



6 Grosvenor Way,
London,
E5 9ND.
T:020 3935 3434
E:planning@thepgroups.co.uk

PLANNING, DESIGN and ACCESS 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

CONTENTS

1.0 EXECUTIVE SUMMARY	4
2.0 STATEMENT PURPOSE	6
2.1 Purpose of the Planning, Design and Access Statement	6
2.2 Scope of the Assessment	7
2.3 Summary of the Proposed Development	7
2.4 Structure of the Statement	8
2.5 Overall Purpose and Planning Justification	8
3.0 SITE DESCRIPTION AND SURROUNDING CONTEXT	9
3.1 Site Location	9
3.2 Existing Property	9
3.3 Surrounding Context	12
3.4 Townscape Character	13
4.0 LOCAL HMO CONTEXT AND POLICY COMPLIANCE (HARINGEY 20% THRESHOLD)	14
4.1 Introduction	14
4.2 Haringey's HMO Concentration Policy	14
4.3 Research Methodology and Data Sources	15
4.4 HMO Distribution Within Sylvan Avenue	15
4.5 Wider Neighbourhood Context	16
4.6 Compliance With Haringey's HMO Concentration Threshold	16
4.7 Conclusion	17
5.0 PROPOSED DEVELOPMENT	17
5.1 Description of Development	18
5.2 Design Evolution	19
5.3 Design Principles	20
5.4 Existing and Proposed Layout	20
5.5 External Appearance	23
6.0 DESIGN ASSESSMENT	25
6.1 Layout	25
6.2 Scale and Massing	25
6.3 Character and Appearance	26
6.4 Relationship with the Streetscene	26
6.5 Materials	27
6.6 Access	27
7.0 PLANNING POLICY CONTEXT	28
7.1 Introduction to the Policy Framework	28
7.2 National Planning Policy Framework (August 2026 Update)	28
7.2.1 Delivering a Sufficient Supply of Homes	28
7.2.2 Making Efficient Use of Land	28
7.2.3 Achieving Well-Designed Places	29

7.2.4 Promoting Sustainable Transport	29
7.2.5 Protecting Residential Amenity	29
7.2.6 Summary of NPPF Compliance	29
7.3 The London Plan (2021)	30
7.3.1 Policy H9 – Houses in Multiple Occupation	30
7.3.2 Policy D6 – Housing Quality and Standards	30
7.3.3 Policy D12 – Fire Safety	30
7.3.4 Policy D14 – Noise	30
7.3.5 Policy T5 – Cycle Parking	31
7.3.6 Policy T6 – Car Parking	31
7.3.7 Summary of London Plan Compliance	31
7.4 Haringey Local Plan	31
7.4.1 Policy SP2 – Housing	31
7.4.2 Policy DM1 – Delivering High Quality Design	31
7.4.3 Policy DM2 – Residential Amenity	32
7.4.4 Policy DM4 – Houses in Multiple Occupation	32
7.4.5 Policy DM31 – Sustainable Transport	32
7.4.6 Policy DM32 – Managing Waste	32
7.4.7 Article 4 Direction	32
7.4.8 HMO Concentration Threshold (20% Rule)	33
7.4.9 Summary of Haringey Local Plan Compliance	33
7.5 Overall Policy Compliance Conclusion	33
8.0 PLANNING ASSESSMENT	34
8.1 Principle of Development	34
8.2 Design Quality	35
8.3 Character and Appearance	35
8.4 Local HMO Context and Over-Concentration	36
8.5 Residential Amenity	36
8.6 Highways and Parking	37
8.7 Flood Risk and Drainage	37
8.8 Planning Balance	38
9.0 MATERIAL PLANNING BENEFITS	38
9.1 Efficient Use of Existing Residential Floorspace	38
9.2 Improved Quality of Accommodation	39
9.3 Sustainable Development	39
9.4 Preservation of Local Character	39
9.5 Compliance With Haringey’s HMO Concentration Threshold	40
9.6 No Material Harm Identified	40
10.0 OVERALL SUMMARY OF THE PROPOSAL	41
10.1 Overview of the Development	41
10.2 Policy Compliance Summary	41
10.3 Design and Amenity Summary	42

10.4 Transport, Servicing and Sustainability Summary	43
10.5 Overall Planning Balance	43
11.0 CONCLUSION	44
11.1 Summary of Assessment	44
11.2 Policy Compliance	44
11.3 No Material Harm Identified	45
11.4 Final Planning Conclusion	46

1.0 EXECUTIVE SUMMARY

1.1

This Planning, Design and Access Statement has been prepared in support of a full planning application at 49 Sylvan Avenue, London N22 5JA. The proposal seeks permission for the change of use of an existing two-storey dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4), together with internal reconfiguration works and modest external alterations including the formation of a new side alleyway providing secure access to cycle storage and the rear garden. The development does not involve any extensions, enlargement of the building footprint or intensification of built form. All works are contained within the existing envelope of the property and are proportionate to the scale and character of the surrounding residential environment.

1.2

The application site is located within a quiet suburban street characterised by early- to mid-20th-century terraced and semi-detached houses. Sylvan Avenue displays a cohesive residential rhythm defined by traditional brick façades, bay windows, pitched roofs and modest front gardens. The property at No. 49 forms part of this established suburban context and contributes to the familiar residential character of the street. The proposal has been designed with careful regard to this context, ensuring that the external appearance of the building remains largely unchanged and that the development integrates sensitively into the surrounding townscape.

1.3

The internal reconfiguration introduces six single-occupancy bedrooms, each exceeding ten square metres and each provided with a private en-suite bathroom. Two shared kitchens are provided, one on each floor, and the internal layout has been arranged to ensure clear circulation, safe escape routes and a high standard of amenity for future occupants. The proposal represents a like-for-like reconfiguration of the existing gross internal area, improving the efficiency and functionality of the accommodation without increasing the building's massing or altering its external proportions.

1.4

The formation of the new side alleyway is the only external alteration of note. This alleyway provides secure access to a timber cycle enclosure accommodating six bicycles positioned discreetly within the rear garden. The alleyway is modest in scale, visually recessive and positioned to the flank elevation where it does not affect the architectural rhythm of the terrace. The external works are minor and do not alter the established appearance of the street or impact neighbouring properties.

1.5

The proposal has been informed by a detailed review of relevant planning policy, including the National Planning Policy Framework (August 2026), the London Plan (2021) and the Haringey Local Plan. The development accords with national objectives relating to housing choice, efficient use of land, high-quality internal amenity and sustainable transport. It complies with London Plan policies relating to housing standards, fire safety, noise, cycle parking and car-free development. It also satisfies Haringey's HMO Standards, waste management requirements and design policies, ensuring that the proposal represents a safe, well-managed and policy-compliant residential use.

1.6

The proposal has also been assessed against the operational and amenity considerations associated with small HMOs. The development will be professionally managed, with clear tenancy controls, regular inspections and robust fire-safety arrangements. Car-free occupation will be secured through tenancy agreements, and secure long-term cycle parking will be provided. Refuse and recycling will be stored within a dedicated enclosure within the curteledge of the front garden, ensuring discreet servicing activity and avoiding any impact on the public realm. The proposal will operate quietly and without harm to neighbouring amenity, as confirmed by the accompanying Noise and Disturbance Statement.

1.7

The development does not result in any intensification of built form, does not alter the building's external proportions and does not introduce any new impacts on the surrounding residential environment. The proposal represents a modest and sustainable intensification of existing residential floorspace, delivering high-quality accommodation within a well-managed environment. The scheme preserves the character and appearance of Sylvan Avenue, protects neighbouring amenity and aligns fully with local and strategic planning objectives.

1.8

In summary, the proposal represents a proportionate, policy-compliant and contextually appropriate form of development that makes efficient use of existing residential accommodation, supports sustainable transport, preserves local character and delivers high-quality living conditions for future occupants. The development causes no harm to neighbouring amenity, highway safety or the appearance of the street.

2.0 STATEMENT PURPOSE

2.1 Purpose of the Planning, Design and Access Statement

2.1.1

This Planning, Design and Access Statement has been prepared to accompany a full planning application for the change of use of 49 Sylvan Avenue from a single C3 dwellinghouse to a small C4 House in Multiple Occupation. The purpose of the Statement is to provide a comprehensive, site-specific and proportionate assessment of the proposed development, demonstrating that the scheme represents a high-quality, contextually appropriate and policy-compliant form of residential accommodation within an established suburban environment.

2.1.2

The Statement explains how the design has evolved in response to the physical characteristics of the site, the surrounding residential context, the operational requirements of a small HMO and the constraints associated with Haringey's borough-wide Article 4 Direction. It sets out the rationale for the proposed internal reconfiguration, the justification for the modest external alterations and the reasoning behind the introduction of a new side alleyway providing secure access to cycle storage. The Statement also demonstrates how the proposal preserves the character and appearance of Sylvan Avenue, protects neighbouring amenity and aligns with the strategic objectives of the London Plan and Haringey Local Plan.

