

1. Introduction

This document has been prepared by David Aaron Surveyors to accompany a planning application for a proposed development at:

92 The Avenue, London, N17 6TD

The purpose of this statement is to assess the proposed development of the site against the development plan as well as other material considerations including national planning policy and relevant legislation.

This document should be read in conjunction with the drawings and other documents submitted with this application.

2. Proposal

- 2.1 The proposal is for a Change of use from a dwelling house (Use Class C3) to a small House in Multiple Occupation (HMO) (C4), comprising five bedrooms for up to 6 occupants, and the provision of cycle and refuse/recycling storage.

Analysis of Site and Local Character

- 2.2 The application site comprises a two-storey mid-terrace building located on the south side of The Avenue, close to the unction with Sperling Road within the London Borough of Haringey.
- 2.3 The site is not located within a conservation area and the building is not statutorily or locally listed. It lies within an Archaeological Priority Area
- 2.4 The site benefits from a Public Transport Accessibility Level (PTAL) of 2, indicating poor access to public transport.
- 2.5 According to the Environment Agency Flood Map for Planning (December 2025), the site lies within Flood Zone 1, an area of low probability of flooding.

Access

- 2.6 Access will be unaltered.

3. Executive Summary

- 3.1 This application proposes the conversion the existing dwelling house at 92 The Avenue to provide a high-quality, 5-bedroom House in Multiple Occupation (HMO) in a sustainable location with high housing need.
- 3.2 HMOs are recognised at both the local and regional level as an important part of London's housing stock, providing a flexible form of accommodation that meets a specific need and reduces pressure on other parts of the housing market.
- The scheme has been carefully designed to ensure that the proposed change of use would:
 - provide an excellent standard of accommodation for future occupants, with all rooms benefiting from en-suite facilities and access to generous shared communal space;
 - protect the amenity of neighbouring occupiers through a proportionate and sensitive approach to design, scale and management; and
 - result in no adverse impacts on the character of the street scene, highway safety or local services.
- 3.3 The proposal includes:
- 5 double bedrooms (up to 6 occupants)
 - Access to two-bathroom facilities, one on the ground and another on 2nd Floor level
 - Shared kitchen and dining facilities at ground floor
 - Access to a rear garden for communal amenity
 - Secure and covered cycle parking (including for visitors)
 - Refuse and recycling storage in the front yard.
- 3.4 The proposals include a comprehensive refurbishment of the building, involving internal alteration associated making good and limited changes to fenestration at ground floor level. Dedicated and secure facilities for refuse, recycling and cycle storage are also provided.
- 3.5 The proposed development aligns with the objectives of national, regional and local planning policy. It represents a sustainable form of development that would deliver high-quality, flexible accommodation within the London Borough of Haringey.
- 3.6 A full planning analysis is provided in the sections below.

4. Planning policy

Overview

- 4.1 This section provides the national, regional, and local planning policy context of the proposed development and describes the designations affecting the site.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 provide that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan

- 4.3 The Development Plan for Haringey comprises:
- London Plan (2021)
 - Haringey Local Plan (2017); and
 - The Policies Map (2017)
- 4.4 In this instance, material considerations include a variety of national and local documents. The NPPF and associated Planning Practice Guidance ('PPG') are important material considerations, and each provide the overarching framework for creation of policies and decision making.

Local Planning Policy

- 4.5 The Haringey Local Plan was adopted in 2017 and forms a key part of the development plan for determining all planning applications within the borough. It consists of the Strategic Policies DPD (2017), Development Management Policies DPD (2017), and Site Allocations DPD (2017). Relevant policies are outlined at Appendix (a).

5. Planning appraisal

Introduction

- 5.1 This section provides an assessment of the proposed development against the relevant planning policies and guidance set out in the Planning Policy section of this statement, above (and expanded upon in the Appendices). The following matters are considered in turn:

- A. The Principle of Development*
- B. Provision of Residential Accommodation*
- C. Standard of Accommodation*
- D. Impact on Neighbouring Amenity*
- E. Design and Character*
- F. Transport, Cycle Parking and Refuse*
- G. Flood Risk and Fire Safety*

A. Principle of the Proposed Development

- 5.2 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."
- 5.3 The original un-extended floor space of the property exceeds 120m² and therefore, complies with this requirement.

