



Officer Report

Application Number:	HGY/2024/0940
Application Type:	Full planning permission
Address:	24 Trinity Road, Wood Green, London, N22 8LB
Proposal:	Change of use of a single-dwelling-house into a 6-bed 10-person house of multiple occupancy (HMO), removal of existing and erection of 2 x single storey rear extensions, erection of a rear dormer extension.
Case Officer:	Roland Sheldon
Valid Date:	04/04/2024
Applicant:	The Archdiocese of Thyateira
Agent:	Mr George Athanasi

RECOMMENDATION

Approve with Conditions

1. Site location

The application site is an end of terrace Victorian house located on Trinity Road and falls within Trinity Gardens Conservation Area. St Mary's Greek Orthodox Church is located to the east of the site. Nos. 23 to 26 (consecutive) form a consistent group of a semi-detached and terraced Victorian properties, which are constructed of London Yellow Stock brick and slate roofs. They have white canted bay windows at ground floor level and white-painted lintels to upper floors. The rear of the building has a two-storey rear outrigger with lean-to roof design and smaller modern ground floor additions. The rear garden is unkempt and extends some 15m to the rear.

From the side of No. 23 there are large and small window openings, with a mixture of timber and upvc frames across all three floors. The front garden of the house is treated with hardstanding and benefits from a vehicular crossover. The width of the crossover is not shown on the submitted plans, but appears to be of a width to allow single vehicular access.

2. Description of Proposal

The proposal seeks to change the use of a single-dwelling-house into a 6-bed 10-person house of multiple occupancy (HMO), erection of a single storey rear extension to replace the existing, erection of a rear dormer extension.

3. Relevant Planning and Enforcement history

Planning history

24 Trinity Road, N22

HGY/2020/2459: Change of use of a single-dwelling-house into a 6-bed house of multiple occupancy (HMO), demolition of single storey rear extensions and rebuild and new rear dormer window – Granted 23/11/2020

Planning enforcement history

None

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation: The proposed means of cycle storage to the rear of the site is not acceptable. Cycle storage should be placed in the front garden area. The retention of an off-street car parking space may not be possible once waste/recycling and cycle storage is placed in front garden area. A car capped S.106 agreement is required, with developer responsible for payment for amending Car Parking Zone Traffic Management Order.

LBH Heritage: No comments received.

London Underground: No comments to make on proposal.

5. Local Representations

The proposal was subject to public consultation through letters sent to neighbouring properties, a notice placed in the local press, and a site notice placed outside the premises. The number of representations received from neighbours in response to notification and publicity of the application were as follows:

No of individual responses: 0

Objecting: 0

Supporting: 0

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and heritage;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations.

Principle of development

Planning permission was previously granted for conversion of this dwellinghouse into a 6-bed house of multiple occupation for 10 occupants, with rear dormer and rebuilt rear

extension as is currently proposed, under planning reference HGY/2020/2459. However, this consent was never implemented and has since expired.

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 sets out specific criteria that is required to be met to allow approval of the conversion of a home to an HMO:

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

Comment: The original un-extended floor space of the property exceeded 120m² (is 123sqm) and therefore complies with this requirement.

- 1. 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: The dwelling and its loft space are already used for living accommodation. The proposed use of the premises would be for up to 10 occupants. Given its existing living accommodation capacity, the relatively minor increase in floor space and small increase in occupants is unlikely to result in an unacceptable impact on the character of the area, in terms of refuse and recycling storage, comings and goings etc.

It is accepted that an over concentration of HMOs can affect the character of the area and harm the need to support mixed and balanced communities. In making a decision on this application, the existing capacity of the living accommodation has been weighed into the balance of this proposal. A HMO compliant scheme would not necessarily result in a material increase of nuisance or loss of amenity to adjacent residents in this case. A satisfactory means of timber waste recycling enclosure has been submitted in revised plans.

