

Planning and Design & Access Statement

13 Birkbeck Road, London N17 8NH

Proposal

The proposed development is for a part single, part two-storey rear extension, mansard roof extension and conversion of the existing 2no self-contained flats (Use Class C3) into a House in Multiple Occupation (Sui Generis) comprising 8 rooms with shared facilities.

Site and Surroundings

The application site comprises a mid-terraced residential property situated on Birkbeck Road within the London Borough of Haringey.

The surrounding area is characterised predominantly by traditional Victorian and Edwardian terraced housing, together with converted residential properties.

The site benefits from excellent accessibility to public transport including nearby bus services together with Seven Sisters Underground Station, Seven Sisters Overground Station and Bruce Grove Station, all within convenient walking distance.

Residents have excellent access to employment opportunities, education, healthcare, local shopping facilities and open space.

The site therefore occupies a highly sustainable urban location consistent with the objectives of national, regional and local planning policy.

Planning History

Reference - HGY/1996/0812

Decision Date - 16/07/1996

Proposal - Details pursuant to Condition 2 attached to planning permission HGY/50838 for the erection of a dustbin enclosure.

Decision - Approve

Reference - HGY/1996/0266

Decision Date - 28/05/1996

Proposal - Erection of single storey rear extension and conversion of the property into 1 x 2 bedroom flat and 1 x 1 bedroom flat.

Decision - Approve with Conditions

Proposed Development

This application seeks full planning permission for the redevelopment and conversion of the existing building and the proposal comprises:

- A part single-storey, part two-storey rear extension
- A mansard roof extension
- Internal alterations to convert the existing 3 self-contained flats into an 8 room HMO (Sui Generis);
- Provision of shared kitchen and dining facilities
- All bedrooms provided with private ensuite shower rooms
- Communal rear garden
- Communal cycle storage to the rear
- Dedicated refuse and recycling storage at the front of the site

The building currently comprises a 3 bedroom and a 2-bedroom self-contained flats, with an established lawful occupancy of approximately 10 residents.

The proposed development comprises an 8 room HMO with bedrooms intended for single or double occupancy, and a maximum proposed occupancy of up to 15 residents.

The proposal therefore represents a modest increase in residential occupation of approximately 5 persons compared to the existing lawful use. This limited increase is considered to be relatively minor in planning terms and is not expected to result in a material change in the character or intensity of the residential use of the site.

Whilst lower occupancy levels may occur depending on household composition, planning assessment is required to consider the maximum realistic occupancy scenario.

The proposal represents an efficient reconfiguration of the existing residential accommodation while providing significantly improved communal facilities and modern ensuite accommodation.

Planning Policy Context

This proposal has been assessed against the following planning policy framework.

National Planning Policy Framework (NPPF)

The proposal accords with the objectives of the National Planning Policy Framework, including:

- Chapter 2 – Achieving Sustainable Development
- Chapter 5 – Delivering a Sufficient Supply of Homes
- Chapter 8 – Promoting Healthy and Safe Communities
- Chapter 9 – Promoting Sustainable Transport
- Chapter 11 – Making Effective Use of Land
- Chapter 12 – Achieving Well-designed Places

The NPPF encourages local planning authorities to optimise the use of previously developed land and existing buildings whilst providing a wide choice of homes that meet differing housing needs.

London Plan (2021)

Relevant London Plan policies include:

- Policy GG2 – Making the Best Use of Land
- Policy D3 – Optimising Site Capacity through the Design-led Approach

- Policy D4 – Delivering Good Design
- Policy D6 – Housing Quality and Standards
- Policy H1 – Increasing Housing Supply
- Policy H10 – Housing Size Mix
- Policy T5 – Cycling
- Policy T6 – Car Parking

The proposal makes efficient use of an existing residential building while maintaining high standards of accommodation and supporting London's strategic housing objectives.