B. Provision of Residential Accommodation

- 5.4 The proposal would deliver new residential accommodation in the form of a 5-bedroom small HMO, contributing positively to housing supply.
- 5.5 Policy DM10 (Housing Supply) supports the delivery of new housing on previously developed sites, particularly in accessible locations. Policy DM17 (Houses in Multiple Occupation) provides specific support for HMOs where proposals:
- provide a high standard of accommodation;
 - are appropriate to the size and character of the building; and
 - do not give rise to unacceptable impacts on neighbouring amenity.
- 5.6 The proposal accords with these policies, making efficient use of the building while delivering high-quality shared accommodation in a location with excellent public transport accessibility (PTAL 6a).

C. Standard of Accommodation

- 5.7 The quality of accommodation has been assessed against Policies DM12 and DM17.
- 5.8 The proposal provides a large, shared kitchen measuring approximately 26 square metres, with ample circulation space and sufficient room to accommodate a full-size dining table. This ensures that the kitchen functions as a genuine communal kitchen/dining space rather than a purely utilitarian area.
- 5.9 it is also important to note that all bedrooms within the property are extremely generous in size. In this form of accommodation, it is reasonable to expect that occupiers may spend a greater proportion of time within their private rooms than in more constrained HMOs. The scale of the bedrooms therefore plays an important role in supporting a good standard of living, providing space for

sleeping, studying and relaxation in accordance with the objectives of DM12 and DM17.

- 5.10 The property also benefits from a large rear garden, which provides valuable shared outdoor amenity space. This responds directly to DM12's emphasis on access to usable private or communal amenity space, particularly in shared living environments.
- 5.11 Taken together, the generous room sizes, large kitchen/dining space and access to a substantial rear garden ensure that the proposal delivers a high standard of accommodation.

D. Impact on Neighbouring Amenity

- 5.12 The impact of the development on neighbouring amenity has been assessed against Policy DM1.
- 5.13 Policy DM1 requires development to respect the amenity of existing and future occupiers through an appropriate relationship with neighbouring buildings, having regard to matters such as noise, disturbance, outlook and general living conditions.
- 5.14 With a comprehensive HMO Management Plan submitted as part of the application, issues of noise and disturbance are not envisaged to arise. The Management Plan sets out clear arrangements for occupancy, behaviour, management contact details and complaint handling, providing a robust framework to ensure the property is responsibly managed.
- 5.15 In any event, the building itself is large and well suited to occupation as a large HMO. Its scale allows activity to be spread across the building rather than concentrated, and its end-of-terrace nature further limits the potential for noise transmission to neighbouring properties.
- 5.16 It is also relevant that multiple appeal decisions have consistently found that there is no sound planning basis to conclude that HMOs are inherently or significantly noisier than other forms of residential use, particularly where an HMO Management Plan is in place and adhered to.
- 5.17 For example, in a appeal decision (APP/G5750/W/25/3360258), the Inspector found "no compelling evidence of an unacceptable level of noise and disturbance to neighbours," noting that a proportionate management regime mitigated potential impacts. Similarly, in another appeal (APP/G5750/C/18/3207682), the Inspector identified no evidence that the HMO use would result in unacceptable noise or disturbance when compared to a single dwellinghouse

- 5.18 These findings are directly applicable in this case. On that basis, and having regard to the submitted Management Plan, the scale of the property and its end-of-terrace position, the proposed HMO use would not give rise to unacceptable noise or disturbance and complies with Policy DM1.

E. Design and Character

- 5.19 The design of the proposal has been assessed against Policy DM1.
- 5.20 Cycle and refuse storage structures are discreetly sited and designed to be functional, robust and visually recessive.

F. Transport, Cycle Parking and Refuse

- 5.21 Local Plan Policy DM20 (Walking and Cycling) seeks to ensure that new development supports sustainable patterns of movement, minimises reliance on private vehicles and promotes active travel choices where appropriate.
- 5.22 The application site benefits from a Public Transport Accessibility Level (PTAL) of 2, indicating an poor level of access to public transport services. This reflects the site's proximity to frequent bus services along High Road and nearby and rail connections, including Bruce Grove Station within comfortable walking distance.
- 5.23 The site is located within the High Road Controlled Parking Zone (CPZ), where on-street parking is subject to permit controls. No on-site car parking is proposed. Given the site's level of public transport accessibility (PTAL 2) and the presence of CPZ controls, the absence of on-site parking is appropriate and supports a low-car form of development, consistent with the objectives of the Local Plan.
- 5.24 The proposed development therefore represents a sustainable form of residential accommodation in transport terms.

