



Officer Report

Application Number:	HGY/2026/0657
Application Type:	Change of use
Address:	Flat A, 22 Ferndale Road, Tottenham, London, N15 6UE
Proposal:	Change of use from a 3-bedroom single family dwelling flat (Use Class C3) to a 3-bed 3-person House of Multiple Occupation (HMO) (Use Class C4). (Retrospective)
Case Officer:	Daniel Boama
Valid Date:	09/03/2026
Applicant:	Mr Sam Jacoby
Agent:	

RECOMMENDATION

Refuse

1. SITE LOCATION

The site is a first and second floor flat in a two-storey end-of-terrace house with a loft extension and roof terrace located on the south side of Ferndale Road. The site possesses a modest front garden and rear garden. The site has been converted into a 3-bed HMO over the first and loft floors, with shared kitchen, bathroom and shower room.

The surrounding neighbourhood is residential in character and consists of terraced houses accommodating family-sized homes, subdivided flats, 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 retrospective change of use from a 3-bedroom single family dwelling flat (Use Class C3) to a 3-bed 3-person House of Multiple Occupation (HMO) (Use Class C4).

The existing site that is proposed to be retained has 3 bedrooms, 1no. kitchen and 1no. bathroom on the first floor, and the living space on 1no. shower room on the loft floor. Access to the roof terrace is via the living space. There currently is a live enforcement case under reference ENF/2026/0292.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

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

HGY/2016/0405,

Address: 22, Ferndale Road, London, N15 6UE

Proposal: Formation of loft conversion with a rear dormer extension, a rear roof terrace and roof lights to front elevation,

Decision Date: 1 April 2016

Decision: Approve with Conditions

4. INTERNAL & STATUTORY CONSULTATION

The following were consulted regarding the application:

LBH Transportation Team: Transport comments:

- a. The site has very good public transport accessibility (PTAL=5) and is located within a CPZ.
- b. Provision for cycle parking / storage is required for 3 bicycles. This must be sheltered, secure and independently accessible (i.e.- access to be step-free and not requiring other occupiers' bicycles to be moved). Dimensioned plans are required illustrating proposals and demonstrating compliance of layout with London Cycling Design standards.
- c. Details of provision for refuse storage should be provided, and Haringey Refuse Collection Service should be consulted.
- d. The proposal is car-free, however there is evidence of high level of on-street parking stress (see below). Parking stress surveys / assessment should be submitted to assess need for restricting the eligibility of occupiers to obtain CPZ parking permits. This can be secured via a s106 agreement and the developer would be responsible for corresponding cost (£4000) for amending the CPZ TMO.

Haringey Council Private Sector Housing Team: Our room size for a single room is a minimum of 10m². The smallest room here is 5.4m² and would be zero rated under a licence and could not be used as a bedroom. The other bedrooms are not big enough for couple for this could only be licensed for 2 people in 2 households which is not an HMO. A selective property licence would be needed.

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

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 proposal would lead to the loss of a property that was a two-bed flat that falls below the minimum required original un-extended floor space of 120 sqm. However, the flat was not considered to be a family house due to the number of bedrooms. As such, given that the proposal would not result in the loss of a typical family house, in this instance, conversion to HMO can be justified in principle.

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: According to the HMO register there are 22 properties on Ferndale Road that have an HMO licence. Whether there would be an overconcentration of HMOs on the street has not been assessed. The amount of cycle parking and refuse & recycle storage facilities would need to be provided for further assessment to see the cumulative impact.

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

Comment: The site is located within an area with a Public Transport Accessibility Level (PTAL) 5 which is deemed to be excellent access. There are 5 bus services accessible within 1 to 2 minutes walk of the site. The site is also within walking distance of South Tottenham Overground station and therefore 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: There will be a communal roof terrace for all residents at the site. The proposal would need to provide details of cycle storage and refuse & recycle storage in the front garden. There will be 3 no. rooms in the site, however, none of them will provide ensuite and one of the rooms falls short of the minimum floorspace requirement of 10m², therefore this is unacceptable.

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 one kitchen is shared per three room lettings. In the case here one kitchen would be provided and be accessible from one floor level, which is acceptable for 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 works here do not propose any alterations by way of external changes or extensions.

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 proposal would provide 3no. rooms that would all be on the first floor. One of the bedrooms is below the minimum requirement of 10m² for a 1 person letting with a floorspace of 5.4m², and the two other bedrooms do not have an ensuite. The standard of accommodation is considered unsatisfactory and would not comply with HMO licencing requirements, therefore not acceptable.

The proposed conversion involves the over-intensive change of use of the property resulting in sub-standard accommodation by reason of inadequate room sizes and lack of ensuite facilities per room, for future occupiers, contrary to Haringey's HMO Standards (2017), and Policy DM17 of the Haringey Development Management DPD (2017).

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.

The views from the windows would not lead to overlooking of adjoining properties. As such, there would be no material loss of privacy to neighbouring properties.

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 proposal would require further amendments for it to be acceptable, such as further details on secure cycle parking, refuse and recycling storage in the front garden. Also, the proposal has not provided details on the parking arrangement at the site.

Conclusion

The proposed conversion involves the over-intensive change of use of the property resulting in sub-standard accommodation by reason of inadequate room sizes and lack of ensuite facilities per room, for future occupiers, contrary to Haringey's HMO Standards (2017), and Policy DM17 of the Haringey Development Management DPD (2017).

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 sq.m. 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):

Refusal Reasons:

The proposed conversion involves the over-intensive change of use of the property resulting in sub-standard accommodation by reason of inadequate room sizes and lack of ensuite bathroom/w.c. facilities , contrary to Haringey's HMO Standards (2017), and Policy DM17 of the Haringey Development Management DPD (2017).