

**Date of meeting:** 5<sup>th</sup> October 2023 (on-line)

**Site Address:** 17, Falkland Road, London, N8 0NU

**Proposal:** Proposed use of the property as 6 HMO rooms, for 8 persons (retrospective).

**Attendees:**

Cameron Sturges – Planning Officer

Peter Kyte – Agent

**1. SITE DESCRIPTION**

The application property is a two-storey terraced house located on the western side of Falkland Road near North Haringay Primary School. The house has an original two-storey outrigger with a non-original dormer extension. The site is not located within a conservation area, however, is located within an Article 4 Direction Area and Family Housing Protection Zone.

**2. RELEVANT PLANNING HISTORY**

HGY/2014/3541 - Certificate of lawfulness granted for loft conversion including a rear dormer – Permitted Development Granted 9/02/2015

HMO/2021/00016 - Enforcement investigation into the unauthorised use of the property as an HMO - Complaint is under negotiation/discussion and formal action has not yet been agreed.

HGY/2021/3320 – Proposed use of the property as 7 room HMO for 11 residents (Retrospective application) – Refused 13/06/2023

**3. RELEVANT PLANNING LEGISLATION**

- National Planning Policy Framework (2023) (NPPF)
- The London Plan (2021)
  - Policy D6: Housing Quality & Standards
- Haringey's Local Plan Strategic Policies (2017) (Local Plan)
  - Policy SP2: Housing
- Development Management DPD (2017) (DM DPD)
  - Policy DM1: Delivering High Quality Design
  - Policy DM12: Housing Design & Quality
  - Policy DM17: Houses in Multiple Occupation

#### **4. COMMENTS ON PRE-APPLICATION SCHEME**

The following points are made by Officers in response to the plans and information submitted and points discussed at the recent pre-application meeting.

##### **Principle of development**

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 120m<sup>2</sup>;
- 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.

Under Policy DM17, the floor space requirement relates to the gross original internal floor space. Based on the submitted plans, the gross original floor space measures approximately 124sqm, which exceeds the minimum 120sqm required by the policy.

Policy SP2 (Housing) of the Haringey Local Plan 2017 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026 (820 units per annum from 2011-2014 and 1,502 units per annum from 2015-2026).

Policy DM17 aims to prevent residential conversions of small dwellings that would result in sub-standard living conditions for the occupants through inadequate floor space. Policy SP2 aims to meet Haringey's housing needs. In this instance the proposed conversion complies with key requirements of these policies and is therefore acceptable in principle for conversion to an HMO.

### **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 scheme does not propose any external modifications, albeit, for cycle storage.

### **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 refused scheme HGY/2021/3320 included 7 bedrooms for 11 persons which included rooms 5 and 6 that did not meet the HMO standards for minimum room sizes. Updated plans now show that the rooms are of an acceptable size and would provide adequate accommodation as a 6 room HMO.

According to the HMO requirements, where some or all of the units of accommodation do not have exclusive kitchen facilities, shared facilities are required to be provided in a ratio of one set of facilities to a maximum of three lettings. In this case, there is only 1 modest size kitchen/diner providing any communal living space. This is considered inadequate for the number of occupants proposed. It is noted that the accommodation within the roof includes some kitchen units, although does not include a hob or cooking facilities. Adequate internal space should be dedicated for additional cooking facilities for this unit which could be provided within the communal living room/storage on the second floor.

### **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.

One of the requirements of policy DM17 part 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; As part of any future application, the number of licensed HMO's as according to the HMO licensing register in the area surrounding the site should be submitted as part of the application in order to assess overconcentration.

The proposal would not adversely impact the amenities of neighbouring properties by reason of overbearingness, loss of daylight/sunlight or loss of privacy, subject to further assessment in relation to cumulative impact. Furthermore, there is a reduction in persons from the refused scheme which would lessen the frequency of comings and goings to this property.

### **Access, transport & parking**

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 commented as follows:

### Location and access

This site is located to the northern side of Falkland Road, which is located on the eastern side of Wightman Road in Hornsey.

It has a PTAL value of 4, considered 'good' access to public transport services, with Hornsey Rail Station a 6 minute walk away, Turnpike Lane Underground an 11 minute walk, and local bus services accessible from Turnpike Lane and Green Lanes.

It is also located within the Wood Green Outer CPZ, which operates Monday to Saturday between 0800 and 1830.

### Existing and proposed arrangements

Drawings showing a previous HMO arrangement, the current arrangement and the proposed arrangement have been submitted.

The previous arrangement included 5 bedrooms over three floors, the current shows 7 bedrooms over three floors, and the proposed shows an arrangement with 6 bedrooms in total, and cycle parking proposed for the front hardstanding and rear garden within a shed.

