

Officer Report

Application Number:	HGY/2026/0385
Application Type:	Full planning permission
Address:	32 Hillside Road, Tottenham, London, N15 6NB
Proposal:	Change of use from single dwelling house (C3 Use Class) to use a six bed House In Multiple Occupation (HMO - C4 Use Class) RETROSPECTIVE.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	12/02/2026
Applicant:	6
Agent:	Mr Sajid Hakim Mr Nik Vyas

RECOMMENDATION

Approve with Conditions

1. Site location

The application site comprises a two-storey bay fronted mid terrace building located on the northern side of Hillside Road. The property has been used currently as HMO for 6 individual people (within C4 Use Class). The surrounding area is wholly residential in character.

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 good access to public transport with a PTAL of 4 including good access to public transport. Stamford Hill overground station is within 3 minutes' walk from the site and there are numerous bus routes running nearby.

The site is close to the amenities of High Road South Tottenham Local Centre.

2. Description of Proposal

The is a retrospective planning application for the change of use from a dwelling house (Use Class C3) to a House in Multiple Occupation (HMO) (C4 Use Class), comprising 6 bedrooms for to 6 occupants, and the provision of cycle and refuse/recycling storage.

The proposal includes:

- 6 bedrooms (up to 6 occupants as indicated on the HMO Licence issued from Oct 2025 - Oct 2026)
- 2 x bathroom facilities
- 2 x Shared kitchen and dining facilities at ground floor and second floor levels.
- Access to a rear garden for communal amenity
- Secure and covered cycle parking to rear garden
- Refuse and recycling storage in the front yard

3. Relevant Planning and Enforcement history

- There is no relevant planning or enforcement history on the site.

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No further objection subject to conditions, following amendment to provide secure cycle storage to the rear garden.

LBH Waste: no comment.

LBH Public Health Team – objected on the grounds that proposal result in a loss of six bed house and within Family Housing Protection Zone. Lack of cycle storage.

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: 12

Objecting: 2

Supporting: 10

Representations

Objections

- Increasing the number of occupants is likely to lead to a higher volume of visitors and vehicles and general activity.
- HMO typically involves a higher turnover of residents compared with a family home. This can affect the sense of stability, familiarity, and community cohesion that currently exists on our street.
- Parking on our street is already limited. An increase in the number of residents is likely to place additional pressure on available parking, potentially leading to congestion and creating difficulties for residents and emergency vehicle access.

- Impact on children safety.

Support

- Proposal does not change the character of the road or cause noise issues.
- The property is exceptionally well served by public transport. Stamford Hill Overground station is approximately 280 yards away, a three-minute walk. South Tottenham Overground is 0.36 miles away, around seven minutes on foot, and Seven Sisters, providing interchange with the Victoria line, is approximately half a mile away. Bus services are also accessible immediately outside the road. This level of accessibility weighs materially in favour of the proposed use.
- Parking will not be impacted-current residents do not own cars.
- Hillside Road is located between two active high streets and is surrounded by a range of established local services within easy walking distance,
- The property has been managed in a respectful and responsible manner within the neighbourhood.
- The occupants have always been respectful and considerate towards neighbours.
- There have been no noise or disturbance issues associated with the property, including during night-time hours.

Officer comments: This matter of overconcentration is dealt within the report below:

- Objector's comments are noted. However, the currently the property has an HMO License for six people which has been operating from October 2025 to date without any concerns. The number of occupants would not be significantly different from people who are likely to occupy such large family house. Given the nature of HMO tenants, it is unlikely that the occupants may own cars, they likely to rely on public transport in this instance.

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 a significant 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."

Council 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, given the nature of the site and the fact it is in a highly sustainable location with an existing HMO licence in place for some time, this is considered acceptable.

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: Several planning appeals against decisions by the LPA to refuse HMO conversions due to concerns of overconcentration have been allowed with Inspectors' citing the lack of a definition within the policy of what constitutes 'overconcentration'. Haringey's recently published draft replacement Development Plan proposes introducing a quite stringent definition of overconcentration when it comes to HMOs. The draft policy proposes 5% or more of dwellings in a ward or 10% or more of dwellings in a street with a property licence as an HMO would be considered an overconcentration. While the draft replacement Development Plan has just completed its first consultation and carries little or no weight in the consideration of planning applications, it does indicate a direction of travel for the Council's approach towards HMO policy and is helpful in filling in a gap in the existing policy.

The current policy takes a local or neighbourhood approach to what might be considered an overconcentration, so it would not be appropriate at this stage in the plan cycle to apply the more strategic ward level definition. However, the 10% limit for an individual street provides a useful measure for what might be considered an overconcentration at a more local level. Particularly as the draft policy is based on up-to-date data.

