



Officer Report

Application Number:	HGY/2024/0492
Application Type:	Full planning permission
Address:	49A Northumberland Park, Tottenham, London, N17 OTB
Proposal:	Conversion of existing ground floor 2-bedroom maisonette into two self-contained 1-bedroom/1-person flats.
Case Officer:	Neil McClellan
Valid Date:	11/03/2024
Applicant:	Mr Mahendra Patel
Agent:	Mr John Ioannou

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions:

Conditions:

- 1) Development begun no later than three years from date of decision.
- 2) In accordance with approved plans.
- 3) Refuse storage (further details to be submitted).
- 4) Cycle Parking (further details to be submitted).

Informatives:

- 1) Land ownership.
- 2) Hours of construction.
- 5) Street numbering.

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

Conversion of existing ground floor 2-bedroom maisonette into two self-contained 1-bedroom/1-person flats.

The proposal has been amended since its original submission, with the bedrooms of both proposed flats reduced to 1-person occupancy and the corresponding living spaces increased in size.

Site and Surroundings

This application relates to a two-bedroom ground floor flat/maisonette occupying the ground floor of a two-storey semi-detached house located on the north side of Northumberland Park.

The site has a PTAL rating of 4. The W3 bus route runs along Northumberland Park and the site is less than 200 metres from the High Road, Tottenham and several other bus routes that run along it. White Hart Lane Station is approximately 400 metres or less than ten minutes' walk from the site. It is around 100 metres from the Tottenham High Road North Local Shopping Centre. The site's location is therefore considered accessible and well served by local amenities and services.

The site is located within Haringey's Family Housing Protection Zone.

It is not within a conservation area and is not listed or close to any listed buildings.

Planning History

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

The application states that the current use of the ground floor maisonette is as an HMO. However, no planning permission has ever been granted for HMO use. An HMO licence was granted in May last year (Licence number HAR-087491113124) for a small 2 person HMO. The site lies within the area of the borough covered by an Article 4 Direction removing PD rights for changes of use to HMOs within the C4 Use Class. However, as the stated number of residents is less than 3, the use falls outside the definition of C4 Use (a small, shared house (or flat) occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom). As such the use is considered in planning terms, to still fall within the C3 Use Class, despite it being licenced as an HMO.

According to planning history and Council Tax records 49 Northumberland Park was converted from a house to two maisonettes in 1985 (OLD/1985/1136). The following more recent history is set out below.

HGY/2017/2254 – Planning permission refused for a loft conversion incorporating a hip to gable roof extension, rear dormer and front rooflights (Upper Floor Flat - 49B Northumberland Park).

HGY/2015/1150 – Planning permission granted for the erection of a single storey rear extension.

HGY/2015/0168 – Planning permission refused for the erection of a single storey rear extension and conversion of existing maisonette into two self-contained flats. Reason(s):

1. The proposed flats failed to meet the relevant internal floor space standards.
2. By reason of its size and design, the proposed extension was considered incongruous and visually unsympathetic.

REPRESENTATIONS

No representations received from neighbours or local groups in response to notification and publicity of the application.

An objection has been received from a ward councillor raising the following concerns:

The proposal must meet the relevant minimum standards set out in the London Plan and the requirements of the Building Regulations.

Concerned about the level of daylight the proposed units would receive, their single aspect, internal floor area and the provision of external amenity space.

Considers the proposal to be inappropriate and over development.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Living conditions for future occupants;
3. Neighbouring amenity; and
4. Transport & servicing.

Principle of the development

London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

Local Plan Policy SP2 seeks to ensure that an adequate mix of dwelling sizes is delivered within new developments while protecting existing family housing as it is recognised that a lack of family housing in Haringey is contributing to overcrowding. Policy DM16 of the Development Management, DPD sets out that to maintain a supply of family homes to meet Haringey's housing need the Council will only permit the conversion of dwellings to smaller self-contained residential units where there is no net loss of family sized units within the borough's designated Family Housing Protection Zone. Family sized units are defined in Haringey's Development Management DPD as having three or more bedrooms. Conversions must also provide good quality accommodation, including stacking arrangements between flats and the provision of suitable external amenity space – particularly for family sized dwellings.

The property has already been sub-divided once. The existing ground floor two-bedroom flat falls outside the development plan definition of family housing, and therefore its further sub-division would not result in the loss of a family sized unit.

As such, there is no in principle objection to the proposed conversion.

Living conditions for future occupants

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.

Floor Space Standards

Proposed Flat 1 would be a 1-bedroom/1-person unit with a GIA of approximately 46.3 sqm.

Proposed Flat 2 would be a 1-bedroom/1-person unit a GIA of approximately 42sqm.

Both the proposed units exceed the minimum internal floor space standards for 1-bedroom/1-person sized units.

Daylight/Outlook/Ventilation

Both proposed flats would have an element of dual aspect and would have acceptable internal layouts, outlook, daylight, and opportunity for natural ventilation.

External Amenity Space

The prospective occupiers of both flats will have access to their own portion of the rear garden which is to be subdivided. With the proposed ground flat to the rear having direct access to an 83 sqm rear garden and the proposed ground floor front flat having access to a 62 sqm portion of garden, accessed down the side of the property. While not Ideal this access arrangement is considered an acceptable compromise given the constraints of the site and not sufficient reason to reject the application given that all other qualitative aspects of the proposed accommodation are considered acceptable.

The existing 1st floor maisonette will retain access to a dedicated plot at the end of the garden.

Summary

The current proposal is considered to provide an acceptable standard of accommodation.

Impact on the amenity of adjoining occupiers

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.

No extension or other external alterations are proposed other than additional refuse and bicycle storage to the front of the property. The proposed sub-division of the ground floor maisonette is not considered likely to result in a degree of additional activity that would impact negatively on the amenities of neighbouring occupiers.

Transport & servicing

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'.

DM Policy (2017) 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.

Refuse Storage and Collection

New refuse storage to the front of the property is shown on the proposed block plan for the two new ground floor flats and for the existing first floor maisonette. The property's forecourt is amply large enough to accommodate this storage and the proposed cycle storage (see below) and will be easily accessible for both residents and refuse collectors. Further details will be secured by condition. The proposed arrangements will be an improvement on the current situation.

Cycle Storage

New storage for a minimum three bicycles to the front of the property is shown on the proposed block plan, for the use of the two new flats and for the existing first floor maisonette. This would meet the relevant London Plan standard. Further details will be secured by condition.

Highways

The conversion of the existing 2-bedroom flat into two 1-bedroom/1-person units would not result in any noticeable increase in parking demand. As such the proposal is unlikely to cause any significant impact on the highway within the area.

Conclusion

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

CIL

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

RECOMMENDATION

Approve subject to the following condition(s):

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Notwithstanding the plans hereby approved, full details of the proposed refuse stores shall be submitted to and approved in writing by the Local Planning Authority. The approved flats shall not be occupied until the refuse stores have been installed in accordance with the approved details. The stores shall be permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy D4 of the London Plan 2021.

- 4 Notwithstanding the plans hereby approved, full details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of three cycle parking spaces have been provided for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

Informatives:

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within their ownership.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays.

INFORMATIVE: Street Numbering

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.