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PLANNING, DESIGN and ACCESS STATEMENT

London Borough of Haringey – Planning Department

Site: 401 Green Lanes, London N4 1EU

Proposal: Full Planning Application for the Change of Use of Existing 3-Bedroom Residential Flat (Use Class C3) to a 5-Room House in Multiple Occupation (HMO) (Use Class C4) with Associated Internal Alterations, and Shared Storage Provision.

Date: August 2026

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1.0 EXECUTIVE SUMMARY

1.1 Overview

This Planning, Design and Access Statement has been prepared in support of a full planning application for the conversion of the existing three-bedroom residential flat at 401 Green Lanes, London N4 1EU, into a five-room House in Multiple Occupation (HMO) falling within Use Class C4. The proposal involves internal alterations only, with no external works, no extensions, and no changes to the building footprint. The development introduces en-suite bathrooms to all bedrooms, a compliant shared kitchen, and dedicated refuse and cycle storage.

1.2 Purpose of the Proposal

The proposal seeks to optimise the use of existing residential floorspace in a highly accessible mixed-use corridor. The existing flat is constrained by its position above commercial premises, lacks private outdoor space, and is not suited to long-term family occupation. The conversion to a small HMO represents an appropriate and policy-compliant re-use of the accommodation, consistent with the updated National Planning Policy Framework (2026), the London Plan, and Haringey's Development Management Policies.

1.3 Key Planning Considerations

The proposal does not involve any external alterations and therefore preserves the character and appearance of the building and surrounding streetscape. The development does not intensify the use of the site beyond what is typical for a residential flat and does not result in adverse amenity impacts. The locality is highly suitable for small-scale shared living, with excellent transport accessibility (PTAL 5), established mixed-use character, and a pattern of upper-floor residential accommodation above commercial premises.

1.4 Article 4 Direction

The site lies within Haringey's Article 4 Direction area, requiring planning permission for C3 to C4 changes of use. This Statement demonstrates that the proposal does not result in harmful intensification, does not erode family housing stock, and does not undermine the objectives of the Article 4 Direction. The development represents a low-impact, well-managed HMO in a location where shared accommodation is appropriate and sustainable.

1.5 Conclusion

The proposal is a proportionate and sustainable form of residential development that optimises existing floorspace, improves accommodation quality, and operates without harm to amenity, character, or the local highway network. Planning permission should therefore be granted.

2.0 STATEMENT PURPOSE

2.1 Purpose of the Document

This Planning, Design and Access Statement has been prepared on behalf of the applicant in support of a full planning application for the change of use of the existing three-bedroom residential flat at 401 Green Lanes, London N4 1EU, to a five-room House in Multiple Occupation (HMO) falling within Use Class C4. The proposal includes internal alterations to improve the functionality of the accommodation, the introduction of en-suite bathrooms to all bedrooms, and the provision of dedicated refuse and cycle storage at ground-floor level. No external alterations are proposed and the building's appearance, massing and relationship with the streetscene remain unchanged.

The purpose of this Statement is to assess the proposal against the relevant national, regional and local planning policy framework and to demonstrate that the development represents an appropriate, sustainable and policy-compliant form of residential accommodation. The document provides a comprehensive analysis of the site, its locality, the existing property, and the surrounding context, and explains why the proposed HMO is suitable for this location. Particular attention is given to the mixed-use character of Green Lanes, the high level of public transport accessibility, and the established pattern of residential accommodation above commercial premises.

The Statement also explains how the design and layout of the proposed HMO have evolved in response to the specific opportunities and constraints presented by the site. The internal configuration has been carefully developed to ensure that the accommodation meets relevant space standards, supports quiet domestic occupation, and provides a high-quality living environment for future residents. The inclusion of en-suite bathrooms reduces internal movement and supports a domestic pattern of occupation comparable to that of a conventional household.

The document combines the functions of both a Planning Statement and a Design and Access Statement. It addresses the planning merits of the proposal, the design rationale, the operational management arrangements, and the wider planning considerations associated with the change of use. It should be read alongside the submitted drawings, Management and Parking Plan, Fire Safety Strategy, and all other supporting documentation.

2.2 The Application Proposal

The application seeks planning permission for the conversion of the existing first- and second-floor residential flat into a five-room HMO. The proposal introduces five bedrooms, each with an en-suite bathroom, a shared kitchen, and dedicated storage. The development does not involve any external alterations and does not increase the building footprint. The proposal represents an internal reconfiguration of existing accommodation rather than an extension or intensification of the built form.

The converted accommodation will remain wholly residential in character and will not introduce any commercial activity. The development does not create an additional dwelling but instead reconfigures the existing flat to provide high-quality shared accommodation suitable for individual residents. The proposal therefore represents an efficient and sustainable use of existing residential floorspace in accordance with the updated National Planning Policy Framework (2026), which encourages the optimisation of constrained residential stock where family occupation is limited by layout, location or amenity constraints.

The design has been informed by a detailed assessment of the locality, including the mixed-use character of Green Lanes, the prevalence of residential accommodation above commercial premises, and the suitability of the area for small-scale shared living. The proposal aligns with the established pattern of development and reflects the practical realities of living above commercial premises in a highly accessible urban corridor.

