

Officer Report

Application Number:	HGY/2023/2754
Application Type:	Full planning permission
Address:	54 Wightman Road, Hornsey, London, N4 1RU
Proposal:	Change of use from shop & associated storage (Use Class E) to form 2 x self-contained 1 bedroom flats at lower ground floor and ground floor level and 1 x maisonette to rear lower ground floor and ground floor level (Use Class C3)
Case Officer:	Laina Levassor
Valid Date:	21/11/2023
Applicant:	Mrs Alison Sandamas
Agent:	Mr Peter Ottery

RECOMMENDATION

Refuse

PLANNING HISTORY

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

PROPOSED DEVELOPMENT

This application proposes 3 x self-contained residential units across lower ground & ground floor.

Lower Ground Floor, Front: 1 x 1 bedroom unit with combined living/kitchen area.

Ground Floor, Front: 1 x 1 bedroom unit with combined living/kitchen area.

Lower Ground Floor & Ground Floor Rear: 1 x 1 bedroom, split level unit with bedroom, study & bathroom at lower ground, combined living/kitchen area & wc at ground level.

ANALYSIS/ASSESSMENT

The property falls within the Family Housing Protection Zone. DM16 recognises that the conversion of family dwellings into smaller units in the East of the borough adversely impacts family housing supply, reducing the availability of smaller family housing for which there is a significant need in Haringey.

In order to maintain the supply of larger family homes to meet the boroughs housing needs, residential conversions of larger homes to small self-contained homes is permitted where:

a. It is located outside of the Family Housing Protection Zone

Conversions within the Family Housing Protection Zone will only be considered acceptable where they comply with criteria (b – g) above and result in no net loss in the number of family sized units.

As the property falls within the Family Housing Protection Zone, compliance with criteria's b-g is required. Assessment against these are as follows:

b. The gross original internal floor space of the existing dwelling is greater than 120m²

This application relates to the ground and lower ground floor of No.54. Use of other levels within this building have been established as separate residential use therefore the floorspace is measured only within the relevant part of the building. Policy requirements refer to original internal floorspace which is not inclusive of any extensions made to the property. The property benefits from rear extensions at both levels - projections beyond the original rear outrigger are not considered original floorspace therefore do not contribute to overall floorspace. Measurements for this area have been taken using floorplans provided and scaled.

Original internal floorspace measures 110sqm at maximum, failing to meet minimum floorspace requirements.

c. The proposal satisfies all other relevant policies, including the minimum internal space standards, the provision of satisfactory levels of amenity space, privacy, daylight, parking and access, and adequate and convenient refuse storage and collection;

Proposed Unit Sizes (Private Internal Space)

Lower Ground Floor – 1 Bedroom Unit

Proposed at lower ground level is the provision of a 1 bedroom unit with just over 46sqm of floorspace with 0.7sqm of built-in storage space.

The proposed bedroom measures 14.5sqm and is therefore considered as a double room with double bed space.

Table 3.1 Minimum internal space standards for new dwellings (London Plan 2021) denotes a 1 x bedroom dwelling with 2 x bedspaces set across 1 storey must be a minimum of 50sqm with 1.5sqm of built in storage. This unit fails to comply with minimum space requirements.

Ground Floor - 1 Bedroom Unit

Proposed at lower ground level is the provision of a 1 bedroom unit with just over 33.3sqm of floorspace with 0.5sqm of built in storage space. The proposed bedroom measures as 7.46sqm and is therefore considered as a single room with single bed space. Policy D6 of the London Plan states a one bedspace single bedroom must have a floor area of at least 7.5 sqm and be at least 2.15m wide. The bedroom for this unit is considered insufficient to meet space standards.

Table 3.1 Minimum internal space standards for new dwellings (London Plan 2021) denotes a 1 x bedroom dwelling with 1 x bedspaces set across 1 storey must be a minimum of 37sqm (if inclusive of a shower room). At 33.3 sqm, the unit fails to meet adequate space standards.

Lower Ground / Ground - 1 Bedroom Unit

Proposed to be set across both floors is a third unit, measuring 71.4 sqm with no indicated built in storage space. The proposed bedroom measures as 23.88 sqm and is therefore considered appropriately sized for a double room with double bed space. Also proposed is a 'study' with 4.91sqm of floorspace which would not be suitable or appropriate for an additional bedspace.

Table 3.1 Minimum internal space standards for new dwellings (London Plan 2021) denotes a 1 x bedroom dwelling with 2 x bedspaces set across 2 storeys must be a minimum of 58sqm with 1.5sqm of storage. With no proposed storage, the unit is considered insufficient to meet space standards.

