



Officer Report

Application Number:	HGY/2026/1489
Application Type:	Full planning permission
Address:	15 Maryland Road, Wood Green, London, N22 5AR
Proposal:	Change of use from Class C3 to a 5 Room HMO (Class C4) for 6 persons
Case Officer:	Josh Parker
Valid Date:	12/06/2026
Applicant:	Mr A Akdogan
Agent:	Mr Michael Koutra

RECOMMENDATION

Approve with Conditions

1. SITE LOCATION

The application site comprises a large two-storey semi-detached dwelling located on Maryland Road opposite Glendale Avenue. The property benefits from a modest front garden and a larger than average rear garden in comparison to many surrounding properties. The surrounding area is predominantly residential in character and comprises a mix of family houses, converted properties and a limited number of small-scale HMOs.

The property is not located within a conservation area. It is located within a Family Housing Protection Zone, as identified within the Haringey Local Plan, where policies seek to resist the loss of family housing through conversion. The site is also located within the area covered by the borough-wide Article 4 Direction, which came into force in November 2013 and removed permitted development rights for changes of use from a dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4).

2. DESCRIPTION OF PROPOSAL

This is an application for a change of use from a single dwellinghouse (Use Class C3) to a 5-bedroom House in Multiple Occupation (Use Class C4) for a maximum of 6 occupants.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

ENF/2024/0983 - Unauthorised works comprising the use of the rear garage as flats and erection of an outbuilding. Ongoing investigation.

Officer Note: The outbuilding is proposed to be utilised for cycle storage as part of the current application. Whilst the structure is subject to an ongoing enforcement investigation, the current application must be assessed on its own planning merits and consideration of its use for cycle storage does not prejudice the outcome of that investigation.

The most recent applications for the site are summarised below:

HGY/2024/1908 - Loft conversion with the erection of an L-shaped rear dormer extension and insertion of 3 rooflights on the front roof slope. Approved.

HGY/2025/1140 - Lawful Development Certificate for a single-storey outbuilding. Approved.

4. LOCAL REPRESENTATIONS

No representations received in response to notification and publicity of the application.

6. ASSESSMENT OF PLANNING CONSIDERATIONS

The main planning considerations are:

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

Principle of Development

HMO accommodation plays an important role in meeting identified housing needs, particularly for lower-income households, younger people and those requiring flexible accommodation. However, paragraph 3.36 of the Development Management DPD identifies concerns regarding the loss of family housing, particularly in parts of the borough where HMOs are already concentrated.

Policy DM17 establishes criteria against which new HMOs must be assessed.

a. Gross original internal floor space exceeds 120sqm

The original, unextended dwelling comfortably exceeds the 120sqm threshold, even when excluding the recently constructed loft accommodation. The proposal therefore complies with this criterion.

b. No significant adverse amenity impacts, including cumulative impacts

The application property is a large semi-detached dwelling capable of accommodating a relatively high number of occupants. Adequate space exists within the frontage for refuse storage and bicycles can access the rear garden via the side passage.

It is noted that, based on the Council's HMO register, there are 8 registered HMOs amongst approximately 199 properties on Maryland Road (excluding internal subdivisions). This equates to approximately 4% of the housing stock and does not represent an excessive concentration of HMOs within the street.

While the proposal would result in the loss of a family dwelling, the relatively low concentration of HMOs within the immediate locality means the proposal would not materially undermine the availability of family housing nor give rise to concerns regarding overconcentration.

In respect of residential amenity, the proposal would increase occupancy to a maximum of six unrelated individuals. It is considered that the overall level of domestic activity generated by six occupants within a dwelling of this scale would be broadly comparable to that associated with occupation by a large family. Whilst there may be a modest increase in comings and goings, deliveries and visitors, this is not considered sufficient to warrant refusal.

Accordingly, the proposal would not give rise to significant adverse impacts upon either neighbouring amenity or the wider character of the area.

c. Accessibility by public transport, cycling and walking

The site is located within a PTAL 2 area. Whilst this reflects relatively modest public transport accessibility, the site nevertheless benefits from access to three bus services within approximately 3 to 6 minutes' walking distance. Bounds Green Underground Station and Wood Green Underground and National Rail stations are also accessible within approximately 12 minutes on foot.

Consequently, despite the moderate-to-low PTAL score, the site benefits from reasonable access to public transport and active travel opportunities.

Cycle parking is proposed within the rear outbuilding, providing 8 cycle parking spaces. The cycle store would be accessed via the side passageway. As there are no windows serving habitable rooms facing onto this access route, its use for bicycle movements would not give rise to any material disturbance.

d. High-quality accommodation and adequate amenities

The proposed HMO would contain two kitchen facilities, comprising a large kitchen/dining area at ground floor level and a secondary kitchenette at second floor level.

The Haringey HMO Standards require either separate kitchen facilities or adequately sized and distributed facilities capable of serving occupants. The proposed arrangement is considered acceptable in this regard.

All bedrooms exceed the minimum floorspace requirements set out in London Plan Policy D6 and are shown as single occupancy rooms. Each room benefits from adequate outlook and natural light. The Council's HMO licensing regime will provide an additional level of oversight regarding living conditions and management standards.

Whilst some transfer of noise between shared facilities and bedrooms may occur, this is inherent in HMO accommodation and would not differ materially from the living environment typically expected within a shared house.

The property benefits from substantial internal communal facilities including a lounge, games room and shared kitchen/dining area. In addition, the dwelling benefits from a generously sized private rear garden.

In terms of waste management, the proposed arrangements are considered acceptable. The front garden contains a low boundary wall which provides a degree of screening from the public realm whilst still allowing convenient access for collection. There is sufficient space within the front curtilage to accommodate refuse and recycling bins associated with the proposed HMO occupation without resulting in visual clutter or obstruction of access routes.