The Statement demonstrates that the proposal preserves the character and appearance of the building, safeguards neighbouring residential amenity, and provides a high-quality living environment for future occupants. The development does not result in harmful intensification, does not erode family housing stock, and does not undermine the objectives of Haringey's Article 4 Direction. The proposal is therefore considered acceptable in planning terms.

3.0 SITE DESCRIPTION AND SURROUNDING CONTEXT

3.1 Site Location

401 Green Lanes is located within the London Borough of Haringey, positioned along a well-established mixed-use corridor that forms part of the wider Haringay neighbourhood. The property occupies the upper floors of a mid-terrace building situated on the eastern side of Green Lanes, a major arterial route connecting Manor House, Haringay, and Turnpike Lane. The building sits within a continuous terrace of commercial units at ground-floor level with residential accommodation above, reflecting a long-standing pattern of mixed-use development that has shaped the character of this part of Green Lanes.

The site benefits from excellent access to public transport, local services, and community facilities. Multiple bus routes operate along Green Lanes, and the property lies within walking distance of Manor House Underground Station, Turnpike Lane Underground Station, and Haringay Green Lanes Overground Station. This high level of accessibility contributes to the suitability of the location for small-scale shared accommodation and aligns with the London Plan's strategic objectives for sustainable urban living.

The immediate surroundings comprise a dense urban environment with a diverse range of commercial uses at ground-floor level, including restaurants, cafés, retail units, and small service businesses. Residential accommodation above these units is commonplace and forms a defining characteristic of the locality. The site therefore occupies a sustainable and highly accessible urban location where residential use above commercial premises is firmly established.

Location Plan Context



3.2 Existing Property

The application property comprises an existing three-bedroom residential flat arranged across the first and second floors of the building. The flat is accessed via an internal staircase located behind the commercial unit at ground-floor level. The accommodation includes three bedrooms, a kitchen, a reception room, and bathroom facilities. The submitted plans confirm that the flat has a Gross Internal Area of approximately 93.47 square metres across both floors.

The property does not benefit from any private outdoor amenity space. There is no rear garden, terrace, or balcony associated with the flat, and the accommodation is entirely internal. The absence of private external space is a significant characteristic of the existing dwelling and directly influences its suitability for different forms of residential occupation.

The flat is positioned directly above commercial premises, resulting in a relationship with the ground-floor unit that is typical of mixed-use corridors but less suited to long-term family occupation. The internal arrangement reflects the constraints of the building's structure, with rooms distributed across two levels and circulation spaces arranged around the internal staircase. The configuration is more compatible with small-scale shared living than with the needs of a single household requiring private outdoor space and separation from commercial activity.

The proposal does not involve any external alterations to the building. The existing elevations, roof profile, and massing remain unchanged. All works are confined to internal reconfiguration and the introduction of en-suite bathrooms to improve the functionality of the accommodation.

3.3 Surrounding Context

The surrounding area is characterised by a vibrant mix of commercial and residential uses. Green Lanes is a well-known high street environment with a diverse range of shops, restaurants, cafés, and service businesses operating at ground-floor level. Above these units, residential flats are commonplace and form an integral part of the local housing stock. This pattern of development has been established for several decades and contributes to the distinctive character of the area.

The locality exhibits a varied architectural character, with buildings displaying a mixture of traditional and modern shopfronts, differing window arrangements, and varied façade treatments. The streetscape is defined by continuous terraces of mixed-use buildings, creating a cohesive urban form that accommodates both commercial activity and residential occupation. The presence of residential units above commercial premises is a defining feature of the area and provides important context for assessing the suitability of the proposed HMO.

The immediate surroundings demonstrate a pattern of residential adaptation typical of mixed-use corridors. Many upper-floor flats have been reconfigured over time to meet changing housing needs, including the introduction of small shared dwellings and multi-occupancy arrangements. This evolution reflects the practical realities of living above commercial premises and the suitability of such accommodation for individuals rather than families.

The relationship between the application property and the surrounding streetscape is particularly important. The building forms part of a continuous terrace and contributes to the established rhythm and scale of Green Lanes. The proposal does not alter this relationship and preserves the external appearance of the building.

3.4 Townscape Character

The wider townscape is defined by a dense and active urban environment with a strong commercial presence at ground-floor level and residential accommodation above. The buildings along Green Lanes share a consistent height and massing, creating a cohesive streetscape that accommodates a variety of uses. The area is characterised by high levels of pedestrian activity, frequent public transport services, and a diverse range of local amenities.

Despite the intensity of commercial activity at street level, the upper-floor residential accommodation contributes to the overall residential character of the locality. The proposal maintains this established pattern of development and does not introduce any new building forms or external alterations. The conversion of the existing flat into a small HMO represents a continuation of the residential function already present within the building and the wider streetscape.

The townscape has successfully accommodated a variety of residential typologies, including flats, maisonettes, and small HMOs. These forms of accommodation have become integrated into the character of the area and reflect the diverse housing needs of residents living within a highly accessible urban corridor. The proposal aligns with this established pattern and sits comfortably within its context.

Figure 1 – Existing Front Elevation



4.0 LOCAL PRECEDENT ANALYSIS

4.1 Introduction

A key objective of the planning system is to ensure that development responds positively to local context and reflects established patterns of use within the surrounding area. While each planning application must be determined on its own merits, it is equally important to consider the nature of existing development along Green Lanes and to assess whether comparable forms of residential occupation have already been successfully integrated into the locality. The current proposal has therefore been informed by a detailed appraisal of the surrounding area, with particular attention given to the prevalence of residential accommodation above commercial premises and the suitability of this environment for small-scale shared living.

