



Officer Report

Application Number:	HGY/2024/0790
Application Type:	Full planning permission
Address:	27 Harold Road, Tottenham, London, N15 4PL
Proposal:	Conversion of a single family dwellinghouse into two self-contained flats (1 x 3-bedroom and 1 x 2-bedroom) including replacement of garage door with a window, enlargement of the first floor window and creation of rear roof terrace at first floor level.
Case Officer:	Mark Chan
Valid Date:	11/04/2024
Applicant:	Ms Judith Watt
Agent:	Ms Carolyn Squire

RECOMMENDATION

Approve with Conditions

1. Site location

The application site comprises a is occupied by a two-storey, terraced property located on the southern side of Harold Road. The property has an existing rear dormer and single storey rear extension. The surrounding area is predominantly residential in nature, characterised by terrace houses and block of flats.

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 conversion of a single family dwellinghouse to two self-contained flats (1no. 3-bed and 1no. 2-bed) including replacement of garage door with a window, enlargement of the first-floor window and installation rear roof terrace at first floor level. The 3-bed unit would be on the ground floor and the 2-bed unit would be on the first and loft floor.

3. Relevant Planning and Enforcement history

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

PRE/2024/0015 – Change from HMO to 3 self contained flats. Pre-application advice issued 08/04/2024.

HGY/2023/3158 – Certificate of lawful development for existing use of property as small C4 HMO (3-6 persons) (AMENDED DESCRIPTION). Withdrawn 12/03/2024.

HGY/2019/0948 – Non-material amendments application for minor changes to approved appeal reference APP/Y5420/D/18/3204861 for minor alterations to the side wall. Approved 11/04/2019.

HGY/2018/0862 – Erection of rear dormer to facilitate a loft conversion with the insertion of 3 rooflights to the front elevation. Refused 19/04/2018. Appealed allowed 17/10/2018 (APP/Y5420/D/18/3204861).

HGY/2017/1625 – Proposed first floor side / rear extension. Approved 14/07/2017.

HGY/2016/1760 – Extension of existing garage. Approved 27/07/2016.

HGY/2015/0754 – Demolition of existing garage, erection of double storey side extension, part single part double rear extension, loft conversion with rear dormer (householder application). Refused 12/05/2015.

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection raised. The results of the submitted parking stress survey indicates that that the proposal will not have an adverse / significant impact on local on-street parking conditions.

5. Local Representations

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

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Background;
2. Principle of development;
3. Design and appearance;
4. Standard and quality of residential accommodation;
5. Impact on neighbouring amenity;
6. Transport considerations;
7. Waste management

Background

The application site was previously used as a small HMO, but the HMO licence has expired and not renewed. However, it is noted from the planning history that the site was never approved to be a HMO. Given the fact that the site is no longer used as a HMO, the lawful use of the site is a single family dwellinghouse.

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.

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 (FHZ) and has an internal un-extended original floor space of 161 sqm, which exceeds the minimum 120 sqm required in order to be deemed a property suitable for conversion to smaller residential units.

As the property is within a FHZ, the conversion is required to not result in a net loss of family sized units. The proposal does contain a family-sized unit of three bedrooms and therefore complies with part B of the policy.

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.

In terms of the principle of conversion, based on the Council's record, the original un-extended floorspace of the property would meet the minimum requirement of 120 sqm. The proposal would also not result in a net loss of family-sized housing.

The proposal is considered to contribute to the supply of housing in the borough in an accessible location, in accordance with the overarching aims of adopted policy. Therefore, the principle of providing additional residential accommodation on the site is acceptable subject to all other planning considerations discussed below.

The principle of conversion is considered to be acceptable, in accordance with the relevant parts of policy DM16 of the DMP.

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.