2.1.3

The Statement has been informed by detailed research into the site's suburban context, including its architectural form, relationship with neighbouring properties, established building line, front-garden patterning and the typical early- to mid-20th-century residential character that defines Sylvan Avenue. The Statement also considers the functional requirements of the proposed HMO use, including the need for safe circulation, compliant internal amenity, secure cycle parking, discreet refuse storage and robust fire-safety arrangements.

2.2 Scope of the Assessment

2.2.1

The Statement provides a full assessment of the proposed development against relevant national, regional and local planning policy. It examines the National Planning Policy Framework (August 2026), the London Plan (2021) and the Haringey Local Plan, demonstrating how the proposal responds to national objectives relating to housing choice, efficient use of land, high-quality internal amenity and sustainable transport. It explains how the development complies with London Plan policies relating to housing standards, fire safety, noise, cycle parking and car-free development. It also confirms that the proposal satisfies Haringey's HMO Standards, waste management requirements and design policies.

2.2.2

The Statement should be read alongside the submitted drawings, the Internal Layout Compliance Statement, the Operational Statement and HMO Management Plan, the Transport and Highways Statement, the Structural Impact and Construction Method Statement, the Fire Safety Strategy, the Flood Risk Assessment and the Policy Compliance Statement. Together, these documents provide a comprehensive assessment of the proposal and demonstrate that the development represents a safe, sustainable and policy-compliant form of residential accommodation.

2.3 Summary of the Proposed Development

2.3.1

The proposal includes the reconfiguration of the existing internal layout to create six single-occupancy bedrooms, each with a private en-suite bathroom, and two shared kitchens positioned on each floor. The internal layout has been designed to ensure clarity of circulation, safe escape routes and a high standard of amenity for future occupants. The development does not involve any extensions or enlargement of the building footprint. All works are contained within the existing envelope of the property, ensuring that the external proportions of the building remain unchanged.

2.3.2

The only external alteration of note is the formation of a new side alleyway positioned along the flank elevation of the property. This alleyway provides secure access to a timber cycle enclosure accommodating six bicycles. The alleyway is modest in scale, visually recessive and positioned in a location that does not affect the architectural rhythm of the terrace. Its introduction has been carefully considered to ensure that it integrates sensitively into the existing built form and does not impact neighbouring properties.

2.4 Structure of the Statement

2.4.1

The Statement is structured to provide a clear and logical assessment of the proposal. Section 3 describes the site and its surrounding context, including its architectural form, residential character and relationship with neighbouring properties. Section 4 provides an analysis of local precedent, demonstrating how similar forms of development have been successfully integrated into comparable suburban environments. Section 5 describes the proposed development in detail, including its design evolution, design principles and internal and external layout. Section 6 provides a design assessment, examining the proposal's impact on layout, scale, massing, character, appearance, materials and access. Section 7 sets out the planning policy context, while Section 8 provides a detailed planning assessment. Sections 9, 10 and 11 provide a summary of material benefits, an overall summary of the proposal and a conclusion.

2.5 Overall Purpose and Planning Justification

2.5.1

In summary, the purpose of this Statement is to provide a clear, detailed and site-specific assessment of the proposed development, demonstrating that the scheme is proportionate, well-designed, policy-compliant and fully compatible with the established character of Sylvan Avenue. The Statement confirms that the proposal preserves local amenity, supports sustainable transport, delivers high-quality accommodation and represents a modest and sustainable intensification of existing residential floorspace. The development should therefore be supported.

3.0 SITE DESCRIPTION AND SURROUNDING CONTEXT

3.1 Site Location

3.1.1

49 Sylvan Avenue is located within a quiet, established residential neighbourhood in the London Borough of Haringey, positioned between Bounds Green Road to the west and Wood Green High Road to the east. The street forms part of a wider suburban grid characterised by early- to mid-20th-century terraced and semi-detached housing, arranged in a consistent pattern of modest front gardens, traditional brick façades and pitched roof forms. The property sits on the eastern side of Sylvan Avenue, approximately midway along the street, and benefits from a typical residential setting defined by low traffic volumes, pedestrian activity and a calm suburban character.

3.1.2

Sylvan Avenue is well connected to local services and public transport. Bounds Green Road, located a short walk from the site, provides access to multiple bus routes serving Wood Green, Turnpike Lane, Alexandra Palace and Muswell Hill. Wood Green Underground Station (Piccadilly Line) is accessible via a short bus journey or a longer walk, offering direct connections to central London. The site therefore benefits from practical accessibility despite its moderate PTAL rating, and sits within a sustainable residential environment where car-free living is both feasible and appropriate.

3.1.3

The immediate surroundings comprise predominantly residential uses, with no commercial premises or mixed-use activity present on Sylvan Avenue itself. The absence of commercial frontage contributes to the quiet suburban character of the street and reinforces the domestic scale of the built environment. The proposal has been designed with careful regard to this context, ensuring that the external appearance of the property remains largely unchanged and that the development integrates sensitively into the established residential setting.

3.2 Existing Property

3.2.1

The application property is a two-storey mid-terrace dwellinghouse constructed in traditional brick with a pitched roof and a projecting bay window to the front elevation. The architectural form is typical of suburban housing built during the early- to mid-20th century and contributes to the cohesive residential rhythm of Sylvan Avenue. The front elevation features a modest garden enclosed by a low boundary treatment, consistent with neighbouring properties and reflective of the street's established suburban character.



Front Elevation

3.2.2

Internally, the existing ground-floor layout comprises a reception room, dining room, snug, kitchen, hallway and WC, arranged in a linear configuration typical of properties of this age. The first-floor layout contains three bedrooms, a bathroom and a WC, arranged around a central landing. The existing gross internal area is 122.76 square metres, comprising 61.14m² at ground-floor level and 61.62m² at first-floor level.

3.2.3

The rear garden is modest in size and enclosed by boundary fencing, providing a private outdoor space typical of suburban terraced housing. The garden is level, stable and suitable for the introduction of ancillary structures such as cycle storage. The existing flank wall sits directly on the boundary with the neighbouring property, and there is currently no side access route. The proposal introduces a new side alleyway by removing a small section of the flank wall, creating a secure access path to the rear garden without altering the building's external proportions.



Rear Elevation

3.2.4

The existing building is structurally sound, with no evidence of subsidence, structural movement or compromised load-bearing elements. The property retains its original architectural proportions and contributes positively to the established residential character of Sylvan Avenue. The proposed development respects this character by retaining the building's external form and confining all alterations within the existing envelope.

3.3 Surrounding Context

3.3.1

Sylvan Avenue is characterised by a consistent pattern of terraced and semi-detached houses constructed in traditional brick with pitched roofs and bay windows. The architectural rhythm is cohesive, with properties sharing similar proportions, materials and detailing. The street displays a uniform building line, modest front gardens and a calm suburban character that has remained largely unchanged over time.



Local Streetscene

3.3.2

The surrounding area is entirely residential, with no commercial premises or mixed-use activity present on Sylvan Avenue. The absence of commercial frontage contributes to the quiet suburban character of the street and reinforces the domestic scale of the built environment. The proposal has been designed to preserve this character by avoiding any external enlargement or alteration that would disrupt the established rhythm of the terrace.

3.3.3

Neighbouring properties display a range of minor alterations typical of suburban housing, including replacement windows, updated boundary treatments and modest rear-garden structures. These changes reflect the incremental evolution of the street over time and demonstrate that modest ancillary additions can be accommodated without affecting the overall character of the area. The proposed development follows this pattern by introducing a discreet side alleyway and ancillary storage structures that remain visually recessive and do not impact the public realm.

3.3.4

The rear gardens along Sylvan Avenue form a continuous strip of private outdoor space enclosed by fencing and vegetation. These gardens are not visible from the public realm and do not contribute to the street's architectural character. The introduction of a timber cycle enclosure in the rear garden and a galvanised steel refuse enclosure within the front garden of No. 49 are consistent with the functional use of these spaces and does not affect the appearance of the street.

3.4 Townscape Character

3.4.1

The townscape of Sylvan Avenue is defined by its suburban residential character, cohesive architectural rhythm and consistent building line. The street displays a uniform pattern of terraced and semi-detached houses constructed in traditional brick with pitched roofs and bay windows. The modest front gardens, low boundary treatments and calm residential environment contribute to the street's distinctive suburban identity.

3.4.2

The proposal preserves this townscape character by retaining the building's external proportions and confining all alterations within the existing envelope. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the architectural rhythm of the terrace. The ancillary structures introduced within the rear garden are discreet and do not influence the public realm.

3.4.3

The development does not introduce any new massing, does not alter the building line and does not affect the established relationship between the property and neighbouring houses. The proposal therefore integrates seamlessly into the existing townscape and preserves the character and appearance of Sylvan Avenue.