Haringey Local Plan

Relevant Strategic Policies include:

- SP1 – Managing Growth
- SP2 – Housing
- SP11 – Design
- SP14 – Transport

Development Management Development Plan Document

Relevant Development Management policies include:

- DM1 – Delivering High Quality Design
- DM3 – Protecting Residential Amenity
- DM13 – Sustainable and Active Travel
- DM15 – Sustainable Waste Management
- DM17 – Houses in Multiple Occupation
- DM31 – Housing Standards
- DM50 – Houses in Multiple Occupation

The proposal has also been assessed against Haringey's adopted HMO planning guidance together with the Council's HMO Licensing Standards.

Town and Country Planning Act 1990

The application has been prepared in accordance with Section 70 of the Town and Country Planning Act 1990 (as amended), requiring the Local Planning Authority to determine applications having regard to the Development Plan unless material considerations indicate otherwise.

The proposal fully accords with the adopted Development Plan when read as a whole.

The proposal also reflects the statutory duty under Section 38(6) of the Planning and Compulsory Purchase Act 2004 whereby planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

No material considerations have been identified that would outweigh the clear policy support for the proposed development.

Principle of Development

The proposal represents the redevelopment and improvement of an existing residential building. Importantly, no residential accommodation is lost.

The existing building currently accommodates 2no self-contained flats capable of housing approximately 10 residents. The proposed HMO will accommodate a slightly increased number of residents. Consequently, the proposal does not over intensify occupation of the site.

Instead, it delivers an alternative housing typology that responds directly to Haringey's identified need for high-quality shared accommodation.

The proposal broadens housing choice whilst maintaining the site's established residential function. The scheme represents a highly efficient use of existing housing stock consistent with the objectives of the NPPF, London Plan Policy GG2 and Haringey Strategic Policy SP2.

Assessment Against Policy DM17

Whilst Policy DM17 includes a criterion relating to the conversion of larger dwellinghouses, the application property is not an existing single dwellinghouse. The lawful use of the building comprises 2no self-contained residential flats (Use Class C3), and the proposal therefore does not involve the loss of an existing family dwelling from the Borough's housing stock.

The proposal instead consolidates 2no existing residential units into a single professionally managed HMO (Sui Generis), whilst retaining the property wholly in residential use.

Consequently, the proposal is not expected to result in any material increase in activity, noise, refuse generation, parking demand or pressure on local infrastructure when compared with the lawful use.

The proposal should therefore be considered in the context of the overall objectives of Policy DM17. Those objectives include protecting residential amenity, ensuring the provision of high-quality shared accommodation, safeguarding the character of the surrounding area and making efficient use of the Borough's housing stock. The proposed development achieves these objectives by providing 8no high-quality ensuite letting rooms, generous communal kitchen and dining facilities, dedicated refuse and recycling storage, secure cycle parking and communal external amenity space, while maintaining the existing level of residential occupation.

Accordingly, whilst the proposal differs from the typical scenario envisaged by the policy for the conversion of a single dwellinghouse, it is considered to accord with the purpose and underlying objectives of Policy DM17 and represents a sustainable and appropriate form of residential development.

Design

The proposed extensions have been carefully designed to respect the scale and character of the existing building. Rear Extension

The proposed rear extension projects only approximately 3m beyond the existing rear elevation. Its modest depth reflects the prevailing pattern of rear additions within the surrounding area. The extension remains subordinate to the existing building and will not appear visually dominant.

Given its limited projection, height and relationship with adjoining properties, the proposal will not result in unacceptable overlooking, loss of daylight, loss of sunlight or overbearing impacts. The proposal therefore fully complies with Policy DM1 and Policy DM3.

The proposed mansard has been carefully designed to minimise visual impact. The principal roof slope is set substantially behind the existing front parapet wall. Consequently, views from the public highway will be limited. The design reflects numerous comparable roof extensions found throughout the Borough. The mansard remains proportionate to the host building and preserves the established rhythm of the streetscape. The proposal therefore complies with London Plan Policy D4 together with Haringey Policy SP11 and DM1.

Quality of Accommodation

The proposal delivers high-quality accommodation for all future residents.

