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TRANSPORT AND HIGHWAYS STATEMENT

To: Planning Department, London Borough of Haringey

Site: 49 Sylvan Avenue, London N22 5JA

Proposal: Change of Use from C3 Dwellinghouse to C4 House in Multiple Occupation (HMO)

Subject: Full Planning Application Submission – C3 → C4 HMO with External and Internal Alterations

Date: 9 September 2026

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1.0 Introduction

This Transport and Highways Statement has been prepared to accompany the planning application for the change of use of 49 Sylvan Avenue from a single C3 dwellinghouse to a six-person House in Multiple Occupation (Use Class C4). The purpose of this statement is to provide a proportionate but comprehensive assessment of transport impacts, parking demand, servicing arrangements, cycle parking provision, refuse collection, highway safety and the suitability of the surrounding transport network to accommodate the proposed use. The assessment responds directly to Haringey's Local Validation Requirements, which require a Transport Statement for all HMO applications within Article 4 areas, and is based on the submitted existing and proposed plans.

The proposal introduces no extensions and no increase in building footprint. The only change in floorspace is a modest internal reconfiguration that increases the gross internal area from 122.76m² to 124.37m² without any external enlargement. The minimal external works relate to the formation of a new side alleyway to facilitate safe access to cycle storage. The development therefore represents a modest and sustainable intensification of an existing residential property, and this statement demonstrates that the proposal will not give rise to adverse transport or highways impacts.

2.0 Site Location and Surrounding Highway Network

49 Sylvan Avenue is located within a quiet residential street in the London Borough of Haringey, characterised by two-storey terraced and semi-detached houses with modest front gardens and on-street parking. Sylvan Avenue connects to the wider local network via Sylvan Road and Bounds Green Road, both of which provide access to bus routes, local amenities and the strategic road network.

The street operates as a low-speed, low-traffic residential environment. Traffic flows are modest throughout the day, with peak-hour activity reflecting typical residential patterns rather than commercial or through-traffic movements. The carriageway is of standard residential width, with footways on both sides and good visibility at junctions. There are no recorded highway constraints, no known collision clusters and no features that would limit safe pedestrian or cycle movement.

The site benefits from safe pedestrian access to local shops, services and public transport. The surrounding area is well-lit, with continuous footways and dropped kerbs at junctions, ensuring safe movement for residents and visitors.

3.0 Public Transport Accessibility

The site has a Public Transport Accessibility Level (PTAL) of 2, which is typical of suburban residential streets in Haringey. Despite this moderate rating, the location benefits from practical accessibility due to its proximity to multiple bus routes operating along Bounds Green Road and Wood Green High Road. These routes provide frequent connections to Wood Green, Turnpike Lane, Alexandra Palace, Muswell Hill and Tottenham.

Wood Green Underground Station (Piccadilly Line) is accessible via a short bus journey or a longer walk, providing direct connections to central London. Turnpike Lane Underground Station is similarly accessible. The site is therefore well-connected to the wider public transport network, and residents have access to a range of sustainable travel options.

The PTAL rating is entirely appropriate for a small HMO, particularly where car-free occupation is secured, and long-term cycle parking is provided. The proposal aligns with London Plan transport objectives by supporting sustainable travel choices and reducing reliance on private vehicles.

4.0 Parking Demand and Car-Free Occupation

The existing dwellinghouse does not benefit from off-street parking, and the proposal introduces no new parking provision. Sylvan Avenue operates with unrestricted on-street parking, typical of residential streets in this part of Haringey. The proposed HMO will operate on a car-free basis, secured through explicit clauses within all tenancy agreements prohibiting parking by residents and visitors.

Car-free occupation is a standard and accepted approach for small HMOs in London, particularly where public transport accessibility is moderate and secure cycle parking is provided. The management plan accompanying this application confirms that tenants will not be permitted to own or keep a vehicle at the property. This arrangement ensures that the development will not increase parking pressure on Sylvan Avenue and will not result in overspill parking onto neighbouring streets.

