



Officer Report

Application Number:	HGY/2024/0169
Application Type:	Full planning permission
Address:	21 Perth Road, Wood Green, London, N22 5PY
Proposal:	Change of use from C3 (dwellinghouse) to C4 (HMO) for up to 6 persons.
Case Officer:	Sarah Madondo
Valid Date:	22/01/2024
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Applicant:	Mr Said Jalal
Agent:	Ms Mary Sim

RECOMMENDATION

Approve with Conditions

Site location

The application site is situated to the western side of Perth Road. The site lies within a predominately residential area characterised by two storey residential buildings. The application site does not lie within a conservation area. The application site is formed of two flats which benefit from a previous planning permission and is part of a short terrace of residential properties lying between Leith Road and Solway Road.

Description of Proposal

The application proposes the change of use of this property from a single-family dwelling (C3) to a House in Multiple Occupation (HMO) (Class C4) for up to 6 people.

Relevant Planning and Enforcement History

None

Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection subject to cycle parking plus refuse condition.

LBH Private Sector housing Officer: No objection

Local Representation

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

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. Transportation.

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:

The gross original internal floor space of the existing dwelling is greater than 120m² and therefore complies with this requirement. There is 17 properties registered as HMO on this road, therefore it is considered the conversion of this property into HMO would not give rise to any significant adverse amenity impact(s) on the surrounding neighbourhood, including cumulative impacts arising from an over-concentration of HMOs within an area; The property is a large house so therefore is suitable for a conversion and the property also has more space at the front for bins. The proposal here therefore does not affect the availability of family accommodation in the locality. It also needs to be borne in mind that HMOs provide an important source of accommodation as reflected in London and local planning policy.

The site is located within an area with a Public Transport Accessibility Level (PTAL) 5 which is deemed as very good access. There are number different bus services accessible within 2 to 3 minutes' walk of the site. The site is also within walking distance of Wood Green Underground station and therefore overall the site is considered to have an acceptable level of access to public transport.

The proposed HMO would have one large kitchen located on the ground floor and 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. With regards to the stacking arrangements, there are no major changes and most of the bedrooms would be stacked above bedrooms which is acceptable.

The frontage of the site has sufficient space for the storage of refuse bins. A condition is being placed on the consent here asking for details for the storage and screening of refuse bins.

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 plans indicate that the HMO would have 5 rooms comprising of 3 x single rooms and 2 x double rooms lettings, therefore capable of accommodating 7 people. The applicant submits that HMO would be for 6 people and therefore a condition would be attached restricting the number of people to only six people. There is shower/toilet at ground floor and toilet/bathroom on the upper floors. The future occupiers would also have access to a communal garden. The standard of accommodation is considered satisfactory and would comply with HMO licencing requirements, therefore acceptable.

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.

There are no external alterations proposed, as such there is no impact to the amenity of neighbouring occupiers in that respect. In terms of use, the change to an 6 person HMO is not significant in planning terms. The comings and goings would remain similar to the existing use as a large single household family. In planning terms, the LPA do not have sufficient evidence to demonstrate that the conversion here would lead to an over-concentration of HMO development.

Whilst a maximum of 6 people, consisting of occupants forming different households may generate additional activity, 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 impact neighbouring properties to a detrimental 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, however, have stated that the proposal is car free therefore a s106 agreement is required which is noted. Officers consider that the proposed use would not 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 considered that the development would result in an acceptable impact on highway safety or local parking conditions.

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 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.

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 Notwithstanding the approved plans the development hereby permitted shall not commence until final details of the refuse and waste storage and recycling facilities have been submitted to and approved in writing by the local planning authority. Such a scheme as approved shall be implemented 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.

- 4 No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 5 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces 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 House of Multiple Occupation hereby approved must be occupied by no more than 6 persons at any time.

Reason: In order 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