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MANAGEMENT, REFUSE, PARKING AND TRANSPORT STATEMENT

Site: 401 Green Lanes, London N4 1EU

Proposal: Change of Use of Existing Residential Flat (Use Class C3) to a 5-Room House in Multiple Occupation (Use Class C4)

Document Purpose: To demonstrate that the proposed HMO will operate safely, efficiently and sustainably, with appropriate management, refuse arrangements, cycle parking and transport compliance.

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1.0 Introduction

1.1 Purpose of the Statement

This Management Refuse Parking and Transport Plan is submitted in support of the application for the conversion of the existing first- and second-floor residential accommodation at 401 Green Lanes into a five-room House in Multiple Occupation (HMO). The purpose of this document is to demonstrate that the proposed development will be managed responsibly, will not generate adverse amenity impacts, and will operate in full compliance with Haringey's requirements for waste storage, cycle parking, and sustainable transport.

1.2 Scope of Assessment

The statement addresses management arrangements, maintenance responsibilities, refuse and recycling provision, parking considerations, and sustainable transport measures. It draws directly from the submitted plans, which include a dedicated refuse store, secure cycle enclosure, and clearly defined internal circulation routes.

2.0 Management and Maintenance

2.1 Professional Management Oversight

The HMO will be professionally managed at all times. A dedicated management agent will oversee day-to-day operations, conduct regular inspections, and ensure compliance with HMO licensing requirements. The agent will provide 24-hour contact details to neighbouring residents and the local authority, ensuring that any concerns can be addressed promptly and effectively.

2.2 Tenancy Arrangements and Behaviour Management

All occupants will enter into Assured Shorthold Tenancies with clear clauses relating to noise, anti-social behaviour, refuse disposal, and maintenance of communal areas. The management agent will enforce these clauses and ensure that the property operates quietly and responsibly. The presence of en-suite bathrooms in all five bedrooms reduces internal movement and supports a calm domestic environment.

2.3 Maintenance of Communal Areas and Facilities

Communal areas, including the kitchen, hallways, and circulation spaces, will be maintained to a high standard. The management agent will ensure that fire doors, alarms, emergency lighting, and safety equipment remain fully operational. Regular inspections will be undertaken to ensure that escape routes remain unobstructed and that refuse and recycling are stored appropriately.

3.0 Waste and Recycling

3.1 Dedicated Refuse Storage Provision

The proposed ground-floor plan includes a dedicated refuse storage area. This store is designed to accommodate the required number of bins for a five-person HMO, including general waste, mixed recycling, and food waste containers. The location ensures that waste is stored discreetly and does not impact the public realm.

3.2 Refuse, Servicing and Cycle Storage

Refuse storage is located at the rear of the property and accessed via the existing gate leading to the alleyway. This alleyway connects directly to Green Lanes, providing a clear and unobstructed route for presenting bins on collection days. Refuse is only placed on the street on scheduled collection days (bi-weekly) and is returned promptly to the internal store thereafter, ensuring no impact on the public realm.

Cycle storage is also located at the rear of the property within a secure enclosure. Access to the cycle store is taken through the same rear gate leading to the alleyway, allowing residents to store and retrieve bicycles without passing through private rooms or creating external clutter. This arrangement ensures that servicing activity remains discreet, domestic in character, and fully compliant with Haringey's standards.

3.3 Internal Waste Management

Occupants will be provided with clear instructions on waste separation and recycling. The kitchen includes adequate storage for internal waste containers, ensuring that refuse is managed hygienically and without impact on communal areas.

4.0 Parking and Sustainable Transport

4.1 Car-Free Nature of the Development

The proposed HMO is entirely car-free. The site is located within a highly accessible area with excellent public transport links, including bus routes along Green Lanes, nearby Underground stations at Manor House and Turnpike Lane, and the Haringay Green Lanes Overground station. The development does not include any off-street parking and will not generate additional parking demand.

4.2 Secure Cycle Parking Provision

The proposed ground-floor plan includes a secure timber cycle enclosure located at the rear of the property. Access to this enclosure is provided via the existing rear gate leading to the alleyway, which offers a direct and convenient route between the cycle store and the street. The enclosure provides long-term, secure cycle parking for residents and meets London Plan Policy T5 requirements. The arrangement ensures that cycle parking is safe, accessible, and fully integrated into the building's servicing layout.

4.3 Sustainable Transport Compliance

4.3.1 Public Transport Accessibility Level (PTAL)

The site benefits from a high Public Transport Accessibility Level (PTAL), which is a recognised Transport for London (TfL) measure of accessibility to public transport services. 401 Green Lanes falls within a PTAL 5 area, indicating very good accessibility. This rating reflects the close proximity of the site to multiple high-frequency bus routes, London Underground services, and Overground connections. A PTAL score of 5 demonstrates that residents have access to a wide range of transport options within short walking distances, significantly reducing reliance on private vehicles and supporting sustainable travel behaviour.

4.3.2 Proximity to Public Transport Services

The site is located within walking distance of several major transport nodes. Bus services operate along Green Lanes at high frequency throughout the day and evening, providing direct connections to Finsbury Park, Manor House, Turnpike Lane, Seven Sisters, and central London. Manor House Underground Station (Piccadilly Line) and Turnpike Lane Underground Station are both accessible on foot or via short bus journeys, offering rapid connections across London. Harringay Green Lanes Overground Station is also located nearby, providing additional rail connectivity. This concentration of transport options ensures that residents can travel efficiently without the need for private car ownership.