The locality exhibits a long-standing pattern of mixed-use development, with commercial units at ground-floor level and residential flats above. This arrangement has existed for several decades and forms a defining characteristic of the Haringay neighbourhood. The presence of varied residential typologies, including flats, maisonettes and small HMOs, demonstrates that the area has successfully accommodated different forms of residential occupation without harm to character or amenity. This established pattern provides important contextual support for the current proposal.

4.2 Comparable Residential Accommodation Above Commercial Premises

The most relevant precedent within the locality is the widespread presence of residential flats positioned directly above commercial units along Green Lanes. These flats typically lack private outdoor space, are accessed via internal staircases behind commercial premises, and exhibit internal layouts that are more suited to individual occupation than to long-term family living. This pattern of development is evident throughout the terrace and reflects the practical realities of residential accommodation within mixed-use corridors.

The application property shares these characteristics. It is positioned above a commercial unit, lacks private outdoor space, and is arranged across two floors with internal circulation centred around the staircase. These features are consistent with other upper-floor flats along Green Lanes and demonstrate that the proposed HMO aligns with the established residential typology of the area.

4.3 Comparable Multi-Occupancy Arrangements Within the Locality

A review of the surrounding area confirms that small-scale shared accommodation is already present within the wider Green Lanes corridor. The combination of high public transport accessibility, proximity to local services, and the mixed-use character of the area has resulted in a residential environment where multi-occupancy arrangements are commonplace. These examples demonstrate that shared living can be accommodated successfully within this context and provide important support for the principle of the current proposal.

The proposed HMO reflects this established pattern of occupation. It does not introduce a new residential typology but instead represents a continuation of the varied residential formats already present within the locality. The development therefore sits comfortably within its context and does not appear unusual or incongruous within the surrounding area.

4.4 Assessment of Local Development Patterns

When considered collectively, the examples identified along Green Lanes demonstrate a clear pattern of residential adaptation centred on the efficient use of existing accommodation above commercial premises. The locality has successfully accommodated a variety of residential formats, including flats, maisonettes and small HMOs, without harm to character or amenity. The current proposal follows this established pattern and seeks to optimise the use of existing residential floorspace in a manner consistent with the surrounding area.

The proposal does not introduce any external alterations, does not intensify the built form, and does not alter the relationship between the building and the streetscene. Instead, it represents a proportionate and carefully considered reconfiguration of existing accommodation. The existence of comparable residential formats within the locality provides strong contextual support for the proposal and demonstrates that the development is entirely compatible with the established character of Green Lanes.

5.0 PROPOSED DEVELOPMENT

5.1 Description of Development

5.1 Description of Development

The application seeks planning permission for the change of use of the existing first- and second-floor residential flat at 401 Green Lanes to a five-room House in Multiple Occupation (HMO) (Use Class C4). The proposal involves internal alterations only, with no external works, no extensions, and no changes to the building footprint. The development introduces five bedrooms, each with an en-suite bathroom, a shared kitchen positioned at the rear of the first floor, and dedicated internal storage. Refuse storage and secure cycle parking are located at the rear of the property and accessed via the existing porch and rear gate leading to the alleyway, as shown on the submitted plans.

The converted accommodation remains wholly residential in character and does not introduce any commercial activity. The proposal represents an efficient and sustainable reconfiguration of existing floorspace in accordance with national, regional and local planning policy.

5.2 Design Evolution

The internal layout has been developed to optimise the use of existing residential floorspace and to ensure that the accommodation functions effectively as a small HMO. The bedroom on the first floor has been positioned inside the property, and the kitchen has been located to the rear. This ensures that access to the refuse and cycle storage passes through a shared kitchen space rather than a private bedroom, providing an appropriate and policy-compliant circulation route.

The staircase has been adjusted slightly forward within the hallway to align with the revised internal arrangement and to ensure consistent vertical circulation between floors. All works are internal, and no external alterations are proposed. The design preserves the existing elevations, roof profile and massing, maintaining the established relationship between the building and the surrounding streetscape.

5.3 Design Principles

The proposal is guided by the objective of providing high-quality shared accommodation within the constraints of an existing mixed-use building. The internal reconfiguration ensures that all bedrooms meet relevant space standards, benefit from en-suite facilities, and support quiet domestic occupation. The kitchen is positioned at the rear of the first floor to provide a functional communal space and to ensure that refuse and cycle access occurs through shared space.

The development includes refuse storage and secure cycle parking at the rear of the property, accessed via the existing gate leading to the alleyway. This arrangement ensures discreet servicing activity and maintains a domestic pattern of occupation. No external alterations are proposed, and the development does not intensify the built form.