Minor alterations to the property have been proposed to facilitate the conversion. In the front elevation, the garage door would be replaced by a window and the first-floor window would be slightly enlarged (0.5m in height and 0.35m in width) to allow more light into the living room of the upper floor flat. At the rear, a small rear roof terrace would be installed to provide outdoor amenity space to the upper floor flat. Lastly, the kerb in front of the existing garage would be reinstated and a new front boundary wall that matches the existing would be installed in front of the garage. The works proposed would not introduce additional bulk to the property and are considered minor in scale and nature. As such, it is

not considered the proposal would materially harm the character and appearance of the site and its surrounding area. The visual amenity is protected and is acceptable.

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:

Unit	No. beds/persons	Floorspace (sqm)	London Plan requirement (sqm)	Amenity space provision (sqm)
Ground Floor	3-bed person 4-	76	74	48
First and Loft Floor	2-bed person 4-	85	79	8

Both units would be dual aspect units with adequate natural light and ventilation and would benefit from an outdoor private rear amenity space. All flats are considered to have adequate head height and the size of rooms are sufficient. Overall, the quality of accommodation provided is satisfactory. Given the above, the proposed units would provide an acceptable standard of accommodation for future occupiers, in accordance with 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 first floor rear roof terrace would be on the eastern side of the site and have a floor area of 8 sqm only. New metal railings would be installed on the rear elevation and 1.8m high privacy screens on either side. Given the minor scale of the roof terrace and the installation of privacy screens, it is not considered to adversely affect the amenity of neighbouring occupiers. As such the physical alterations are acceptable in amenity terms.

It is considered the replacement of the garage door with a new window and the enlargement of the first-floor front window would not afford significant additional opportunities for overlooking of adjoining properties over and above that from existing windows serving the property. As such, there would be no material loss of privacy to neighbouring properties.

In terms of use, the conversion of the property into two self-contained units. There would only be a net increase of one household at the property and the conversion 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. Seven Sisters Underground and Train Station is the closest train station and is 5-minute walk away. The site is within the Seven Sisters CPZ which operates daily from Monday to Saturday 8am to 6:30pm.

The proposal involves converting the existing garage into a bedroom and no off-street parking space has been proposed. However, the applicant has submitted a Parking Stress Survey which has been reviewed Council's Transport team. Our Transport team has concluded that the proposal would not have an adverse impact on local on-street parking condition and the area have the capacity for further parking. As such, the proposal will not be designated as a formal 'car free/permit free' site.

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. 5 secured and covered cycle parking spaces will be provided; 2 spaces would be within the ground floor flat and the remaining 3 spaces would be in the front court in the form of a Brighton bike shed. Overall, the provision is considered acceptable for the purpose of meeting this requirement.

The Council's Transportation Team have raised no objection to this application with the use of this property as self-contained units not considered to have a significantly greater impact on parking conditions over and above the existing extant use of the property as a single-family dwelling. A condition to ensure secure cycle storage is provided for the beneficial use of future occupation of the flats is imposed. On this basis it considered that the development would not result in any unacceptable impacts on highway safety or local parking conditions.

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. Similar to the existing waste storage arrangement, the bins would be stored in the front court and screened by the front boundary wall and a new timber screen. Two 240L refuse storage bins and one 204L recycling bin have been provided.

Adequate bin storage for both refuse and recycling purposes is 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 design, siting and form of the proposed alterations are acceptable in design terms, the appearance of the host building and this part of the area. The alterations will not adversely impact the residential and visual amenities of neighbouring occupiers. The standard of living accommodation for future occupiers is considered acceptable. Adequate waste management facilities have been provided.

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

7. CIL Applicable

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

8. Recommendation

The application is recommended for approval subject to conditions.

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 approved plans, final details of the refuse and waste storage recycling facilities shall be submitted to and approved in writing by the local planning authority, prior to first occupation of the development. Such a scheme as approved shall be implemented prior to first occupation and 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.

- 4 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 prior to first occupation of the development hereby approved. The development shall not be occupied until a minimum of 5 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 5 Development shall be carried out in accordance with the approved details prior to the first use of the balcony/terrace area and the screening shall be retained in perpetuity

unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Informatives:

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: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Crossover Costs

Any necessary works to reinstate the dropped kerb will be carried out by the Highways Department at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1000 to obtain a cost estimate and to arrange for the works to be carried out.