



Officer Report

Application Number:	HGY/2026/1733
Application Type:	Full planning permission
Address:	519 Seven Sisters Road, Tottenham, London, N15 6EP
Proposal:	Change of use of two self-contained flats on the upper floors (Use Class C3) to an 8-person 8-bed House in Multiple Occupation (HMO) (Use Class Sui-Generis) and erection of a first floor rear extension.
Case Officer:	Daniel Boama
Valid Date:	18/06/2026
Applicant:	Mr Taub
Agent:	Mr. Shloime Godlewsky

RECOMMENDATION

Approve with Conditions

1. Site location

The application site comprises a three-storey mid-terrace property situated on northwest side of Seven Sister Road. The ground floor of the application site is currently in use as a commercial unit. The site forms a terrace of shop along the Seven Sisters Road shopping frontage. The surrounding area other the main Seven Sisters Road shopping parade comprise of residential accommodations.

The property is not located within a conservation area and does not fall within the 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. It is also pointed out that the application site and this part of the borough is subject to an Article 4 Direction which came into force in November 2013, removing permitted development rights for a change of use from a single-family dwelling house (Use Class C3) to an HMO (Use Class C4).

The site has excellent access to public transport with a PTAL of 4. Seven Sisters overground and underground stations are within 7 minutes' walk from the site and there a numerous bus routes running nearby.

The site is close to the amenities of West Green/ Seven Sister Road District Centre. Manchester Gardens and Paignton Road Open Space are also a short walk from the site.

2. Description of Proposal

The is a planning application for the change of use of 2no. self-contained flats on the upper floors (Use Class C3) to an 8-person 8-bed House in Multiple Occupation (HMO) (Use Class Sui-Generis) and erection of a first floor rear extension.

The proposed first floor rear extension would be similar to the neighbouring properties along this row of terraces at Nos.517, 521, 523 and others.

3. Relevant Planning and Enforcement history

OLD/1977/1172

Address: 519, Seven Sisters Road, N15

Proposal: 16/5/77 Erection of single storey extension at rear of existing shop & bathroom extension at 1st floor level & provision of separate access to residential part.

Decision Date: 5 July 1977

Decision: Approve with Conditions

OLD/1977/1173

Address: 519, Seven Sisters Road, N15

Proposal: 15/6/77 Installation of new shopfront.

Decision Date: 22 July 1977

Decision: Approve with Conditions

OLD/1978/1253

Address: 519, Seven Sisters Road, N15

Proposal: 13/1/78 Use of rear of shop for light industrial purposes.

Decision Date: 2 March 1978

Decision: Approve with Conditions

OLD/1979/1229

Address: 519, Seven Sisters Road, N15

Proposal: 8/5/79 Erection of second floor rear extension.

Decision Date: 8 August 1979

Decision: Refuse

OLD/1980/1312

Address: 519, Seven Sisters Road, N15

Proposal: 21/11/79 Extension of use of rear extension for further dress making purposes using * sewing machines.

Decision Date: 1 April 1980

Decision: Approve with Conditions

OLD/1981/1396

Address: 519, Seven Sisters Road, N15

Proposal: 26/4/81 Change of use to fish and chips restaurant.

Decision Date: 5 August 1981

Decision: Approve with Conditions

OLD/1983/1440

Address: 519, Seven Sisters Road, N15

Proposal: 10/11/82 Erection of new bathroom at first floor level.

Decision Date: 20 January 1983

Decision: Approve with Conditions

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objections. A pre-commencement condition will be attached to ensure that a Construction Management Plan (CMP) is provided.

LBH (Private Sector Housing Team): The development into 8 rooms ensuite looks OK if the room sizes are accurate. For 8 lets there should be three sets of kitchen facilities provided so one of the kitchens will need two ovens, hobs, and sinks. This will need a Mandatory HMO licence.

London Underground: No objection.

5. Local Representations

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

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: The original un-extended floor space of the property exceeds 120m² and therefore complies with this requirement. Furthermore, this criteria of 120m² would not be applicable in this instance. Given the property is not a single-family dwelling house, but a commercial premises on the ground floor with residential accommodation above within shopping parade. Given the nature of the site and the fact it is in a highly sustainable location with HMO above shop is considered acceptable. Nevertheless, the 120m² threshold will not be applicable in this instance.

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 property is a large property above a commercial premises making it ideal, so therefore is suitable for a conversion and the nature of the property makes it suitable for an HMO. The HMO Register shows that upper floor levels of all the adjoining properties within the row of terrace the sites in are HMO licenced sites. 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. Given the local character, and the site's highly accessible location and proximity to Wood Green Town Centre and other amenities, this is not considered an over concentration of HMOs for this part of the borough.

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) 4 which is deemed to be moderate public transport accessibility. There are eight different bus services accessible within 1 to 3 minutes' walk of the site. The site is also within walking distance of Seven Sister Overground and Underground stations and therefore overall, 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 proposed HMO would have two adequately sized kitchen areas located on the first and third floor levels. Although this does not meet the 1 kitchen to 3 single lettings rule in the Council's HMO Standards Guidance 2017, the floor levels that the kitchens are located on ensure that they are not more than one floor away from any room letting. The scheme is acceptable in terms of the room's 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. It is noted that three of the bedrooms (03, 04, and 08) are large enough to accommodate double bed according to London Plan Policy D6 standards. The proposal seeks permission for occupancy up to 8 individuals who would be assumed to occupy each of the bedrooms. A condition will be added to ensure that the maximum occupancy of this HMO would be 8 persons. As such the scheme is acceptable in terms of the room sizes and the number of residents.