5.4 Existing and Proposed Layout

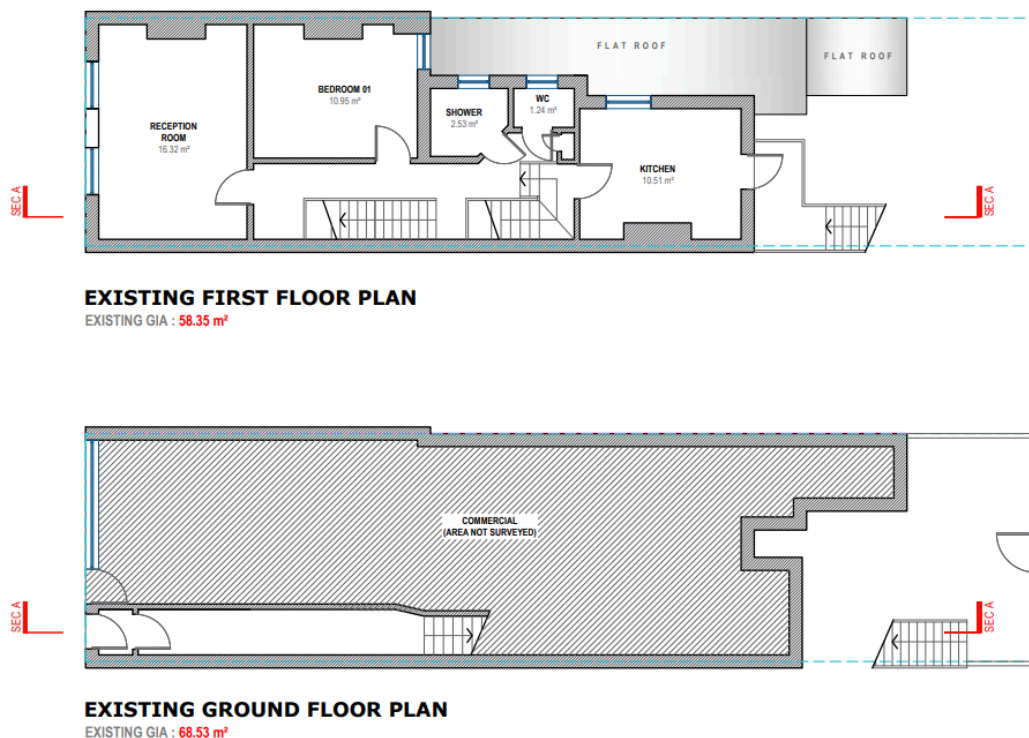
The existing flat is arranged across two floors and comprises three bedrooms, a kitchen, a reception room and bathroom facilities. The proposed layout reconfigures the accommodation to provide five bedrooms, each with an en-suite bathroom, a shared kitchen located at the rear of the first floor, and dedicated internal storage.

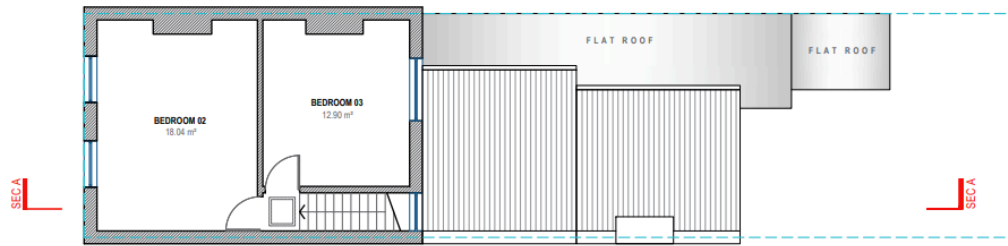
The staircase has been moved slightly forward to accommodate the revised internal arrangement and to ensure consistent alignment between the ground-floor portal and the upper floors. Circulation routes have been designed to support efficient movement throughout the property and to maintain clear access to all rooms. The layout meets relevant space standards and provides a high-quality living environment for future residents.

5.5 External Appearance

No external alterations are proposed. The existing elevations, roof profile and massing remain unchanged. The proposal therefore preserves the character and appearance of the building and the surrounding streetscape.

Figure 2 Existing Floor Plans





EXISTING SECOND FLOOR PLAN

EXISTING GIA : 35.12 m²

6.0 DESIGN ASSESSMENT

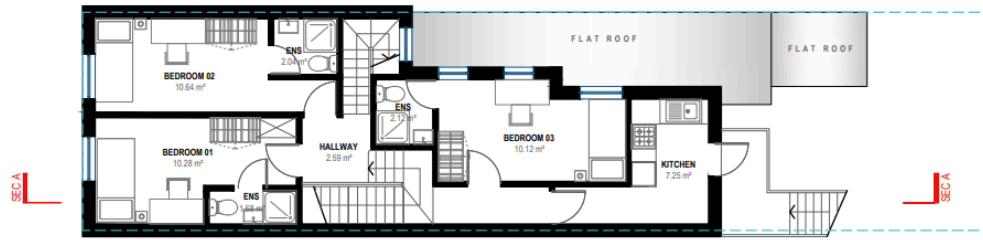
6.1 Layout

The proposed internal layout has been developed following a detailed assessment of the existing accommodation and the functional requirements of a small House in Multiple Occupation. The existing flat is arranged across two floors and comprises a series of rooms distributed around an internal staircase. The proposed layout retains this fundamental arrangement but reconfigures the internal spaces to provide five bedrooms, each with an en-suite bathroom, and a shared kitchen.

The introduction of en-suite bathrooms is central to the design approach. This arrangement reduces internal movement, minimises pressure on shared facilities, and supports a domestic pattern of occupation comparable to that of a conventional household. The shared kitchen is positioned on the first floor and provides an appropriate communal space for residents. Circulation routes have been designed to ensure efficient movement throughout the property and to maintain clear access to all rooms.

