

Officer's Report

Application Number	HGY/2022/4293
Type	Full planning permission
Location	9 Mannock Road, Tottenham, London, N22 6AT
Proposal	Conversion of single family dwellinghouse to two separate self-contained flats comprising one 2-bedroom and one 3-bedroom unit.
Case Officer	Laina Levassor
Valid Date	01/12/2022
Applicant	Mr L Teng
Agent	mr Shahid Ali

RECOMMENDATION

Refuse

SITE HISTORY

The planning history of the site has been taken into account when coming to this decision:

HGY/2022/2599 - Approve with Conditions
Erection of single storey rear/side extension

HGY/2014/3182 - Refuse
Erection of single storey extension which extends beyond the rear wall of the original house by 6.0 and 4.5m, for which the maximum height would be 4.0m and for which the height of the eaves would be 2.8m

HGY/2016/1702 - Permitted Development
Lawful Development Certificate for dormer roof extensions

HGY/2021/0285 - Not Required
Erection of single storey extension which extends beyond the rear wall of the original house by 6m and 4.4m, for which the maximum height would be 4m and for which the height of the eaves would be 2.8m.

UNW/2012/00220 - Closed
Unauthorised Works

UNW/2012/00728 - Closed
Unauthorised Works

HMO/2021/00025 - Closed
House in Multiple Occupation

SITE DESCRIPTION

This application relates to 9 Mannock Road, a two storey property located on the north eastern side of Mannock Road. The application site is not within any conservation area and does not fall within the curtilage of any listed buildings.

ANALYSIS/ASSESSMENT

The property falls within the Family Housing Protection Zone. DM16 recognises that the conversion of family dwellings into smaller units in the East of the borough adversely impacts family housing supply, reducing the availability of smaller family housing for which there is a significant need in Haringey.

The Local Plan is not reliant on conversions to meet its strategic housing target and the Council will restrict further residential conversions in areas of the Borough identified as already having a high concentration of converted properties which form part of the Family Housing Protection Zone. This will ensure the Council can protect the remaining existing stock of family houses (3+ bedrooms) within these areas, and to ensure that, across the Borough, the range of Haringey's housing needs can be met.

In order to maintain the supply of larger family homes to meet the boroughs housing needs, residential conversions of larger homes to small self-contained homes is permitted where:

a. It is located outside of the Family Housing Protection Zone

Conversions within the Family Housing Protection Zone will only be considered acceptable where they comply with criteria (b – g) of policy DM16 and result in no net loss in the number of family sized units.

As the property falls within the Family Housing Protection Zone, compliance with criteria's b-g is required. Assessment against these are as follows:

b. The gross original internal floor space of the existing dwelling is greater than 120m²

The property benefits from several extensions undertaken as part of applications made under permitted development meant for the benefit of single family dwellings. Permission was also granted for a rear extension at ground floor level.

Policy requirements refer to original internal floorspace which is not inclusive of any extensions made to the property. Measurements for this area have been taken using floorplans provided and scaled. Original internal floorspace measures 114sqm and therefore fails to meet minimum floorspace requirements.

Reason for refusal: The original, un-extended floorspace of the application property fails to meet the minimum floorspace requirements, as set out in Policy DM16 of the Haringey Development Management Document which requires a total of more than 120sqm. The proposal also fails to provide a suitable replacement family sized unit, with the proposed three bed unit occupying the upper floor of the converted house and therefore not having access to the rear garden or any external amenity space.

c. The proposal satisfies all other relevant policies, including the minimum internal space standards, the provision of satisfactory levels of amenity space, privacy, daylight, parking and access, and adequate and convenient refuse storage and collection;

Ground Floor – 2 Bedroom unit:

Proposed at ground level is the provision of a 2 bedroom unit with bedrooms sited towards the front of the building, in rooms closest to the new communal access from the original hallway. A dwelling with 2 or more bedspaces set over a single storey for 3 persons requires 61sqm of

internal floorspace with 2m² of built-in storage and requires at least one double (or twin) bedroom of at least 11.5m².

Bedroom 1 is annotated as measuring 13.3sqm. Scaled from drawings provided, this measures 13.1sqm and meets requirements to be at least 2.75m wide for provision of at least one double or twin bedroom (two bedspaces).

Bedroom 2 is annotated as measuring 9.9sqm. Scaled from drawings provided, this measures 9.88sqm and meets requirements to have a floor area of at least 7.5m² and measure at least 2.15m wide for a single bedroom (one bedspace).