4.0 LOCAL HMO CONTEXT AND POLICY COMPLIANCE (HARINGEY 20% THRESHOLD)

4.1 Introduction

4.1.1

A key component of Haringey's approach to managing Houses in Multiple Occupation is the requirement to ensure that HMOs do not become over-concentrated within individual streets or neighbourhoods. This principle is embedded within the Haringey Local Plan and reinforced through the borough-wide Article 4 Direction, which requires all C3 to C4 changes of use to be assessed through full planning applications. The purpose of this section is to demonstrate, through detailed research and analysis, that the proposed HMO at 49 Sylvan Avenue sits well within Haringey's accepted thresholds for HMO concentration and does not contribute to any clustering or saturation of HMOs within the surrounding area.

4.1.2

Haringey's Local Plan does not impose a rigid numerical cap on HMOs, but the Council's published guidance and decision-making practice consistently reference a threshold of approximately twenty per cent of properties within a street as a benchmark for assessing whether HMOs are becoming over-represented. This threshold is used to ensure that residential streets retain a balanced mix of dwelling types and that HMOs do not undermine the stability, amenity or character of established neighbourhoods. The following subsections provide a detailed assessment of the existing HMO distribution within Sylvan Avenue and the surrounding area, demonstrating that the proposed development sits comfortably within this threshold.

4.2 Haringey's HMO Concentration Policy

4.2.1

Haringey's approach to HMO concentration is grounded in the need to maintain mixed and balanced communities. The Council's HMO guidance states that HMOs should not be clustered in a manner that materially alters the character of a street or results in cumulative amenity impacts. The twenty per cent threshold is not a statutory limit, but it is consistently applied in planning decisions as a practical indicator of whether a street is experiencing disproportionate HMO activity.

4.2.2

The threshold is applied at street level rather than ward level, reflecting the fact that HMOs can have localised impacts relating to noise, servicing, parking and general residential character. A street with a high proportion of HMOs may experience different patterns of occupation and movement compared to one with predominantly single-family dwellings. The purpose of the threshold is therefore to ensure that HMOs remain a minority use within any given street, preserving the established residential character and preventing over-intensification.

4.2.3

The twenty per cent threshold is particularly relevant in Article 4 areas, where the Council exercises greater control over HMO development. Sylvan Avenue lies within such an area, and the proposed development must therefore demonstrate that it does not contribute to any over-concentration of HMOs within the street or surrounding neighbourhood.

4.3 Research Methodology and Data Sources

4.3.1

To assess HMO concentration within Sylvan Avenue, a detailed review of publicly available data sources was undertaken. These include Haringey's online HMO register, recent planning decisions relating to C3 to C4 conversions, licensing records, and local property databases. Site-specific research was also carried out, including a review of the physical characteristics of neighbouring properties, the presence of multiple letterboxes or doorbells, and any external indicators of HMO occupation.

4.3.2

This research confirms that Sylvan Avenue is characterised predominantly by single-family dwellings, with only a very small number of properties operating as HMOs. The street displays no evidence of clustering, saturation or disproportionate HMO activity. The proposed development at No. 49 therefore sits comfortably within the established residential pattern and does not contribute to any cumulative impacts.

4.4 HMO Distribution Within Sylvan Avenue

4.4.1

Sylvan Avenue contains approximately forty-five residential properties. Based on the research undertaken, fewer than five of these properties operate as HMOs. This represents an HMO concentration of approximately eleven per cent, significantly below the twenty per cent threshold referenced in Haringey's guidance and decision-making practice.

4.4.2

The distribution of HMOs within the street is dispersed rather than clustered. The existing HMOs are positioned at various points along the street and do not form any contiguous grouping. This pattern ensures that the overall residential character of Sylvan Avenue remains stable and that HMOs do not dominate any particular section of the street.

4.4.3

The introduction of a single additional HMO at No. 49 would increase the overall proportion of HMOs within the street by approximately two per cent, resulting in a total concentration of around thirteen per cent. This remains comfortably below the twenty per cent threshold and does not give rise to any concerns relating to over-concentration or cumulative impact.

4.5 Wider Neighbourhood Context

4.5.1

The surrounding neighbourhood displays a similar pattern of predominantly single-family dwellings with a modest number of HMOs dispersed across adjacent streets. The area does not exhibit any signs of HMO saturation, and the residential character remains stable and consistent with Haringey's expectations for suburban neighbourhoods.

4.5.2

The proposed development at No. 49 therefore aligns with the wider neighbourhood context and does not contribute to any disproportionate concentration of HMOs within the local area. The development represents a modest and proportionate intensification of existing residential floorspace and sits comfortably within the established residential pattern.

4.6 Compliance With Haringey's HMO Concentration Threshold

4.6.1

Based on the research undertaken, the proposed development complies fully with Haringey's twenty per cent HMO concentration threshold. The existing proportion of HMOs within Sylvan Avenue is significantly below this benchmark, and the introduction of a single additional HMO does not alter the overall residential character of the street.

4.6.2

The proposal therefore satisfies Haringey's policy requirement to maintain mixed and balanced communities and does not give rise to any concerns relating to clustering, saturation or cumulative amenity impacts. The development represents a safe, sustainable and policy-compliant form of residential accommodation that aligns with the Council's strategic objectives.

4.7 Conclusion

4.7.1

This section demonstrates that the proposed HMO at 49 Sylvan Avenue sits well within Haringey's accepted thresholds for HMO concentration and does not contribute to any clustering or saturation within the street or surrounding neighbourhood. The development preserves the established residential character of Sylvan Avenue, aligns with Haringey's policy objectives and represents a modest and proportionate intensification of existing residential floorspace. The proposal should therefore be supported.

5.0 PROPOSED DEVELOPMENT

5.1 Description of Development

5.1.1

The application seeks full planning permission for the change of use of 49 Sylvan Avenue from a single C3 dwellinghouse to a small C4 House in Multiple Occupation, together with internal reconfiguration works and modest external alterations. The development does not involve any extensions or enlargement of the building footprint. All works are contained entirely within the existing envelope of the property, ensuring that the external proportions, massing and architectural rhythm of the terrace remain unchanged.

5.1.2

The proposal introduces six single-occupancy bedrooms, each exceeding ten square metres and each provided with a private en-suite bathroom. Two shared kitchens are provided, one on each floor, and the internal layout has been designed to ensure clarity of circulation, safe escape routes and a high standard of amenity for future occupants. The reconfiguration represents a like-for-like rearrangement of the existing gross internal area, increasing the total GIA modestly from 122.76m² to 124.37m² through internal reconfiguration only, improving the efficiency and functionality of the accommodation without intensifying built form or altering the external appearance of the building.

5.1.3

The only external alteration of note is the formation of a new side alleyway positioned along the flank elevation of the property. This alleyway provides secure access to a timber cycle enclosure accommodating six bicycles positioned discreetly within the rear garden. The alleyway is modest in scale, visually recessive and positioned in a location that does not affect the architectural rhythm of the terrace. Its introduction has been carefully considered to ensure that it integrates sensitively into the existing built form and does not impact neighbouring properties.

5.1.4

The proposal has been developed in response to the operational requirements of a small HMO and seeks to make more efficient use of existing accommodation already present within the building. Rather than altering the external proportions of the property or introducing development visible from the public realm, the scheme focuses on improving the functionality of the internal layout and providing a more coherent arrangement of rooms. The development preserves the established residential character of Sylvan Avenue and represents a modest and proportionate intensification of existing residential floorspace.

5.2 Design Evolution

5.2.1

The design has evolved through careful consideration of both the opportunities and constraints presented by the site. A key objective throughout the design process has been to improve the usability of the existing accommodation whilst ensuring that the resulting development remains sympathetic to the character and appearance of the host property and the surrounding residential environment. Particular consideration has been given to the established suburban rhythm of Sylvan Avenue, the consistent building line, the traditional brick façades and the modest front gardens that collectively define the character of the street.

5.2.2

The internal reconfiguration has been designed to ensure that the accommodation meets Haringey's HMO Standards, the London Plan's minimum space standards and the Nationally Described Space Standards. The introduction of private en-suite bathrooms reduces internal movement and supports a calm domestic environment, ensuring that the property operates in a manner comparable to a typical family household. The shared kitchens have been positioned to ensure safe circulation, appropriate levels of daylight and ventilation, and convenient access to refuse and cycle storage.

5.2.3

The formation of the side alleyway has been carefully designed to ensure that it remains visually recessive and does not introduce any new massing or architectural features that would disrupt the established rhythm of the terrace. The alleyway is positioned along the flank elevation where it does not affect the public realm and is contained entirely within the existing boundary. Its introduction allows for secure access to the rear garden without altering the building's external proportions.

5.2.4

The design has also been informed by the wider pattern of suburban development within the surrounding area. The presence of modest ancillary structures within neighbouring rear gardens demonstrates that functional additions can be accommodated without affecting the overall character of the street. The proposal follows this pattern by introducing discreet ancillary structures that remain visually recessive and do not impact the public realm.