The accommodation comprises:

- 7 generous double bedrooms
- 1 single bedroom
- Eight private ensuite shower rooms
- Shared kitchen and dining facilities
- Shared communal rear garden

All habitable rooms receive good levels of natural daylight and ventilation.

Providing ensuite facilities for every bedroom represents a substantial improvement over many traditional HMO layouts and significantly enhances residential quality.

The communal kitchen provides sufficient cooking, dining and social space appropriate for the level of occupation. Overall, the proposal provides accommodation exceeding the standard normally associated with shared housing.

Housing Need

London continues to experience significant demand for affordable shared accommodation.

The proposal makes a positive contribution towards meeting the Borough's identified housing needs by providing high-quality shared accommodation in a sustainable urban location.

The National Planning Policy Framework recognises the importance of significantly boosting the supply of homes and encouraging a wide choice of housing that responds to the needs of different groups within the community. The London Plan similarly seeks to increase housing supply while ensuring that London's housing stock reflects the varying needs of its population.

Shared housing continues to play an important role in Haringey's housing market by providing affordable accommodation for residents who are unable or unwilling to access self-contained accommodation. Houses in Multiple Occupation provide an essential housing option for:

HMOs perform an important role in meeting the accommodation needs of:

- Key workers
- Young professionals
- Single adults
- Graduates
- Individuals saving towards home ownership
- Residents requiring flexible accommodation close to public transport

The proposal directly contributes towards this identified housing need without increasing overall residential occupancy.

Rather than intensifying the use of the site, the proposal redistributes the existing residential accommodation into a format that better reflects current housing demand whilst providing improved living conditions through ensuite facilities, generous communal accommodation and dedicated external amenity space.

The proposal therefore supports Strategic Policy SP2 of the Haringey Local Plan together with London Plan Policies H1 and H10 by broadening housing choice and making effective use of existing residential accommodation. The development therefore supports both London Plan housing objectives and Haringey's strategic housing priorities.

Residential Amenity

The proposal has been carefully designed to protect neighbouring residential amenity.

The rear extension projects only 3m and is not excessive in scale and will not create unacceptable overshadowing or loss of outlook.

The mansard roof extension remains largely concealed behind the existing parapet and does not appear visually intrusive.

The proposed use as an HMO will not generate materially greater activity than the existing lawful occupation. The current lawful residential accommodation is capable of accommodating approximately 10 occupants. The proposed HMO a slightly higher occupancy.

Accordingly, there will be no material increase in noise, disturbance, vehicle movements or general activity beyond that already associated with the lawful use. The proposal therefore fully complies with Policy DM3.

Refuse and Recycling

Dedicated refuse and recycling storage is provided to the front of the property. The storage area has been designed to accommodate the anticipated waste generated by the development whilst ensuring convenient collection. The proposal complies with Policy DM15.

Cycle Storage

Secure covered cycle parking is provided within the rear of the site. The provision encourages sustainable travel and complies with London Plan Policy T5 together with Haringey Policy DM13.

Accessibility

The proposal makes effective use of an existing residential building. The internal layout has been designed to provide safe and convenient access throughout the building. The communal facilities are centrally located to maximise ease of use by all residents.

Transport

The site occupies a highly sustainable location with excellent public transport accessibility. Residents benefit from convenient access to Underground, Overground, National Rail and local bus services, providing direct connections to Central London and the wider region.

The site has a Public Transport Accessibility Level (PTAL) of 4, indicating good access to public transport and a high level of connectivity. This level of accessibility supports sustainable patterns of travel and reduces reliance on private motor vehicles.

Given the excellent accessibility of the site, future occupiers are unlikely to be dependent upon private vehicles. Consequently, the development is not expected to result in any material increase in parking demand or traffic generation when compared with the existing lawful use.

The provision of secure communal cycle storage further encourages sustainable travel choices and supports active modes of transport. The proposal therefore accords with the objectives of London Plan Policies T5 (Cycling) and T6 (Car Parking), together with the relevant transport policies of the Haringey Development Plan.

