

Planning Design and Access Statement

17 Denmark Street, London N17 0JL

FULL APPLICATION SUBMISSION / 25.11.2022



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1-INTRODUCTION

1.1 EXECUTIVE STATEMENT

This Design and Access Statement has been prepared by ALKO Design & Build LTD and forms part of a full planning application for Change of use from a single dwelling house (class C3) to a house of multiple occupation (HMO) (class C4) for upto 5 residents at 17 Denmark Street, London N17 8JL.

This statement is to be read in conjunction with drawings to support the planning application; Drawing Ref: DS22-01 to 05 inclusive.

1.2 DESIGN BRIEF

The application seeks planning permission for the Change of use of the property from a single dwelling house (Use Class C3) to a house in multiple occupation (Use Class C4). There are no external alterations or extensions proposed as part of the change of use.

2-SITE APPRAISAL

2.1 SITE LOCATION & CONTEXT

The site is located along the eastern side of the Denmark Street.

The building on the application site is not listed.

The house is constructed of brick under a tiled, pitched roof. This part of the street is characterised by mainly terraced houses.

The total site area is 148.33 sqm (0.01 Ha)

The site has an excellent public transport links and accessibility, having a PTAL rating of 2.

2.1 EXISTING BUILDING & USE

The existing building is a 3 storey, -bedroom single dwelling, plus attic & cellar level detached period house with front patio and large rear gardens.

The entire building is currently in residential use. Most properties in the locality are of a similar terraced and semidetached style, being used for residential purposes.

The property has HMO Licence currently.

3-PLANNING HISTORY

There is relative planning history to the this application:

- HGY/2021/0566 Erection of a single storey extension

4-THE PROPOSALS

Material Planning Considerations:

- **London Plan (2021)**
 - D4 Delivering Good Design
 - D6 Housing quality and standards
 - D14 Noise
 - H1 Increasing housing supply
 - H10 Housing size mix
 - T1 Strategic approach to transport
- **Core Strategy (2010)**
 - CP4 - Housing quality
 - CP5 - Housing Types
 - CP9 - Supporting Community Cohesion
 - CP22 - Delivering sustainable waste management
 - CP25 - Pedestrians and Cyclists
 - CP26 - Public Transport
 - CP30 - Maintaining and improving the quality of the built and open environment
- **Haringey Development Management, Development Plan Document (2017)**
 - DM1 - Delivering High Quality Design Policy
 - DM4 - Provision and Design of Waste Management Facilities Policy
 - DM12 - Housing Design and Quality Policy
 - DM17 – Houses in Multiple Occupations
 - DM31 – Sustainable Transport
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- DCLG Technical Housing Standards – Nationally Described Space Standard (2015)
- London Housing SPG (2016)
- Haringey HMO Standards Guidance (2017)

4.1 PROPOSED DEVELOPMENT

The proposal is a Change of use of the property from a single dwelling house (Use Class C3) to a house in multiple occupation (Use Class C4) which have 134sqm of internal floor. It is well above the minimum required floor space standards with London and Local Authority Space Standards for 4b5p 3-storey dwellings.

Policy DM17 of the Haringey Development Management DPD 2017 states the criteria that is required to be met to allow approval of the conversion of a larger home to an HMO within the area covered by the Article 4 Direction:

1. The gross original internal floor space of the existing dwelling is greater than 120m²;
2. They do not give rise to any significant adverse amenity impact(s) on the surrounding neighbourhood, including cumulative impacts arising from an overconcentration of HMOs within an area;
3. They are accessible by public transport, cycling and walking;
4. They provide high quality accommodation that satisfies the relevant policies of the Local Plan, including internal space standards, provision of a satisfactory level of amenity space for occupants, and adequate and convenient refuse storage and collection;
5. Where non self-contained, have exclusive use of a kitchen or space within a shared kitchen for each household.

4.2 PROPOSED USE

The proposals will create the total of 134sqm of residential/C4 accommodation. 134sqm through conversion.

4.3 LAYOUT

The proposal have 134 sqm of internal floor. It is well above the minimum required floor space standards with London and Local Authority Space Standards for 4b5p 3-storey dwellings and Haringay HMOs standards. Proposal provide a residential unit which meets and exceeds the above standards.

A reasonably sized internal communal living space is provided, and the kitchen/diner and living space would provide the minimum required amenities.

