenity space. For a dwelling of this size, the absence of outdoor amenity space is considered unacceptable.

Furthermore, the living/dining/kitchen room of the upper flat would be located directly above a bedroom within the ground-floor flat, which could result in noise disturbance to future occupiers.

In addition, adequate refuse and cycle storage facilities would be required to serve the proposed units. The application has not demonstrated that such facilities can be satisfactorily accommodated at the front of the site. Given the number of bins and cycle spaces required, the front of the property is likely to appear cramped and cluttered.

Overall, the proposed units would not provide an acceptable standard of accommodation for future occupiers in terms of internal floorspace, layout, outdoor amenity provision, and refuse and cycle storage. The proposal would therefore be contrary to London Plan Policy D6, Local Plan Policy SP2 and Policy DM16 of the Haringey Development Management DPD.

The Design and Access Statement explains that the proposal has been designed to improve the accessibility, comfort and usability of the building to meet the needs of a Blue Badge holder with a medical condition. At present, the ground floor contains one bedroom and one bathroom. Under the proposal, this would be reconfigured to provide two bedrooms and three bathrooms. Whilst these changes may improve accessibility, functionality and comfort for the intended occupier, they do not overcome the concerns identified above. On balance, the proposal would not provide a satisfactory standard of residential accommodation.

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.

There would be some additional impact arising from the intensification of the use; however, this is not considered to be so significant as to adversely affect the amenity of neighbouring occupiers.

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 (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'.

The site is located within the Wood Green Outer Zone Controlled Parking Zone (CPZ), which operates Monday to Saturday between 8.00am and 6.30pm. The site has a PTAL rating of 6a, indicating excellent access to public transport. A range of bus services are available within a short walking distance of the site, whilst Turnpike Lane Underground Station and Hornsey Railway Station are also within reasonable walking distance.

Given the scale of the development, the anticipated level of occupancy, and the excellent accessibility to public transport, the proposal is not considered likely to result in harm to the transport network or to give rise to unacceptable levels of on-street parking stress.

In terms of cycle parking, the London Plan requires one cycle parking space for a studio or one-bedroom dwelling, 1.5 spaces for a two-person one-bedroom dwelling, and two spaces for all other dwellings.

Overall, the proposed two flats would require four cycle parking spaces, whereas the existing dwellinghouse would require only two spaces. No details have been submitted regarding the proposed cycle or refuse storage arrangements, nor have dimensions of the front garden been provided. However, having regard to site photographs, including Google Street View imagery, it appears unlikely that sufficient space exists within the front garden to accommodate the required cycle parking provision alongside the refuse storage facilities necessary to serve two separate flats. Such an arrangement would appear cramped and would likely result in a cluttered appearance.

Accordingly, the proposal is not considered acceptable from a transport and cycle storage perspective.

Waste management

DM Policy (2017) DM4 'Provision and Design of Waste Management Facilities' requires all proposals to make on-site provision for general waste, recycling and waste organic materials ensuring adequate internal and external storage space to manage the volume of waste arising from the site.

The Haringey *Waste Management Guidance Note for Residential and Mixed-Use Developments* sets out the Council's requirements for refuse and recycling storage. For a development of this nature, refuse storage provision would typically comprise either a 140-litre bin per dwelling or a shared 360-litre refuse bin, together with appropriate recycling facilities.

As noted above, the front garden is the only realistic location for refuse and cycle storage. However, the application has not demonstrated that both facilities can be accommodated satisfactorily within the available space. The provision of the required bins alongside the necessary cycle parking would result in a cramped arrangement and a cluttered appearance.

It is therefore considered that insufficient space exists to accommodate the refuse storage requirements of the proposed two flats in a satisfactory manner. As a result, waste storage has not been properly integrated into the scheme, reflecting the over-intensive subdivision of this medium-sized family dwelling. The proposal is therefore considered unacceptable from a waste management perspective.

Conclusion

Whilst the proposal would make a modest contribution towards housing delivery and would not result in the loss of family-sized accommodation, the benefits of the scheme are significantly outweighed by its shortcomings. The proposed units would fail to provide an acceptable standard of accommodation for future occupiers due to their inadequate internal floorspace, constrained internal layouts, lack of private outdoor amenity space for the family-sized unit, and the potential for internal noise conflict between the proposed flats.

Furthermore, the application has failed to demonstrate that adequate refuse and cycle storage facilities can be accommodated within the site. The available space at the front of the property would be insufficient to satisfactorily accommodate the facilities required to serve two separate dwellings without resulting in a cramped and cluttered arrangement.

Taken as a whole, the proposal represents an over-intensive subdivision of the existing dwelling and would provide poor-quality living conditions for future occupiers. The development would therefore conflict with the requirements of London Plan Policy D6, Policy SP2 of the Haringey Local Plan, and Policies DM4, DM16 and DM31 of the Development Management DPD.

All other relevant policies and considerations, including equalities duties, 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

7. CIL APPLICABLE

No additional floorspace is proposed as part of the development, and no extensions are required to facilitate the conversion. As such, the proposal would not give rise to any chargeable additional floorspace and is therefore not liable for Mayoral or Haringey Community Infrastructure Levy (CIL).

8. RECOMMENDATION

The application is recommended for refusal for the following reason(s):

Refusal Reasons:

The proposed conversion of the existing single dwellinghouse into 1no. 2-bedroom flat and 1no. 4-bedroom flat would, by reason of the inadequate internal floorspace of both proposed units, constrained and unsatisfactory internal layouts, lack of private outdoor amenity space for the family-sized unit, and the failure to demonstrate satisfactory provision of cycle and refuse storage, result in an over-intensive form of development that would provide a poor standard of accommodation for future occupiers. Furthermore, the availability of space within the front garden is insufficient to accommodate the cycle and refuse storage requirements of the proposed flats without resulting in a cramped and visually intrusive arrangement. The proposal is therefore contrary to Policies SP2 of the Haringey Local Plan (2017), Policies DM4, DM16 and DM35 of the Haringey Development Management DPD (2017), and Policies D6 and T5 of the London Plan (2021).