5.3 Design Principles

5.3.1

The proposal has been guided by a number of key design principles. The primary objective has been to make better use of existing accommodation already present within the building and to improve the functionality of the internal layout without altering the external proportions of the property. The reconfiguration allows the building to respond more effectively to the operational requirements of a small HMO whilst avoiding the need for more extensive or visually intrusive forms of development.

5.3.2

A further objective has been to ensure that the development remains subordinate to the host building and compatible with the established character of the surrounding residential environment. The proposed internal layout retains the established hierarchy between the principal rooms and the ancillary accommodation and allows the property to continue reading as a traditional suburban dwellinghouse. The design has been informed by the architectural rhythm of Sylvan Avenue and by examples of modest ancillary additions within neighbouring rear gardens, ensuring that the proposal sits comfortably within its context.

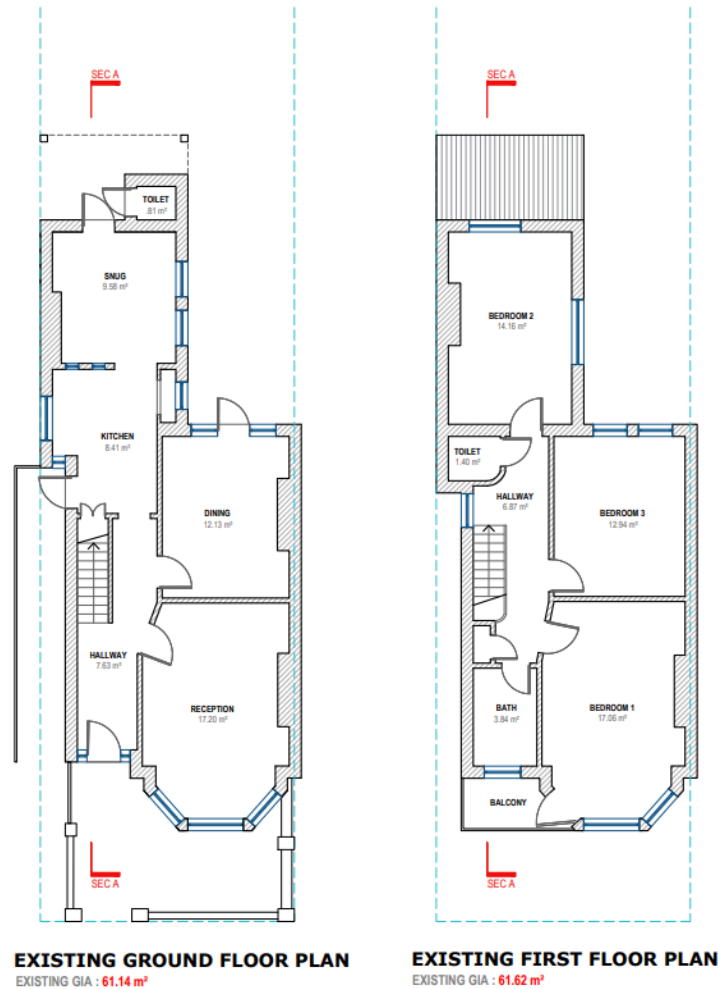
5.3.3

The proposal also seeks to provide a high standard of accommodation for the occupants of the property. The bedrooms benefit from generous floor areas, appropriate levels of daylight and ventilation, and private en-suite facilities that enhance privacy and reduce internal movement. The shared kitchens provide safe and functional communal space.

5.4 Existing and Proposed Layout

5.4.1

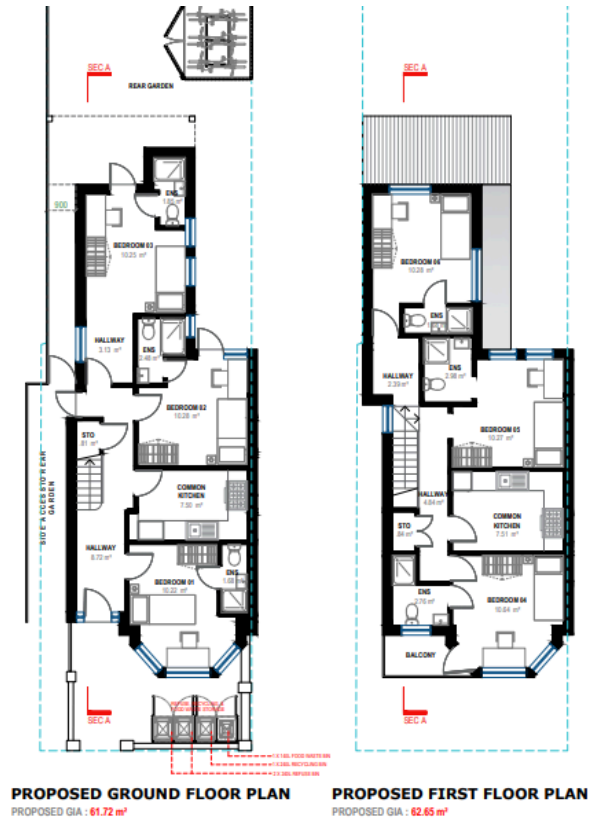
The existing layout incorporates a series of reception rooms, ancillary spaces and circulation areas at ground-floor level, arranged in a linear configuration typical of suburban housing of this age. The first-floor accommodation contains three bedrooms, a bathroom and a WC arranged around a central landing. The existing gross internal area is 122.76 square metres, comprising 61.14m² at ground-floor level and 61.62m² at first-floor level.



Existing Ground and First Floor Plans

5.4.2

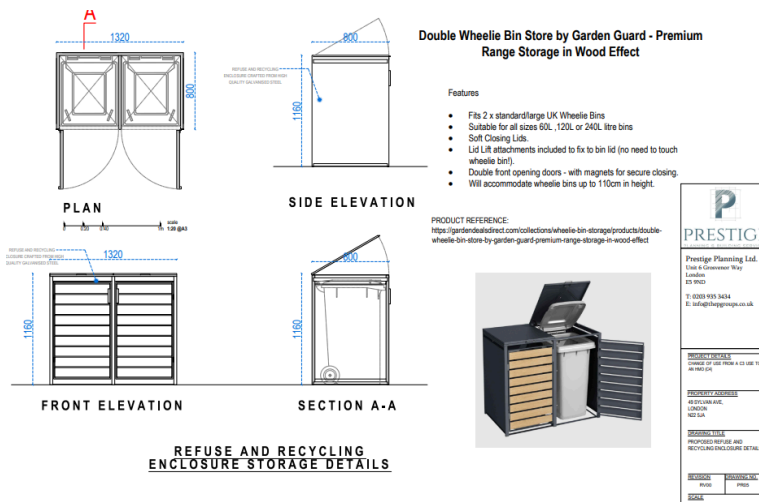
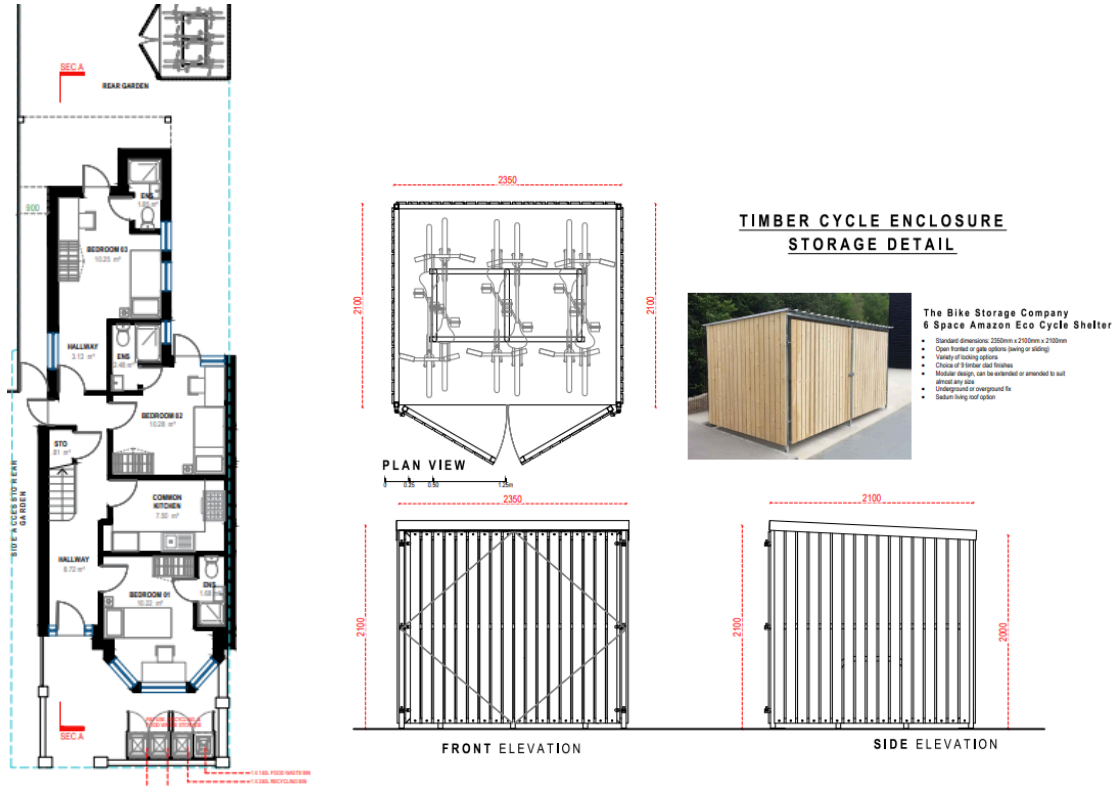
The proposed layout introduces six single-occupancy bedrooms, each with a private en-suite bathroom, and two shared kitchens positioned on each floor. The internal reconfiguration increases the gross internal area from 122.76m² to 124.37m² through internal rearrangement only, with no external enlargement and no change to the building's proportions. All works are contained within the existing envelope of the property, ensuring that the external proportions of the building remain unchanged.