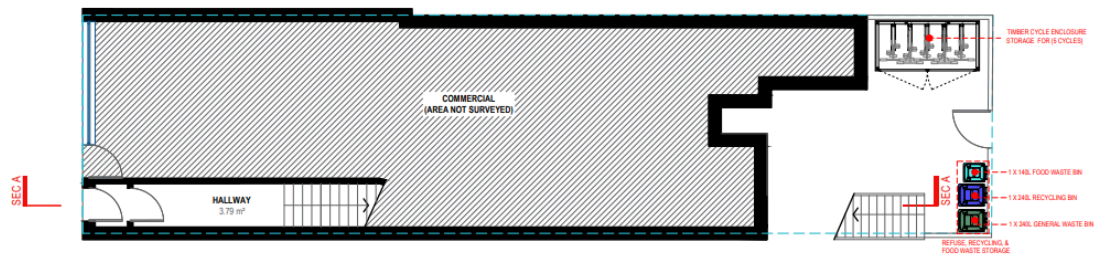
The proposed layout meets relevant space standards and provides a high-quality living environment for future residents. The arrangement is proportionate to the scale of the building and reflects the constraints and opportunities presented by the existing structure. The development does not involve any external alterations and therefore preserves the established relationship between the building and the surrounding streetscape.

Figure 3 Proposed Floor Plans



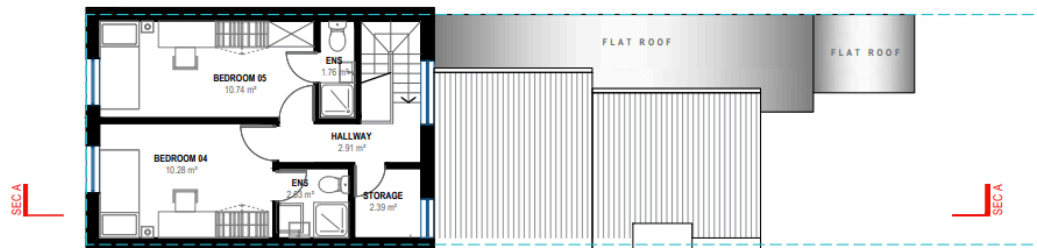
PROPOSED FIRST FLOOR PLAN

PROPOSED GIA : 59.94 m²



PROPOSED GROUND FLOOR PLAN

PROPOSED GIA : 68.53 m²



PROPOSED SECOND FLOOR PLAN

PROPOSED GIA : 36.01 m²

6.2 Scale and Massing

The proposal does not involve any changes to the external scale or massing of the building. The existing elevations, roof profile and building footprint remain unchanged. All works are confined to internal reconfiguration and do not alter the external appearance of the property. The development therefore preserves the established scale and massing of the terrace and does not introduce any new built form.

6.3 Character and Appearance

The proposal has been designed to ensure that the character and appearance of the building are preserved. No external alterations are proposed, and the existing façade, window arrangements and roof profile remain unchanged. The development does not introduce any new materials or external features and therefore maintains the established appearance of the building within the Green Lanes streetscape.

The internal alterations have been designed to improve the functionality of the accommodation while ensuring that the building continues to operate as residential accommodation above commercial premises. The proposal aligns with the established mixed-use character of the locality and does not result in any visual harm.

6.4 Relationship with the Streetscene

The building forms part of a continuous terrace along Green Lanes and contributes to the established rhythm and scale of the streetscape. The proposal does not alter this relationship. The external appearance of the building remains unchanged, and the development does not introduce any new openings, extensions or alterations visible from the public realm. The proposal therefore preserves the existing relationship between the building and the surrounding streetscene.

6.5 Materials

No external materials are altered as part of the proposal. The development is confined to internal reconfiguration and does not involve any changes to the external fabric of the building. The existing materials, finishes and architectural features remain unchanged.

6.6 Access

Access to the property remains via the existing entrance located behind the commercial unit at ground-floor level. Internal circulation has been refined to ensure efficient movement throughout the building, including the repositioned staircase and the revised layout of the first-floor rooms. Access to the refuse and cycle storage is from the rear of the building continuing through the rear gate leading to the alleyway, providing a clear and unobstructed route to the street. No new access points are introduced, and the proposal preserves the established access arrangements without impact on pedestrian movement or safety.

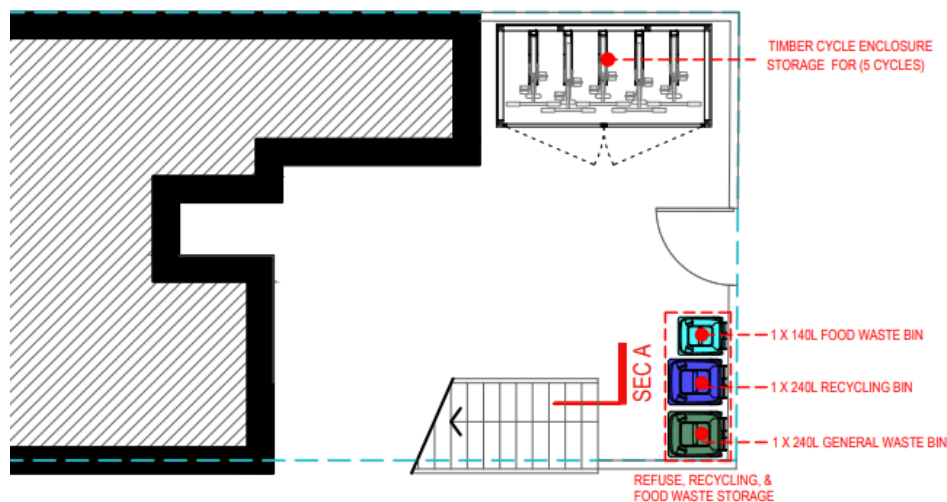


Figure 3 Cycle and Refuse storage to the rear of the property with gate access shown