Floorplans also feature small 1.46sqm wc, an open utility space in the hallway and a large, combined kitchen/living/dining space to the rear.

Provided plans do not denote the inclusion of built-in storage.

It is assumed that being ground floor level would facilitate enjoyment of the rear garden however, no statement is provided to confirm this. Bedroom 2 features a small courtyard area set between the original rear elevation and the new side return extension.

First Floor / Roof Level – 3 Bedroom unit:

Proposed as set across the first floor level and within the newer constructed rear dormer is the provision of a 3 bedroom unit with 1 x bedroom at first floor level and 2 x bedrooms within the dormer. A dwelling with 3 or more bedspaces set over 2 storeys for 4 persons requires 84sqm of internal floorspace with 2.5m² of built-in storage and require at least one double (or twin) bedroom.

Bedroom 1 at first floor level is annotated as measuring 10.6sqm. Scaled from drawings provided, this measures 10.4sqm and meets requirements to be at least 2.75m wide for provision of at least one double or twin bedroom (two bedspaces).

Bedroom 2 within roof level is annotated as measuring 8.2sqm. Scaled from drawings provided this measures 7.8sqm and meets requirements to have a floor area of at least 7.5m² and measure at least 2.15m wide for a single bedroom (one bedspace).

Bedroom 3 within roof level is annotated as measuring 22.8sqm. Scaled from drawings provided this measures 22.18sqm. No sections have been provided and it has not been demonstrated that the accommodation proposed in the loft will meet the minimum 1.5m headroom requirement or the 2.3 metre headroom requirement for 75% of the flats GIA as set out in the London Plan and National Guidance.

Floorplans also feature two bathrooms (1 x bath at each level) and a combined kitchen/dining room to the rear of the first floor and living space to the front.

Provided plans do not denote the inclusion of built-in storage.

Policy D6 Housing quality and standards of The London Plan 2021 states that all dwellings should have level access to one or more of the following forms of private outside spaces: a garden, terrace, roof garden, courtyard garden or balcony.

In relation to private outside space, a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings, and an extra 1sqm should be provided for each additional occupant. A 3 bedroom, 4 person occupancy as proposed would require 7sqm to meet these standards.

There is no indicated access to any private outside spaces or enjoyment of the rear garden denoted on plans provided.

Reasons for Refusal: It has not been demonstrated that the proposed conversion would meet minimum internal floorspace standards or amenity standards as set out in Policy DM16 for such a conversion, thereby failing to meet the requirements of quality accommodation provision. The conversion also fails to meet the requirements and minimum standards set out within Policy D6 of the London Plan 2021 in relation to storage requirements and private outside space.

Refuse Storage

Policy DM4 requires all proposals to provide on-site provision for general waste, recycling and organic material for composting. This on-site provision must ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site. Policy also requires that refuse storage is located and screened to avoid nuisance and adverse impact on visual and other amenity to occupiers and neighbouring uses.

Policy D6 requires recycling and waste disposal be appropriately integrated, convenient in operation and designed to work effectively for residents, management, and collection services.

The submission fails to include adequate details or indicate refuse storage.

Reasons for refusal: The application as submitted fails to satisfy Policy DM4 of the Development Management DPD requirements to provide adequate external storage for waste and Policy D6 of the London Plan requirements for integrated waste disposal.

d. The resulting units achieve internal configurations that are practical and fit for purpose, including vertical and horizontal stacking arrangements that minimise noise transfer between homes, including neighbouring homes;

In order to minimise noise disturbance transmitted through vertically stacked conversions, proposed layouts should avoid locating living rooms, bathrooms and kitchens next to, over, or below proposed neighbouring bedrooms, with similar rooms stacked.

Policy D6 of the London Plan 2021 states the site layout, orientation and design of individual dwellings and, where applicable, common spaces should help reduce noise from common areas to individual dwellings.

Floorplans provided show that the proposed living space for flat 2 (first floor level) would be located above the proposed front most bedroom (bedroom 1) of the ground floor unit. No details of sound insulation were provided as part of the submission.

Reasons for refusal: The proposal is not considered to achieve practical and fit for purpose layout arrangements in order to minimise noise transfer between homes, failing to comply with Policy DM17 of the Haringey Development Management DPD and Policy DM6 of the London Plan 2021.

e. The design of any external alterations does not detract from the appearance of the property or the street scene and, wherever possible, retains a single door to the front elevation of dwellings in residential areas;

The applicant failed to provide front elevation drawings denoting changes to the front of the property however it appears that the original front access is to be retained with the hallway acting as a communal entrance and the original stairs offering access to Flat 2.