- 1. They are accessible by public transport, cycling and walking;*

Comment: The proposal seeks to retain the existing off-street parking space within the front garden area. The site is located within an area with a Public Transport Accessibility Level (PTAL) 4 which is deemed to be good access, and is also within walking distance of a number of bus routes along Green Lanes and Wood Green tube station.

As revised, 6 cycle parking spaces are proposed within the front garden area in a secure timber-effect enclosure. The proposed means of cycle storage as revised is satisfactory.

On balance, the site is considered to benefit from access to satisfactory accessibility to public transport levels and pedestrian/cycling access to be deemed suitable for use as a HMO.

1. *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.*

The Haringey HMO standards require the following floorspace provisions:

- 13m² for a one-person bedsit room including kitchen / 10m² where there is a separate kitchen
- 20m² for a 2-person bedsit room including kitchen / 15m² with there is a separate kitchen.

The floorspace measurements must not include corridors or toilets.

The proposed conversion would provide a good standard of HMO accommodation for future occupants. During the assessment of the previously approved planning application for the HMO in 2020, Private Housing Officers were consulted on the proposal, and confirmed that all the room sizes are acceptable and 2 sets of kitchen facilities are shown as would be required for 6 lets.

Concern was raised by the case officer of the current application with regards to the absence of access to kitchen facilities within one floor of the loft unit. A revised plan was received which showed the provision of kitchen facilities within this unit.

All bedrooms range between 11 to 20sqm and accommodate 1-2 persons. There is a sizeable outdoor amenity space provided to the rear.

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

As outlined above, all bed spaces have access to a communal kitchen a maximum of one floor away, with satisfactory fixtures and fittings and appliances to meet private housing standards.

Design and heritage

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.

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.

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings. Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

The proposed rear dormer would sit 0.5 metre from the gable ends of the existing roof and 500-700mm from the ridge and eaves, thus reducing the visual size of the addition. The dormer would be clad in grey slates to match the existing roof and will have a central white double glazed timber framed sash window. The existing chimneys would be retained.

The rear single-storey additions are considered minor and tidy up the previous modern arrangement. As such it will appear sufficiently subordinate to the existing roof. The addition would not be highly visible from the public vantage points. Both extensions are supplemented with double doors to the garden. Other works include the replacement of existing timber sash windows as shown on elevations, with timber sash units to match the existing, complete with sash horn detailing

Overall, it is considered that the size and position of the dormer extension, rear extensions and other associated external changes would be acceptable and would not detract from the character and appearance of the property and conservation area, thereby leaving it preserved.

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.

As outlined above in the principle of development section, 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.

The views from the proposed replacement window within the replacement dormer would not afford significant additional opportunities for overlooking of adjoining properties over and above that from existing rear facing windows serving the property. The proposed rear extensions would not result in an unacceptable loss of light, outlook or visual overbearing impact on neighbouring occupants.

As such, the proposal would not result in an unacceptable impact on the amenities of neighbouring residential occupants. The proposal is therefore acceptable with regards to amenity impact considerations.

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'.

It is acknowledged that the use of the premises as a HMO as proposed may lead to some minor level of intensification of the residential use in terms of anticipated number of occupants in comparison to if the property was still in use as a single family dwellinghouse. However, HMO accommodation is more likely to have occupancy by individuals that do not own their own a car in comparison to larger self-contained accommodation, and the site benefits from good access to public transport in the locality which reduces the need for private car ownership. A condition to ensure the secure cycle storage is provided for the beneficial use of future occupation of this HMO is imposed. On this basis it is not

considered that the development would result in any unacceptable impacts on highway safety or local parking conditions.

Conclusion

The proposed conversion of the premises 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 occupants or on the highway/parking considerations.

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 does not add any net increase in residential units. 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.
- 4 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.
- 5 The proposed secure and covered cycle parking facilities as set out on plan number reference: 2014 44 B1 shall be provided prior to the occupation of the use hereby permitted and 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.

- 6 The proposed waste and recycling storage area as set out on plan number 2014 44 B1 shall be provided prior to the occupation of the use/development hereby permitted and 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.

Informatives:

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.

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.