The modest scale of the HMO, combined with professional management and car-free tenancy controls, ensures that the proposal will not generate additional parking demand or place pressure on the surrounding highway network.

5.0 Trip Generation and Movement Patterns

The proposed HMO accommodates six individuals. The intensity of movement associated with a six-person HMO is comparable to that of a typical family household, and trip generation is expected to remain modest throughout the day. Residents will travel primarily by foot, bicycle or public transport, with occasional use of taxis or private hire vehicles.

Daily movements will consist of commuting trips, shopping trips, social visits, and service activities. These movements are typical of residential properties and do not differ materially from those associated with a single dwellinghouse. En-suite bathrooms reduce internal circulation and support a calm domestic environment, further reducing the likelihood of concentrated movement at peak times.

The side alleyway ensures that servicing movements, including cycle access, occur discreetly and without impacting the public realm. The alleyway provides a safe, level and unobstructed route for residents to access the rear garden and cycle storage.

Overall, the proposal will generate a negligible increase in daily movements compared to the existing dwellinghouse, and these movements will be absorbed comfortably within the surrounding highway network.

6.0 Cycle Parking Provision

The proposal includes secure long-term cycle parking within a timber enclosure located in the rear garden. The enclosure accommodates six bicycles, meeting London Plan Policy T5 requirements for small HMOs. Access is provided via the new side alleyway, ensuring that bicycles can be stored and retrieved safely without passing through private rooms.

Cycle parking is an essential component of sustainable transport provision, and the proposed arrangement supports active travel choices. The enclosure is weather-protected, secure and positioned discreetly within the rear garden, ensuring that cycle storage does not impact the streetscape or neighbouring properties.

The provision of six cycle spaces aligns with London Plan's transport objectives and ensures residents have access to safe, convenient long-term cycle parking.

7.0 Refuse Storage and Servicing

Refuse storage is provided within a dedicated enclosure in the front garden. The enclosure accommodates two 240-litre refuse bins, one 240-litre recycling bin and one 140-litre food waste bin, meeting Haringey's waste-capacity standards for a six-person HMO.

Refuse and recycling bins are stored within a secure, purpose-built enclosure. On collection days, the bins will be moved directly from this enclosure to the kerbside on Sylvan Avenue. The frontage provides sufficient space for temporary placement without obstructing pedestrians or vehicles. Following collection, the bins will be returned immediately to the enclosure. This arrangement ensures that refuse is never stored on the street for prolonged periods and that servicing activity does not impact neighbouring properties.

The refuse strategy is safe, convenient and fully compliant with Haringey's waste management requirements.

8.0 Highway Safety

Sylvan Avenue is a low-speed residential street with good visibility, continuous footways and safe pedestrian crossing points. There are no recorded collision clusters, no known highway safety issues and no features that would limit safe movement for residents or visitors.

The proposal does not introduce any new vehicular access points, does not alter the building line, and does not affect sightlines or junction visibility. The formation of the side alleyway does not impact the public highway and is confined entirely within the site boundary.

The modest scale of the HMO, combined with car-free occupation and secure cycle parking, ensures that the proposal will not give rise to any adverse highway safety impacts.

9.0 Policy Compliance

The proposal accords with the National Planning Policy Framework, the London Plan and the Haringey Local Plan. It supports sustainable travel choices, protects residential amenity, avoids harmful transport impacts and ensures safe and responsible operation. The development represents a modest and sustainable intensification of existing residential floorspace, increasing the GIA from 122.76 m² to 124.37 m² through internal reconfiguration only, and aligns with local and strategic transport objectives.

10.0 Conclusion

This Transport and Highways Statement demonstrates that the proposed conversion of 49 Sylvan Avenue into a six-bedroom House in Multiple Occupation will not give rise to adverse transport or highways impacts. The development benefits from car-free occupation, secure long-term cycle parking, safe and convenient refuse servicing, modest trip generation and a surrounding highway network capable of accommodating the proposed use.

The proposal aligns with Haringey's Local Plan, the London Plan and national transport policy. It represents a sustainable, low-impact and policy-compliant form of development that integrates comfortably into the residential context of Sylvan Avenue.