



Officer Report

Application Number:	HGY/2025/1520
Application Type:	Full planning permission
Address:	189 Mount Pleasant Road, Tottenham, London, N17 6JH
Proposal:	Change of use a single-family dwelling (Use Class C3) to a House in Multiple Occupation (HMO) for 8 persons (Sui Generis use class), including erection of a rear dormer with secure cycle and bin storage provision.
Case Officer:	Sarah Madondo
Valid Date:	13/06/2025
Applicant:	Mr Itzinger
Agent:	Mr Joel Stern

RECOMMENDATION

Approve with Conditions

RECOMMENDATION

Grant subject to s106 and conditions

Section 106 Heads of Terms

1) Car Free

The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the TMO for this purpose.

2) Monitoring Costs

1. SITE LOCATION

The building is a traditional three-story mid-terrace house located on the eastern side of Mount Pleasant Road. The site possesses a modest front and rear garden. The property was converted in mixed use comprising 1 x studio flat and 6 bedroom HMO without planning permission. The property has two storey outrigger and an existing basement. The surrounding neighbourhood is residential in character and consists of terraced houses and a mix of family homes and small-scale HMOs.

The property is not located within a conservation area. 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).

2. DESCRIPTION OF PROPOSAL

The application proposes the change of use of this property from a single-family dwelling (C3) to a House in Multiple Occupation (HMO) (Sui-Generis) for 8 people.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

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

N/A

4. INTERNAL & STATUTORY CONSULTATION

The following were consulted regarding the application:

LBH Transportation Group: No objection subject s106 agreement for car free

LBH Private Sector Housing Officer: No objection subject to clarity on space for fridge and freezers.

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

Objecting: 2

Supporting: 0

The following comments were raised in the representations received:

- Loss of family size homes (*Officer Response: The size of the property exceeds the 120 sqm, therefore the conversion of it into HMO is acceptable, as it is considered that HMO's accommodation plays an important role in meeting particular housing needs for low income residents. Furthermore, it is noted that historically the property has been used as some sort of HMO style of accommodation, as such it is considered that this planning application if minded to approve, would regularise the use of property as an HMO).*
- Front garden not adequate to accommodate waste and recycling needs of eight people (*Officer Comment: The plan submitted indicates that 6 x bins with recycling bin would be provided and the Haringey Local Plan document 'Sustainable Design & Construction, Supplementary Planning Document', adopted March 2013' indicates that 2/3 bed dwelling would be required to have 240 litres bin. As such, it is considered that 6 x 240 liters provided here would be acceptable. A condition would be attached for the details of bins to be submitted if minded to approve the application).*
- Parking pressure (*Officer Response: The proposed development is car free and to reduce parking pressure, the applicant has entered into car a free s106 agreement, to restrict legibility of all occupiers from obtaining CPZ parking permits. This would be secured by via*

s106 agreement. As result, it is considered that with the restriction in place, they would be net reduction in onstreet parking demand).

- Over-concentration as there many conversions on this street (*Officer Response: The HMO register shows that there is 27 registered HMO's and Mount Pleasant is a long road. According to the register there are not that many properties which have been converted into HMOs near the host property, as such it is difficult to say that there is an over-concentration and in any case there is no substantive evidence to suggest there has been a significant loss of family homes in the surrounding area. In this respect the development would accord with policy DM17).*
- Room sizes do have much space (*Officer Response: All room sizes comply with the Haringey Standards for House in Multiple Occupation (dated 2018), therefore it is considered that the proposed development is acceptable).*
- Space for fridges(*Officer Response: It is considered that the kitchen provided would be bigger enough to accommodate fridges and also applicant has confirmed that the residents can have smaller fridges in each room if required).*

6. ASSESSMENT OF PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

Principle of development;
Design and appearance;
Standard and quality of residential accommodation;
Impact on neighbouring amenity;
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:

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 171.1m² and therefore complies with this requirement.