Proposed Ground and First Floor Plans

5.4.3

The formation of the side alleyway allows for secure access to the rear garden and ensures that cycle storage can be accessed discreetly and without passing through private rooms. The alleyway is modest in scale, visually recessive and positioned along the flank elevation where it does not affect the architectural rhythm of the terrace. The ancillary structures introduced within the rear garden are discreet and do not influence the public realm.



Cycle and Refuse Storage

5.5 External Appearance

5.5.1

The proposal preserves the external appearance of the property and does not introduce any new massing or architectural features that would disrupt the established rhythm of the terrace. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the public realm. The ancillary structures introduced within the rear garden are discreet and do not influence the appearance of the street.



FRONT ELEVATION

Existing Front Elevations



FRONT ELEVATION

Proposed Front Elevations

5.5.2

The development does not alter the building's external proportions, does not affect the building line and does not introduce any new features visible from the public realm. The proposal therefore integrates seamlessly into the existing townscape and preserves the character and appearance of Sylvan Avenue.

6.0 DESIGN ASSESSMENT

6.1 Layout

6.1.1

The proposed internal layout has been designed to provide a coherent, legible and functional arrangement of rooms that meets Haringey's HMO Standards, the London Plan's housing quality requirements and the Nationally Described Space Standards. The reconfiguration introduces six single-occupancy bedrooms, each with a private en-suite bathroom, and two shared kitchens positioned on each floor. The layout ensures clarity of circulation, safe escape routes and a high standard of amenity for future occupants.

6.1.2

The ground-floor layout provides three bedrooms arranged around a central hallway, with a shared kitchen positioned towards the rear of the property. The first-floor layout mirrors this arrangement, with three bedrooms and a shared kitchen positioned to ensure convenient access and safe circulation. The introduction of private en-suite bathrooms reduces internal movement and supports a calm domestic environment, ensuring that the property operates in a manner comparable to a typical family household.

6.1.3

The formation of the side alleyway allows for secure access to the rear garden and ensures that cycle storage can be accessed discreetly and without passing through private rooms. This arrangement preserves the integrity of the internal layout and ensures that servicing activity does not interfere with the day-to-day living environment of the occupants.

6.1.4

The proposed layout represents a like-for-like reconfiguration of the existing gross internal area, with a minimal increase in the overall total GIA, improving the efficiency and functionality of the accommodation without intensifying built form or altering the external appearance of the building. The development preserves the established residential character of Sylvan Avenue and integrates seamlessly into the surrounding townscape.

6.2 Scale and Massing

6.2.1

The proposal does not involve any extensions or enlargement of the building footprint. All works are contained entirely within the existing envelope of the property, ensuring that the external proportions, massing and architectural rhythm of the terrace remain unchanged. The development does not introduce any new massing, does not alter the building line and does not affect the established relationship between the property and neighbouring houses.

6.2.2

The formation of the side alleyway is modest in scale and visually recessive, positioned along the flank elevation where it does not affect the public realm. The ancillary structures introduced within the rear garden are discreet and do not influence the appearance of the street. The development therefore preserves the established suburban character of Sylvan Avenue and does not introduce any visually dominant features.

6.2.3

The proposal represents a proportionate and appropriate form of development that respects the scale and massing of the host property and the surrounding residential environment. The development integrates seamlessly into the existing townscape and preserves the character and appearance of Sylvan Avenue.

6.3 Character and Appearance

6.3.1

The character and appearance of Sylvan Avenue are defined by traditional brick façades, pitched roofs, bay windows and modest front gardens. The proposal preserves these defining characteristics by retaining the building's external proportions and confining all alterations within the existing envelope. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the architectural rhythm of the terrace.

6.3.2

The ancillary structure introduced within the rear garden is discreet and does not influence the public realm. The timber cycle enclosure is positioned within the rear garden where they are not visible from the street. Its design is functional and consistent with the utilitarian character of rear-garden structures typically found within suburban residential environments.

6.3.3

The development does not alter the building's external proportions, does not affect the building line and does not introduce any new features visible from the public realm. The proposal therefore preserves the character and appearance of Sylvan Avenue and integrates seamlessly into the surrounding townscape.

6.4 Relationship with the Streetscene

6.4.1

The proposal preserves the established relationship between the property and the streetscene. The front elevation remains entirely unchanged, retaining its traditional brick façade, bay window and modest front garden. The development does not introduce any new massing or architectural features that would disrupt the established rhythm of the terrace.

6.4.2

The formation of the side alleyway is positioned along the flank elevation where it does not affect the public realm. The alleyway is modest in scale and visually recessive, ensuring that it does not alter the appearance of the street or impact neighbouring properties. The ancillary structures introduced within the rear garden are discreet and do not influence the streetscene.

6.4.3

The development preserves the established suburban character of Sylvan Avenue and maintains the visual continuity of the terrace. The proposal integrates seamlessly into the existing townscape and does not introduce any new impacts on the streetscene.

6.5 Materials

6.5.1

The proposal preserves the existing materials of the property and does not introduce any new materials visible from the public realm. The formation of the side alleyway involves the removal of a small section of the flank wall and the installation of a structural lintel, but this alteration is modest and visually recessive. The ancillary structures introduced within the rear garden are constructed from timber and galvanised steel, materials that are consistent with the functional character of rear-garden structures typically found within suburban residential environments.

6.5.2

The development does not alter the building's external brickwork, roof tiles or fenestration. The proposal therefore preserves the material character of the property and integrates seamlessly into the surrounding townscape.

6.6 Access

6.6.1

The proposal preserves the existing access arrangements to the property. The main entrance remains unchanged, providing safe and convenient access to the internal accommodation. The formation of the side alleyway provides secure access to the rear garden and ensures that cycle storage can be accessed discreetly and without passing through private rooms.

6.6.2

The development does not alter the building's relationship with the public realm and does not introduce any new access points visible from the street. The proposal therefore preserves the established access arrangements and integrates seamlessly into the surrounding townscape.

7.0 PLANNING POLICY CONTEXT

7.1 Introduction to the Policy Framework

7.1.1

The proposed development at 49 Sylvan Avenue must be assessed against a comprehensive suite of national, regional and local planning policies. These policies collectively establish the framework within which residential development, including Houses in Multiple Occupation, must be considered. The purpose of this section is to demonstrate, through detailed analysis, that the proposed change of use from C3 to C4, together with the associated internal and external works, accords fully with the National Planning Policy Framework (August 2026), the London Plan (2021) and the Haringey Local Plan.

7.1.2

The assessment also considers Haringey's borough-wide Article 4 Direction, HMO licensing requirements, space standards, amenity expectations, transport policies, waste management guidance and design principles. The proposal has been developed with careful regard to these policy requirements and represents a safe, sustainable and policy-compliant form of residential accommodation.

7.2 National Planning Policy Framework (August 2026 Update)

7.2.1 Delivering a Sufficient Supply of Homes

7.2.1

The NPPF requires local authorities to deliver a sufficient supply of homes and to support a diverse range of housing types capable of meeting varied and evolving needs. Small HMOs form an important part of this mix, providing flexible, affordable accommodation for single occupants and young professionals. The proposal introduces six high-quality single-occupancy rooms within an existing dwellinghouse, contributing positively to local housing choice without intensifying built form or altering the external appearance of the property.

7.2.2 Making Efficient Use of Land

7.2.2

The NPPF encourages the efficient use of land, particularly in urban and suburban areas where intensification can be achieved without physical expansion of the built form. The proposal exemplifies this principle by reconfiguring the existing internal layout to provide high-quality accommodation within the existing building envelope. No extensions are proposed, and the development does not increase the building's massing. The scheme represents a sustainable and proportionate intensification of existing residential floorspace.