The proposed refuse storage area is readily accessible to occupiers and collection crews and is capable of accommodating the anticipated waste and recycling requirements of a five-bedroom HMO. Accordingly, the proposal is considered to provide satisfactory waste storage and collection arrangements in accordance with Policy DM4 of the Development Management DPD and Policy SI 8 of the London Plan.

e. Shared kitchen arrangements

The proposal provides a large communal kitchen/dining area and a secondary kitchenette at second floor level. This arrangement is considered consistent with Haringey's HMO standards and provides adequate facilities for the intended level of occupation.

The proposal is therefore considered to satisfy the requirements of Policy DM17.

Standard and Quality of Residential Accommodation

London Plan Policy D6 requires housing developments to achieve high-quality design and deliver comfortable and functional accommodation with good access to daylight, sunlight, storage and external amenity space.

The proposal would provide five bedrooms with a maximum occupancy of six persons. All proposed bedrooms exceed the minimum floorspace requirements of the London Plan and benefit from natural light and outlook.

The property would provide substantial communal accommodation including two kitchen facilities, a lounge/dining room and a games room, together with a large private rear garden.

Overall, the accommodation would provide a comfortable and functional living environment for future occupants. The proposal therefore complies with London Plan Policy D6 and Development Management Policy DM17.

Impact on Neighbouring Amenity

London Plan Policies D6 and D14 and Development Management Policy DM1 require development to safeguard the amenity of neighbouring occupiers.

The physical alterations associated with the proposal have already been approved and are not considered to adversely impact neighbouring residential amenity in terms of outlook, privacy, sunlight or daylight.

The principal consideration therefore relates to the use of the property as an HMO. It is considered that occupation by up to six individuals would generate a level of activity broadly comparable to that generated by occupation of a large family dwelling. While there may be a modest increase in comings and goings, such activity would be domestic in nature and dispersed throughout the day.

The internal layout provides generous communal accommodation, with the primary shared spaces distributed across two floors. This arrangement would help to avoid excessive concentration of activity within a single part of the building.

Given the size of the dwelling and the modest scale of the proposed HMO, it would be difficult to substantiate that the use would, in itself, result in unacceptable harm to neighbouring amenity.

The proposal is therefore considered acceptable and would not result in material harm to the living conditions of neighbouring occupiers.

Transport Considerations

London Plan Policies T1, T4, T5 and T6, together with Local Plan Policy SP7 and DPD Policy DM31, seek to promote sustainable travel patterns and minimise reliance on private cars.

Evidence generally indicates that HMO accommodation generates lower levels of car ownership than conventional family housing. There is no substantive evidence to suggest that the proposed use would result in parking demand exceeding that associated with occupation of a dwellinghouse of this size.

The site is located within a Controlled Parking Zone and the development would be designated as car-free.

The proposal includes provision for 8 cycle parking spaces within the rear outbuilding, accessed via the side passageway. This comfortably exceeds the minimum requirement for a development of this scale and would support sustainable travel choices.

While the site has a PTAL rating of 2, it nevertheless benefits from reasonable access to bus and rail services. The level of accessibility, combined with the proposed cycle parking provision, is considered sufficient to support the proposed use.

The proposal is therefore considered compliant with London Plan Policy T5, Local Plan Policy SP7 and Development Management Policies DM31 and DM32.

Conclusion

The proposal would provide a form of accommodation that contributes towards meeting housing need while remaining consistent with the requirements of Policy DM17.

The proposal would provide a good standard of accommodation, would not result in an unacceptable impact upon neighbouring amenity, would not contribute to an undue concentration of HMOs in the locality and would provide satisfactory arrangements for refuse and cycle storage.

The proposed development is therefore considered to comply with the relevant policies of the Development Plan and should be approved.

All other relevant policies and considerations, including equalities impacts, have been taken into account.

7. CIL APPLICABLE

The proposal would not result in an increase in floorspace exceeding 100sqm and is therefore not liable for either Mayoral or Haringey Community Infrastructure Levy.

8. RECOMMENDATION

GRANT PLANNING PERMISSION subject to appropriate 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 application is recommended for APPROVAL subject to the following condition(s):
- 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.
- Approved plans: 10695-MSK-00-DR-AR-PL-201 0, 10695-MSK-00-DR-AR-SI-001 0, Location Plan
- Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 The outbuilding shown on drawing no. 10695-MSK-00-DR-AR-SI-001 Rev. 0 (Block Plans) shall be used only for purposes incidental to the enjoyment of the dwellinghouse or HMO and, for so long as the property is in use as an HMO, shall provide and retain a minimum of 8 secure cycle parking spaces. The outbuilding shall not be used as a separate unit of residential accommodation, for commercial purposes, or for any other purpose without the prior written approval of the Local Planning Authority.
- Reason: To ensure adequate cycle parking provision and to safeguard the residential amenities of the area, in accordance with Policy SP7 of the Haringey Local Plan 2017 and Policies DM1, DM31 and DM32 of the Haringey Development Management DPD 2017.
- 4 The House in Multiple Occupation (Use Class C4) hereby approved shall be occupied by no more than six (6) persons at any one time and shall be laid out and operated only in accordance with the approved plans, including the provision and retention of the two kitchen facilities shown on drawing no. 10695-MSK-00-DR-AR-PL-201. The accommodation shall not be altered to provide additional letting rooms or reduce the approved communal kitchen facilities without the prior written approval of the Local Planning Authority.
- Reason: To ensure the provision of satisfactory living accommodation for future occupiers and to protect the amenities of neighbouring residents, in accordance with Policies D6 and D14 of the London Plan (2021) and Policies DM1 and DM17 of the Haringey Development Management DPD (2017).

Informatives:

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: 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.