Proposed Outdoor Amenity Space

Policy D6 of the London Plan 2021 states where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. Of the three proposed units, the only unit which benefits from private outdoor space is the Lower Ground/Ground 1 Bedroom Unit set towards the rear of the building where an external courtyard is proposed. The proposed courtyard makes use of a lightwell with 5.57sqm of external space. Where placed, it is adjoined by the original 4-storey outrigger (plus extension above), large 2-storey rear extension and buildings related to commercial uses adjacent to the site - for this reason, this area is not considered to offer high-quality amenity space.

Daylight

Policy D6 states site layout, orientation and design of individual dwellings and, where applicable, common spaces should provide privacy and adequate daylight for residents & be orientated to optimise opportunities for visual interest. Dual-aspect dwellings are favoured due to benefits such as better daylight, a greater chance of direct sunlight for longer periods, natural cross-ventilation, a greater capacity to address overheating, pollution mitigation, a choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms.

The proposed front Lower Ground Floor unit, set beneath street level proposes the widening of an existing window to the front elevation which would serve the combined kitchen/living area - the proposed bedroom space is served by a window which overlooks the courtyard (which is designated as outdoor space for the rearmost unit). The proposed Ground Floor unit, set at street level, makes use of the existing shop front windows, overlooking a builders merchants and train line - the proposed bedroom space is served by a window which overlooks the courtyard (which is designated as outdoor space for the rearmost unit). The proposed Lower Ground/Ground Floor Unit offers outlook from the lower ground floor bedroom to a passageway which adjoins properties to the northern side of Umfreville Road and at the ground floor, has access to a rear balcony (annotated as a fire exit balcony) which overlooks the rear of the garage at No.56 and the rear gardens of properties along Umfreville Road. No internal daylight assessment was provided for full assessment however considering the eastern orientation of the property, the rear elevation is likely to shade itself for much of the day, with the most direct sunlight appearing in the morning of summer months, limited throughout the winter months. It is not considered that the proposed layout demonstrates there would be acceptable daylight provision, adequate ventilation or opportunities for visual interest from the new units.

Parking / Cycle Storage

The site falls within the Green Lanes Zone A CPZ and has a PTAL Rating of 4 which denotes good public transport access and connectivity. The site does not benefit from any parking provision and does not propose any to be added. The proposals are car free. No parking stress assessment has been undertaken. Under these circumstances, a 'car free' s106 agreement is recommended to restrict eligibility of all occupiers from obtaining CPZ parking permits. The developer will be responsible for cost (£4000) for amending the TMO. The site fails to provide any provision for cycle

parking. The site offers minimal external areas which could be deemed suitable for the provision of cycle parking due to the proximity to the facing street and overdevelopment of the original rear garden space.

Refuse Storage

The agent advises that current refuse arrangements are for kerbside collection - this was confirmed by Veolia Environmental Services. Policy DM4 requires all proposals to provide on-site provision for general waste, recycling and organic material for composting. This on-site provision must ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site. Policy also requires that refuse storage is located and screened to avoid nuisance and adverse impact on visual and other amenity to occupiers and neighbouring uses. The development would place unacceptable demands on the Council's on street bagged refuse collection service, resulting in additional bagged waste being left on the street to the detriment of the local environment and visual amenity, contrary to policies DM1, DM17 and DM4 of Haringey's Development Management DPD (2017).

All other relevant policies and considerations, including equalities, have been taken into account.

Refusal Reasons:

The development due to the number of occupants proposed, the relatively small size of the units, inadequate bedroom sizing, the limited amount of communal space within the units, the absence of any external amenity space, lack of cycle parking and refuse storage, would result in an over intensive, cramped, noisy and poor quality living environment for future occupiers, contrary to policy DM16 of Haringey's Development Management DPD (2017) and policies D3 and D6 of the London Plan (2021).

The development would place unacceptable demands on the Council's on street bagged refuse collection service, resulting in additional bagged waste being left on the street to the detriment of the local environment and visual amenity, contrary to policies DM1, DM17 and DM4 of Haringey's Development Management DPD (2017).

The application fails to provide sufficient secure cycle parking in line with the standards as set out in the London Plan and therefore fails to promote appropriate sustainable transport measures to the detriment of the environment and the living standards of future occupiers of the development, contrary to policies DM17 and DM31 of Haringey's Development Management DPD (2017) and policies T1 and T5 of the London Plan (2021).

In the absence of an up-to-date parking survey that demonstrates sufficient on-street car parking capacity within the vicinity of the site, or an appropriate legal agreement prohibiting future occupiers of the development from applying for permits to park within the local controlled parking zone, the application fails to demonstrate that the proposal would not place additional pressure upon on-street parking which is already restricted and in high demand, to the detriment of local highway conditions, safety and the local environment, contrary to policies DM17, DM31 and DM32 of Haringey's Development Management DPD (2017) and policies T1 and T4 of the London Plan (2021).

