



Officer Report

Application Number:	HGY/2026/0458
Application Type:	Full planning permission
Address:	5 Kimberley Gardens, Tottenham, London, N4 1LB
Proposal:	Change of use of a single family dwellinghouse (Class C3) to a small scale HMO for up to six residents (Class C4).
Case Officer:	Mark Chan
Valid Date:	20/02/2026
Applicant:	Mr Digum Jeetun
Agent:	Mr Fadi Shawkat

RECOMMENDATION

Refuse

1. Site location

The site is a two-storey terraced property located on the northern side of Kimberley Gardens. The property has an original three-storey rear outrigger with a non-original front dormer and single storey rear extension.

Whilst the site is not within a conservation area, it is located within the Family Housing Protection Zone (FHPZ) and subject to an Article 4 Direction for HMO 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 a HMO (Use Class C4).

2. Description of Proposal

The application proposes the change of use of a single family dwellinghouse (Class C3) to a small-scale HMO for up to six residents (Class C4).

3. Relevant Planning and Enforcement history

There is no relevant planning or enforcement history at this site.

63 Rutland Gardens, N4

HGY/2025/1513 – Retrospective planning permission to change use of dwelling house (C3) to an HMO with 3-6 occupants (C4). Refused 29/07/2025.

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: Raised concerns about the security of the proposed long-stay cycle parking, service and delivery arrangements, and on-street parking permits and advised that the construction works should not adversely affect the local traffic and highway network.

LBH Private Sector Housing Officer: No objection. The rooms look OK as do the facilities. The smallest rooms are 9.6 sqm. Our single room size is 10m². They should be OK so long as the measurements are accurate and they do not turn out smaller than this. A Mandatory HMO Licence will be needed for this development if it goes ahead.

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: 37

Objecting: 37

Supporting: 0

The reasons for objections are summarised as follows:

- Loss of family housing within a Family Housing Protection Zone (FHPZ)
- Over-concentration of HMO – There are already 47 HMOs across 94 properties on Kimberley Gardens
- Noise and disturbance from increased arrivals and departures
- Accumulation of refuse
- Fire hazard
- Lack of parking survey and more vehicles on the street

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:

1. The gross original internal floor space of the existing dwelling is greater than 120 sqm:

Comment: The proposal would result in the loss of a family dwelling with at least four bedrooms. Whilst the original floor space of the dwellinghouse (deducting the floor space withing the existing

front dormer and single storey rear extension) is more than 120 sqm, it is still considered that allowing this conversion would have a negative impact on the overall supply of housing within the Borough and the LPA's ability to meet its housing targets set out in the development plan.

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.

1. 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 submitted drawings show that six covered cycle parking spaces with three Sheffield stands as well as two refuse and recycling bins would be stored in the front garden. Whilst cycle parking has been provided for each HMO bedroom, the Council's Transportation Group has raised concerns about the security of the bike storage. It should also be noted that two bins would be insufficient for HMO of this size, but it is considered the front garden have enough space to store more bins. Lastly, the use of the site as an HMO would present an intensification of the site that would result in comings and goings that are more than would be typical of a single family dwellinghouse, resulting in disturbance of neighbours.

Objections from neighbours have been received regarding the overconcentration of HMOs on Kimberley Gardens and the objections have noted that there are already 47 HMOs across 94 properties on this road. Whilst it is unclear how the neighbours arrived at 47, Officer agrees that Kimberley Gardens has a high concentration of HMOs as according to the Council's Landlord licence public register, at least 5 HMO licenses have been granted to properties within the postcode of N4 1LB which includes approximately 20 properties. The total number of HMO within this postcode may be even higher as some HMOs may be operating without license. Therefore, it is considered the proposed development would lead to a overconcentration of HMOs on Kimberley Gardens.

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

Comment: The site has a Public Transport Accessibility Level (PTAL) rating of 3 which is deemed to be moderate access. The site is served by 4 different bus services a 1-minute walk from the site and is a short walk from Harringay Green Lanes Overground Station. This is deemed to be an acceptable level of transport access for an HMO and in line with the requirements of DM17.

