

Application Number:	HGY/2025/0306
Application Type:	Full planning permission
Address:	722 Lordship Lane, Wood Green, London, N22 5JN
Proposal:	Change of use of a single dwellinghouse (Class C3) to a House in Multiple Occupation (HMO) (Class C4) for up to 5 people. (Retrospective)
Case Officer:	Oskar Gregersen
Valid Date:	07/02/2025
Applicant:	5
Agent:	mr michael marcou Mr david barnard

RECOMMENDATION

Approve with Conditions

1. Site location

The building is a traditional two-storey end-of-terrace house located on the northern side of Lordship Lane N22. The site possesses a modest front and large rear garden. It has been converted into a five-bedroom HMO over the ground, first, and second floors, with shared facilities including a kitchen and bathrooms.

The surrounding neighbourhood is residential in character and consists of terraced houses and a mix of family homes, flats, and small-scale HMOs.

The property is not located within a conservation area. 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. It is also pointed out that the application site and this part of the borough is subject to an Article 4 Direction which came into force in November 2013, removing permitted development rights for a change of use from a single-family dwelling house (Use Class C3) to an HMO (Use Class C4).

2. Description of Proposal

The application proposes the retrospective change of use of this property from a single-family dwelling (C3) to a House in Multiple Occupation (HMO) (Class C4) for up to 5 people.

3. Relevant Planning and Enforcement history

The most recent applications for this site are summarised as follows:

HGY/2024/0515 | Certificate of Lawfulness for the formation of a hip-to-gable roof extension, a rear dormer extension and the installation of two rooflights on the front slope.
Permitted development

HGY/2024/0531 | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m
Not required

HGY/2024/0535 | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m
Refuse

HGY/2024/1043 | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.6m and for which the height of the eaves would be 2.6m
Not Required

Enforcement history is as follows:

ENF/2024/0135 | Change of use – House in multiple occupation
In progress

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection raised

5. Local Representations

The application was advertised by way of letters sent to neighbouring properties. 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: 2
Objecting: 2

The following comments were raised in the representations received:

Material issues:

- Loss of family housing
- Overconcentration of HMOs in the area

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.

Principle of development

HMO accommodation plays an important role in meeting particular housing needs, especially for low-income residents, young people and those needing temporary accommodation, however as set out in Haringey's Development Management DPD 2017 (Para. 3.36) there are broader concerns in respect of losing family units to conversions, with HMOs heavily concentrated in the east of the Borough, with this leading to what it describes as "a significant loss in the availability of family housing for which there is strong need."

As such Policy DM17 set out specific criteria that is required to be met to allow approval of the conversion of a home to an HMO within the area covered by the Article 4 Direction, specifically:

a. The gross original internal floor space of the existing dwelling is greater than 120m²:

Comment: The original un-extended floor space of the property exceeds 120m² and therefore complies with this requirement.

b. 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;

Comment: Whilst it would appear there are a large number of properties in the locality that have been sub-divided into smaller self-contained flats or are used as HMO accommodation, in keeping with other properties within this section of Lordship Lane, the property is sizeable and benefits from a large front garden area with sufficient space for waste/recycling storage. It is also semi-detached with side access making it suitable for a HMO with ample space at the front for bins and cycle storage to the rear that can be accessed via the side gate. It also needs to be borne in mind that HMOs provide an important source of accommodation as reflected in London and local planning policy.

It is noted that an objection was raised highlighting the volume of HMO Properties in the area. However, the numbers they have collated on the HMO register available on the Council website are not all HMO properties per se, as the list also includes Section 257 HMOs, which is a building converted into self-contained flats where the works of conversion do not comply with the Building Regulations 1991 or subsequent regulations in force at the time of conversion (or which has not been retrospectively upgraded to comply) and where less than two-thirds of the flats are owner-occupied.

