

Officer Report

Application Number:	HGY/2026/1035
Application Type:	Full planning permission
Address:	16 Alfoxton Avenue, Tottenham, London, N15 3DD
Proposal:	Change of use of a single family dwellinghouse (Class C3) to a small scale HMO (Class C4) with 5 bedrooms for 5 occupants. (Retrospective)
Case Officer:	Mark Chan
Valid Date:	13/04/2026
Applicant:	6
Agent:	CARKANJI INVESTMENTS LTD Mr Anestis Skoupras

RECOMMENDATION

Approve with Conditions

1. Site Description and Surroundings

The application site is a two-storey, mid-terraced dwellinghouse located on the southern side of Alfoxton Avenue. The dwellinghouse has an original two storey rear outrigger. The site is not located within a Conservation Area but 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

This application is for the retrospective change of use of the host property from a single-family dwelling (Class C3) to a small-scale House in Multiple Occupation (HMO) (Class C4) with 5no. bedrooms for 5no. occupants.

3. Relevant Planning and Enforcement History

No relevant planning application history.

Enforcement History

ENF/2025/1077 – Planning complaint for a HMO without the appropriate planning permission. In progress.

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: Raised concern about the number of long-stay cycle parking and details of the security of the cycle store.

LBH HMO Team: No objection raised, the property has a mandatory licence in place for 6 people in 5 households.

5. Local Representations

No representations have been received from neighbours, local groups, etc in response to notification and publicity of the application.

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 120 m2:

Officer Comment: The original un-extended floor space of the property is estimated at approximately 131 sqm. The site is sufficient to meet the requirements of the policy and is considered suitable for the proposed use a small-scale HMO for up to six occupants within the C4 use class.

- 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;

Officer Comment: Given that the host property was previously a 4-bedroom, single family dwellinghouse and no external extensions or alterations have been proposed as part of this application and the current application is for a small-scale, 5-bedroom HMO for 5no. occupants only, the increase in the number of bedrooms and occupants at the property is limited. New refuse and recycling bins and cycle storage would be provided in the front garden. As such, it is unlikely to result in an unacceptable impact on the character of the area, in terms of bin and cycle storage, comings and goings at the property and increase pressure on on-street parking at nearby roads.

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

Officer Comment: The site has a Public Transport Accessibility Level (PTAL) of 6a which is deemed to be excellent. The site is within walking distance of a number of bus routes along Green Lanes and West Green Road. Turnpike Lane underground station is 6-minute walk away. Therefore, the site is considered to have an acceptable levels 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.

Officer Comment: A new shared kitchen with two cooking hobs and a living/dining room would be on the ground floor. Shared WC would be provided on both floors. All bedrooms are reasonably sized and have windows to provide sufficient daylight/sunlight and ventilation. The front garden would provide sufficient storage for bins and bicycles. Therefore, the proposal is satisfactory and provides sufficient amenity space for other occupants which would not harm living conditions within the HMO.

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

Officer Comment: Haringey standards for HMOs require that one kitchen is shared per three room lettings. In this case, one kitchen with two cooking hobs have been provided and therefore would be in compliance with HMO standards. The Council's HMO Team has reviewed the application and granted mandatory license for a HMO for up to 6 occupants at the site.

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.

No external alterations or extensions have been proposed and the appearance of the property would remain unchanged. As such, the design and appearance of the property is considered acceptable.

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 current proposal has 5no. single bedrooms capable of accommodating 5no. people. The layout of the HMO is such that one shared kitchen with two cooking hobs would be provided, and the occupants share 3no. WCs with 2no. showers and 1no. bath. The future occupiers would also have access to a communal rear garden via the ground floor kitchen. 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.

As no external alterations and extensions are proposed, it is not considered there would be any impact on residential amenities of the occupiers of neighbouring properties in terms over privacy, outlook and daylight/sunlight.

In terms of use, the change to a 5no. occupant HMO is not significant in planning terms. Given that the existing host property is a 4-bedroom dwellinghouse, the comings and goings would remain similar to the existing use. 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.

The noise levels and levels of general disturbance are unlikely to increase from the proposed HMO 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 Council's Transportation Team have raised concern about the number of long-stay cycle parking and details of the security of the cycle store. As such, the applicant has amended the proposal and provided a bike box for 5no. bicycles in the front garden which would also act as a front boundary wall. The bike box would provide be 1.15m high x 0.9m deep x 4.18m wide and house the refuse and recycling bins. The bike box is covered and secured by timber cladded sliding doors. This arrangement is considered acceptable.

The use of this property as a HMO is not considered to have any greater impact on on-street parking conditions over and above the extant use of the property. 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.

A HMO use of this size does not meet the threshold to be designed as 'Car Free', specifically as rented and HMO occupation usually generates much lower levels of car ownership than the general population. Equally, there is also no evidence to show that a HMO would lead to more vehicle ownership and demand for on-street parking greater than that associated with a dwellinghouse.

Conclusion

The retrospective 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.

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 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:

- LocationPlan.pdf
- 26-1075_100_Block Plan_16 Alfoxton Avenue London N15 3DD.pdf
- 26_1075_FUL-Rev A_Planning_statement
- 26-1075_101-106_Rev B_Pre-Existing and Proposed Drawings_16 Alfoxton Avenue London N15 3DD

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 5 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 5 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.

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: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

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.