
PLANNING, DESIGN & ACCESS STATEMENT

Erection of two storey side, single/two storey rear and roof extensions and change of use from dwellinghouse (Class C3) to large HMO (Sui Generis) for 8 occupants)

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1.0 INTRODUCTION

1.1 This statement is submitted in support of the application for planning permission for the erection of two storey side, single/two storey rear and roof extensions and change of use from dwellinghouse (Class C3) to large HMO (Sui Generis) for 8 occupants).

1. That it is acceptable in principle
2. The proposal would not detract from the character and appearance of the area
3. The proposal would have no undue impact on the residential amenities of the neighbouring occupiers
4. The standard of accommodation for future occupiers would be acceptable
5. The proposal would have no undue impact on parking demand in the area

2.0 SITE AND SURROUNDING AREA

2.1 The application property is an end of terrace house located at the corner of Eldon Road with its junction with Paisley Road.

2.2 The surrounding area is residential in character and is made up of terrace properties some of which have been extended. The site is not in a Conservation Area

3.0 PROPOSAL

3.1 Planning permission is sought for the erection of two storey side, single/two storey rear and roof extensions and change of use from dwellinghouse (Class C3) to large HMO (Sui Generis) for 8 occupants).

4.0 RELEVANT PLANNING HISTORY

4.1 None of relevance.

5.0 PLANNING POLICIES AND GUIDANCE

5.1 The relevant policies:

Revised National Planning Policy Framework (NPPF)

5.2 The NPPF outlines the Government's requirements for the planning system and establishes how these will be addressed. There is a presumption in favour of sustainable development.

The London Plan

5.3 The London Plan sets out the strategic policy framework for London at a regional level. The relevant policies:

- Policy D1
- Policy D2
- Policy D3
- Policy D4
- Policy D5
- Policy D6
- Policy H1
- Policy H2
- Policy T5
- Policy T6.1

The Local Plan

5.4 The relevant policies are:

- Policy SP2
- Policy SP7
- Policy SP11

Haringey's Development Management DPD

5.5 The relevant policies are:

- Policy DM1
- Policy DM4
- Policy DM12
- Policy DM12
- Policy DM16
- Policy DM17
- Policy DM31
- Policy DM32

6.0 PLANNING ASSESSMENT

6.1 The principal issues to be considered are:

- The principle of development
- The impact on the character and appearance of the area
- The impact on the residential amenities of the neighbouring occupiers
- The standard of accommodation for future occupiers
- The impact on parking demand

The principle of development

6.2 Development Management Development Plan Document (DPD) Policy DM17 (Houses in multiple occupation) states that the conversion of larger homes to Houses in Multiple Occupation (HMO), including small HMOs (3-6 unrelated people) within the area covered by the Article 4 Direction, will only be permitted where: a) The gross original internal floor space of the existing dwelling is greater than 120m² ; 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; c) They are accessible by public transport, cycling and walking; 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; and e) Where non self-contained, have exclusive use of a kitchen or space within a shared kitchen for each household.

- 6.3 The proposal includes additions to the host building which would increase the gross internal floor space above 120sqm. Therefore, it complies with this requirement.
- 6.4 Review of the Nimbus maps and the Council's HMO register indicate that there is currently no known HMO within 50 metres radius of the application site. Furthermore, there is only one HMO within 100 metres of the application site. Therefore, 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 extended property is a large house as such it is suitable for a conversion and adequate arrangements have been made for refuse bins storage. It also important to note that HMOs provide an important source of accommodation as acknowledged in London and local planning policy.
- 6.5 The site is located within an area with a Public Transport Accessibility Level (PTAL) 3 which is deemed as good access. There are number different bus services accessible within 3 to 8 minutes' walk of the site. The site is also within walking distance of underground station and therefore overall the site is considered to have an acceptable level of access to public transport.
- 6.6 The proposed HMO would have one large kitchen located on the ground floor and complies with HMO licensing standards. The proposal is acceptable in terms of the room sizes and the number of residents.

The impact on the character and appearance of the area

- 6.7 DPD Policy DM12 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 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.
- 6.8 The siting, scale, massing and design of the side extension would be comparable to the extended neighbouring properties at No. 65 and 78 Eldon Road. It would be consistent with the existing development pattern.
- 6.9 The rear extension would replace existing conservatory. It would appear as subordinate addition to the host building.
- 6.10 The roof extension would also appear as a subordinate addition and would not dominate the roof slope of the host property.
- 6.11 Consequently, it is considered that the proposal including the service arrangement would have no harmful impact on the character and appearance of the area.

The impact on the residential amenities of the neighbouring occupiers

- 6.12 DPD Policy DM1 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.

- 6.13 Given the siting, scale and design, the proposed development would not have harmful impact on the neighbouring occupiers in terms of overbearing impact or loss of light.
- 6.14 The proposal includes new windows. However, they would not result in direct overlooking of the neighbouring properties.
- 6.15 The proposal would not generate adverse amenity impacts such as noise or anti-social behaviour over and above those created by a more conventional C3 dwelling. The applicant has no objection to the imposition of a condition requiring sound insulation.

The standard of accommodation for future occupiers

- 6.16 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.
- 6.17 The new bedrooms would be finished to a high standard. The floorspace for the proposed rooms would exceed the minimum room size requirement. They are of sufficient size with each providing satisfactory room size and would be served by adequate outlook and light. The existing rear communal amenity space would be accessible to all the occupiers. The standard of accommodation would therefore be acceptable.

The impact on parking demand

- 6.18 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'.

- 6.19 No provision has been made for off-street parking for cars. However, the site is located within the Woodside CPZ, which has operating hours of 0800 – 1830 Monday to Friday. The site has a PTAL value of 3, considered good access to public transport services, with 7 different bus services accessible within 3 to 8 minutes' walk of the site. Also, the site is a short walk to the local shops.
- 6.20 Planning Inspectors have consistently taken the view that where a site is close to local amenities, and no parking is provided, considerable weight has been given to the sustainable location of the site, and the appeals concerned have been allowed. Indeed, some Inspectors have taken the view that proposed occupiers in recognising the lack of parking provision and proximity to amenities, may choose the location for this purpose and not wish to have cars.
- 6.21 Provisions have also been made for cycle and refuse storage.

7.0 CONCLUSION

- 7.1 The proposal is acceptable in principle, it would have no undue impact on the character of the area, would not detract from the residential amenities of the neighbouring occupiers and would provide adequate facilities for the future occupants. Furthermore, the site is in a sustainable location close to bus stops and amenities and there are adequate facilities for cycle storage and refuse storage.