



Officer Report

Application Number:	HGY/2024/0453
Application Type:	Full planning permission
Address:	235 Sirdar Road, Wood Green, London, N22 6QU
Proposal:	Conversion of a single house into 2 flats (1 x 2 bedroom and 1 x 3 bedroom)
Case Officer:	Emily Whittredge
Valid Date:	21/02/2024
	4
Applicant:	MR GRAMOS NEZA
Agent:	Mr Fatlum Azemi

RECOMMENDATION

Approve with Conditions

1. Site and Surroundings

The subject site is a mid-terrace single dwelling on the west side of Sirdar Road that has recently been extended at loft and ground floor levels. Properties in the terrace feature two storey closet wings and medium sized rear gardens. The subject site is not within a conservation area and does not fall within the curtilage of a listed building.

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.

2. Description of Proposal

The application seeks the conversion of the existing 5/6 bedroom property into 2x self-contained flats, a 2-bed 4 person flat at ground floor level, and a 3-bed 5 person flat at first and loft floor levels.

3. Relevant Planning and Enforcement History

The most recent history for this site is summarised as follows:

HGY/2022/2091

Single storey rear/side-infill wrap around extension.
Approve with Conditions 26/09/2022

HGY/2022/1915

Loft conversion with rear dormer and outrigger extensions and front roof lights (Certificate of lawfulness)

4. INTERNAL & EXTERNAL CONSULTATION

LBH Transportation

1. The site has moderate public transport accessibility (PTAL=3) and is located within a CPZ.
2. The proposal is car free, however no assessment of parking stress impact has been undertaken. It should also be noted that Policy DM32 does not support a car free development within areas where PTAL is less than 4.
3. Provision of cycle parking is required to meet London Plan minimum standards. The layout must be accessible, secure and sheltered.
4. Details of provision for refuse storage is required.

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

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;
6. Waste management.

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 for Haringey, 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 an additional residential unit 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 in this respect 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 an original floorspace of 120 sq.m or more, and provide a mix of unit sizes in line with DM policy DM11.

Parts c – g of Part A of policy DM16 deal with the standard of residential accommodation and are considered in more detail within the relevant sections of this report.

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.

As the property is within a Family Housing Protection Zone (FHZ), a conversion must not result in a net loss of family sized units. Based on the submitted plans (and planning history), the original floor area of the property as constructed was in excess of 120m², and therefore complies with this section of the policy.

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 does not include any alterations to the property; however, if the proposed conversion was considered acceptable then the provision of adequate secure and covered cycle storage facilities will be required. The recently approved extensions have been fully completed.

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 extended single dwelling converted into two self-contained units as follows:

Ground Floor Unit

1 Storey / 2 Bed / 4 Person

Floorspace: 71.64sqm (London Plan Requirement: 70sqm)

Amenity Space Provision: 58m² rear garden

First Floor/Loft Unit

2 Storeys / 3 Bed / 5 Person

Floorspace: 101sqm (London Plan Requirement: 102sqm)

Amenity Space Provision: None

The proposed flats comply with the minimum space standards, providing convenient layouts and acceptable levels of outlook and light. The first and second floor unit is considered a replacement family unit (3 bedrooms), although does not benefit from access to private outdoor amenity space. The site is, however, approximately a 4-minute walk from local open space at Russell Park, Westbury Avenue, which is acceptable.

Although the ground floor and first floor rooms are not conventionally stacked, the planning statement indicates that sound insulation has been provided, and this would be addressed through building regulations. The overall quality of the recent refurbishment is very high, and overall, would provide a good quality of accommodation for future occupants of the development, in line with London Plan policies, the Haringey Local Plan and 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 residents.

The development would not increase the number of bedrooms in the property, and is unlikely to have a discernible impact in relation to comings and goings or noise levels. Overall, the proposal is considered to be acceptable and would not harm the residential amenities of the occupiers of neighbouring properties.

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 moderate public transport accessibility (PTAL=3) and is located within a CPZ. The proposal is car free, however no assessment of parking stress impact has been undertaken. Policy DM32 (Parking) does not support a car free development within areas where PTAL is less than 4. Policy DM16 requires residential conversions to be supported by a car parking survey which demonstrates that there is residual car parking supply to meet the need created by the proposal.

While these matters have been taken into account, it is noted that the majority of Sirdar Road has a PTAL of 4. It would therefore be difficult to argue that the addition of one residential unit with no increase of bedrooms would unduly increase parking pressure within the road.

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. Provision of cycle parking is required to meet London Plan minimum standards. The layout must be accessible, secure and sheltered. General details of cycle parking and refuse storage locations have been provided, but full details in compliance with the London Plan would need to be secured by condition.

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. The two flats would require a kerbside collection service for refuse and recycling. The standard set of containers for each flat is 1 x 240 litre wheelie bin (refuse), 1 x 240 litre wheelie bin (mixed recycling – paper, card, glass, cans, food and drinks cartons plastic tubs, bottles and trays), and 1 x external food waste container (23 litre) and 1 x 7 litre internal kitchen waste caddy. The plans show space to the front of the property for 4 wheelie bins, and it is considered there is adequate space to accommodate refuse storage for the proposed flats.

Conclusion

The proposed conversion would provide good quality accommodation for future occupants of the development, and would not adversely affect 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. The details of the decision are set out in the RECOMMENDATION

7. CIL APPLICABLE

There would be no increase in internal floor area and therefore the proposal is not liable for Mayoral or Haringey's CIL charge.

8. RECOMMENDATION

The application is recommended for refusal for the following reason(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 Prior to the first occupation of the development 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 4 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: 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: 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.