No analysis of the number of existing HMOs in the area has been provided by the applicant. Based on the Council's own records, of the 140 houses within 800 meters of the site, 16 are currently licenced as HMOs (including the application property), which amounts to 11.4% of the total. This is above the 10% street level threshold discussed above and under Haringey's emerging policy would be considered an overconcentration of HMOs for this road.

It is acknowledged however, that the draft policy is in its initial consultation stage, and therefore little weight can be given to it at this time. Furthermore, the majority of existing HMOs are concentrated above shop premises along the High Road within the local centre parade. The concentration of HMO in the vicinity of 32 Hillside Road is considered to be relatively low for this part of the borough. The proposal would therefore not be considered likely to result in an overconcentration of HMOs within an area.

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 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: Based on TfL's current assessment, the site has excellent public transport accessibility level (PTAL) of 4. It is close to numerous bus routes running along the High Road. Stamford overground station is less than a 3-minute walk from the site. The amenities of Local Shopping Centre are also close by.

Proposal provides access to a rear garden for communal amenity and make provision for secure and covered cycle parking to rear without any hindrance allowing free unrestricted and unobstructed usage including refuse and recycling storage in the front yard. The front yard is sufficient to accommodate these facilities without cluttering up the front yard.

If the application were to be approved, a condition would be recommended requiring details of cycle storage be submitted.

Based on the above assessment, the proposal is considered to meet the requirements of part c of Policy DM17.

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 revised proposal is for a 6-bedroom HMO over 3 floors, 2 on the ground floor, 1 on the first floor and additional 3 on second floor. Provides 2 sizable bathrooms. All rooms would exceed the minimum room size of 9 sqm for 1-person occupancy where kitchen facilities are separate.

Two communal kitchens are provided on the ground floor and second floor levels. All occupiers would have access to the rear garden through the ground floor kitchen.

With regard to the stacking arrangement – all rooms are above rooms providing satisfactory stacking arrangement with satisfactory space and layout which is considered acceptable.

Refuse and recycling storage are provided in the property's front garden, with direct access on to Hillside Road.

The Councils HMO Licencing Team provides further safeguards to ensure the accommodation is suitable and kept to an acceptable safe standard.

In summary the proposed HMO is considered to provide an acceptable standard of accommodation.

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 two large kitchen areas have been provided with adequate set of kitchen facilities. The proposed kitchen arrangements are therefore considered to comply with the relevant HMO standards.

Design and appearance.

Haringey's Development Management 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 buildings, including external features such as chimneys, and porches.

Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality.

The works here do not propose any significant alterations by way of external changes or extensions. It is therefore considered that the local character and visual amenity of the area will be protected and improved.

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.

In terms of use, ten person HMO is not significant in planning terms. The comings and goings would remain similar to the previous use as a large family house. 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 close to Town centre locations).

Whilst a maximum of six 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 number

of people occupying the property. Given that an HMO Licence has been issued already and has been operating as such till date, 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.

The size of the bedrooms means that licensing restrictions should prevent occupation by more than 6 residents.

The proposed change of use is therefore not considered likely to result on any materially harmful impact on the amenity of neighbouring 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 provide any details of bin storage arrangements in the submitted HMO Management Plan. No objection has been raised by the council's waste team. However, it is considered that the number of bins provided is sufficient to satisfy HMO Licence. There is also sufficient space to the front to accommodate refuse facilities without harming the character and appearance of the area.

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, 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 further objection to this application following amended plan to include secure cycle storage to the rear garden. As such 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. However, given the sites' good PTAL rating, and the provision of refuse and bicycle storage, as well as amenity space for residents. In addition, proposal is in line with development plan policy to discourage private vehicle use in favour of more sustainable modes of transport.

An HMO use of this size does not meet the threshold to be designated 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 any other large residential flat.

Based on TfL's current assessment, the site has good public transport accessibility level (PTAL) of 4. It is close to numerous bus routes running along the High Road. Stamford Hill overground station is less than a 3-minute walk from the site. The amenities of the Local shopping are also close by.

If the application were to be approved, a condition would be recommended requiring details of cycle storage be submitted. The London Plan does not provide a standard for the number of cycle spaces for small scale HMOs. Small scale C4 HMOs are treated the same as C3 housing, which would be 2 spaces for any dwelling with more than one bedspace. Given the size of the HMO and the number of independent adults that would be living here if approved, it seems appropriate to require secure bicycle storage for all six residents.

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

Conclusion

The proposed 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/ 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 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:

01 Rev.01

02 Rev.01

HMO Management Plan dated 19/03/2026

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

- 2 The House of 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.

- 3 Notwithstanding the approved plans the development hereby permitted. Within three month of the date of this permission, details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 6 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. Within three month of the date of this permission, full 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.