Compliance with Policy DM50 – Houses in Multiple Occupation

Policy DM50 seeks to ensure that HMOs:

- provide high quality accommodation
- protect neighbouring residential amenity
- do not adversely affect local character
- provide appropriate refuse storage
- provide adequate cycle parking

The proposal satisfies each of these requirements. The development provides generous ensuite accommodation, high-quality communal facilities, secure cycle parking, dedicated refuse storage and retained communal amenity space.

Accordingly, the proposal represents a well-managed form of shared accommodation fully consistent with Policy DM50.

Energy and Sustainability

The proposed development has been designed to accord with the principles of sustainable development as set out in the National Planning Policy Framework and the London Plan, particularly Policy SI2 (Minimising greenhouse gas emissions) and Policy SI4 (Managing heat risk).

The scheme represents the re-use of an existing residential building, which is inherently more sustainable than new build development due to the retention of embodied carbon within the existing structure. The proposal therefore contributes positively to the efficient use of land and resources, consistent with the objectives of the London Plan and Haringey's climate change policies.

Working within an existing building of this nature presents inherent constraints in fully achieving the same level of energy performance as a new-build development; however, the design has been optimised wherever practicable to improve thermal efficiency and reduce energy demand within the parameters of the existing structure.

The development will follow the London Plan energy hierarchy:

1. Be Lean – The design will incorporate energy-efficient measures to reduce overall energy demand, including high-performance insulation to new walls and roof elements, improved thermal performance of windows and doors where replaced, and air-tight construction methods.
2. Be Clean – The development will utilise efficient heating systems, subject to detailed design and Building Regulations compliance.
3. Be Green – The design allows for future integration of low or zero-carbon technologies where feasible, including potential air source heat pumps or photovoltaic panels, subject to structural and design considerations.

The extension and conversion works will be constructed in accordance with current Building Regulations Part L (Conservation of Fuel and Power), ensuring that the development achieves acceptable levels of energy efficiency.

Natural ventilation will be utilised throughout the building where appropriate, reducing reliance on mechanical cooling. The scheme does not introduce excessive glazing or design features that would result in overheating, and therefore accords with London Plan Policy SI4 relating to overheating risk.

Overall, the proposal represents a sustainable form of development through the reuse of an existing building, efficient use of land, and incorporation of modern energy performance standards.

Flood Risk and Drainage

The application site is located within Flood Zone 1, as defined by the Environment Agency, indicating an area with a low probability of fluvial and tidal flooding.

In accordance with the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance, residential development within Flood Zone 1 is considered to be at the lowest risk of flooding and is therefore sequentially preferable for housing-led development.

The proposed development does not increase the site's vulnerability classification and remains within the 'More Vulnerable' category appropriate for residential uses, including Houses in Multiple Occupation. Given the low flood risk associated with the site, a Flood Risk Assessment is not required for this scale and type of development.

Surface water drainage will continue to discharge into the existing drainage infrastructure, and the development does not result in a significant increase in impermeable surfacing. Where new roof areas are created through the proposed extensions, these will be managed through standard building regulation requirements to ensure appropriate disposal of surface water.

Overall, the proposal is considered to be fully acceptable in flood risk terms and accords with national and local planning policy relating to flood risk management and sustainable development.

Fire Safety

Although the proposed development is not considered to constitute a "relevant building" requiring a Fire Safety Statement under London Plan Policy D12, fire safety has nevertheless been fully considered as part of the design process.

The proposed HMO will be designed to comply with the Building Regulations, including Approved Document B, together with all applicable HMO licensing requirements.

The building will provide:

- protected escape routes from all floors
- interlinked automatic fire detection and alarm systems throughout the building
- fire-resisting construction between bedrooms and communal areas
- fire doors fitted with self-closing devices where required
- emergency lighting to escape routes where necessary
- appropriate fire signage
- suitable fire-fighting equipment
- direct access to the public highway for emergency services

The provision of ensuite facilities within each bedroom reduces the need for residents to travel through communal areas, improving the overall functionality of the building. The proposal has been designed to enable safe evacuation while facilitating access for the London Fire Brigade should an emergency arise.