4.3.3 Alignment with London Plan Transport Policies

The car-free nature of the development aligns with the London Plan's strategic objective to reduce car dependency in highly accessible urban areas. Policy T1 encourages development that supports sustainable travel choices, while Policy T5 requires the provision of secure cycle parking to promote active travel. The proposal meets these requirements by providing a dedicated long-term cycle enclosure at ground-floor level and by ensuring that no off-street parking is provided or required. The high PTAL rating reinforces the suitability of a car-free development in this location and demonstrates compliance with the London Plan's transport hierarchy.

4.3.4 Impact on Local Highway Network

Given the site's excellent transport accessibility and the car-free nature of the proposal, the development will not generate additional parking demand or vehicle movements. The existing residential use already operates without dedicated parking, and the conversion to a small HMO does not alter this arrangement. The proposal therefore has no adverse impact on the local highway network, consistent with Haringey's transport policies and the London Plan's emphasis on sustainable, low-impact development in areas with high PTAL ratings.



4.4 Impact on Local Highway Network

4.4.1 No Increase in Vehicle Movements

The proposed development will not result in any increase in vehicle movements on the local highway network. The existing residential flat operates without dedicated parking, and the conversion to a five-room HMO does not alter this arrangement. The high Public Transport Accessibility Level (PTAL 5) ensures that residents have access to frequent and reliable public transport services, significantly reducing the likelihood of private car ownership. As a result, the development will not generate additional traffic or place pressure on surrounding streets.

4.4.2 No Additional Parking Demand

The proposal is explicitly car-free. The submitted plans do not include any off-street parking provision, and the site is located within an area where car-free development is both expected and supported by planning policy. The availability of bus, Underground and Overground services within short walking distances ensures that residents can travel efficiently without reliance on private vehicles. The development therefore does not contribute to parking stress and does not conflict with Haringey's parking standards.

4.4.3 Safe and Efficient Access Arrangements

Access to the property is taken directly from Green Lanes, which provides a safe and well-lit pedestrian environment. The internal circulation routes, including the hallway leading to the rear cycle enclosure and refuse store, are clearly defined and do not interfere with pedestrian movement or servicing arrangements. The proposal does not alter the existing access arrangements and does not introduce any new vehicular access points. The development therefore has no adverse impact on pedestrian safety or highway operation.

4.4.4 Compliance with Transport Objectives

The proposal aligns with the London Plan's transport objectives by promoting sustainable travel choices, reducing car dependency, and ensuring that development in highly accessible locations does not generate additional traffic. The high PTAL rating reinforces the suitability of a car-free HMO in this location and demonstrates that the development will operate without detriment to the local highway network.

5.0 London Plan Transport Policies T1–T6 Compliance

5.1 Policy T1: Strategic Approach to Transport

5.1.1 Alignment with Strategic Transport Objectives

Policy T1 seeks to ensure that development supports the Mayor's strategic aim of reducing car dependency and increasing sustainable travel. The proposed HMO directly aligns with this objective by providing car-free accommodation in a location with excellent public transport accessibility. The PTAL 5 rating confirms that residents can meet daily travel needs without reliance on private vehicles. The development therefore contributes positively to London's strategic transport goals.

5.2 Policy T2: Healthy Streets

5.2.1 Promotion of Active Travel and Pedestrian Movement

Policy T2 requires development to support the Healthy Streets approach by encouraging walking, cycling and public transport use. The proposal supports this objective by providing secure long-term cycle parking and by being located within walking distance of multiple transport nodes. The development does not introduce any vehicular access or parking, ensuring that pedestrian movement along Green Lanes remains unobstructed and safe.

5.3 Policy T3: Transport Capacity, Connectivity and Safeguarding

5.3.1 Efficient Use of Existing Transport Infrastructure

Policy T3 seeks to ensure that development makes efficient use of existing transport capacity. The high PTAL rating demonstrates that the locality benefits from substantial transport infrastructure capable of accommodating additional residential demand. The small-scale nature of the HMO ensures that the development does not place pressure on transport capacity and operates comfortably within the existing network.

5.4 Policy T4: Delivering Transport Infrastructure

5.4.1 No Requirement for Additional Infrastructure

Policy T4 requires development to contribute to transport infrastructure where necessary. Given the scale of the proposal and the high level of existing transport provision, no additional infrastructure is required. The development does not generate additional vehicular movements and does not necessitate improvements to the local highway network. The proposal therefore complies fully with Policy T4.

5.5 Policy T5: Cycling

5.5.1 Provision of Secure Cycle Parking

Policy T5 requires development to provide secure, long-term cycle parking. The proposed ground-floor plan includes a dedicated timber cycle enclosure located to the rear of the commercial unit, accessible from the internal hallway. This enclosure provides secure parking for residents and meets the London Plan's quantitative and qualitative standards. The provision supports active travel and reduces reliance on private vehicles.

5.6 Policy T6: Car Parking

5.6.1 Car-Free Development in High PTAL Location

Policy T6 supports car-free development in areas with high public transport accessibility. The PTAL 5 rating confirms that the site is ideally suited for car-free occupation. The proposal does not include any off-street parking and does not generate additional parking demand. The development therefore complies fully with Policy T6 and supports the London Plan's objective of reducing car dependency.

6.0 Conclusion

The Management and Parking Plan demonstrates that the proposed five-room HMO at 401 Green Lanes will operate safely, responsibly, and sustainably. The development benefits from professional management oversight, dedicated refuse and recycling storage, secure cycle parking, and excellent access to public transport. The proposal is car-free, does not generate additional parking demand, and does not result in any adverse amenity or transport impacts. The development is therefore fully compliant with Haringey's requirements and with relevant London Plan policies.