

Officer Report

Application Number:	HGY/2026/0634
Application Type:	Change of use
Address:	47 Eldon Road, Wood Green, London, N22 5DX
Proposal:	Change of use of mixed-use building comprising existing ground floor shop (Use Class E) and first floor flat (Use Class C3) to 6-bed 6-person House in Multiple Occupation (HMO) (Use Class C4). Loft conversion with erection of hip-to-gable roof extension and rear dormer roof extension, erection of double storey side extension, and erection of double storey rear extension inc. associated cycle parking and bin storage (extensions approved under application ref: HGY/2025/0025). (AMENDED DESCRIPTION)
Case Officer:	Daniel Boama
Valid Date:	05/03/2026
Applicant:	6
Agent:	Mr Hamid Kamyab Mr Neri Peshkepia

RECOMMENDATION

Approve with Conditions

1. Site location

The site is a two-storey end of terrace building situated on the corner of Eldon Road and Saxon Road. It is located in a terraced block formed of 5 similar properties. Most of the properties on this terrace were initially retail shops (Use Class E) on ground floor with residential accommodation on the first floor (Use Class C3).

The site is not located within a Conservation area and does not fall within curtilage of a listed building. 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.

However, this application relates to a mixed-use building comprise retail use (Use Class E) on the ground floor and a self-contained flat on the first floor (Use Class C3)

2. Description of Proposal

This is an application for Change of use of mixed-use building comprising existing ground floor shop (Use Class E) and first floor flat (Use Class C3) to 6-bed 6-person House in Multiple Occupation (HMO) (Use Class C4). Loft conversion with erection of hip-to-gable roof extension and

rear dormer roof extension, erection of double storey side extension, and erection of double storey rear extension inc. associated cycle parking and bin storage (extensions approved under application ref: HGY/2025/0025).

The extensions and alterations are similar to the those that were approved under HGY/2025/0025.

3. Relevant Planning and Enforcement history

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

HGY/2024/0919

Address: 47 Eldon Road, Wood Green, London, N22 5DX

Proposal: Application to determine if prior approval is required for the proposed change of use of the premises from commercial, business and service use (Class E) to a 2-bedroom dwelling (Class C3)

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.

Decision Date: 28 May 2024

Decision: Not Required

HGY/2025/0025

Address: 47 Eldon Road, Wood Green, London, N22 5DX

Proposal: Change of use of the ground floor from a shop (Class E Use) to residential (Class C3 Use) and the extension and alteration of the building and existing first floor flat to create three residential dwellings comprising 1x1-bedroom flat, 1x1-bedroom maisonette and 1x3-bedroom maisonette and the provision of cycle parking and bin storage.

Decision Date: 6 June 2025

Decision: Approve with Conditions

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: The application will only be acceptable once the applicant has addressed the following outstanding issues:

1. The applicant needs to specify the design specification for the proposed 4 long-stay cycle parking spaces.
2. The applicant needs to outline servicing and delivery arrangements for the site.
3. The applicant needs to outline how any parking associated with the proposed development will be managed, i.e. how many residential parking permits are attached to the current site and how many would be sought for the proposed use.
4. The applicant should provide a parking stress survey to demonstrate that any car parking demand generated by the development will be able to be accommodated.
5. A Construction Management Plan should be provided (prior to commencement) as to the change of use and how this will be managed so not to adversely impact upon the local community and highway network, e.g avoidance of works movements at high peak hours (08:00-09:00 and 17:00-18:00), management of works deliveries, measures to ensure footways and the highway are cleaned/maintained during works and any footway/parking bay suspensions required etc. Of particular concern in this case is the fact that the site location is in a residential area, at a junction with Eldon Road and Saxon Road, double yellow lines about the site and the close proximity of a disabled parking bay.
6. A Highways dilapidation survey should be undertaken prior to works commencement.

7. The applicant will be expected to agree to work with the council Highways team and cover the cost in the event of any damage to footways/highways occurred during the construction process.

Transport Recommendations:

The application will only be acceptable, once the above-mentioned issues have been addressed.

Officer comments: Above is the initial comments from the Transportation Officer. The latest Construction Logistics Plan (CLP) were received on 7th May 2026, following a series of revisions. In receipt of this CLP, there are no further issues with the CLP and therefore it is considered to be acceptable.

LBH Private Housing Sector Housing Team: The plans for this development show room sizes which are hugely exaggerated. The bedrooms cannot possibly be as large as stated on the plans. The kitchen is large with two sets of facilities which is what we would want to see. This development would need a Mandatory HMO licence.

Officer comments: The room sizes are similar to what was approved under reference HGY/2025/0025.

5. Local Representations

No representations were received from neighbours, local groups, etc in response to notification and publicity of the application.

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: Despite being within an area covered by Article 4 Direction, the proposal does not conflict with this policy DM17 (House in Multiple Occupation) as this policy relates to the conversion of larger homes to (HMO) and not for the conversion from non-residential buildings to HMO. The minimum 120 square metres threshold is normally for existing family dwellings, however this is a mixed-use property with commercial use (Use Class E) on the ground floor and a 2-bedroom flat (Use Class C3) on the first floor, therefore the conversion would be acceptable due to

the commercial element. The principle of the proposed change of use from mixed-use building (Use Class E and Use Class C3) on both the ground and first floor level is considered acceptable in the local shopping centre that has seen the ground floor commercial units of the neighbouring properties within this local parade being changed to dwellings.