Detailed fire safety measures will be secured through the Building Regulations approval process and any licensing requirements administered by the London Borough of Haringey. Accordingly, the proposal has been designed with fire safety as an integral consideration throughout the development process.

Planning Balance

The proposed development delivers a range of planning benefits which, when assessed against the Development Plan as a whole, outweigh any limited harm arising from the scheme.

The existing building accommodates approximately 10 residents, based on its lawful configuration comprising a 3-bedroom flat and a 2-bedroom flat. The proposed development can accommodate up to 15 residents, representing a modest increase in residential occupation of approximately 5 persons.

This limited intensification is considered acceptable in planning terms, particularly given the highly sustainable urban location of the site, which benefits from excellent public transport accessibility (PTAL 4) and proximity to local services, employment opportunities and community facilities.

In this context, the modest increase in occupancy does not give rise to a level of additional activity that would result in unacceptable impacts on surrounding residential amenity. The nature of the proposed HMO use, with individually contained bedrooms and managed communal facilities, remains broadly comparable in functional residential terms to the existing arrangement of 2no self-contained flats.

The scheme delivers significant qualitative improvements to the residential accommodation, including:

- Provision of 8no well-proportioned bedrooms
- Private ensuite facilities to all rooms
- High-quality shared kitchen and dining space
- Communal rear garden for residents
- Secure cycle storage
- Dedicated refuse and recycling provision
- Efficient internal layout and modern living standards

Taking all matters into account, the proposal represents a sustainable form of development which:

- makes efficient use of an existing residential building
- provides high-quality shared accommodation in a highly sustainable location
- delivers improved living standards for occupants
- results in only a modest increase in residential occupation
- does not give rise to any significant adverse impacts that would outweigh the benefits of the scheme.

Conclusion

This application seeks planning permission for a part single-storey, part two-storey rear extension, mansard roof extension and the conversion of the existing three self-contained flats into an 8 HMO (Sui Generis).

The proposal has been carefully designed to provide high-quality accommodation whilst respecting the character of the existing building and protecting neighbouring residential amenity.

The rear extension will not result in unacceptable impacts upon adjoining occupiers.

The mansard roof extension is largely set behind the existing front parapet, significantly reducing its visibility from the public realm and ensuring that it integrates successfully with the host building.

These benefits result in a materially improved standard of accommodation compared with the existing arrangement of two separate flats, which do not provide ensuite facilities and offer a less efficient use of internal space.

The proposal also makes efficient use of an existing residential building, consistent with the objectives of the National Planning Policy Framework and London Plan Policy GG2, by optimising the use of previously developed land without requiring additional land take or redevelopment.

Importantly, the development does not result in the loss of a family dwellinghouse, as the building is already in use as two self-contained flats. The proposal therefore does not undermine the Borough's stock of family housing.

The site is located in a highly accessible area with excellent public transport provision (PTAL 4), which supports sustainable travel patterns and reduces reliance on private motor vehicles. As such, the modest increase in occupancy is not expected to result in any material increase in parking stress or traffic generation.

Furthermore, there is no evidence that the proposal will give rise to unacceptable harm in terms of noise, disturbance, refuse generation or general residential amenity. The building has demonstrated capacity to accommodate residential use over a sustained period, and the proposed intensification remains within acceptable planning limits for an urban location of this nature.

Having regard to the National Planning Policy Framework, the London Plan (2021), the Haringey Local Plan, the Development Management Development Plan Document, Policy DM50 relating to Houses in Multiple Occupation, the Town and Country Planning Act 1990 and all other material considerations, it is concluded that the proposal fully complies with the adopted planning policy framework.

Accordingly, the proposal is considered to represent sustainable development in accordance with the Development Plan when read as a whole, and planning permission should therefore be granted.

CG July 2026