

PLANNING STATEMENT



Proposal: CHANGE OF USE FROM
USE CLASS C3
TO USE CLASS 4 (HMO - HOUSE IN
MULTIPLE OCCUPATION)

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1. Introduction

1.1 This Planning Statement has been prepared in support of a full planning application for the property at 16 Alfoxton Avenue, London N15 3DD

1.2 The application seeks consent for the change of use from a single-family dwelling (Use Class C3) to a House in Multiple Occupation (Use Class C4).

1.3 The proposal has been informed by relevant national, regional and local planning policy, and reflects similar schemes approved within the borough, including recent decisions supporting small-scale HMOs.

2. Site and Surrounding Area

2.1 The application site comprises a two-storey mid-terrace residential property located within an established residential street.

2.2 The surrounding area is characterised predominantly by terraced housing and with a mix of single-family dwellings.

2.3 The property benefits from a front forecourt and rear garden, providing space for refuse storage and outdoor amenity.

2.4 The site is well connected, benefiting from a bus stop located directly in front of the property, with access to a range of local bus routes and nearby transport links. This level of accessibility ensures that the site is situated in a highly sustainable location for residential use

3. Relevant Planning History

4.1 There is no relevant recent planning history associated with the property.

4. Proposal

4.1 The proposal seeks full planning permission for the conversion of the existing dwelling into a 5-bedroom HMO

4.2 Each room has been carefully designed to provide adequate internal floor space, good levels of natural light, and functional layouts.

The proposed HMO schedule as follows:

- Room 1 – 14.20 sqm
- Room 2 – 11 sqm
- Room 3 – 18.80 sqm
- Room 4 – 10.60 sqm
- Room 5 – 8.90 sqm

4.3 No external alterations are proposed.

4.4 Refuse storage (3 x 240L bins) and cycle storage for 6 bikes are provided within the site in accessible locations.

5. Relevant Planning Policies

5.1 This application has been prepared having full regard to national, regional and local planning policies, including:

5.2 **The London Plan (2021)**: On Tuesday 2nd March 2021 the Mayor of London published the replacement London Plan. From this date it forms part of the development plan for the purpose of determining planning applications. The 2021 London Plan supersedes the 2016 London Plan, which no longer has any effect. the relevant policies within the London Plan 2021 are:

- GG2 Making Best Use of Land
- GG4 Delivering Homes Londoners Need
- D1 London's form, character and capacity for growth
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible Housing
- D10 Basement development
- D12 Fire Safety
- D14 Noise
- H1 Increasing housing supply
- H10 Housing size mix
- SI13 Sustainable Drainage
- T5 Cycling
- T6 Car Parking
- DF1 Delivering of the Plan and Planning Obligations

5.3 **Haringey Local Plan (2017)** - SP11, SP7

5.4 **Development Management DPD (2017)** – DM1, DM12, DM17, DM23, DM31

6. Planning Consideration and Assessment

The key planning considerations relevant to this proposal are the principle of development, quality of accommodation, design, neighbouring amenity, refuse strategy, cycle storage, and parking arrangements.

HMO accommodation plays an important role in meeting housing demand, particularly for smaller households and those requiring affordable accommodation.

- 6.1 Principle of Development**
- 6.2 Quality of Accommodation**
- 6.3 Character and Appearance**
- 6.4 Impact on Neighbouring Amenity**
- 6.4 Amenity**
- 6.5 Refuse and Waste Strategy**
- 6.6 Daylight/Sunlight Impact**
- 6.7 Transport and Sustainability**

6.1 Principle of Development

The proposal is considered acceptable in principle, subject to compliance with the relevant criteria set out in Policy DM17. The property is of sufficient size to accommodate the proposed number of occupants and would not result in the loss of a small family unit. Furthermore, the scale of the HMO is modest and comparable to occupation by a large single household.

The proposal would not result in an overconcentration of HMOs within the immediate area and would therefore not undermine the character or function of the surrounding residential neighbourhood.

Policy DM17 of the Haringey Development Management DPD relates to the conversion of properties to Houses in Multiple Occupation, including small HMOs within areas covered by the Article 4 Direction. The policy recognises that HMOs can provide an important form of housing, particularly for those requiring smaller, flexible and more affordable accommodation, but requires such proposals to be carefully assessed having regard to impacts on residential amenity, local character, the physical environment, parking, community balance and cumulative impacts arising from concentrations of HMOs.

