



Planning Statement

10 Brampton Park Road
London
N22 6BG

16th October 2023

Re: Planning Application

Dear Sirs,

We have been instructed by our client, Mr. Osher Rosenberg, to submit an application for the following proposal:

'Erection of single storey rear extension, together with internal alterations, to facilitate the increase of an existing 8-bed HMO to 11 rooms (11 people). Provision of cycle and refuse storage.'

Accordingly, this statement is accompanied by a set of existing and proposed drawings, prepared by Redwoods Projects Ltd.

Site and Surrounding

The application site contains a 3-storey semi-detached building currently occupied as a large 8-room HMO/bed-sit accommodation. The site is located at the western end of Brampton Park Road, N22. It benefits from a large rear/side garden which is largely bound neighbouring residential properties of Brampton Park Road and Alexandra Park Road to the rear of the site.

The site does not contain a listed building and is not located within a conservation area.

The building has already been subject to a full-width and height rear dormer and single storey ground floor rear extension.

The site is located within Wood Green Town Centre and benefits from a wide array of shops, restaurants, gyms, and other amenities. Both Wood Green and Turnpike Lane underground stations and Turnpike Lane Bus stations are all within a short walk.

The Public Transport Accessibility Level is high (PTAL 6a). Brampton Park Road is a short cul-de sac and accessible from the High Road.

Planning History

The following planning history is of relevance to this application:



HGY/2019/0824 - Erection of rear single storey ground floor side extension, provision of first floor roof terrace with privacy screen, conversion of property from 8-room HMO/studio flats into 3 self-contained flats, sub-division of garden to provide amenity space – **Granted 08/05/2019.**

Proposed Development

The proposed development seeks to increase the existing 8-bed HMO to a total of 11 bedrooms. The increase will be facilitated by way of a single storey rear/side extension and associated internal alterations. Please refer to drawings P01-P05 for further details.

For clarification, below is a breakdown of proposed private and communal areas.

Ground floor

Room	Area (m²)
Bedroom 1 (en-suite)	16.6
Bedroom 2 (en-suite)	12.4
Bedroom 3 (en-suite)	12.08
Bedroom 4 (en-suite)	12.6
Communal Kitchen/Diner	18.4

First Floor

Room	Area (m²)
Bedroom 5 (en-suite)	11.7
Bedroom 6 (en-suite)	11.12
Bedroom 7 (en-suite)	12.68
Communal Kitchen	8.08

Second Floor

Room	Area (m²)
Bedroom 8 (en-suite)	10.85
Bedroom 9 (en-suite)	12.5
Communal Kitchen	9.5

Loft

Room	Area (m²)
Bedroom 10 (en-suite)	10.13
Bedroom 11 (en-suite)	11.9



Refuse storage will be provided at the front within an enclosed and secure storage unit.

A total of 12 cycle parking spaces will be provided within the rear garden, in enclosed and secure storage units.

Planning Considerations

- Principle of development

It is acknowledged that the existing use of the building as an 8-bed HMO/Bed-sit has been agreed and established under previous planning applications.

The current proposal simply seeks to extend the property in order to facilitate the increase from 8 rooms to 11. The total proposed occupancy is of 11 people.

Given that no material change of use is proposed, the principle of development should accordingly be supported, subject to other planning considerations being met.

- Quality of Accommodation

As set out in the *Proposed Development* section of this statement, the proposed internal alterations will facilitate the creation of 11 HMO bedroom all within en-suite bathrooms. All bedrooms will comply with the Council's minimum HMO standards and will benefit from adequate daylight provision and from ventilation.

A total of 3 communal kitchens will be provided. These will be located at ground floor, first floor, and second floor. No occupier will therefore have to travel more than 1 flight of stairs to reach a kitchen.

Paragraph 3.3 of the Haringey HMO Standards states that 1 set of kitchen facilities should serve a total of 3 occupants. In this instance, a total of 5 sets of kitchen facilities will serve 11 occupants. As such, it is considered that the proposed communal kitchens will be generous in size, and comfortably enable the day-to-day life of future occupiers.

Finally, all occupiers will have direct access to provide outdoor amenity space, further improving residential standards.

In light of the above, the proposed HMO is considered to be of excellent residential quality and will comfortably serve future occupiers.

- Design and Appearance

It is noted that similar single storey rear extension was previously considered acceptable under application HGY/20190824. Accordingly, the principle of extending the property should be accepted.

In this instance, the proposed extension will be marginally deeper as it seeks to infill the side gap facing the private amenity space.

The extension will be constructed in matching materials and will therefore appears as a subordinate addition to the main dwelling.



Given the context and siting of the application site, the extension will not be readily viewed from the local street scene nor from neighbouring properties. As such, the proposed extension will pose no material harm on the character and appearance of the application site, or the wider area.

- Impact on Neighbouring Occupiers

In light of the context and siting of the application site, the proposed rear/side extension will have no material impact upon the amenity of neighbouring occupiers.

In terms of occupancy, whilst the HMO will increase from 8 bedrooms to 11, the total occupancy is proposed to be of 11 people. This figure is a reduction from the maximum occupancy possible as existing (13 people as per the HMO licence). As such, the proposed development will not directly lead to an increase in occupancy levels and therefore will not materially increase in comings/going, and noise pollution, to a degree that would harm neighbouring occupiers.

- Transport and Highways

The site is located within an area with excellent level of public transport accessibility (PTAL 6a) and is within a controlled parking zone (CPZ) in which only permit holders are permitted to park on-street. There is no off-street parking provided for the site at present. The property is currently permitted to have 13 occupants as per the HMO licence whilst the proposed development would have a maximum level of 11 occupants. It is not considered that the development would be likely to generate further demand for on-street parking over and above the current use of the site. The proposed development would therefore not result in an unacceptable impact upon parking conditions in the locality.

Conclusion

In summary, this planning application seeks to increase the existing 8-bed HMO up to 11 rooms (for 11 people). The increase will be facilitated by way of a single storey rear/side extension and internal alterations. All of the proposed bedrooms will have private bathroom facilities, whilst a total of 3 communal kitchens will be shared. Overall, the proposed residential accommodation will be improved when compared to the existing situation and will adequately serve all future occupiers. The proposed development will pose no harm upon the character and appearance of the application site, and will not harm neighbouring occupiers.

For the above reasons, it is considered that the proposed development promotes laudable planning benefits and in doing so accords with the relevant plan policy and associated supplementary guidance. In light of this, and in the absence of identified harm, the scheme should be favourably viewed by planning officers.

Yours sincerely,

Aleksandar Pantazis MRTPI