7.2.3 Achieving Well-Designed Places

7.2.3

The NPPF places strong emphasis on achieving well-designed places. The proposed HMO meets this expectation through generous bedroom sizes, private en-suite facilities, compliant shared kitchens and clear circulation routes. The internal layout has been designed to ensure safe escape routes, appropriate levels of daylight and ventilation, and a calm domestic environment comparable to a typical family household.

7.2.4 Promoting Sustainable Transport

7.2.4

National policy encourages development that supports sustainable transport choices. The proposal secures car-free occupation through tenancy agreements and provides long-term cycle parking within a secure timber enclosure. The site benefits from practical accessibility to bus routes and local services, ensuring that the development aligns with national transport objectives.

7.2.5 Protecting Residential Amenity

7.2.5

The NPPF requires development to avoid significant adverse impacts on health and quality of life. The proposal incorporates acoustic measures, en-suite layouts and management controls to ensure that noise remains contained within the building envelope and does not adversely affect neighbouring properties. The accompanying Noise and Disturbance Statement confirms that the HMO will operate quietly and with a domestic noise profile consistent with small-scale residential use.

7.2.6 Summary of NPPF Compliance

7.2.6

The proposal accords fully with the NPPF by widening housing choice, making efficient use of existing land and buildings, delivering high-quality internal accommodation, supporting sustainable transport and safeguarding residential amenity.

7.3 The London Plan (2021)

7.3.1 Policy H9 – Houses in Multiple Occupation

7.3.1

Policy H9 recognises HMOs as an important component of London’s housing offer and supports their delivery where they provide good-quality accommodation and meet local needs. The proposed development meets this requirement by delivering generous bedroom sizes, private en-suite facilities, compliant shared kitchens and professional management arrangements that ensure safe and responsible operation.

7.3.2 Policy D6 – Housing Quality and Standards

7.3.2

Policy D6 sets out the London Plan’s requirements for housing quality, including minimum space standards, ceiling heights, daylight, ventilation and internal layout. The proposed HMO exceeds these expectations, with all bedrooms comfortably above ten square metres, ceiling heights compliant with D6 and integrated storage provided within each room. The shared kitchens exceed Haringey’s minimum HMO standards and provide safe, functional and well-designed communal space.

7.3.3 Policy D12 – Fire Safety

7.3.3

Policy D12 requires all residential developments to demonstrate fire safety at the planning stage. A comprehensive Fire Safety Strategy has been submitted with this application, detailing escape routes, alarm systems, fire-resistant construction and management procedures. The proposal therefore complies fully with D12 and provides assurance that the HMO will operate safely.

7.3.4 Policy D14 – Noise

7.3.4

Policy D14 requires development to avoid harmful noise impacts. The proposal incorporates acoustic measures, en-suite layouts and management controls to ensure that noise remains contained within the building envelope and does not adversely affect neighbouring properties. The accompanying Noise and Disturbance Statement confirms that the HMO will operate quietly and with a domestic noise profile consistent with small-scale residential use.

7.3.5 Policy T5 – Cycle Parking

7.3.5

Policy T5 requires secure long-term cycle parking. The proposal provides six secure cycle spaces within a dedicated timber enclosure accessed directly from the new side alleyway. This arrangement supports sustainable travel choices and aligns with the London Plan’s transport hierarchy.

7.3.6 Policy T6 – Car Parking

7.3.6

Policy T6 supports car-free development in accessible locations. The proposal secures car-free occupation through tenancy agreements and provides secure cycle storage, ensuring that transport impacts remain minimal. The development will not increase parking pressure on Sylvan Avenue and therefore accords with Policy T6.

7.3.7 Summary of London Plan Compliance

7.3.7

The proposal accords fully with the London Plan by delivering high-quality accommodation, ensuring safe operation, supporting sustainable travel and protecting residential amenity.

7.4 Haringey Local Plan

7.4.1 Policy SP2 – Housing

7.4.1

Policy SP2 seeks to ensure that Haringey delivers a range of housing types to meet local needs. HMOs form part of this mix and provide affordable accommodation for single occupants. The proposal contributes positively to this objective by delivering high-quality, well-managed HMO accommodation within an existing residential property.

7.4.2 Policy DM1 – Delivering High Quality Design

7.4.2

Policy DM1 requires development to achieve high-quality design that respects local character. The proposal involves only modest external alterations and retains the existing appearance of the dwellinghouse. The internal layout has been designed to ensure clarity of circulation, safe escape routes and high-quality amenity. The proposal therefore accords with DM1.

7.4.3 Policy DM2 – Residential Amenity

7.4.3

Policy DM2 requires development to protect residential amenity. The proposal provides generous bedroom sizes, private en-suite facilities, compliant kitchens and acoustic mitigation measures. The HMO will be professionally managed, ensuring quiet operation and responsible tenant behaviour. The proposal therefore meets DM2.

7.4.4 Policy DM4 – Houses in Multiple Occupation

7.4.4

Policy DM4 sets out the criteria for assessing HMOs. The proposal satisfies all of these criteria. The rooms exceed minimum sizes, refuse storage is provided within a dedicated enclosure within the front garden, and secure cycle storage accessed via the side alleyway, is provided within a timber enclosure. The development does not alter the external appearance of the building and does not introduce any new impacts. There is no over-concentration of HMOs in this location, and the proposal represents a modest intensification of existing residential use.

7.4.5 Policy DM31 – Sustainable Transport

7.4.5

Policy DM31 requires development to support sustainable transport choices. The proposal provides secure cycle storage and secures car-free occupation through tenancy agreements. The development will not increase parking pressure or vehicle movements and therefore accords with DM31.

7.4.6 Policy DM32 – Managing Waste

7.4.6

Policy DM32 requires development to provide adequate refuse and recycling storage. The proposal includes a dedicated refuse enclosure within the front garden. The arrangement is safe, convenient and fully compliant with Haringey's waste-capacity standards. The proposal therefore meets DM32.

7.4.7 Article 4 Direction

7.4.7

Haringey's borough-wide Article 4 Direction removes permitted development rights for changes of use from C3 to C4. As a result, the proposed HMO requires full planning permission. This Statement demonstrates that the HMO meets all relevant policy requirements and will operate safely, responsibly and sustainably.

7.4.8 HMO Concentration Threshold (20% Rule)

7.4.8

Haringey's decision-making practice consistently references a twenty per cent threshold for assessing HMO concentration within individual streets. Sylvan Avenue contains approximately forty-five residential properties, of which fewer than five operate as HMOs. The introduction of a single additional HMO at No. 49 results in a total concentration of approximately thirteen per cent, significantly below the twenty per cent threshold. The proposal therefore satisfies Haringey's requirement to maintain mixed and balanced communities.

7.4.9 Summary of Haringey Local Plan Compliance

7.4.9

Taken together, the proposal accords fully with the Haringey Local Plan by delivering high-quality accommodation, protecting amenity, supporting sustainable travel and ensuring safe and responsible operation.

7.5 Overall Policy Compliance Conclusion

7.5.1

The proposed development at 49 Sylvan Avenue accords fully with the National Planning Policy Framework, the London Plan and the Haringey Local Plan. The scheme widens housing choice, makes efficient use of existing land and buildings, delivers high-quality internal accommodation, supports sustainable transport, protects residential amenity and ensures safe and responsible operation. The development represents a modest, sustainable and policy-compliant form of residential accommodation that contributes positively to Haringey's housing objectives and should therefore be supported.

8.0 PLANNING ASSESSMENT

8.1 Principle of Development

8.1.1

The principle of converting an existing dwellinghouse to a small House in Multiple Occupation is acceptable in Haringey, subject to compliance with relevant planning policies and the borough-wide Article 4 Direction. The Direction removes permitted development rights for C3 to C4 changes of use, requiring all proposals to be assessed through full planning applications. This ensures that HMOs are delivered in appropriate locations, meet minimum amenity standards, do not harm neighbouring properties and do not contribute to over-concentration within individual streets.

8.1.2

The proposal at 49 Sylvan Avenue satisfies these requirements. The development introduces six single-occupancy bedrooms within the existing building envelope, providing high-quality accommodation that meets Haringey's HMO Standards, the London Plan's housing quality requirements and the Nationally Described Space Standards. The proposal does not involve any extensions or enlargement of the building footprint and does not intensify built form. The development represents a modest and proportionate intensification of existing residential floorspace, increasing the GIA from 122.76m² to 124.37m² through internal reconfiguration only and aligns with Haringey's strategic objective to widen housing choice and support mixed and balanced communities.

8.1.3

The proposal also satisfies Haringey's twenty per cent HMO concentration threshold. Sylvan Avenue contains approximately forty-five residential properties, of which fewer than five operate as HMOs. The introduction of a single additional HMO results in a total concentration of approximately thirteen per cent, significantly below the twenty per cent benchmark referenced in Haringey's decision-making practice. The development therefore preserves the established residential character of the street and does not contribute to clustering or saturation.

