



# Officer Report

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| <b>Application Number:</b> | <b>HGY/2023/3116</b>                                                                                                             |
| <b>Application Type:</b>   | <b>Full planning permission</b>                                                                                                  |
| <b>Address:</b>            | Flat A, 172 Stroud Green Road, Hornsey, London, N4 3RS                                                                           |
| <b>Proposal:</b>           | Conversion to 2 self-contained flats, over 2 floors (lower ground floor and upper ground floor) with separate rear amenity space |
| <b>Case Officer:</b>       | Josh Parker                                                                                                                      |
| <b>Valid Date:</b>         | 20/11/2023                                                                                                                       |
| <b>Applicant:</b>          | Mr Tyral Smith                                                                                                                   |
| <b>Agent:</b>              | - AA Drafting                                                                                                                    |

## **RECOMMENDATION**

### **Refuse**

#### **1. Site location**

The application site is a four-storey mid terrace building situated on the North-Eastern side of Upper Stroud Green Road, that has been converted into 3 self-contained flats in the 1980s. The site is a short walk from Finsbury Park and Crouch Hill stations.

The site is located within Stroud Green Conservation Area and also 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. It is also pointed out that the application site and this part of the borough is subject to an Article 4 Direction which came into force in November 2013, removing permitted development rights for a change of use from a single family dwelling house (Use Class C3) to a HMO (Use Class C4).

#### **2. Description of Proposal**

The application is for the 'Conversion to 2 self-contained flats, over 2 floors (lower ground floor and upper ground floor) with separate rear amenity space'.

#### **3. Relevant Planning and Enforcement history**

HGY/1980/1402- 3/12/79 Conversion of house into 3 self-contained units conservatory of basement & ground floor. - Granted Permission

#### **4. Internal & Statutory Consultation**

The following were consulted regarding the application:

#### LBH Transportation Group:

- the number of units reduces from 6 (studio flats) to 3 (a one bed) flats, for which they indicate that there would be no adverse transportation impacts expected and transportation demands in terms of trips should be similar in characteristics to the present;
- there is one car parking at the site at present and this would be revoked as part of this application, so this will be appropriate for formal designation as a car free/permit free development.

### **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

Objecting: 0

Supporting: 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 further supports the essential need for more homes and currently has a 10-year target set for the delivery of 15,920 new dwellings, of which 2,600 should be from small sites.

Haringey Local Plan policy SP2 outlines 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.

- Policy H1 'Increasing Housing Supply' seeks to increase housing supply across London. The supporting text 'recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford'. The policy states that Boroughs should seek to enable additional development capacity, including through intensification.

The Mayor's Housing SPD (March 2016) refers to the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households (para. 1.2.34).

"To reflect the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households, it is important local policies and decisions are based on robust evidence and take account of strategic housing requirements. As a general principle, locally restrictive policies, including those based on 'conversion quotas', should not be applied without robust justification"

The proposal would add additional residential units to the borough's housing stock, which would work towards meeting the above identified housing delivery objectives for the borough. The principle of additional housing is therefore acceptable.

#### Local plan policy on conversions

Policy DM16 states that the Council will only permit conversion of larger homes (properties with 3 bedrooms or more) to small self-contained flats where – inter alia – they are located outside a Family Housing Protection Zone (FHPZ), have a floorspace of 120 sq.m or more, and provide a mix of unit sizes in line with DM policy DM11.

Parts c – g of Part A of policy DM16 deal with the standard of residential accommodation and are considered in more detail within the relevant sections of this report.

In terms of the principle of conversion, the original un-extended floorspace of the property does not meet the minimum requirement of 120 sq.m and results in a net loss of family-sized housing.

Part B of the policy is also relevant to the principle of conversion, in setting out that conversions within the FHPZ are still potentially acceptable but only where they comply with criteria (b – g) of Part A of policy DM16, and result in no net loss in the number of family-sized units.

The property in question is located within a Family Housing Protection Zone and has an internal un-extended original floor space of 114.6sq.m which falls below the minimum 120 sq.m required in order to be deemed a property suitable for conversion to smaller residential units.