The application property comprises a substantial two-storey dwelling with an original, unextended floorspace of 125sqm. It is therefore of a size capable of

accommodating the proposed HMO use without resulting in cramped or substandard living conditions. The submitted plans demonstrate that the property would provide five bedrooms, a shared kitchen/living/dining area, shared bathroom and WC/shower facilities, a shared study room, rear garden access, cycle storage and refuse storage within the site. This reflects a managed and modest form of HMO accommodation, falling within Use Class C4, and would not represent an intensive sui generis HMO use. The existing lawful use is as a four-bedroom single family dwelling, and the occupation of the property by up to six persons would not be materially different in planning terms from occupation by a large family household.

It is acknowledged that the property is located within a street where there is an existing concentration of HMOs. However, Policy DM17 does not impose an automatic prohibition on further HMOs in such locations. Rather, the key test is whether the proposed development would give rise to significant adverse amenity impacts, including cumulative impacts arising from overconcentration. In this case, the proposal would not result in any material planning harm and would not undermine the character, function or balance of the wider community. Given the existing mixed occupation pattern of the street, the addition of one further small-scale C4 HMO would not, in itself, create an imbalanced or unsustainable community. The proposal would remain residential in character and would continue to occupy the existing dwellinghouse without any material external alteration.

The site is located in a highly accessible and central urban location, with a bus stop directly outside the property and good access to local services, public transport and nearby town centre facilities. The surrounding area is already relatively busy, with higher background activity and noise levels than quieter suburban residential streets. In this context, the level of comings and goings associated with a small HMO would be absorbed within the existing urban environment and would not result in unacceptable noise, disturbance or nuisance to neighbouring occupiers. The use would remain residential in nature and would be comparable to the level of activity that could reasonably arise from a large family dwelling, visitors, deliveries and day-to-day household activity.

The application site is also not considered to be especially well suited to long-term family occupation when compared with quieter residential streets, given its position on a busy road and the associated levels of traffic movement, noise and general activity. The proposed HMO use would make efficient use of the existing housing stock in a sustainable location while continuing to provide residential accommodation. The proposal would therefore contribute to meeting local housing needs without resulting in the loss of a dwelling that is particularly well suited to family occupation.

With regard to the physical environment and streetscene, no significant external alterations are proposed. The character and appearance of the host building would therefore be preserved. The proposed refuse storage arrangement, comprising three 240L wheelie bins within the site, would improve the management of waste and reduce the risk of bins being stored in an ad hoc or visually harmful manner. This would assist in maintaining the appearance of the property and would avoid harm to the streetscene. The provision of dedicated cycle storage would also support sustainable travel and reduce reliance on private car use.

The proposal would not give rise to unacceptable pressure on parking, community facilities or local services. The site is in a sustainable location with excellent access to public transport and local amenities, and the proposed level of occupation would not be materially greater than that which could arise from the existing four-bedroom family dwelling. The proposal would not cause any identifiable increase in crime, anti-social behaviour or pressure on community infrastructure. Any concerns regarding the day-to-day operation of the property can be appropriately controlled through HMO licensing and, if necessary, planning conditions requiring the retention of refuse and cycle storage.

Overall, while the existing concentration of HMOs in the street is acknowledged, the proposal must be assessed on its individual planning merits. The application relates to a modest small-scale C4 HMO within a substantial existing dwelling, in a central and highly sustainable location. The proposal would not result in significant adverse amenity impacts, would not harm the character or appearance of the area, would not create unacceptable pressure on parking or services, and would not materially worsen any existing cumulative impacts. The development is therefore considered to comply with Policy DM17 of the Development Management DPD.

6.2 Quality of Accommodation

The proposed development has been designed to provide a good standard of accommodation for future occupiers. The scheme includes appropriately sized bedrooms, a shared kitchen/living/dining space, shared bathroom facilities and shared study room. Each habitable room benefits from natural light and ventilation, ensuring a suitable living environment.

