



Officer Report

Application Number:	HGY/2024/0477
Application Type:	Full planning permission
Address:	Units 21 - 26, Sheba Court, Altair Close, Tottenham, London, N17 0DE
Proposal:	Reconfiguration of six bedsit units to create three one bedroom units and installation of internal lift between ground and first floors
Case Officer:	Gareth Prosser
Valid Date:	23/02/2024
Applicant:	Hornsey Housing Trust
Agent:	Mr Jon Dingle

RECOMMENDATION

Approve with Conditions

1. Site location

Sheba Court is an existing dedicated affordable residential development comprising of two buildings that both have specific functions.

Block 1 is a dedicated retirement living building providing sixteen one bedroom flats within three storey accommodation. (There are no proposed changes to Block 01 within this planning application).

Block 2 is a dedicated assisted living block providing ten apartments, four studio units and six bedsit units. This block is the subject of this application.

Both buildings have dedicated communal entrances

Sheba Court is located within Altair Close is located within the Northumberland Ward and is located to the north of Brantwood Road off High Street in Tottenham.

The local area is characterised by residential uses, with 1960's flatted buildings both low and high rise typically to the west of Sheba Court and turn of the 20th Century and interwar terraced housing to the east.

Beyond the residential, to the west is High Street, with numerous small to medium scale retail and commercial uses. Additionally there is a primary school and large commercial retail unit located in the vicinity on High Street. Beyond the residential, to the east, is an established industrial area with numerous large scale warehouse / distribution type buildings.

Local amenity space is provided by the Florence Hayes Recreation Ground located to the north of Altair close Access to public transport is provided by White Hart Lane overground railway station and bus routes along High Road. The site is not located within any conservation area.

2. Description of Proposal

The application proposes the reconfiguration of six bedsit units to create three x one bedroom units and installation of internal lift between ground and first floors.

3. Relevant Planning and Enforcement history

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

No relevant history.

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection subject to conditions.

LBH Housing Strategy and Policy Team: No objection.

LBH Adults Health and Communities Team: 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

Objecting: 0

Supporting: 0

The following comments were raised in the representations received:

- Cllr Bevan: Proposal should meet London Plan Standards. I have concerns as to an acceptable standard of light and single aspect issues that may impact, including to internal areas and as to access to adequate community / amenity space for the changed units. I note that the community / amenity space could do with an upgrade and request that this be included, it is very neglected and to the detriment of the scheme.

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;

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 DM15: Specialist Housing Special Needs Housing

A Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.

B The Council will support proposals for new special needs housing where it can be shown that:

a There is an established local need for the form of special needs housing sought having regard also to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy;
b The standard of housing and facilities are suitable for the intended occupiers in terms of:

i The provision of appropriate amenity space, parking and servicing;
ii The level of independence; and
iii Level of supervision, management and care/support;

c There is a good level of accessibility to public transport, shops, services and community facilities appropriate to the needs of the intended occupiers; and
d The impact of the proposed development would not be detrimental to the amenity of the local area or to local services.

This application relates to Block 2 of Sheba Court which is a dedicated assisted living block providing ten apartments, four studio units and six bedsit units. This application proposes the reconfiguration of the six bedsit units to create three x one bedroom/1 person units and installation of internal lift between ground and first floors.

The proposed would reduce the gross number of units by 3, however officers recognise that the reduction is in the lowest quality units which currently provide a very poor standard of accommodation which falls far below existing housing standards. The existing units are extremely small at approximately 20sqm each (current London Plan Standards for a studio unit is a minimum of 37sqm).

The proposal, whilst reducing the overall number of units would provide three higher quality units, providing a more desirable standard of accommodation and as such a better quality of life for occupants. The proposed units at 41sqm would meet London Plan Standards for a 1 person studio unit. Overall, the proposal which retains assisted living accommodation is seen as a much more desirable solution than the current sub-standard and largely unusable units.

This approach is supported by LBH Housing Strategy and Policy Team and LBH Adults Health and Communities Team.

As such, the proposed is considered acceptable in principle and in accordance with the above policies.

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 proposal to combine existing unit does not included any changes to the external appearance of the building. An existing store room within the stair core, adjacent to the staircase, provides space for a lift installation and as such the proposed changes are internal with no impact to the external character and appearance of the building.

As such, the proposal is considered in accordance with the above policies.

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 existing units are extremely small at approximately 20sqm each (current London Plan Standards for a studio unit is a minimum of 37sqm).

The proposal, whilst reducing the overall number of units would provide three higher quality units, providing a more desirable standard of accommodation and as such a better quality of life for occupants. The proposed units at 41sqm, would meet London Plan Standards for a 1 person

studio unit as proposed. Overall, the proposal is seen as a much more desirable solution than the current sub-standard and largely unusable units.

As such, the proposal is considered, on balance to provide an improved and acceptable standard of accommodation in accordance with the above policies.

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.

No external changes are proposed to the existing building and therefore there are no concerns regarding the impact on amenity.

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'.

LBH Transportation have assessed the proposal and have no objections subject to conditions.

Conclusion

The proposal, whilst reducing the overall number of units would provide three higher quality units, retaining assisted living accommodation and providing a more desirable standard of accommodation and as such a better quality of life for occupants.

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 the following 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 Prior to occupation, full details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 3 cycle parking spaces 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 his 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.