### Planning history

A previous application (2021/3320) was refused, mainly on planning grounds, this was for a 7 room 11 person HMO arrangement at the property. The reasons were essentially overdevelopment of the site, plus a lack of cycle parking was a factor.

### Transportation considerations

Given this site's location within a CPZ and with a PTAL of 4, it meets the requirements of Policy DM32, and would be appropriate for it to be formally designated as a car free/permit free development. However, in the context of this being a HMO there is limited likelihood of occupants owning a car and as such the justification for securing this as 'car free' is very difficult to justify in planning terms.

6 cycle parking spaces are proposed, with three to be located within the hardstanding area at the front, and three proposed for location within a shed in the rear garden. A bespoke cycle store is proposed for the front.

All cycle parking will need to meet the requirements of the London Cycles Design Standards as produced by TfL, with full dimensional details and layouts to be provided to demonstrate this. Full details will be required with any future formal application to demonstrate that the cycle parking will be secure, weatherproof and easy to use.

With regards to waste and recycling bins, the storage arrangements will need to meet Haringey's standards. Location of the bins and space for manoeuvre must work alongside access to the cycle storage proposed for the front aspect of the property.

### Summary

This pre-application proposal seeks to formalise the HMO arrangements at this property, to establish a 6 room 8-person facility. In transportation terms, the trips and transport demands generated are going to be very similar to what has been in place here in the current and previous guises of the property.

The development will need to be formally designed as car and permit free, and high-quality cycle parking to meet the requirements of the London Cycle Design Standards will be needed.

### Conclusion

This pre-application scheme has addressed concerns raised in the previously refused scheme, reducing the number of rooms and persons. Some issues raised in the report need to be addressed such as sufficient kitchen amenities for the second floor letting. The proposal needs to address the issues raised with respect to refuse and cycle storage as mentioned in the transport section.

## **5. INFORMATION REQUIRED FOR THE PLANNING APPLICATION**

The following information will be required for the registration of the planning application in respect of this site, some of which has already been supplied for the pre-application documentation.

1. A completed application form available via the [Planning Portal](#).
2. Location plan at a scale of 1:1250 with a red line around the site in question.
3. Site plan at a scale of 1:500 or 1:200 showing the direction of North, the proposed development in relation to the site boundaries and written dimensions.
4. Existing plans (elevations, floor plans, roof plans and section where appropriate). All plans/elevations must have a scale bar and dimensions.
5. Proposed plans (elevations, floor plans, roof plans and section where appropriate). All plans/elevations must have a scale bar and dimensions.
6. Design & Access Statement (DAS)
7. Details of parking, cycle storage and waste/refuse storage
8. A list of registered HMO's within the surrounding area

If any of these requirements are missing, we cannot consider your application until it is provided. If you are in any doubt, please take time to view the requirements at our website at:

<https://www.haringey.gov.uk/planning-and-building-control/planning/planning-applications/pre-application-guidance/do-i-need-planning-permission/planning-application-requirements>

## **6. PLANNING APPLICATION PROCESS**

Once you have submitted your planning application, it goes through a number of steps:

1. Validation/Checking  
Applications are checked to make sure all required documents and fees are there, and checked for any potential issues which need addressed to ensure compliance with policy, if considered 'valid' and likely to be acceptable they are registered, applications are only checked when an officer is available so there can be a number of weeks before an application is validated and checked.
2. Registration  
The application is entered into the register of applications and customers are informed formally that their application is registered, their application reference number, their case officer and the deadline they can expect to hear back by.
3. Consultation (a minimum of 24 days following registration)  
Details of the application will be provided to neighbours in line with our consultation policy and they will have the opportunity to comment on the proposed development. Consultees are given a minimum of 21 days to comment on an application.
4. Decision  
The planning service can deal with most householder applications under delegated powers (within 8 weeks) and will issue a decision notice to stating whether the application has been approved or refused, and if there are any conditions that must be met.

## **7. CARRYING OUT BUILDING WORKS**

Once you have planning permission, it is recommended that you obtain technical advice regarding building control matters. Building Control services ensure that the works carried out by your appointed builders are done safely. Building Control services can be found through your local council or an Approved Inspector service.

Haringey Building Control has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Haringey Building Control may best advise you regarding compliance with relevant building control regulations, please contact Building Control on 020 8489 5504 or by email on [building.control@haringey.gov.uk](mailto:building.control@haringey.gov.uk)

**PLEASE NOTE**

Please be advised that this response is given at officer level and does not form a formal response or decision of the council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability, and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the council.

**List of Relevant Contacts**

Cameron Sturges – Planning Officer [cameron.sturges@outlook.com](mailto:cameron.sturges@outlook.com)

**Without Prejudice**

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