



Officer Report

Application Number:	HGY/2023/0422
Application Type:	Full planning permission
Address:	32 Willoughby Lane, Tottenham, London, N17 0SS
Proposal:	Rear extension and conversion of 2-storey house into a 6 person HMO (Use Class C4) (Retrospective application).
Case Officer:	Sarah Madondo
Valid Date:	13/02/2023
Applicant:	Mr Sonnie Sampath
Agent:	Ms Dolores Altaras

RECOMMENDATION

Approve with Conditions

Proposed Development

The subject site is a two storey mid-terrace double fronted dwellinghouse on the east side of Willoughby Lane. The site is not located within a conservation area and does not fall within the curtilage of a listed building.

Site and Surroundings

The subject site is a two storey mid-terrace double fronted dwellinghouse on the east side of Willoughby Lane. The site is not located within a conservation area and does not fall within the curtilage of a listed building.

Relevant Planning & Enforcement History

HGY/2018/0977 Demolition of outbuilding to rear garden, erection of ground floor rear and side infill extension, first floor rear/side infill extension with flat roof, raising of ridge height to match neighbouring properties, erection of 2 no. rear dormer extensions to rear roof slope, alterations to spire detailing and installation of 3 no. skylights to the front roof slope. Conversion to two self contained units to include 1 no. 3 bed and 1 no. 2 bed dwellings

HGY/2017/2343 Prior approval Part 1 Class A.1(ea): Larger home extension Permission Not Required 05/09/2017

HGY/2017/3561 Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m (3.3m to parapet) and for which the height of the eaves would be 3m Permission not Required 06/02/2018

CONSULTATION RESPONSE

Internal

LBH Transportation: No objection subject to conditions

LOCAL REPRESENTATIONS

No representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

MATERIAL PLANNING CONSIDERATIONS

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

The Council's adopted Policy DM17 of Development Management Plan Document (2017), amongst other things, aims to ensure that conversions to HMO's result in a high standard of design. In addition, such conversions should not give rise to any significant adverse impact of the living conditions of neighbouring occupiers and future occupiers. Policy DM17 further specifies that the minimum 120m² floor area of an acceptable dwelling for HMO conversion must be the original floor area.

London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary. Local Plan Policy SP2 seeks to ensure that an adequate mix of dwelling sizes is delivered within new developments while protecting existing family housing as it is recognised that a lack of family housing in Haringey is contributing to overcrowding.

The dwelling has an original (un-extended) floor area of 135.4 sqm, based on the submitted plans. As set out in the policy any existing extensions are excluded. The property therefore exceeds the required 120sqm and therefore complies with Part a) 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.

The existing 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.

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

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 plans submitted indicates that there is existing rear extension, however there is no record of planning permission as result the extension would be assessed in this application. The existing extension would provide an additional dining area for the residents of this HMO and it is considered that the existing extension would be proportionate and subordinate to the host building and is in keeping with the pattern of development in the area. Therefore, the local character and visual amenity of the area will be protected. There would be no impact on the character and appearance of the area in this respect.

Standard and quality of 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 HMO would comprise of six bedrooms comprising of 6 single room, capable of accommodating 6 residents. All rooms have shower/toilet with a shared bathroom/kitchens/dining area including a common room at ground floor. All rooms sizes exceed the HMO standards of (10 sq.m) for single room. The proposal satisfies this in terms of the provision of six good-sized bedrooms.

The layout of the ground floor is such that kitchen would be provided and dining area including a living room. The kitchen satisfactory in size for the number of occupants. Part A (d) requires proposals to result in high quality accommodation, which satisfies the relevant policies of the Local Plan. This includes internal space standards, which are set out in the London Plan (2021) and the government's 2015 'Technical housing standards – nationally described space standard' (NDSS)). Its requirements also include the provision of a satisfactory level of amenity space for occupants, and adequate and convenient refuse storage and collection. Condition will be impose to ensure that there are adequate provision for the occupants.

The property has existing external rear amenity space, which residents could use which is acceptable. Bins are stored in the front garden area which is more than sufficient in size to store the bins associated with the low occupancy level proposed here. A condition would be attached for a secured bin storage to be provided should planning permission be granted. Therefore the proposal would comply with Part A of Policy DM17.

Overall, the living conditions for future residents comply with the above relevant planning policy framework. The proposal is acceptable in this regard.

Impact on the neighbouring properties

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

The surrounding area is characterised by residential properties, which may be of similar density/occupancy level. Some existing noise from comings and goings would be expected, and Officers acknowledge that these may be greater under the proposal with the rooms occupied by unconnected individuals than with a single household. While the property would be occupied by unrelated persons, as outlined earlier, officers note that under a C3 lawful use the four bedrooms of the house could be 'fully' occupied by a great number (6) of people provided they are in a single related group, such as a large family. Officers note that the limited number of occupants proposed here, with the six occupants in six bedrooms in excess of the minimum size (7.5 sq. m) for a single bedroom. The property has ample kitchen, two communal areas and amenity space for this occupancy level, consistent with similar or greater numbers under a C3 use.

However, given the site context, and the fact that the proposed occupancy level is not more than six people and not materially greater than the previous C3 use, these comings and goings would not be sufficient to cause material harm to neighbour amenity in terms of noise or general disturbance. For the same reasons, noise/ vibration transfers from within the unit to neighbouring properties would not arise to a harmful degree compared to the C3 use. The proposal is acceptable in this regard.

Transportation consideration

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 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'.

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'.

The transportation team was consulted and advises that the site has poor public transport accessibility and is located within a CPZ. The site is also located within the 'Family Housing protection zone'. The proposals is car free and no parking stress survey or assessment has been undertaken, as result under these circumstances, a car free s106 agreement is recommended to restrict eligibility of all occupiers from obtaining CPZ parking permits. The requirement for S106 is noted, however officers consider that the uplift would not be considerable different from C3 use (residential dwelling), therefore S106 would not be required and bearing in mind the nature of the use as small HMO. In terms of the cycle storage, 8 bicycles in two storage units would be provided and transportation officers raised concerns about the independent access for each occupier. The drawings have been amended and transportation officer are satisfied with the amendments as noted on drawing SS-WL-P03B

Waste Management

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.

The applicant submit that the 6 bins would be provided at the front garden and these would be enclosed Triple Wheelie Bin Store with lift up lids as indicated on drawing (SS-WL-P03B). It is considered that bins as indicated on drawing (SS-WI-P03B) would be acceptable.

Conclusion

The proposal is considered acceptable and would not result in adverse impacts. The proposal is considered acceptable given that the residential accommodation would be of an acceptable layout and standard for a HMO use to meet HMO licencing standards.

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.

RECOMMENDATION

Approve with condition(s):

Conditions:

- 1 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.

- 2 The proposed waste and recycling storage area and as set out on plan numbers P01B & P03B shall be provided in accordance with the approved details within 3 months of the date of this decision 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 Policies SI 7 and SI 8 of the London Plan 2021.

- 3 The proposed bicycle storage area as set out on plan numbers P01B & P03B shall be provided in accordance with the approved details within 3 months of the date of this decision and permanently retained 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.