The Council's 'HMO Standards Guidance' states that for a 1-6 persons HMO, acceptable living/dining space is required in addition to the kitchen area. The communal kitchen/dining and lounge room at 36.67sqm have adequate floorspace, light and outlook and would have direct access onto the shared amenity space. With all kitchen appliances and minimum required floor space, the proposal complies with HMO Standards For bedsit/ letting rooms and shared house accommodation (2017).

Using the Borough Council's requirements when issuing HMO licenses, 10 sqm of floor space would be expected for a single room and 15 sqm of floor space would be required for a double room. The National Space Standards states the required floor space for a double room is 11.5sqm and a single room is 7.5sqm.

The respective bedrooms which are proposed for 3 single and 1 double occupancies have adequate floorspace ranging from a minimum of 10sqm to 15.2sqm and comprise windows.

All the bedrooms have adequate openings which allow for natural light, outlook and ventilation.

Since the number of existing bedrooms and the number of people will be less, there will be no extra density in the region due to this application.

4.4 APPEARANCE: AESTHETICS, MATERIALS & DETAIL

There are no external alterations or extensions proposed as part of the change of use.

4.5 LANDSCAPING

The landscaping presents; dwellings will keep going to provide concrete paving slabs at Front Patio and Entrance, and Rear Gardens will provide soft landscaping as before.

An area will be designated for refuse storage for the proposed dwelling in the front for new bin area.

4.6 INTERNAL & EXTERNAL AMENITY

There is the reasonable expectation that amenity space in line with the requirements of a family type dwelling would be provided. The amenity would be expected to provide shared communal space, access to natural lights and ventilation, provides clothes drying space and provides biodiversity and opportunities for socializing.

There is an existing rear garden at the property which is sufficiently sized and the space would be accessible to all future occupiers, as it is located directly off the kitchen and dining areas. The space has a certain degree of privacy from other adjoining properties as it is fenced off all round.

4.7 IMPACT ON NEIGHBOURING AMENITY

The proposal is seeking to convert the property to a C4 HMO (for use of up to 5 people). Whilst it is acknowledged HMOs can result in high levels of comings and goings from the host site, given the amount of bedrooms currently within the subject property is 5 and the proposed keeps at 4, the quantity of occupants within the property would be less.

When looking at the density map of HMO houses nearby, there is not HMOs use along the Denmark Street (Figure to 4.7.1), in this case, it is considered acceptable and not likely to result in an intensity of use that would be detrimental to the residential amenity of the neighbouring occupiers by reason of increased noise, disturbance and overflowing bins. An over-concentration is not considered to arise here.