7.0 PLANNING POLICY CONTEXT

7.1 National Planning Policy Framework (2026)

The updated National Planning Policy Framework (2026) places significant emphasis on optimising the use of existing residential stock, supporting sustainable communities, and ensuring that development provides high-quality accommodation. These objectives are directly relevant to the current proposal, which seeks to reconfigure constrained residential accommodation above commercial premises to provide high-quality shared living.

Policies HO1–HO13 encourage the efficient use of existing housing stock, particularly where family occupation is constrained by layout, location or amenity limitations. The existing flat at 401 Green Lanes lacks private outdoor space, is positioned above commercial premises, and is arranged across two floors. These characteristics limit its suitability for long-term family occupation but make it appropriate for small-scale shared living. The proposal therefore aligns with the NPPF’s objective of optimising constrained residential accommodation.

Policies S1–S6 emphasise the importance of sustainable development in well-connected urban locations. The site benefits from a PTAL rating of 5 and is located within walking distance of multiple public transport nodes. The proposal supports sustainable travel choices by providing secure cycle parking at the rear of the property, as shown on the submitted plans, and by operating as a car-free development. The proposal therefore meets the NPPF’s strategic objectives for sustainable urban living.

Policies DM1–DM10 require development to safeguard amenity, preserve character, and ensure high-quality design. The proposal does not involve any external alterations, preserves the character of the building, and provides high-quality accommodation with en-suite bathrooms and professional management. The development does not result in adverse amenity impacts and therefore complies with the NPPF’s amenity requirements.

The NPPF also emphasises the importance of creating mixed and balanced communities. The proposal contributes to this objective by providing high-quality shared accommodation in a location where such housing is appropriate and sustainable. The development does not erode family housing stock and aligns with national policy objectives for housing diversification.

7.2 London Plan (2021)

Policy D3 requires development to optimise site capacity through a design-led approach. The proposal optimises existing residential floorspace without altering the external appearance of the building. The internal reconfiguration provides high-quality accommodation that meets relevant space standards and supports quiet domestic occupation. The development therefore complies with Policy D3.

Policy D4 requires development to deliver good design. The proposal provides high-quality accommodation with en-suite bathrooms, efficient internal circulation, and dedicated storage. The development preserves the external appearance of the building and aligns with the London Plan’s design objectives.

Policy D6 requires development to meet housing quality and space standards. The proposed layout meets relevant standards and provides a high-quality living environment for future residents. The introduction of en-suite bathrooms reduces pressure on shared facilities and supports a domestic pattern of occupation comparable to that of a conventional household.

Policies T1–T6 require development to support sustainable travel choices. The site benefits from a PTAL rating of 5, and the proposal includes secure cycle parking at the rear of the property, as shown on the submitted plans. The development is car-free and does not generate additional parking demand. The proposal therefore complies with the London Plan’s transport policies.

Policy D12 requires development to incorporate fire safety measures. The submitted Fire Safety Strategy demonstrates compliance with Policy D12(A). The proposal includes interlinked alarms, protected escape routes, and professional management. The development therefore meets the London Plan’s fire safety requirements.

7.3 Haringey Local Plan

Policy DMP17 seeks to protect family housing where such housing is viable, functional and capable of meeting long-term residential needs. The existing flat does not meet these criteria due to its position above commercial premises, lack of private outdoor space, and internal configuration. The proposal does not erode family housing stock and aligns with Policy DMP17.

Policy DM1 requires development to safeguard amenity. The proposal does not result in adverse amenity impacts and provides high-quality accommodation. The introduction of en-suite bathrooms reduces internal movement and supports quiet domestic occupation. The development therefore complies with Policy DM1.

Policy SP2 supports the creation of mixed and balanced communities. The proposal provides high-quality shared accommodation in a location where such housing is appropriate and sustainable. The development aligns with the Local Plan's objective of supporting housing diversification and optimising existing residential stock.

Policy DM7 requires development to support sustainable travel choices. The site benefits from a PTAL rating of 5, and the proposal includes secure cycle parking at the rear of the property, as shown on the submitted plans. The development is car-free and does not generate additional parking demand. The proposal therefore complies with Policy DM7.

Policy DM12 requires development to preserve the character and appearance of the locality. The proposal does not involve any external alterations and therefore preserves the existing character of the building and the surrounding streetscape. The development aligns with Policy DM12.

7.4 Policy Compliance Summary

The proposal complies with national, regional and local planning policy. It optimises existing residential floorspace, preserves the character of the building, safeguards amenity, and supports sustainable travel choices. The development does not erode family housing stock, does not undermine the objectives of the Article 4 Direction, and provides high-quality accommodation in a location where small-scale shared living is appropriate and sustainable.

8.0 PLANNING ASSESSMENT

8.1 Principle of Development

The proposal seeks planning permission for the conversion of the existing first- and second-floor residential flat into a five-room House in Multiple Occupation (HMO) (Use Class C4). The development involves internal reconfiguration only, with no external alterations, no extensions, and no changes to the building footprint. The principle of optimising existing residential floorspace in a highly accessible mixed-use corridor is supported by the National Planning Policy Framework (2026), the London Plan, and Haringey's Development Management Policies.

