

Officer's Report

Application Number	HGY/2023/0991
Type	Full planning permission
Location	2 Meads Road, Wood Green, London, N22 6RN
Proposal	Change of use of the property from family dwelling house (C3(a) Use Class) to an HMO for up to six residents (C4 Use Class).
Case Officer	Kwaku Bossman-Gyamera
Valid Date	11/04/2023
Applicant	Mr Bilal Ulstun
Agent	M Guran

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

1.1 This is a retrospective application for the change of use of the property from a single dwellinghouse (C3 Use Class) an HMO for up to 6 residents (C4 Use Class). The proposal would provide a shared Living area, and a shared kitchen/dining including double bedroom on the ground floor level, 3 double bedrooms within the first-floor level and additional 1 double bedroom within the loft space.

1.2 Following site inspection on 05/06/2023 at 9:30am, it was apparent that a total of six individuals' occupants within the application site. It is important to note that the property has HMO Licence date back from 2020.

Site and Surroundings

1.3 The application site comprises a large detached, two-storey houses situated on the northern side of Meads Road. The side and rear boundaries of the application site adjoining rear garden areas of properties fronting Willingdon Road and Cobham Road. The property has a single storey rear extension and loft conversion with a rear dormer window.

1.4 The property is set back from the highway and provide a front garden area and has reasonable rear gardens area.

1.5 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

1.6 The most recent planning history in relation to the site is as follows.

HGY/2020/1395 – HGY/2023/2642 REFUSED 26/11/2020 Application to determine if prior approval is required for a proposed enlargement of a dwellinghouse by construction of additional storeys. Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 1, Class AA.

HGY/2020/1929 REFUSED 14/09/2020 GTD 21/05/1996 Removal of existing roof and chimneys. New mansard roof extension to provide additional bedrooms to house.

HGY/2016/0604 – GRANTED 0/04/2016 Replacement of timber windows and doors with timber on front elevation and upvc on rear.

HGY/2014/1782 GRANTED 12/09/2014 Erection of a single storey side extension to existing ground floor apartment.

1.7 There is no planning enforcement history in relation to the site.

2. CONSULTATION RESPONSE

2.1 The responses below were received following consultation on the application:

Internal:

1) LBH Transportation Team: No objection, subject to car free s106 agreement to restrict eligibility of all occupiers from obtaining CPZ parking permits.

3. LOCAL REPRESENTATIONS

3.1 The application has been publicised by way of 17 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of individual responses: 6

Objecting: 6

Supporting: 0

3.2 The following issues were raised in representations that are material to the determination of the application and are summarised and addressed in the next section of this report:

- The house is located within the Family Protection Area. There are already too many HMOs in the area. Rubbish and parking are already a problem.
- Objections on the grounds that there are too many HMOs in circulation currently. This is not a sustainable way to build a community as HMOs put too much demand on waste services and are generally not a humane living style for those that will end up living there for the cheap rent.
- It is well known that private landlords almost always create poor quality housing when they create an HMO. There are already enough operating in Noel Park, which risks losing its family-friendly atmosphere from densely populated HMOs with high tenant turnover.

3.3 Comments on representations:

- Objector's comments are noted. The proposed HMO complies with Council's adopted policies. All the individual rooms also accord with national standard. The standard of accommodation provided

within the proposed HMO is satisfactory standard. There is sufficient space within the front garden to accommodate refuse storage.

4. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development;
2. Design and appearance.
3. Impact on neighbouring amenity.
4. Transport considerations.

Principle of development

4.2 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 120m² and are more than two storeys). Policy DM17 further specifies that the minimum 120m² floor area of an acceptable dwelling for conversion must be the original floor area.

4.3 The existing internal floor space of the existing dwelling is approximately 230 square metres excluding the extended ground floor level rear and loft extension (later additions). One of the criteria is that the gross original internal floor space should not take into account any extensions. The original un-extended floor area of the property is estimated at approximately 122sqm and therefore meets the 120 squares threshold set out in Policy DM17. It is also important to highlight that Policy DM17 makes an emphasis on the word "original" which for an older property such as the application site would be the property's floor area in 1948. The proposal has demonstrated that the original dwelling exceeds the relevant threshold and would therefore result in the satisfactory standard of HMO accommodation.

4.4 The proposed conversion would be functional, with a range of different rooms allowing occupiers to function as acceptable HMO accommodation. This would be in line with the underlying aim of policy DM17, which identifies that the conversion of large properties contributes towards the provision of a wider range of housing and help meet the needs of a growing number of smaller households. Nationally this is supported by NPPF (the framework) and the London Plan which advocates a significant boost in the supply of housing. Given the above considerations the proposal meets 120 sq. m threshold standard. It is also noted that the proposal would provide satisfactory standard of HMO accommodation with adequate ground floor internal space for the benefit of the future occupants including functional and its own private rear garden. The purpose of policy DM17 is to retain good quality small to medium HMO housing with gardens which this proposal does. The proposal provides a good quality HMO which would contribute to the council's housing stock and also meets an identified housing need in the Borough.

4.5 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

4.6 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.

4.7 There are no physical changes to the exterior of the building. There would be no impact on the character and appearance of the area in this respect.

Impact on neighbouring amenity

4.8 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.

4.9 It is considered the proposal would not materially harmful in terms of neighbouring residential amenity. It is also considered that the property has an HMO License which has been operating for about 2 years or more without any major concerns.

Transport considerations

4.10 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.

4.11 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'.

4.12 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'.

4.13 The Council's Transportation Team has been consulted and advises that the site has good public transport accessibility (PTAL=4) and is located within a CPZ. The site is also located within the 'Family Housing Protection Zone'. The application site is short distance from Local centre with its various facilities and services and has good access to public transport. In such a sustainable location, it is not considered that a high level of car ownership is likely, particularly if the occupiers are local, students, even with 7-8 individuals living in the property. Although off-street parking for cars at the application site is limited, in such a location, officers are not convinced that renting to working tenants would lead to more demand for parking.

4.14 The proposed development would not lead to additional demand for on-street parking which would adversely affect the existing character of the area or cause highway dangers. Proposal make provision for cycling storage which is considered acceptable and would be conditioned as part of the approval.

Waste Management

4.15 The London Plan Policy DM4 of the development Management DPD states that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic for composting. The on-site provision must:

- Ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site;
- Provide accessible and safe access to on-site storage facilities, both for occupiers and collection operatives, including vehicles, having regard to the Council's Refuse Collection Strategy;
- Be located and screened to avoid nuisance and adverse impact on visual and other amenity to occupiers and neighbouring uses and are within the maximum permitted carrying and reversing distances.

4.16 The proposal provides details of bin storage arrangements. However, it is considered that there is sufficient space to the front to accommodate refuse facilities without harming the character and appearance of the area and this element of the proposal could be adequately addressed through the submission of details as part of a condition.

Conclusion

4.17 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.

4.18 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.

5. CIL APPLICABLE

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

6. RECOMMENDATION

GRANT PERMISSION subject to condition(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.

The development hereby permitted shall be carried out in complete accordance with the

- 2 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 Details of the type and location of secure and covered cycle parking facilities for six cycles, and adequate bin/refuse storage, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved details are implemented in full and shall be retained thereafter for this use only.

Reason: In order to ensure a satisfactory appearance for the proposed development and to safeguard the visual amenity of the area consistent with Policy D3 of the London Plan 2021, 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.