It is recognised that the development may boost the supply of housing within the Borough; however, the need to provide a sufficient supply of small family homes is also a priority for the Council. As such, the modest benefit of the additional housing provided by this conversion is not outweighed by the unacceptable loss of a single-family dwelling house.

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 house so therefore is suitable for a conversion and the property has an existing basement with front and very deep rear garden making it suitable for a HMO, and also has more space at the front for bins compared to other / typical houses in the street. 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.

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 5 different bus services accessible within 2 to 3 minutes' walk of the site. The site is approximately 825m away from Bruce Grove Station and 15 min walk or short bus ride to Seven Sisters Station and therefore overall the site is considered to have an acceptable level of access to public transport.

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 very large kitchen located on the ground floor which complies with HMO licensing standards. 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. With regard to the stacking there may be some transfer of noise from the kitchens to the rooms above, however, in a HMO where there is shared space residents cannot reasonably be protected from noise to the same extent as might be possible in self-contained accommodation.

The frontage of the site has sufficient space for the storage of refuse bins. A condition is being placed on the consent here asking for details for the storage and screening of refuse bins.

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 two kitchens is shared per three room lettings. In this case only one large kitchen has been provided and officers considers that given that the kitchen is approximately 32 sqm with two cooking stations and given that most of the rooms are single rooms, it is considered that kitchen would be sufficient for the future residents of this HMO, as such would be in compliance with HMO standards.

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 proposal includes the erection of rear dormer to provide an additional habitable room with a shower room. The proposed dormer would measure 5.9 metres in width and 2 metres in depth, incorporating an aluminium-framed window. The dormer has been stepped by approximately 500mm on both sides of the party wall, stepped up from the eaves and set below the ridge. The proposed rear dormer would be subordinate to the roofslope, as it would not appear overly bulky or out of scale in relation to the site and its surroundings.

In design terms, the proposal is therefore considered to comply with the relevant policies.

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.

The HMO comprises of 8 rooms, that is 2 x double lettings and 6 x single lettings therefore capable of accommodating 10 people. The layout of the HMO is such that one large kitchen would be provided with two cooking stations, and each room would have an en-suite toilet/shower. The future occupiers would also have access to a communal garden. 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.

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.

In terms of use, the change to an 8 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 conversion here would lead to an over-concentration of HMO development.

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, and in the use of the rear outdoor space, the increase in activity likely from the proposal would not impact neighbouring properties to a detrimental level. Furthermore, given that the property is currently in use mixed HMO style of accommodation, it is not considered that noise levels would not be considerable different from its current use.

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 advised that the site has a moderate transport accessibility (PTAL =3) and is located within Bruce Grove North CPZ. As the proposal is car free, a parking stress survey was submitted by the applicant which revealed that there was parking stress of about 79% and such level of parking stress is considered high as such, a car free s106 agreement is required, to restrict legibility of all occupiers from obtaining CPZ parking permits. This would be secured by via s106 agreement.

In terms of cycle parking, transportation officer initially raised concerns about the location of the cycle parking in the basement, however this has been amended and would be located to the rear of the property. It is considered that this would be best solution to provide cycle parking as the front garden would be too small to accommodate both bins/cycling park storage. A condition to ensure secure cycle storage is provided for the beneficial use of future occupation of this HMO is imposed. On this basis it is considered that the development would not result in any unacceptable impacts on highway safety or local parking conditions.

Waste Management

In terms of bins, the applicant submits that 6 x bins including recycling bins would be provided which are considered to be acceptable as per Haringey Local Plan document 'Sustainable Design & Construction, Supplementary Planning Document', (adopted March 2013) However, the bins are not secured as such, a condition would be attached if minded to approve the application.

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.

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:
PR-L001
PR-P000
PR-P001
PR-P002
PR-P004
PR-P003
PR-P005 REV 5
PR-E001
PR-E002
PR-E003
PR-S001
PR-PE001
Site location plan

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

- 3 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has 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 and London Plan 2021.

- 4 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 8 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.

Informatives:

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: 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.