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: The drawings submitted show where the bicycle secure storage, refuse secure storage and recycling secure storage would be located on the ground floor level. The location is considered acceptable because it can be accessed from the side access on Saxon Road. G

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) 3 which is deemed to be moderate access. There are 6 different bus services accessible within 2 to 3 minutes' walk of the site, which connect to Wood Green Underground Station. The site is considered to have an acceptable 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 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. The proposed HMO would have one large kitchens located on the ground floor. Room 6 would be in the loft, therefore it would be more than one floor away from the kitchen.

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

Comment: The Council's Private Housing Sector Team stated that "the kitchen is large with two sets of facilities". In this case, the shared kitchen is on the ground floor level and can provide enough kitchen facilities for six-lettings, or 2x three-lettings when considering the set of facilities. The space also provides space for a dining area in the kitchen.

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.

Two-storey front and side extension

This proposed extension is similar to the approval under HGY/2025/0025, therefore, the design and appearance of the proposed side extension is considered acceptable and would be

subservient to the host building. The brickwork and window cill alignment would respect and complement the existing arrangement of features on the host building. The projection would be of a height including a gable end roof detail, width, depth, and overall scale that would be subservient to the host buildings and would not be out of keeping with or harmful to the character and appearance of the host dwelling or area.

Roof extensions and alterations

The bulk and mass of the proposal roof extension, which is similar to the approval under HGY/2025/0025, would not be less apparent on the north elevation where it is raised and would be less visible within the street scene, therefore this additional mass above the existing roof would be subordinate and proportionate to the main building and withing the Saxon Road street scene.

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.

Ground Floor level

Room 1 – 32.5m² – inc Ensuite – 1-person letting

Room 2 – 22.1m² – inc Ensuite – 1-person letting

Kitchen/Common Room – 32.2m²

First Floor level

Room 3 – 28.6m² – inc Ensuite – 1-person letting

Room 4 – 20.0m² – inc Ensuite – 1-person letting

Room 5 – 24.6m² – inc Ensuite – 1-person letting

Loft Floor level

Room 6 – 19.3m² – inc Ensuite – 1-person letting

Haringey's HMO standards states that 'Where some or all of the units of accommodation do not have exclusive kitchen facilities, shared facilities shall be provided in a ratio of one set of facilities to a maximum of three lettings'. This application proposes one kitchen to six lettings and is therefore unacceptable. The guidance continues, stating that 'No unit of accommodation shall be more than one floor distant from a kitchen, whether for exclusive or shared use'. This application proposes a loft unit, two floors away from a kitchen and as such, this is also considered to be unacceptable.

In addition, it is noted that the proposal contains several rooms where the proposed floorspace is over 15sqm (where there is a shared kitchen). These units meet the requirement for two-person lettings and therefore the total occupancy is likely to be 11 individuals, all using one, single shared kitchen facility. As such, the description of a 6 person HMO is possibly incorrect.

However, within appeal APP/Y5420/W/22/3311734 the inspector stated that the 'facilities provided would be sufficient to cater for the proposed 6 residents' and the standard of accommodation is considered acceptable.

The main access to the building and all rooms would be via the side access on Saxon Road. It is noted rooms 1 and 2 (bedrooms 1 and 2 on the drawings) have separate accesses from Eldon

Road and Saxon Road, respectively, therefore a condition will be imposed to ensure that both rooms shall not be used or adapted to facilitate independent or self-contained residential occupation, including use as separate flats. The premises shall be occupied and operated solely as a single House in Multiple Occupation (HMO) for up to six (6) occupants, with shared facilities, and for no other purpose.

Given the above, the proposed HMO accommodation is considered to provide an acceptable standard of accommodation for the likely number of future occupiers and is therefore in accordance with the above policies.

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 alterations to the rear and side of the property are similar to the previous approval under reference HGY/2025/0025, so it would not adversely affect the amenity of neighbouring occupiers. There would be no windows on the side elevation facing No.45 and the rear infill wall would be kept low at 2.4m up to the eaves.

It is considered the views from the new window proposed with the dormer would not afford significant additional opportunities for overlooking of adjoining properties over and above that from existing rear facing windows serving the property, as such, there would be no material loss of privacy to neighbouring properties.

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 applicant has submitted plans showing accessible, sheltered, and secure cycle parking for 6 long-stay spaces located in an accessible location at ground floor adjacent to the 2no. side accesses that run along Saxon Road. The number of cycles has been provided in accordance with the policies in the London Plan, therefore the submitted details are considered to be acceptable.

Given the location of this development and the proposed HMO does not create any material highway and parking effects. It is unlikely that the above proposal will have any significant impact on the local transportation network. Consequently, no objections are raised in terms of the proposals impact on on-street parking pressure within the area. The Council's Transportation Team has been consulted and raises no concerns.

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.

7. CIL

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

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 below, other than where those details are altered pursuant to the conditions of this planning permission.

Approved drawings list: Location Plan, 02, 04, 05, 08, 09, and 11.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 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 6no. 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.

- 4 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.

- 5 The House in 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.

- 6 Notwithstanding the approved plans and provisions of the Town and Country Planning (Use Classes) Order (as amended), the rooms labelled as Rooms 1 and 2 shall not be used or adapted to facilitate independent or self-contained residential occupation, including use as separate flats. The premises shall be occupied and operated solely as a single House in Multiple Occupation (HMO) for up to six (6) occupants, with shared facilities, and for no other purpose.

Reason: To ensure the accommodation functions as a single large HMO and to prevent the creation of self-contained units, in the interests of proper planning control and to safeguard residential standards, in accordance with relevant local and national planning policies.

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: 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: 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.