With regard to the stacking arrangement – all rooms are above rooms providing satisfactory stacking arrangement.

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

Comment: Haringey standards for HMOs require that adequate kitchen be shared amongst letting rooms. In the case here there are 2 kitchens and 8 single lettings, so 1 kitchen per 4 lettings. Although this does not meet the 1 kitchen to 3 single lettings rule in the Council's HMO Standards Guidance 2017, the floor levels that the kitchens are located on ensure that they are not more than one floor away from any room letting.

Design and appearance

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

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 and 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.

The proposed first floor rear extension would be full depth above the existing ground floor rear extension. It would have a flat roof with a chamfered edge adjacent to No.521. It would be set in from the side adjacent to No.521, to ensure that there is window for the kitchen on the first floor. The proposed extension would be in keeping with the neighbouring first floor rear extensions along the terrace. The proposal is considered proportionate and subordinate to the main building and therefore is considered to be acceptable.

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.

Bedroom | Floor area (sqm) | Floor Level | Ensuite included?

01	10.49	1st Floor	Yes
02	10.24	1st Floor	Yes
03	13.02	1st Floor	Yes
04	12.43	1st Floor	Yes
05	10.25	2nd Floor	Yes
06	10.24	2nd Floor	Yes
07	10.43	2nd Floor	Yes
08	11.59	3rd Floor	Yes

The number of rooms in the HMO would total 8. These rooms are each illustrated containing a single bed. The maximum occupancy for this site will be 8 unrelated individuals secured by condition. As such each room is considered to be a single occupancy room and would meet the minimum requirements for space standards as set out in Table 3.1 of London Plan Policy D6.

The first kitchen is on the first floor and would measure 14.90sqm, and the second kitchen is on third floor and would measure at 8.46sqm.

Each bedroom has access to natural light, and the layout of the HMO is such that two kitchen areas would be provided, and each room would have an en-suite toilet/shower. The standard of accommodation is considered satisfactory and would comply with HMO licencing requirements, therefore it is considered to be 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 residents.

In terms of use, eight 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 proposed use here would lead to an over-concentration of HMO development. (This precisely where the LPA wishes to have HMO above shops and within Town centre locations).

Whilst a maximum of 8 people, consisting of occupants forming different households may generate additional activity, such as the general coming and going of people and their visitors, 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. Given the Local centre location, it is not anticipated the proposal would cause any significant harm to the amenities of the area or the living condition of the adjoining occupiers.

Waste & Recycling

DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction, and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.

The proposal does not provide any details of bin storage arrangements. However, it is considered that there is sufficient space to the front to accommodate refuse facilities without harming the character and appearance of the area.

Waste collection for flats and commercial units will remain as existing. Waste can be left on the kerb side between the hours outlined within the council's Veolia collection on a daily basis. As such, no additional waste storage facilities (aside from kitchen bins) will be provided. A condition of approval will be imposed to ensure that waste management plan is submitted to the LPA for approval.

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 an HMO not considered to have any greater impact on parking conditions over and above the existing extant use of the property as a flat. On this basis it considered that the development would not result in any unacceptable impacts on highway safety or local parking conditions. A pre-commencement condition will be attached to ensure that a Construction Management Plan (CMP) is provided.

An HMO use of this size and its location being PTAL 4 does meet the threshold to be designed as 'Car Free', specifically as rented and HMO occupation generates much lower levels of car ownership than the general population. Equally there is also no evidence to show that an HMO would lead to more vehicle ownership and demand for on-street parking greater than that associated with use.

Conclusion

The conversion of these upper floor flats into HMOs is considered acceptable and will provide an acceptable layout and standard of accommodation for future occupiers, with no unacceptable impact on the living conditions without generating any significant amenity impacts on the local neighbourhood 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 Applicable

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

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

Approved drawings list:

P00 – Location & Block Plans;

P01 – Proposed Ground & First Floor Plans;
P02 – Proposed Second & Loft Floor & Roof Plans;
P03 – Proposed Front & Right-Side Elevations;
P04 – Proposed Rear & Left-Side Elevations; &
P05 – Proposed Section.

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

- 3 Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

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.

- 4 The House in Multiple Occupation (HMO) hereby approved shall not be occupied at any time by more than eight permanent residents, unless agreed otherwise in writing by the local planning authority.

Reason: To ensure that an acceptable standard of accommodation is provided for prospective residents and in the interests of the amenities of the area and to comply with Policy DM17 of The Development Management DPD 2017.

- 5 Notwithstanding the submitted details and prior to commencement of the development hereby approved a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority, detailing the programme of works and providing details in respect of the construction traffic movements, material and plant storage areas, details of necessary suspended car parking spaces, details of conveyor and gantry to transfer material over the footway. The approved details thereafter shall be implemented throughout the project period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

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.