The layout is functional and efficient, providing sufficient internal space in line with London Plan Policy D6. The inclusion of shared amenity space and access to the rear garden further enhances the quality of accommodation. Overall, the proposal would provide a satisfactory standard of living accommodation consistent with HMO licensing requirements.

6.3 Character and Appearance

The proposal does not involve any significant external alterations to the building. As such, the existing appearance of the host property and the wider street scene will be preserved. The development respects the established character of the terrace and maintains the visual continuity of the surrounding residential area.

Any minor additions, such as cycle storage or refuse storage, can be secured by condition to ensure they are appropriately designed and do not detract from the appearance of the property.

The proposal is therefore considered compliant with policies relating to design and character.

6.4 Neighbouring Amenity

The proposed change of use is not considered to result in any significant adverse impact on neighbouring residential amenity. The level of activity associated with a small HMO of this scale is broadly comparable to that of a large family dwelling. While there may be a slight increase in comings and goings, this would not be of a level that would cause material harm to neighbouring occupiers.

The proposal does not introduce any additional built form and therefore would not result in overlooking, loss of privacy, or overshadowing. Noise and general disturbance are expected to remain within typical residential levels and would not justify refusal of the application.

6.5 Amenity

The proposal provides an acceptable level of amenity for future occupiers. The internal layout includes shared communal space, and occupiers will benefit from access to the rear garden. While private amenity space per room is not provided, this is typical of HMO accommodation and is considered acceptable given the provision of shared facilities and the urban context of the site.

The scheme therefore achieves a suitable balance between internal living conditions and shared amenity provision.

6.6 Refuse and Waste Strategy

Refuse and recycling facilities are provided within the site in a convenient and accessible location.

The proposal includes provision for multiple bins, which can be stored within the curtilage of the property and moved to the front for collection as required. This ensures that waste can be managed effectively without detracting from the visual amenity of the area.

Details of refuse storage can be secured by condition to ensure compliance with local authority requirements.

6.7 Daylight / Sunlight Impact

The proposal does not involve any extensions or alterations to the building envelope.

As such, there would be no impact on daylight or sunlight to neighbouring properties. The relationship between buildings will remain unchanged.

Future occupiers of the HMO will benefit from adequate levels of natural light, with all habitable rooms served by windows.

6.8 Transport and Sustainability

The site is located within a highly sustainable location with excellent access to public transport. A bus stop is positioned directly in front of the site on Alfoxton Avenue, providing immediate access to a range of local bus services. In addition, the property is located within close to train station, offering direct connections to Central London and surrounding areas.

The property does not benefit from any off-street or private parking provision. However, given the excellent accessibility to public transport, the absence of private parking is not considered to be harmful.

Overall, the development is considered to comply with London Plan transport policies and local policies promoting sustainable travel, and would not give rise to any adverse impacts on the local highway network or parking conditions.

7 Conclusion

7.1 The proposed development seeks the change of use of the existing property from a single-family dwelling (Use Class C3) to a small-scale House in Multiple Occupation (Use Class C4). The proposal represents an appropriate and sustainable form of development that makes efficient use of an existing residential property to contribute towards meeting local housing demand, particularly for smaller and more affordable accommodation types.

7.2 The scheme has been carefully designed to ensure a high standard of accommodation for future occupiers, with well-proportioned rooms, adequate shared facilities, and access to outdoor amenity space. The proposal would not result in harm to the character and appearance of the host building or the surrounding area, as no significant external alterations are proposed.

7.3 Furthermore, the development would not give rise to any unacceptable impacts on neighbouring residential amenity. The scale of the HMO is modest and comparable to that of a large family dwelling, and therefore would not result in material increases in noise, disturbance, or overlooking.

7.3 The proposal provides a good standard of accommodation, with no adverse impacts on neighbouring amenity, and retains the existing commercial uses at ground floor level. Cycle and refuse provision are in line with the previously approved scheme, and the development supports sustainable transport objectives.

7.4 Overall, The proposal complies with the relevant policies of the London Plan (2021), the Haringey Local Plan (2017), and the Development Management DPD (2017), including Policy DM17 relating to HMOs. The development is considered to be acceptable in planning terms, delivering a high-quality and policy-compliant scheme with no identified adverse impacts. In light of the above, it is respectfully requested that planning permission be granted.