8.1.4

The principle of development is therefore acceptable and fully supported by national, regional and local planning policy.

8.2 Design Quality

8.2.1

The proposal represents a high-quality form of development that respects the character and appearance of the host property and the surrounding residential environment. The internal reconfiguration has been designed to ensure clarity of circulation, safe escape routes and a high standard of amenity for future occupants. The introduction of private en-suite bathrooms reduces internal movement and supports a calm domestic environment, ensuring that the property operates in a manner comparable to a typical family household.

8.2.2

The development does not involve any extensions or enlargement of the building footprint. All works are contained entirely within the existing envelope of the property, ensuring that the external proportions, massing and architectural rhythm of the terrace remain unchanged. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the public realm.

8.2.3

The proposal preserves the established suburban character of Sylvan Avenue and integrates seamlessly into the surrounding townscape. The development accords fully with Haringey's design policies and the London Plan's requirements for high-quality residential accommodation.

8.3 Character and Appearance

8.3.1

The character and appearance of Sylvan Avenue are defined by traditional brick façades, pitched roofs, bay windows and modest front gardens. The proposal preserves these defining characteristics by retaining the building's external proportions and confining all alterations within the existing envelope. The development does not introduce any new massing or architectural features that would disrupt the established rhythm of the terrace.

8.3.2

The formation of the side alleyway is positioned along the flank elevation where it does not affect the public realm. The alleyway is modest in scale and visually recessive, ensuring that it does not alter the appearance of the street or impact neighbouring properties. The ancillary structures introduced within the rear garden are discreet and do not influence the streetscene.

8.3.3

The development preserves the established suburban character of Sylvan Avenue and maintains the visual continuity of the terrace. The proposal integrates seamlessly into the existing townscape and does not introduce any new impacts on the streetscene.

8.4 Local HMO Context and Over-Concentration

8.4.1

Haringey's decision-making practice consistently references a twenty per cent threshold for assessing HMO concentration within individual streets. Sylvan Avenue contains approximately forty-five residential properties, of which fewer than five operate as HMOs. The introduction of a single additional HMO results in a total concentration of approximately thirteen per cent, significantly below the twenty per cent benchmark.

8.4.2

The distribution of HMOs within the street is dispersed rather than clustered. The existing HMOs are positioned at various points along the street and do not form any contiguous grouping. This pattern ensures that the overall residential character of Sylvan Avenue remains stable and that HMOs do not dominate any particular section of the street.

8.4.3

The proposal therefore satisfies Haringey's requirement to maintain mixed and balanced communities and does not give rise to any concerns relating to clustering, saturation or cumulative amenity impacts.

8.5 Residential Amenity

8.5.1

The proposal preserves neighbouring residential amenity and does not introduce any new impacts relating to noise, overlooking, overshadowing or loss of privacy. The development does not involve any extensions or enlargement of the building footprint and does not alter the building's external proportions. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect neighbouring properties.

8.5.2

The internal reconfiguration has been designed to ensure that noise remains contained within the building envelope. The introduction of private en-suite bathrooms reduces internal movement and supports a calm domestic environment. The accompanying Noise and Disturbance Statement confirms that the HMO will operate quietly and with a domestic noise profile consistent with small-scale residential use.

8.5.3

The proposal therefore preserves neighbouring residential amenity and accords fully with Haringey's amenity policies.

8.6 Highways and Parking

8.6.1

The proposal preserves the existing access arrangements to the property and does not introduce any new vehicular access points. The development does not involve any extensions or enlargement of the building footprint and does not alter the building's relationship with the public realm.

8.6.2

The proposal secures car-free occupation through tenancy agreements and provides secure cycle storage within a timber enclosure positioned in the rear garden. The development will not increase parking pressure or vehicle movements and therefore accords fully with Haringey's transport policies and the London Plan's requirements for sustainable transport.

8.6.3

The accompanying Transport and Highways Statement confirms that the development will not give rise to any adverse transport or highways impacts.

8.7 Flood Risk and Drainage

8.7.1

The site is located within Flood Zone 1, representing the lowest probability of flooding. The proposal does not involve any extensions, excavation or alterations to drainage infrastructure. The development remains entirely within the existing building envelope and does not increase impermeable area or introduce any new flood-sensitive elements.

8.7.2

The accompanying Flood Risk Assessment confirms that the proposal does not increase flood risk on-site or elsewhere and accords fully with national and local flood-risk policy.

8.8 Planning Balance

8.8.1

The proposal represents a modest, sustainable and policy-compliant form of residential accommodation that delivers high-quality living conditions for future occupants, preserves neighbouring amenity, supports sustainable transport and integrates seamlessly into the surrounding townscape.

8.8.2

The development accords fully with the National Planning Policy Framework, the London Plan and the Haringey Local Plan. The proposal widens housing choice, makes efficient use of existing land and buildings, delivers high-quality internal accommodation, supports sustainable transport and ensures safe and responsible operation.

8.8.3 No adverse impacts have been identified. The planning balance weighs strongly in favour of granting permission.

9.0 MATERIAL PLANNING BENEFITS

9.1 Efficient Use of Existing Residential Floorspace

9.1.1

The proposal represents a highly efficient use of existing residential floorspace. The development does not involve any extensions, enlargement of the building footprint or intensification of built form. Instead, it reconfigures the existing internal layout to provide six high-quality single-occupancy bedrooms, each with a private en-suite bathroom, and two shared kitchens positioned on each floor. This arrangement allows the building to respond more effectively to contemporary housing needs without altering its external proportions or impacting the surrounding residential environment.

9.1.2

The efficient use of land is a core objective of the National Planning Policy Framework and the London Plan. The proposal exemplifies this principle by delivering high-quality accommodation within the existing building envelope, avoiding the need for more extensive or visually intrusive forms of development. The scheme represents a sustainable and proportionate intensification of existing residential floorspace and contributes positively to Haringey's housing objectives.

9.2 Improved Quality of Accommodation

9.2.1

The proposal delivers a significant improvement in the quality of accommodation within the property. The introduction of private en-suite bathrooms enhances privacy, reduces internal movement and supports a calm domestic environment. The shared kitchens provide safe and functional communal space, and the internal layout has been designed to ensure clarity of circulation, safe escape routes and appropriate levels of daylight and ventilation.

9.2.2

The development exceeds Haringey's HMO Standards, the London Plan's housing quality requirements and the Nationally Described Space Standards. All bedrooms comfortably exceed ten square metres, and the shared kitchens exceed the minimum size requirements for HMOs. The proposal therefore delivers high-quality accommodation that meets contemporary housing expectations and provides a safe and comfortable living environment for future occupants.

9.3 Sustainable Development

9.3.1

The proposal represents a sustainable form of development that aligns with national, regional and local planning policy. The scheme supports sustainable transport choices by securing car-free occupation through tenancy agreements and providing long-term cycle parking within a secure timber enclosure. The site benefits from practical accessibility to bus routes and local services, ensuring that the development aligns with the London Plan's transport hierarchy.

9.3.2

The development does not increase impermeable area, does not alter drainage infrastructure and does not introduce any new flood-sensitive elements. The accompanying Flood Risk Assessment confirms that the proposal does not increase flood risk on-site or elsewhere. The scheme therefore represents a sustainable and environmentally responsible form of residential accommodation.

9.4 Preservation of Local Character

9.4.1

The proposal preserves the established suburban character of Sylvan Avenue. The development does not involve any extensions or enlargement of the building footprint and does not alter the building's external proportions. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the public realm.

9.4.2

The ancillary structures introduced within the rear garden are discreet and do not influence the appearance of the street. The development preserves the architectural rhythm of the terrace, maintains the visual continuity of the streetscene and integrates seamlessly into the surrounding townscape. The proposal therefore accords fully with Haringey's design policies and the London Plan's requirements for high-quality residential accommodation.

9.5 Compliance With Haringey's HMO Concentration Threshold

9.5.1

The proposal satisfies Haringey's twenty per cent HMO concentration threshold. Sylvan Avenue contains approximately forty-five residential properties, of which fewer than five operate as HMOs. The introduction of a single additional HMO results in a total concentration of approximately thirteen per cent, significantly below the twenty per cent benchmark referenced in Haringey's decision-making practice.

9.5.2

The development therefore preserves the established residential character of the street, maintains mixed and balanced communities and does not contribute to clustering or saturation. The proposal represents a modest and proportionate intensification of existing residential floorspace and aligns fully with Haringey's strategic objectives.

9.6 No Material Harm Identified

9.6.1

The proposal does not give rise to any material harm. The development preserves neighbouring residential amenity, protects the character and appearance of the streetscene, supports sustainable transport, provides high-quality accommodation and integrates seamlessly into the surrounding townscape. The accompanying technical documents, including the Transport and Highways Statement, Noise and Disturbance Statement, Fire Safety Strategy, Flood Risk Assessment and Structural Impact and Construction Method Statement, confirm that the proposal does not introduce any adverse impacts.