As such, the list of actual HMOs - those that would fall within a C4 or large Sui Generis HMO use class - is less than as would be suggested in the Haringey website list. The specific location of the property also needs to be considered, on a very busy distributor road immediately adjacent to Wood Green Town Centre. There is therefore already a very high ambient background noise level, and coupled with the aforementioned size and characteristics of the host property and neighbouring properties, it is not considered that the conversion results in a significant amenity impact from cumulative overconcentration of HMO conversions in the locality.

c. They are accessible by public transport, cycling and walking;

Comment: The site is located within an area with a Public Transport Accessibility Level (PTAL) of 6b which is deemed to be best. There are 6 different bus services accessible within 1 minutes' walk of the site. The site is also adjacent to Wood Green Underground station and therefore overall, the site is considered to have an excellent level of access to public transport.

d. 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.

Comment: The proposed HMO has one large kitchen and a kitchenette located across the ground floor and first floors which complies with HMO licensing standards. The scheme is acceptable in terms of the rooms sizes and the number of residents. The Council's HMO licensing regime provides for further safeguards to ensure the accommodation is acceptable and kept to an acceptable and safe standard, and has been granted a licence by private housing.

With regard to the stacking there may be some transfer of noise from the kitchens to the rooms above, however, in a HMO where there is shared space residents cannot reasonably be protected from noise to the same extent as might be possible in self-contained accommodation.

The frontage of the site has sufficient space for the storage of refuse bins. Details of the refuse storage have been supplied with this application, and a condition will be added such that this is maintained in perpetuity.

e. Where non self-contained, have exclusive use of a kitchen or space within a shared kitchen for each household.

Comment: Haringey standards for HMOs require that one kitchen is shared per three room lettings. In the case here two kitchens would be provided and therefore would be in compliance with HMO standards.

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 works here do not propose any alterations by way of external changes or extensions.

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 submitted HMO licence for this site is for a maximum of 6 individuals living as 5 households. The site has 5 bedrooms, of which 4 are sufficient to accommodate a double bed. Each of the double bedrooms is serviced by its own ensuite bathroom, alongside two shared bathrooms and a separate WC.

Each double room is over the required 11.5sqm, with the single room measuring 8.86sqm and also being over the London Plan requirement for a single bedroom. Each bedroom has access to natural light via a window. There is also a shared storage space demarcated at second floor level with a floor area of 3sqm.

The site benefits from a 12sqm kitchen dining space at ground floor level, and a large rear garden which is accessible to all tenants, with cycle storage in the rear garden which can be accessed via the side of the site.

It is deemed that the site would be suitable as an HMO property, providing an adequate standard of living for current and future occupants.

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 resident.

Whilst a maximum of 5 people, consisting of occupants forming different households may generate additional activity in comparison to a single family unit, such as the general coming and going of people and their visitors, and in the use of the rear outdoor space, the increase in activity likely from the proposal would not significantly impact neighbouring properties to an unacceptable level, especially taking the busy location into consideration, where there is already a high background noise level. The noise levels and levels of general disturbance are only likely to increase from increased occupancy by a small degree due to the relatively low number of people occupying the property.

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 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 Council's Transportation Team have raised no objection to this application with the use of this property as a HMO not considered to have any greater impact on parking conditions over and above the existing extant use of the property as a family dwelling. A condition to ensure secure cycle storage is provided for the beneficial use of future occupation of this HMO is imposed. On

this basis it is considered that the development would not result in an unacceptable impact on highway safety or local parking conditions.

A HMO use of this size does not meet the threshold to be designed as 'Car Free', specifically as rented and HMO occupation generates much lower levels of car ownership than the general population. Equally there is also no evidence to show that a HMO would lead to more vehicle ownership and demand for on-street parking greater than that associated with a dwelling house.

Conclusion

The proposed conversion to a HMO is considered acceptable and will provide an acceptable layout and standard of accommodation for future occupiers, with no unacceptable impact on the living conditions of neighbouring properties or on the highway network in relation to parking.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

7. CIL Applicable

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

8. Recommendation

The application is recommended for approval subject to the following 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, 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 The House of Multiple Occupation hereby approved must be occupied by no more than 5 persons at any time.

Reason: In order to ensure a satisfactory standard of accommodation and to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

- 4 The proposed 6 secure and covered cycle parking spaces as set out on plan number 3562/10 shall be installed for use prior to the occupation of the use hereby permitted and shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 5 The proposed enclosed and covered refuse storage as set out on plan number 3562/10 shall be provided prior to the occupation of the use hereby permitted and shall be retained thereafter for this use only.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017.

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.