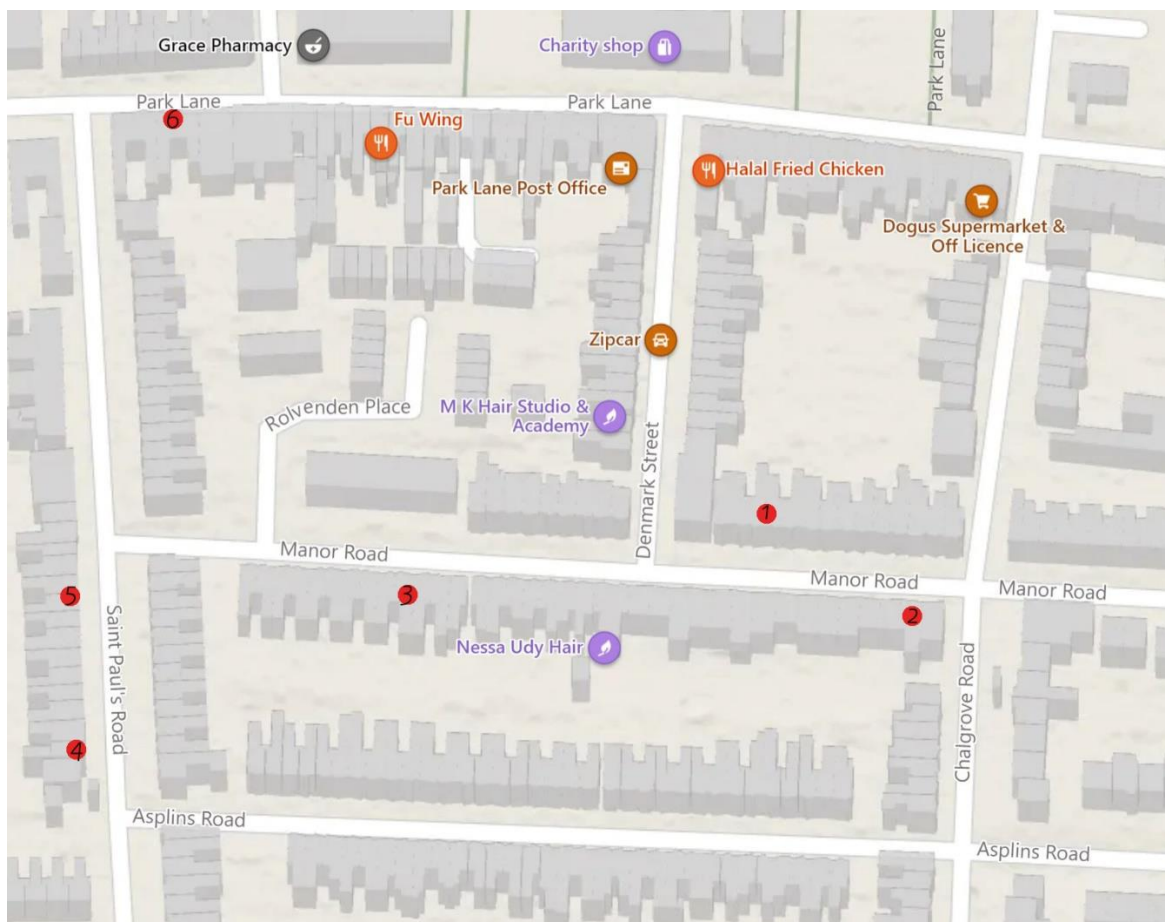


Figure 4.7.1 HMOs density (from 1 to 6 HGY/2012/1292, HGY/2021/2635, HGY/2021/1585, HGY/2012/0140, HGY/2020/1441, HGY/2013/2567)

Consequently, the proposal would not result in any excessive noise impacts when compared against the existing arrangement. For reasons discussed above, it is not anticipated the proposal would result in unacceptable neighbouring amenity impacts.

5-ACCESS & TRANSPORT

5.1 INCLUSIVE ACCESS

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.

Local Plan 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 DPD Policy DM31 'Sustainable Transport'

The property lies in an area with a Public Transport Accessibility Level of 2 which is classed as 'poor' in the London Plan.

The nearest retail amenities are in Northumberland Park Road which leads to High Road approx. 600 metres away on Denmark Street.

There is Northumberland Park train station is within the PTAL walk distance criteria of 12 minutes/960m and less than 400 metres from the site(5mins). White Hart Lane Overground station is the another close station which is a 15 minute walk away.

Despite the poor PTAL rating the site is not considered to be in a particularly inaccessible location for shops, services and public transport routes. Therefore, the principle of conversion to an HMO may therefore be acceptable when assessed against DM17.

The London Plan requires a development of this scale to provide 5 long stay and 2 short stay cycle parking spaces.

In addition there are residential permits in front of the property. In conclusion, the proposal promotes sustainable transportation modes and is not considered to result in excessive levels of car parking demand given the proposed similar occupancy levels to C3 usage . Therefore, the proposal is considered compliant on transportation grounds.

5.2 CAR & CYCLE PARKING

The application seeks to provide covered secure cycle parking in the rear garden for five cycles and two secure parking points within the rear garden for guest cycle parking. Given the accessibility to public transportation within short walking distance, namely Northumberland Park train station and the numerous bus links along Northumberland Park Road, the potential occupants are likely to utilize these modes and therefore it is unlikely significant car parking demand would be generated as a result of the proposal.



Figure 5.2.1 Proposed cycle storage enclosure

5.3 REFUSE STORAGE & COLLECTION

It is essential adequate waste and recycling facilities are provided onsite.

The proposal depicts where the refuse and recycling bins will be stored, There will be 2 wheelie bins all 240ltrs, one each for refuse waste, recycling waste and 3 food waste.

5.4 SECURITY

The proposed bike storage located in the private rear gardens will be secure and lockable.

6-SUMMARY

The design of the scheme seeks to provide new, high quality self-contained accommodation that will meet and exceed Local Authority, London Plan and National standards.

The design maximises the potential of the site while respecting and responding to the surrounding context.

The proposed development would provide acceptable living conditions for future occupiers and development would not result in an over-intensive use of the property.

The residential accommodation and amenity space has been designed in line with all relevant policies; including, but not limited to, Haringey Development Management, the London Plan, relevant Building Regulation Approved Documents, and the Technical Housing Standards.

The proposals are in accordance to local planning guidance and serve to increase the local housing stock with the addition of a well-proportioned and good designed dwelling that is in keeping with the locality.

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.