

Officer Report

Application Number:	HGY/2023/3279
Application Type:	Full planning permission
Address:	47 Hanover Road, Tottenham, London, N15 4DL
Proposal:	Conversion of single family dwelling to 2 x self-contained flats (1 x 3 bedroom, 4 person) (1 x 2 bedroom, 3 person). Erection of single storey rear extension, construction of rear dormer and associated rooflights.
Case Officer:	Laina Levassor
Valid Date:	07/12/2023
Applicant:	Mr Moses Isaac Lorincz
Agent:	Shulem Posen

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 2 x self-contained residential units across ground, first and second floor and the erection of a single storey rear extension and loft extension to facilitate the conversion.

Ground Floor: 1 x 3 bedroom (1 x double, 2 x single – 4 bedrooms, 4 persons)

First & Second Floor: 1 x 2 bedroom (1 x double, 1 x single – 3 bedrooms, 3 persons)

ANALYSIS/ASSESSMENT

Single Storey Rear Extension and Rear Dormer & Outrigger Extensions

Permission is sought for the erection of a single storey rear extension, measuring 3m in depth and 3m in height. The proposed extension would project from the rear elevation of the original outrigger and achieves a scale considered acceptable. The height, depth and placement of the extension would not result in a material loss of sunlight or daylight or have an overbearing appearance to the neighbouring property.

The proposal includes the construction of a rear dormer and outrigger extension. It is not considered that the addition of a rear dormer of this scale would result in the opportunity to present new vantage points resulting in additional overlooking to neighbouring properties. Typically, within a residential setting, the

creation of rear dormers can be constructed without the need for planning permission and these additions are generally seen as a neighbourly form of development where appropriately sized and placed.

The proposed extensions are to be constructed in materials which would match the original materials used in construction of the dwelling. The proposals are considered proportionate and subordinate to the host building and is in keeping with the pattern of development in the area. Therefore, the local character and visual amenity of the area will be protected.

The height, depth and placement of the extensions would not result in a material loss of sunlight or daylight or have an overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.

This element of the proposal is in general accordance with Policies DM1 and DM12 of the Development Management, Development Plan Document 2017, and policy SP11 of Haringey's Local Plan Strategic Policies 2017. The proposed development also accords with the relevant policies of the London Plan 2021 and the NPPF.

Conversion to 2 x self-contained Units

The property falls within the Family Housing Protection Zone. Policy 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

Unextended, the original internal floorspaces measures under 120sqm, 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)

Ground/First Floor – 3 Bedroom Unit

Proposed at ground/first floor level is the provision of a 3 bedroom unit with approximately 84.43sqm of floorspace with understair storage of approximately 1.7sqm.

Table 3.1 Minimum internal space standards for new dwellings (London Plan 2021) denotes a 3 x bedroom dwelling with 4 x bedspaces set across 2 storeys must be a minimum of 84 sqm with 2.5sqm of built in storage. Proposed the unit fails to meet these requirements.

First Floor/Loft – 2 Bedroom Unit

Proposed at first/loft level is the provision of a 2 bedroom unit with approximately 80.43 floorspace. No built in storage space is denoted on plans.

Table 3.1 Minimum internal space standards for new dwellings (London Plan 2021) denotes a 2 x bedroom dwelling with 3 x bedspaces set across 2 storeys must be a minimum of 70 sqm with 2sqm of built in storage. Proposed the unit fails to meet these requirements.

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 two proposed units, the only unit which benefits from private outdoor space is the Ground floor unit (Flat 1). No outdoor amenity space is provided for Flat 2.

Parking / Cycle Storage

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 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 DPD Policy DM31 'Sustainable Transport'.

The proposed development does not incorporate on-site parking provisions and is therefore to be assessed as a car-free development.

DPD Policy 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'.

The site falls within the Seven Sisters CPZ and has a PTAL Rating of 6a which denotes strong public transport access and connectivity. The site does not benefit from any parking provision and does not propose any to be added.

The applicant has not provided any car parking survey to demonstrate that there is residual parking supply to meet the need created by the proposal. In the absence of car parking survey, it is considered that the development would give rise to additional vehicular activity (including by residents', visitors' and servicing vehicles), and place additional pressure upon on-street parking which is already restricted and in high demand.

The application fails to demonstrate that there is residual parking supply to meet the need created by the proposal - it is considered that the development would give rise to additional vehicular activity (including by residents', visitors' and servicing vehicles), and place additional pressure upon on-street parking which is already restricted and in high demand. The proposal fails to incorporate convenient, accessible cycle parking provision. The proposal fails to meet the requirements of local policy DM31 and DM32.

The submission fails to detail cycle parking provisions.

Refuse Storage

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.

This submission fails to detail refuse storage provisions.

The resulting units achieve internal configurations that are practical and fit for purpose, including vertical and horizontal stacking arrangements that minimise noise transfer between homes, including neighbouring homes;

d. The resulting units achieve internal configurations that are practical and fit for purpose, including vertical and horizontal stacking arrangements that minimise noise transfer between homes, including neighbouring homes;

The vertical stacking arrangement of the proposed units, where the kitchen and living space of the first floor unit are placed above a bedroom belonging to the ground floor unit, is not considered appropriate due to the potential for noise and disturbance - the applicant has not provided any specific details or measures to mitigate the potential harm.

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

e. The design of any external alterations does not detract from the appearance of the property or the street scene and, wherever possible, retains a single door to the front elevation of dwellings in residential areas

The conversion utilises the existing front entrance with no proposed changed to the front elevation.

f. The balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard-surfaced) does not detract from the appearance of the property or the street scene;

Details of proposed landscaping associated with the conversion were not submitted.

g. The proposal provides for a mix of unit sizes in line with Policy DM11

Policy DM11 states development proposals should seek to ensure they meet local needs by providing an adequate mix of dwelling sizes. The scheme proposes the replacement of a larger single family dwelling, within a family housing protection zone with 1 x smaller family dwelling and 1 x 2 bedroom dwelling. It is considered any such conversion would contribute towards the erosion of appropriate family housing for which the borough has a significant need.

CONCLUSION

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

Refusal Reasons:

The development due to insufficient original floorspace, inadequate internal storage provision, insensitively designed stacking arrangements, the absence of any external amenity space, lack of cycle parking and refuse storage, would result in an over intensive, 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 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).

The proposed conversion of the single dwellinghouse will result in the loss of a family sized unit [within the Family Housing Protection Zone] for which there is an identified need, contrary to Policy SP2 of the Haringey Local Plan 2017 and Policy DM16 of Haringey's Development Management DPD (2016).

Informatives:

INFORMATIVE: Pre- application Advice

Taking the reason(s) for refusal into account, you may wish to prepare a revised proposal for comment prior to submitting a further planning application. To do so we strongly recommend you seek pre-application advice and refer you to our Pre-Application Planning Advice (PAPA) Service.

<https://www.haringey.gov.uk/planning-and-building-control/planning>