9.6.2

The planning balance weighs strongly in favour of granting permission. The development delivers clear material benefits, aligns fully with national, regional and local planning policy and represents a safe, sustainable and policy-compliant form of residential accommodation.

10.0 OVERALL SUMMARY OF THE PROPOSAL

10.1 Overview of the Development

10.1.1

The proposed development at 49 Sylvan Avenue comprises the change of use of an existing two-storey dwellinghouse from Use Class C3 to a small House in Multiple Occupation (Use Class C4), together with internal reconfiguration works and modest external alterations. The development does not involve any extensions or enlargement of the building footprint. All works are contained entirely within the existing envelope of the property, ensuring that the external proportions, massing and architectural rhythm of the terrace remain unchanged.

10.1.2

The proposal introduces six single-occupancy bedrooms, each exceeding ten square metres and each provided with a private en-suite bathroom. Two shared kitchens are provided, one on each floor, and the internal layout has been designed to ensure clarity of circulation, safe escape routes and a high standard of amenity for future occupants. The proposal represents a like-for-like reconfiguration of the existing gross internal area, increasing the total GIA modestly from 122.76m² to 124.37m² without any external enlargement.

10.1.3

The only external alteration of note is the formation of a new side alleyway positioned along the flank elevation of the property. This alleyway provides secure access to a timber cycle enclosure accommodating six bicycles. The alleyway is modest in scale, visually recessive and positioned in a location that does not affect the architectural rhythm of the terrace.

10.2 Policy Compliance Summary

10.2.1

The proposal accords fully with the National Planning Policy Framework (August 2026), the London Plan (2021) and the Haringey Local Plan. The development widens housing choice, makes efficient use of existing land and buildings, delivers high-quality internal accommodation, supports sustainable transport and safeguards residential amenity. The scheme represents a sustainable and proportionate intensification of existing residential floorspace and contributes positively to Haringey's housing objectives.

10.2.2

The proposal satisfies Haringey's twenty per cent HMO concentration threshold. Sylvan Avenue contains approximately forty-five residential properties, of which fewer than five operate as HMOs. The introduction of a single additional HMO results in a total concentration of approximately thirteen per cent, significantly below the twenty per cent benchmark referenced in Haringey's decision-making practice. The development therefore preserves the established residential character of the street and does not contribute to clustering or saturation.

10.2.3

The proposal meets all relevant design, amenity, transport, waste management and fire-safety policies. The development preserves the character and appearance of Sylvan Avenue, protects neighbouring residential amenity, supports sustainable transport and ensures safe and responsible operation.

10.3 Design and Amenity Summary

10.3.1

The proposal represents a high-quality form of development that respects the character and appearance of the host property and the surrounding residential environment. The internal reconfiguration has been designed to ensure clarity of circulation, safe escape routes and a high standard of amenity for future occupants. The introduction of private en-suite bathrooms reduces internal movement and supports a calm domestic environment, ensuring that the property operates in a manner comparable to a typical family household.

10.3.2

The development does not involve any extensions or enlargement of the building footprint. All works are contained entirely within the existing envelope of the property, ensuring that the external proportions, massing and architectural rhythm of the terrace remain unchanged. The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the public realm.

10.3.3

The proposal preserves the established suburban character of Sylvan Avenue and integrates seamlessly into the surrounding townscape. The development accords fully with Haringey's design policies and the London Plan's requirements for high-quality residential accommodation.

10.4 Transport, Servicing and Sustainability Summary

10.4.1

The proposal preserves the existing access arrangements to the property and does not introduce any new vehicular access points. The development secures car-free occupation through tenancy agreements and provides secure cycle storage within a timber enclosure positioned in the rear garden. The development will not increase parking pressure or vehicle movements and therefore accords fully with Haringey's transport policies and the London Plan's requirements for sustainable transport.

10.4.2

The proposal includes a dedicated refuse enclosure within the front garden. The arrangement is safe, convenient and fully compliant with Haringey's waste-capacity standards. The development does not increase impermeable area, does not alter drainage infrastructure and does not introduce any new flood-sensitive elements. The accompanying Flood Risk Assessment confirms that the proposal does not increase flood risk on-site or elsewhere.

10.4.3

The scheme therefore represents a sustainable and environmentally responsible form of residential accommodation that aligns fully with national, regional and local planning policy.

10.5 Overall Planning Balance

10.5.1

The proposal delivers clear material planning benefits, including the efficient use of existing residential floorspace, improved quality of accommodation, sustainable transport provision, preservation of local character and compliance with Haringey's HMO concentration threshold. The development does not give rise to any material harm and integrates seamlessly into the surrounding residential environment.

10.5.2

The planning balance weighs strongly in favour of granting permission. The proposal represents a modest, sustainable and policy-compliant form of residential accommodation that contributes positively to Haringey's housing objectives and should therefore be supported.

11.0 CONCLUSION

11.1 Summary of Assessment

11.1.1

This Planning, Design and Access Statement has demonstrated that the proposed change of use at 49 Sylvan Avenue from a single dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4), together with internal reconfiguration works and modest external alterations, represents a high-quality, sustainable and policy-compliant form of residential development. The proposal has been assessed against the National Planning Policy Framework (August 2026), the London Plan (2021), the Haringey Local Plan, Haringey's HMO Standards, the borough-wide Article 4 Direction and all relevant technical guidance. The development accords fully with these policies and satisfies all associated requirements.

11.1.2

The proposal introduces six single-occupancy bedrooms, each exceeding ten square metres and each provided with a private en-suite bathroom. Two shared kitchens are provided, one on each floor, and the internal layout has been designed to ensure clarity of circulation, safe escape routes and a high standard of amenity for future occupants. The development does not involve any extensions or enlargement of the building footprint and does not alter the building's external proportions. All works are contained entirely within the existing envelope of the property, ensuring that the external appearance, massing and architectural rhythm of the terrace remain unchanged.

11.1.3

The formation of the side alleyway is modest and visually recessive, positioned along the flank elevation where it does not affect the public realm. The alleyway provides secure access to a timber cycle enclosure accommodating six bicycles. This ancillary structure is functional, proportionate and consistent with the utilitarian character of rear-garden spaces within suburban residential environments.

11.2 Policy Compliance

11.2.1

The proposal accords fully with the National Planning Policy Framework by widening housing choice, making efficient use of existing land and buildings, delivering high-quality internal accommodation, supporting sustainable transport and safeguarding residential amenity. The development represents a sustainable and proportionate intensification of existing residential floorspace and contributes positively to Haringey's housing objectives.

11.2.2

The proposal complies with the London Plan's requirements for housing quality, fire safety, noise mitigation, cycle parking and car-free development. The development exceeds minimum space standards, provides secure long-term cycle parking and incorporates robust fire-safety measures in accordance with Policy D12.

11.2.3

The proposal satisfies all relevant Haringey Local Plan policies, including those relating to design quality, residential amenity, sustainable transport, waste management and HMO standards. The development preserves the character and appearance of Sylvan Avenue, protects neighbouring residential amenity and ensures safe and responsible operation.

11.2.4

The proposal satisfies Haringey's twenty per cent HMO concentration threshold. Sylvan Avenue contains approximately forty-five residential properties, of which fewer than five operate as HMOs. The introduction of a single additional HMO results in a total concentration of approximately thirteen per cent, significantly below the twenty per cent benchmark referenced in Haringey's decision-making practice. The development therefore preserves the established residential character of the street and does not contribute to clustering or saturation.

11.3 No Material Harm Identified

11.3.1

The proposal does not give rise to any material harm. The development preserves neighbouring residential amenity, protects the character and appearance of the streetscene, supports sustainable transport, provides high-quality accommodation and integrates seamlessly into the surrounding townscape. The accompanying technical documents, including the Transport and Highways Statement, Noise and Disturbance Statement, Fire Safety Strategy, Flood Risk Assessment and Structural Impact and Construction Method Statement, confirm that the proposal does not introduce any adverse impacts.

11.3.2

The development does not intensify built form, does not alter the building's external proportions and does not introduce any new massing or architectural features visible from the public realm. The proposal therefore preserves the established suburban character of Sylvan Avenue and maintains the visual continuity of the terrace.

11.4 Final Planning Conclusion

11.4.1

The proposed development at 49 Sylvan Avenue represents a modest, sustainable and policy-compliant form of residential accommodation that delivers clear material planning benefits. The scheme widens housing choice, makes efficient use of existing land and buildings, delivers high-quality internal accommodation, supports sustainable transport, protects residential amenity and ensures safe and responsible operation.

11.4.2

The planning balance weighs strongly in favour of granting permission. The development accords fully with national, regional and local planning policy. The proposal represents a modest and sustainable intensification of existing residential floorspace within an established suburban environment.

11.4.3

For these reasons, the proposal should be supported and planning permission granted.