

Application Number:	HGY/2023/3129
Application Type:	Full planning permission
Address:	4 Sirdar Road, Wood Green, London, N22 6RG
Proposal:	Conversion from single-family dwelling to 2 x self-contained flats (1 x 2 bedroom, 1 x 3 bedroom)
Case Officer:	Daniel Boama
Valid Date:	31/01/2024
Applicant:	Mr Ali Enver
Agent:	Mr Hassan Djaffer

RECOMMENDATION

Refuse

1. Site Location

The application site comprises a two-storey, terrace dwelling located on the eastern side of Sirdar Road. The surrounding area is predominantly residential in nature, characterised by long terraces of dwelling houses.

The property is not located within a conservation area. The property is 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 proposes the change of use of this property from a single-family dwelling (C3) to 2 x self-contained flats (1 x 2 bedroom unit at ground floor level, 1 x 3 bedroom unit and first/roof floor level). The proposed conversion is facilitated by a single storey rear extension and rear dormer extension.

3. Relevant Planning and Enforcement history

The most recent applications for this site are summarised as follows:

Planning History

HGY/2022/2900 - Refused
Certificate of Lawfulness for existing use as 3 self-contained flats

HGY/2020/0493 - Refused

Installation of patio doors, Juliet balcony and railed parapet wall around edge of flat roof of new roof extension to enable builders' access (retrospective application).

HGY/2018/0641 – Permitted Development

Certificate of Lawfulness for proposed rear dormer to facilitate a loft conversion.

Enforcement History

UNW/2019/00303 – Enforcement Notice Issued (Under Appeal)

Unauthorised works and change of use

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: Objection.

LBH Private Sector Housing Officer: No objection.

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

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.

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 the Family Housing Protection Zone and has an internal un-extended original floor space of approximately 112m², which falls below the minimum 120m² required in order to be deemed a property suitable for conversion to smaller residential units.

Parts c – g of part A of the policy deal with the standard of residential accommodation and shall be considered in detail within the relevant sections of this report.

The proposal would lead to the loss of a single-family unit considering that the original floor space is less than 120 sqm. 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.

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:

Ground Floor Unit

Bedspace: 3

Persons: 3

Floorspace: 66.12sqm (London Plan Requirement: 61sqm)

Built in Storage: 0sqm (London Plan Requirement: 2sqm)

Amenity Space Provision: This is not denoted on plans provided but the ground floor extension enables access from the unit to the rear garden area and an outdoor area between the outrigger and boundary.

The ground floor unit shows provision of a shower room set beneath the stairs (accessed by communal hallway to reach first floor) where most of the ceiling height falls below 2.5m which cannot be considered as inclusive or accessible.

First Floor/Roof Unit

Bedspace: 6

Persons: 6

Floorspace: 93.08sqm (London Plan Requirement: 102sqm)

Built in Storage: 0sqm (London Plan Requirement: 2.5sqm)

Amenity Space Provision: 0sqm

The proposed unit, set across the first and roof floor level, is considered a replacement family unit (3 bedrooms), however, does not meet minimum floorspace standards as set out in the London Plan and fails to provide adequate built in storage. The first floor unit does not benefit from access to outdoor amenity space provision however is approximately a 5 minute walk from local open space at Belmont Recreational Ground.

Kitchen space for the first floor unit is located above a bedroom of the ground floor unit which may result in disturbance to users of this bedroom.

The proposed conversion by virtue of inadequate space and storage standards, lack of access to amenity space and inappropriate stacking arrangements between units, would provide a sub-standard form of accommodation for future occupants of the development, contrary to London Plan policy D6, policy SP2 of the Haringey Local Plan and policy DM16 of the Haringey Development Management Plan.

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.

The proposed conversion, by virtue of its layout and increased number of occupants, from a single family dwelling use to use by up to 9 occupants, would result in increased comings and goings from the property and intensification of the residential use that would result in an unacceptable increase in noise and general disturbance to be encountered by neighbouring residential occupants.

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 Council's Transportation Team has been consulted and advises that the proposal site has a PTAL rating of 4, indicating that its access to public transport is excellent when compared to London as a whole, suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The development is located within the Wood Green Outer CPZ which restricts parking to permit holders only Monday to Saturday 08:00 – 18:30.

In regard to cycle parking, the Transportation further advised that no information has been submitted on the provision of any on-site cycle parking; thus, this development is not accordance with the Published London Plan 2021 Policy T5 Cycle. They will need to submit plans to LBH Transport Planning showing accessible; sheltered, and secure cycle parking for 4 long-stay for approval. REASON to be in accordance

with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

In regard to construction, the Transportation further advised that the developer will need to provide a Construction Management Plan (CMP) in detail and scope that is proportional to the size of the development for approval to LBH Transport Planning and is in accordance with Transport for London's Construction Logistics Plan guidance 2021.

In regard to waste, the Transportation further advised that details and plans of the refuse storage will need to be sent to LBH Transport Planning for approval.

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.

Drawing 'JUL23_4SR_03' indicates waste provision to the rear courtyard area of the ground floor unit. The drawing shows 3 x bins however no details were provided as to the size of the bins or how these were to be allocated between units. Waste storage to the rear is considered inconvenient, inaccessible and inappropriately placed for practical use by each unit.

Conclusion

The proposal is considered not acceptable in terms the principle of development because the gross original internal floorspace is less than the requirement of 120m². It is also considered unacceptable in terms of standards and quality of accommodation, and the impact on neighbouring amenity.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above.

7. Recommendation

Refuse permission.

Refusal Reasons:

The gross original internal floor space of the existing dwelling is less than 120m² and would thereby result in a substandard form of accommodation, contrary to Policy DM16 of Haringey's Development Management DPD (2017).

The proposed conversion by virtue of inadequate space and storage standards, lack of access to amenity space and inappropriate stacking arrangements between units, would provide a sub-standard form of accommodation for future occupants of the development, contrary to London Plan policy D6, policy SP2 of the Haringey Local Plan and policy DM16 of the Haringey Development Management Plan.

The proposed conversion, by virtue of its layout and increased number of occupants, from a single family dwelling use to use by up to 9 occupants, would result in increased comings and goings from the property and intensification of the residential use that would result in an unacceptable increase in noise and general disturbance to be encountered by neighbouring residential occupants contrary to Policies DM1, DM4, DM12 and DM17 of Haringey Development Management Plan DPD (2017) (DPD).