As the property is within a Family Housing Protection Zone (FHZ), the conversion is required to not result in a net loss of family sized units. The proposal does not contain a family-sized unit of 3 or more bedrooms and therefore does not comply with part B of the policy.

The proposal would lead to the loss of a single-family unit considering that the original floor space is less than 120 sqm, without a replacement family-sized unit. Furthermore, it is considered that allowing this conversion would have a negative impact on the overall supply of housing within the Borough and the LPA's ability to meet its housing targets set out in the development plan.

It is recognised that the development may boost the supply of housing within the Borough; however, the need to provide a sufficient supply of small family homes is also a priority for

the Council. As such, the modest benefit of the additional housing provided by this conversion is not outweighed by the unacceptable loss of a single-family dwelling house.

## **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.

The application proposes a number of modest alterations including bin storage, cycle storage being introduced to the front and the re-introduction of a door and addition of new windows to the rear elevation. Besides aforementioned changes the building is largely retained, majority of the alterations pertain to the internal layout. The alterations are modest in nature and would have negligible effect on the street scene and conservation area and therefore acceptable from a design lens.

## **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 existing property sub-divided into self-contained units as follows:

| <i>Flat no.</i> | <i>Flat type</i> | <i>Space (sqm)</i> | <i>London Plan Requires</i> | <i>Complies?</i> |
|-----------------|------------------|--------------------|-----------------------------|------------------|
| 1               | 1B2P - 1 storey  | 50.3               | 50                          | Y                |
| 2               | 2B3P – 1 storey  | 62.4               | 61                          | Y                |

The proposed changes would allow both flats to benefit from generous sized gardens by halving the existing garden giving flat (A) 36.4sqm of garden space and flat (B) benefiting of 50.6sqm of garden space to the very rear falling comfortably within the London Plan parameters.

All habitable rooms have generous sized windows and outlook allowing for adequate natural lighting levels. As the flats are on the ground floors, all ceiling heights are confidently above the 2.5m requirement for London Plan.

Moreover, the application has demonstrated that the site has sufficient storage and bike storage. Given the above, the proposed units would provide an acceptable standard of accommodation for future occupiers.

### **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.

In terms of use, the conversion of the property into self-contained units as proposed is not significant in planning terms. The comings and goings would remain similar to the existing use as a large single household family.

### **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 has a PTAL value of 6a, considered 'excellent' access to public transport services. Several different bus services are available within 1 to 2 minutes' walk of the site. Finsbury Park and Crouch Hill Station are a 1–5-minute walk away. The site is within Borough's formal CPZ's, the closest is the Crouch Hill CPZ.

Parking demand is however more typically associated with family sized units with smaller unit typically not generating much or no parking demand. Some households in this ward do not own a car as per the 2021 census, with this figure likely to have increased further since then.

It is considered, given the scale of the development, the intended level of occupancy and the availability of public transport in the area, the proposal is not considered to result in harm to the transport and highways network or result in on-street parking stress to an unacceptable level.

In terms of cycle parking arrangements, the London Plan 2021 requires 1 space per studio single/one bedroom unit, 1.5 spaces per 2-person 1-bedroom unit, and 2 spaces for all other dwellings. Covered cycle parking spaces will be provided in the garage space, which is considered acceptable for the purpose of meeting this requirement.

## **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 waste and recycling guidelines for residential and mixed-use developments within the borough

Adequate bin storage for both refuse and recycling purposes would be provided within the front garden area. A pre-occupation condition shall be imposed that requires the waste storage enclosure as shown on the submitted drawings to be installed prior to first occupation and maintained as such for the lifespan of the development.

## **Conclusion**

The proposed conversion would result in the unacceptable loss of a family housing unit for which there is an identified need.

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

## **7. CIL Applicable**

There would be no additional floor space and therefore CIL would not be charged.

## **8. Recommendation**

### **Refusal Reasons:**

The proposed conversion of this unit of accommodation into self-contained flats, by virtue of its insufficient original floorspace size and absence of a family-sized unit, would result in unacceptable loss of family housing without replacement for which there is an identified need. The proposal is therefore contrary to policy DM16 of Haringey's Development Management DPD (2017).