The locality exhibits a long-standing pattern of residential accommodation above commercial premises, and the proposal aligns with this established typology. The development represents a proportionate and sustainable form of residential occupation that does not result in harmful intensification.

8.2 Loss of Family Housing

8.2.1 Existing Flat Characteristics

The existing flat comprises two floors of residential accommodation above a commercial unit, with a total existing GIA of **93.47 m²**. The dwelling lacks private outdoor space, is positioned directly above commercial premises, and exhibits an internal configuration more suited to individual occupation than long-term family living.

8.2.2 Functional Limitations for Family Use

The absence of private external amenity space, the relationship with the commercial unit below, and the constrained circulation make the existing flat sub-optimal for family occupation. These characteristics are typical of upper-floor accommodation along Green Lanes and limit the suitability of the dwelling for conventional family use.

8.2.3 Appropriateness for Shared Living

The proposed reconfiguration introduces five bedrooms, each with an en-suite bathroom, a shared kitchen positioned at the rear of the first floor, and dedicated internal storage. The final GIA of **95.95 m²** supports a high-quality shared living environment. The internal layout has been designed to meet relevant space standards and to support quiet domestic occupation comparable to that of a conventional household.

8.2.4 No Erosion of Family Housing Stock

The proposal does not result in the loss of viable family housing. The existing flat is already constrained by its location and layout, and its conversion to a small HMO represents an appropriate and efficient use of existing floorspace. The development does not undermine Haringey's strategic objective to protect family housing stock.

8.2.5 Policy Compliance

The proposal complies with Haringey's Development Management Policies, including DMP 17, which seeks to protect family housing where appropriate. Given the constraints of the existing dwelling, the conversion to a small HMO is justified and policy-compliant.

8.2.6 Conclusion

The proposal does not erode family housing stock and represents a sustainable and appropriate re-use of existing residential accommodation.

8.3 Article 4 Direction Justification

8.3.1 Purpose of the Article 4 Direction

Haringey's Article 4 Direction removes permitted development rights for C3 to C4 changes of use to ensure that HMOs are appropriately located and do not result in harmful intensification.

8.3.2 Suitability of the Existing Flat for HMO Use

The existing flat is positioned above commercial premises, lacks private outdoor space, and exhibits a layout more suited to individual occupation. The proposal introduces en-suite bathrooms, a compliant shared kitchen, and dedicated storage, ensuring that the accommodation operates as a low-intensity, domestic residential use.

8.3.3 No Harmful Intensification

The proposal introduces five single-occupancy bedrooms within a total GIA of **95.95 m²**, representing a proportionate and policy-compliant level of occupation. The internal layout supports quiet domestic living, and the development does not increase the intensity of use beyond what is typical for residential accommodation above commercial premises.

8.3.4 Locality Suitability

Green Lanes is a highly accessible mixed-use corridor with a PTAL rating of 5. The locality exhibits a long-standing pattern of residential accommodation above commercial units, including small-scale shared dwellings. The proposal aligns with this established pattern and is appropriate for the area.

8.3.5 Policy Compliance

The proposal complies with the objectives of the Article 4 Direction and with relevant London Plan and Haringey policies relating to housing quality, amenity, and sustainable development.

8.3.6 Conclusion

The development represents a low-impact, well-managed HMO that does not undermine the objectives of the Article 4 Direction.

8.4 Locality Assessment and Mitigation Measures

8.4.1 Locality Characteristics

The locality is characterised by a vibrant mix of commercial and residential uses, with upper-floor flats forming a key component of the housing stock. The proposal aligns with this established pattern.

8.4.2 Suitability for Shared Living

The high level of public transport accessibility, proximity to local services, and mixed-use character of Green Lanes make the locality suitable for small-scale shared accommodation.

8.4.3 Mitigation Measures

The proposal incorporates:

- En-suite bathrooms to reduce internal movement
- A compliant shared kitchen
- Dedicated internal storage
- Secure cycle storage at the rear
- Refuse storage accessed via the porch and rear alleyway gate

These measures ensure that the development operates quietly and responsibly.

8.4.4 Policy Alignment

The proposal aligns with relevant national, regional and local policies relating to housing quality, amenity, transport, and sustainable development.

8.4.5 Conclusion

The development is appropriate for the locality and incorporates robust mitigation measures to safeguard amenity.

8.5 Residential Amenity

The proposal provides high-quality accommodation with compliant bedroom sizes, en-suite facilities, and a shared kitchen. The internal layout supports quiet domestic occupation, and the development does not result in adverse amenity impacts.

8.6 Highways and Parking

The development is car-free and benefits from excellent public transport accessibility (PTAL 5). Secure cycle storage is provided at the rear, accessed via the alleyway gate. The proposal does not generate additional parking demand or vehicle movements.

8.7 Flood Risk and Drainage

The site lies within Flood Zone 1 (lowest risk). No external works or changes to ground levels are proposed. The development does not increase flood risk on-site or elsewhere.

8.8 Planning Balance

The proposal optimises existing residential floorspace, provides high-quality accommodation, preserves the character of the building, and operates without harm to amenity or the local highway network. The planning balance weighs strongly in favour of granting permission.

