

Officer's Report

Application Number	HGY/2022/4165
Type	Full planning permission
Location	78 Alexandra Road, Wood Green, London, N8 0LJ
Proposal	Change of Use from a dwelling house (Use Class C3) to a small-scale house in multiple occupation for no more than 6 residents (Use Class C4).
Case Officer	Mark Chan
Valid Date	18/11/2022
Applicant	Mr Gerard Coyle
Agent	Mr David Phillips

RECOMMENDATION

Approve with Conditions

1. SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

2.1 This is an application for a change of use of a single-family dwelling house into a six-bedroom house in multiple occupation (HMO) for up to 6 occupants (Use Class C4). There are living space, kitchen and three separate shower room/bathrooms to be shared among the occupants. No external extensions nor alterations have been proposed.

Site and surroundings

2.2 The application site is two-storey mid-terrace property situated on the eastern side of Alexandra Road. The property has existing rear extensions and a loft conversion that was completed in July 2016. The works were constructed under permitted development rights and appear to be in place for more than 4 years.

2.3 The site is not located within any conservation area and does not fall within the curtilage of a listed building. However, it is located within the area of the borough covered by an Article 4 Direction removing permitted development rights for changes of use for C3 (Dwellings) to C4 (Houses in Multiple Occupation).

Relevant Planning and Enforcement history

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

3. CONSULTATION RESPONSE

3.1 The following were consulted regarding the application:

Internal:

1) LBH Transportation Team: No objection.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of consultation letters. 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

5. MATERIAL PLANNING CONSIDERATIONS

5.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Impact on amenity of adjoining occupiers;
4. Standard and quality of residential accommodation; and
5. Parking and highway safety.

Principle of development

5.2 Council's adopted Policy DM17 of the Development Management, Development Plan Document (2017) both seeks to ensure that the conversion of single-family dwellings to houses in multiple occupation (HMO) is acceptable on the basis that the property is of an appropriate size to be converted to an HMO (over and above 120 sqm and are more than two storeys). Policy DM17 further specifies that the minimum 120 sqm floor area of an acceptable dwelling for conversion must be the original floor area.

5.3 The application property has two storeys, but the original floor area (property without any extensions and loft conversion) is 118.9 sqm only. However, as the original floor area is only 1.1 sqm below the requirement and the property has been extended to its current form with 174 sqm of floorspace via extensions and loft conversions, the proposed conversion is considered acceptable in this instance. In compliance with Policy DM17, the surrounding area is not considered to be over-concentrated with HMOs (The council's planning records show there is 1 other unit in HMO use within 5 properties on either side of application site). The use would not harm the amenity of surrounding properties, there would be no harm to the character of the area from the use, and no transport issues have been raised regarding parking conditions.

5.4 The overall principle of the conversion to a HMO is, therefore, considered acceptable in accordance with Policy SP2 of the adopted Haringey Local Plan and Policy DM17 of the adopted DPD.

Design and appearance

5.5 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

5.6 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

5.7 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.

5.8 The proposal does not involve any external extension or alterations. As such, the proposal would not impact the character and appearance of the host building and street scene.

Impact on neighbouring amenity

5.9 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.

5.10 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.

5.11 As no external extension or alteration is proposed and the number of occupants in the building is restricted to no more than six, it is unlikely to result in a significant increase in comings and goings to the building and would have no discernible impact in relation to current background noise levels in the area. Overall, it is not considered the proposal would have a noticeable impact on the neighbouring amenities in terms of, overshadowing, overbearing, or overlooking and is acceptable in this case.

Standard and quality of residential accommodation

5.12 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.

5.13 Local Plan Policy SP2 'Housing' states that high quality new residential development in Haringey will be provided by ensuring that new development complies with housing standards.

5.14 All bedrooms would be 10 sqm or larger which exceed the minimum single bedroom space standard of 7.5 sqm as set out in the London Plan Policy D6. The layout and stacking arrangement of the flats are considered acceptable. All bedrooms would have windows for adequate levels of daylight and outlook. It is considered that the units are well arranged on plan, would be well-lit and provide a good standard of outlook for occupants.

5.15 All occupants would have access to the existing large rear garden and is considered acceptable. Based on the above, the proposed HMO would provide an acceptable standard of accommodation for future occupiers.

Parking and highway safety

5.16 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.

5.17 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'.

5.18 DPD Policy 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'.

5.19 The application site falls within an area that has a Public Transport Accessibility Level (PTAL) of 6A, which indicates that access to public transport is excellent. The development is also located within the Wood Green Inner Zone (WG) Controlled Parking Zone (CPZ) which is operational from Monday to Sunday: 8am to 10pm. The site is within walking distance of Turnpike Lane and Wood Green underground stations and bus routes. The proposal is unlikely to generate any significant increase in vehicular traffic or car parking demand when compared to that generated by the existing house. It is therefore unlikely that the above proposal would have any significant negative impact on existing traffic generation or parking demand in this location. Therefore, there are no objections on highway and transportation grounds.

5.20 In terms of cycle parking arrangements, the London Plan (2021) requires 1 space per one bedroom unit and two spaces for all other dwellings. A total of 6no. long-stay cycle parking spaces would be provided in the front garden and the details would be secured by condition.

Waste management

5.21 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.

5.22 The Applicant has stated in the Planning Statement that refuse storage would be in the front garden but has not provided any details of the bin stores. However, it is considered that there is sufficient space to the front to accommodate bin stores without harming the character and appearance of the host building and street scene and this element of the proposal could be adequately addressed through the submission of details as part of a condition.

Conclusion

5.23 The principle of a change of use is considered acceptable as it would not have an adverse impact on parking in the area or harm the character and amenity of the area. A reasonable standard of accommodation would be provided.

5.24 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.

6. CIL APPLICABLE

7.1 The development is less than 100 square metres and as such regulation 42 'minor development exemptions' applies and in addition the proposal is not for a whole new unit (a unit created entirely from new floorspace).

7. RECOMMENDATION

GRANT PERMISSION 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, Drawing Nos: 221104H/E1/REVA, Planning Statement, Building Control Final Certificate dated 04/07/2016 by Building Control Service (Approved Inspectors) Ltd, 221104H/E2, 221104H/LOFT, 160111H/P1, 221104H/BP, 221104H/LP, 221104H/E1, 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 A detailed scheme for the provision of refuse and waste storage and recycling facilities must be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented prior to the first occupation of the approved HMO 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 and Policy 5.17 of the London Plan 2016.

- 4 Details of the type and location of secure and covered cycle parking facilities must be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 6 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: 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: 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.