



Officer Report

Application Number:	HGY/2026/0386
Application Type:	Full planning permission
Address:	10 Frobisher Road, Hornsey, London, N8 0QS
Proposal:	This application seeks retrospective planning permission for the change of use from a single dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4) occupied by up to four unrelated individuals (revised).
Case Officer:	Josh Parker
Valid Date:	12/02/2026
Applicant:	Celia Goddard
Agent:	Homz Planning

RECOMMENDATION

Approve with Conditions

1. SITE LOCATION

The subject site contains a two storey semidetached dwelling on the south western end of Frobisher Road. The surrounding uses are predominantly residential uses however North Haringey Primary School is located nearby.

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

This application seeks retrospective planning permission for the change of use from a single dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4) occupied by up to four unrelated individuals.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

All site history enforcement and applications for this site have been considered.

4. INTERNAL & STATUTORY CONSULTATION

The following comments were received on the application:

LBH HMO housing:

- A licence has been obtained for 4 persons HMO valid from 09 July 2025 ref: HAR-359290917047

LBH Ladder Community Safety Partnership:

- It is well-known that Harringay ward has the largest number of HMOs in the borough, including many in Frobisher Road. While the applicant's post code (0QS) only contains two other existing HMOs, it is obviously necessary to look at the entire road (0QS/0QT/0QU/0QX) in order to gain an accurate picture of the cumulative impact of a new application.
- The figures for Frobisher Road show 75 individual licences at 34 separate dwelling homes. 57 selective licences, 6 Additional HMO licences, 4 mandatory HMO licences, 8 S257 licences
- The licences house at least 254 individuals (this excludes those in S257 accommodation)
- In the light of such huge numbers, it is very difficult not to see how more HMOs will give rise to yet more adverse impact on amenity. In particular the cumulative impact is overwhelming as noted in Policy DM17(b). Our members associate the large number of HMOs with problems around waste, dumping, refuse collection, anti-social behaviour, poor maintenance and poor management.

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: 1

Supporting: 0

The following comments were raised in the representations received:

LBH Ladder Community Safety Partnership objected as summarised above.

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 footprint of the (deducting the rear extension + infill side extension and roof additions) was calculated by officers to be approximately 124m².

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: Whilst it is acknowledged that the ward in which the property is located has a high concentration of existing Houses in Multiple Occupation (HMO), this property is already in use as a self-contained 5 -bedroom dwelling. As such, it is not considered that the change of use to permit up to 4 unrelated individuals to live in the flat would give rise to a significant increase in noise/general disturbance to be encountered by neighbouring residents or a significant increase in waste generation that result in a material adverse amenity impact. Furthermore the application is retrospective where there have been no complaints lodged against the address and the HMO property licence ref: HAR-359290917047 matches the proposed planning description.

c. They are accessible by public transport, cycling and walking;

The site is located within an area with a Public Transport Accessibility Level (PTAL) 5 which is deemed to be very good, with a number of bus services in close proximity and a 12 minute walk to Turnpike Lane Underground Station and Hornsey Station. 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 rooms appear to be large and receive sufficient light with 3 x WC's one being in a communal bathroom and one as an ensuite in the loft for 'bedroom 4'. The entire ground floor serves as communal area for occupants for a dining and communal space.

Three bedrooms would be within one floor of the kitchen and two being in the loft space being two floors above the kitchen however they all meet the minimum licensing space standards. A satisfactory means of outlook and light would be provided to all habitable rooms. One WC and bathroom would be provided per 5 occupiers in this scenario in line with the Council HMO standards. Whilst there is no cycle storage shown there is a passage way around the dwelling to the rear where bikes can be stored. The layout would provide a satisfactory standard of accommodation for occupants which is reaffirmed in the HMO property licence ref: HAR-359290917047 where properties must meet a certain criteria.

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

Haringey standards for HMOs require that one kitchen is shared per three room lettings. In the case here one kitchen would be provided and for the four room lets, however this living/kitchen space is large in comparison to other examples taking up the entire ground floor therefore there is no objection to this layout from planning nor the HMO licencing team.

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.

There are no external alterations proposed the building as part of the proposal.

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.

As set out above in part d. of the principle of development section, the proposal would provide a satisfactory standard of accommodation for future occupants.

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, the retrospective change of use from a 5 bedroom dwelling to a 4-person HMO would not give rise to a significant increase additional activity, such as the general coming and going of people and their visitors that would 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.

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 proposed change of use would not result in any material adverse impact on parking, traffic or highway/pedestrian safety conditions over and above the existing use as an HMO. A condition has been attached to ensure that secure bike storage is installed for a minimum of 4 bikes within 6 months of the permission being granted.

Conclusion

The proposed conversion to an 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 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:

H-0435-01 V3 - Location Plan;
H-0435-02 V3 - Pre-Existing Block Plan;
H-0435-03 V3 - Existing Block Plan;
H-0435-04 V3 - Pre-Existing Floor & Roof Plans; &
H-0435-05 V3 - Pre-Existing & Existing Floor & Roof Plans.

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

- 3 Four secure and covered cycle parking facilities shall be provided within 6 months of the date of the permissions being approved and such the 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.