9.0 MATERIAL PLANNING BENEFITS

9.1 Efficient Use of Existing Accommodation

The proposal represents a highly efficient use of existing residential accommodation within a mixed-use corridor. The existing flat is constrained by its position above commercial premises, lacks private outdoor space, and is arranged across two floors. These characteristics limit its suitability for long-term family occupation but make it appropriate for small-scale shared living. The conversion to a five-room HMO optimises the use of existing floorspace without requiring extensions, external alterations or intensification of the built form.

The development introduces en-suite bathrooms to all bedrooms, improving the functionality of the accommodation and reducing internal movement. The shared kitchen provides a compliant communal space, and the inclusion of dedicated refuse and cycle storage at the rear of the property ensures that the development operates efficiently and responsibly. The proposal therefore delivers a material planning benefit by bringing constrained residential accommodation into more effective use.

9.2 Improved Quality of Accommodation

The proposal significantly improves the quality of accommodation available within the existing flat. The introduction of en-suite bathrooms provides each resident with a self-contained living environment and reduces pressure on shared facilities. The internal reconfiguration ensures efficient circulation and supports quiet domestic occupation. The shared kitchen meets relevant space standards and provides a functional communal area.

The development does not involve any external alterations and therefore preserves the character and appearance of the building. The improvements are confined to internal reconfiguration and represent a proportionate and carefully considered enhancement of the existing accommodation. The proposal therefore delivers a material planning benefit by improving the quality of residential accommodation within the locality.

9.3 Sustainable Development

The proposal represents a sustainable form of development in accordance with the updated National Planning Policy Framework (2026) and the London Plan. The site benefits from a PTAL rating of 5 and is located within walking distance of multiple public transport options. The development is car-free and includes secure cycle parking at the rear of the property, as shown on the submitted plans. The proposal therefore supports sustainable travel choices and reduces reliance on private vehicles.

The development does not involve any external alterations and does not increase the building footprint. The proposal therefore does not result in any changes to surface water runoff or drainage arrangements. The existing drainage infrastructure remains unchanged. The proposal represents a sustainable and proportionate re-use of existing residential accommodation.

9.4 Preservation of Residential Character

The proposal preserves the residential character of the building and the surrounding streetscape. The development does not involve any external alterations and therefore maintains the established appearance of the building within the Green Lanes corridor. The internal reconfiguration ensures that the building continues to operate as residential accommodation above commercial premises.

The proposal aligns with the long-standing pattern of residential accommodation within the locality and does not introduce any new built form. The development therefore delivers a material planning benefit by preserving the residential character of the area.

9.5 Established Pattern of Development

The locality exhibits a long-standing pattern of mixed-use development, with commercial units at ground-floor level and residential accommodation above. The proposal aligns with this established pattern and represents a continuation of the varied residential formats already present within the locality. The development does not introduce a new residential typology but instead optimises the use of existing accommodation in a manner consistent with the surrounding area.

The proposal therefore delivers a material planning benefit by reinforcing the established pattern of development within the Green Lanes corridor.

9.6 No Material Harm Identified

The proposal does not result in any material harm to amenity, character or the local highway network. The development does not involve any external alterations and therefore does not result in overlooking, overshadowing or loss of privacy. The introduction of en-suite bathrooms reduces internal movement and supports quiet domestic occupation. Acoustic upgrades ensure noise containment and prevent disturbance to neighbouring properties.

The development is car-free and does not generate additional parking demand. The proposal therefore delivers a material planning benefit by providing high-quality accommodation without resulting in any adverse impacts.

10.0 OVERALL SUMMARY OF THE PROPOSAL

The proposal represents a proportionate, sustainable and policy-compliant form of residential development. The existing flat at 401 Green Lanes is constrained by its position above commercial premises, lacks private outdoor space, and is arranged across two floors. These characteristics limit its suitability for long-term family occupation but make it appropriate for small-scale shared living.

The proposal introduces five bedrooms, each with an en-suite bathroom, and a shared kitchen. The internal reconfiguration improves the functionality of the accommodation and supports quiet domestic occupation. The development does not involve any external alterations and therefore preserves the character and appearance of the building and the surrounding streetscape.

The proposal aligns with national, regional and local planning policy. The development optimises existing residential floorspace, supports sustainable travel choices, and does not result in harmful intensification. The proposal does not erode family housing stock and does not undermine the objectives of Haringey's Article 4 Direction.

The proposal delivers a range of material planning benefits, including improved accommodation quality, efficient use of existing floorspace, sustainable development and preservation of residential character. The development does not result in any material harm and represents an appropriate and sustainable re-use of constrained residential accommodation.

11.0 CONCLUSION

This Planning, Design and Access Statement has demonstrated that the proposal for the conversion of the existing flat at 401 Green Lanes into a five-room House in Multiple Occupation represents an appropriate, proportionate and policy-compliant form of residential development. The development optimises existing residential floorspace, improves accommodation quality, and supports sustainable travel choices.

The proposal does not involve any external alterations and therefore preserves the character and appearance of the building and the surrounding streetscape. The development does not result in harmful intensification, does not erode family housing stock, and does not undermine the objectives of Haringey's Article 4 Direction.

The proposal delivers a range of material planning benefits and does not result in any adverse impacts on amenity, character or the local highway network. The planning balance weighs strongly in favour of granting permission.