Cycle Parking

- 5.25 Local Plan Policy DM20 requires development to make appropriate provision for safe, secure and convenient cycle parking for both occupiers and visitors, in accordance with the London Plan and London Cycling Design Standards.
- 5.26 The proposal provides cycle parking as follows:

Resident cycle parking:

- 5.27 Secure and covered cycle storage enclosures are provided within the rear garden, each with capacity for four bicycles, resulting in a total of six resident cycle spaces. These enclosures are discreetly sited, weather-protected and designed to provide a high level of security and convenience for everyday use.

Visitor cycle parking:

- 5.28 No visitor cycle spaces are provided within the application. However, the level of provision the minimum requirements for a small HMO and strongly supports the objectives of Policy DM20, encouraging cycling as a convenient, low-carbon and healthy mode of transport. The availability of secure cycle parking significantly enhances the overall accessibility of the development and provides residents with a realistic alternative to private car ownership.

Refuse and Recycling

- 5.29 Local Plan Policy DM4 (Provision and Design of Waste Management Facilities) and Policy DM31 require development to provide sufficient and well-designed refuse and recycling storage, having regard to visual amenity, accessibility, servicing arrangements and the living conditions of neighbours and occupiers.
- 5.30 As shown on the submitted drawings, a dedicated refuse and recycling enclosure will be provided within the front garden of the property. This location has been selected to ensure:
- convenient access for residents;
 - safe and efficient access for refuse collection operatives; and
 - minimal impact on visual amenity and pedestrian movement.
- 5.31 The storage capacity has been calculated having regard to the anticipated level of occupation and local waste collection requirements, and includes provision for refuse, recycling and food waste. The enclosure will be managed in accordance with the submitted HMO Management Plan, ensuring that waste is stored and presented correctly at all times.
- 5.32 On this basis, the proposal fully complies with Local Plan policies relating to transport, cycle parking and waste management, and would not give rise to any adverse impacts in these respects.

G. Flood Risk and Fire Safety

- 5.33 The site lies within Flood Zone 1 and the proposal complies with Policy DM24.
- 5.34 A Planning Fire Safety Statement has been submitted and demonstrates that appropriate fire safety measures and evacuation arrangements will be in place.

6. Conclusion

- 6.1 In light of the foregoing assessment, it is submitted that the proposal represents sustainable development when considered against the Development Plan as a whole. The development would deliver clear social benefits through the provision of much-needed shared accommodation, alongside economic benefits arising from the effective re-use of an existing building within a highly accessible location, without giving rise to any wider adverse environmental impacts.
- 6.2 The proposed use of the property as a large House in Multiple Occupation (HMO) is both appropriate and beneficial in planning terms. It would provide high-quality, flexible accommodation that meets an identified housing need within the London Borough of Haringey, making efficient use of previously developed land and supporting the broader objective of sustainable growth.
- 6.3 The property provides a high standard of accommodation, with all rooms exceeding minimum space standards, generous communal facilities including a large kitchen and dining area, and access to a substantial rear garden for shared amenity. The scale and layout of the building are well suited to the proposed use, and the end-of-terrace position further limits any potential impact on neighbouring occupiers. In this context, the proposal would respect local character and would not result in any unacceptable harm to residential amenity.
- 6.4 The proposal also benefits from excellent public transport accessibility and is located within a Controlled Parking Zone, supporting a low (and indeed, 'no') car form of development. Appropriate cycle parking and refuse/recycling facilities are provided, and the submitted HMO Management Plan demonstrates that the property would be responsibly managed, further mitigating any potential impacts associated with the use.
- 6.5 When all relevant material considerations are taken into account, it is therefore concluded that the development the subject of this planning application is acceptable in planning terms. No harm to any interest of acknowledged planning importance would arise, and the proposal complies with both local and national planning policy.
- 6.6 On balance, and having regard to the Development Plan and all other material considerations, planning permission should be granted.