1. 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 six single bedrooms, with one bedroom on the ground floor, three bedrooms on the first floor, and two bedrooms on the second floor. Kitchens would be on the ground and second floor, a bathroom on each floor, and the living room at ground floor. Each bedroom would have a window and have access to natural light and ventilation, but it is noted that Bedroom 4 and 6 would be 9.6 sqm only which slightly below the required 10 sqm for a single bedroom. All occupants would have access to the rear garden as their private outdoor amenity space. Therefore, it is considered the proposed HMO would provide a high quality of accommodation in accordance with relevant policies.

1. 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 one kitchen is shared per three room lettings. In the case here, there is two kitchens 6 individuals, and as such the proposed HMO would be acceptable in terms of shared kitchen.

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 works here do not propose any alterations by way of external changes or extensions. However, due regard would be required to the cumulative impact of the waste and cycle storage associated with the proposed use.

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 noted in the above section, Bedrooms 4 and 6 would be slightly below the minimum space standard for a single bedroom but the Council's Private Sector Housing Officer advised this would be acceptable if the measurements on the drawings are accurate and the room do not turn out to be smaller than 9.6 sqm. As each bedroom would have a window, the access to natural light and ventilation is considered acceptable. There would also be a bathroom on each floor, and all the occupants would have access to the communal rear garden. Therefore, the proposed HMO would be compliant with the relevant parts of London Plan D6 in providing adequate habitable spaces.

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.

With occupation of up to 6 individuals, the proposed HMO would be a more intensive use of such a terrace house compared to the current use as a single-family dwellinghouse. With such level of

occupation, the cumulative comings and goings of occupiers, including that of visitors and deliveries etc, the use here would generate an overall level of activity materially greater than that associated with a family dwelling, and as such lead to noise and disturbance detrimental to the amenity of adjoining and neighbouring occupiers.

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 Group has raised concerns about the security of the proposed six long-stay cycle parking in the front garden, service and delivery arrangements, and on-street parking permits and advised that the construction works should not adversely affect the local traffic and highway network.

In terms of the security of the long-stay cycle parking storage, a condition can be imposed to ensure the details of the security measures to be submitted and approved by the LPA.

A HMO use of this size and location (PTAL rating of 3 and within a CPZ) does not meet the threshold to be designed as 'Car Free'. Given that the proposed HMO could accommodate up to six occupants, it is considered the proposal would have a material impact on the existing parking conditions as the demand for on-street parking by the occupants of the proposed HMO would be greater than that associated with the existing single family dwellinghouse. The applicant has also not stated how many residential parking permits are attached to the current site and how many would be sought for the proposed use. On this basis, it is considered that the proposed development would result in unacceptable impact on the local parking conditions.

Conclusion

The proposed conversion would result in the unacceptable loss of a family housing unit for which there is an identified need, provide unacceptable living conditions for future occupiers and would result in an over-intensive use of this property harmful to neighbouring amenity.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above.

7. CIL Applicable

The increase in internal floor area would not exceed 100 sqm and therefore the proposal is not liable for Mayoral or Haringey's CIL charge.

8. Recommendation

The application is recommended for refusal for the following reason(s):

1. The proposed conversion of this single-family dwelling into an HMO would result in unacceptable loss of family housing for which there is an identified need, undermining the Council's ability to meet its housing targets as set out in the London Plan. The proposal is therefore contrary to London Plan Policy H8, Policy SP2 of the Haringey Local Plan (2017) and Policies DM10 and DM17 of Haringey's Development Management DPD (2017).
2. The proposed conversion of the property to an HMO will exacerbate the over-concentration of HMO uses in this area, resulting in adverse impacts on local character and amenity and contrary to Policy DM17 of Haringey's Development Management DPD (2017).
3. The proposed development would result in an over-intensive use of the property and an increase in levels of activity and noise that would be detrimental to neighbouring residential amenity, contrary to Policies DM1 and DM17 of Haringey Council's Development Management DPD (2017).