Reasons for Refusal: The information provided in regards to compliance with aspects of Policy DM17 of the Haringey Development Management DPD is not considered sufficient.

f. The balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard-surfaced) does not detract from the appearance of the property or the street scene; and

Plans do not denote any changes.

g. The proposal provides for a mix of unit sizes in line with Policy DM11.

The Haringey Development Management DPD seeks to ensure that existing family housing is maintained. The council will not support proposals which result in an overconcentration of 1 or 2 bed units unless these are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes which include larger and family sized units.

This conversion aims to provide 1 x 2 bedroom unit and 1 x 3 bedroom unit. In addition to lacking appropriate amenity space for the provision of such units required by the London Plan, it is considered that the proposed conversion would compromise council objectives to protect appropriate family sized units. This conversion would result in the removal of a property which, as extended, could provided a large family home, for which there is a demonstrated need in this part of the borough, covered by the Family Housing Protection Zone.

Reasons for Refusal: It is considered that the proposed conversion would contribute towards the erosion of family housing and is not considered to meet housing needs set out in Policy DM11 of the Haringey Development Management DPD.

Transport Considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

Car-free Development

Policy DM16 of the Haringey Development Management DPD states all residential conversions should be supported by a car parking survey which demonstrates that there is residual car parking supply to meet the need created by the proposal.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The development is proposed as a car-free development. The Council's Transportation Team has been consulted and advises that the site is located within a CPZ and has a PTAL rating of 4. Given the number of residents proposed, it is considered highly likely that some residents will own vehicles likely to increase the demand for on street parking.

The application form states that the proposed development will not add any parking spaces however, the applicant has not provided any car parking survey that demonstrate that there is residual car parking supply to meet the need created by the proposal. In the absence of car parking survey, it is considered that the development would give rise to additional vehicular activity (including by residents', visitors' and servicing vehicles), and place additional pressure upon on-street parking which is already restricted and in high demand.

Transport comments received were as follows:

- a. The site has good public transport accessibility (PTAL=4) and is located within a CPZ and within the 'family housing protection zone'.
- b. The proposal is car free.
- c. Cycle parking provision for each of the two proposed flats is proposed. However, the access to the cycle parking (located in the rear garden) for flat 1 is not satisfactory because it requires the bicycle to be carried through multiple doors and through living accommodation. It is also not step free. This requires revisions. Details of revised cycle parking provision should be provided to demonstrate that it is secure, sheltered, and accessible.
- d. Refuse storage for both flats is proposed to be located in the front yard.

Reasons for refusal: The submission fails to demonstrate there is a residual car parking supply to meet the need created by the proposal. There was no car parking survey provided as required by Policy DM16, no details provided in regard to a car-free arrangement and the proposed cycle parking provisions are not adequate to comply with London Plan Policy T1, T4, T5 & T6 or Local Plan Policy SP7.

Bicycle Storage

Policy DM35: Cycle storage in Front Gardens states that cycle storage on front gardens should be of high quality design, should not be visually intrusive and should not harm the amenity of surrounding properties.

Planning applications for cycle storage should have regard to the following:

- a) The size of the shed or storage shelter, the building and the garden;
- b) Its location;
- c) Level of screening; and
- d) The nature of the materials used.

Cycle storage provision located in residential front gardens should have minimal visual impact on the property or the street. To ensure the existing character and appearance of the property and surrounding streetscape are protected, particularly in Conservation Areas, the appearance of cycle storage facilities visible from the public highway need to be of high quality design, subtle in size and colour and built from materials which are in keeping with their surroundings.

In front gardens, all storage units require planning permission. The preferred location, to place/build the storage unit is where visual impact is minimal. Appropriate screening should be

used - perhaps using plants. Materials should be used which are in keeping with the locality, reflecting the original materials of the property. If the storage unit is painted, choosing colours already used on the property or dark or subdued colours such as dark green/black help minimise the visual impact. Access doors must not overhang the highway (pavement or road). The height should be the same or less than the boundary treatment (wall/fence) where feasible.

Proposed to the front is the addition of an 'Asgard steel bike storage shed'. Access to bicycle storage at the rear is available via the kitchen/dining room which is not considered acceptable.

The front courtyard is highly visible from the public highway therefore, is required to meet local policy requirements as set out above.

Reason for refusal: Where car-free development is proposed, it is not considered that the proposed alternative bicycle storage sited in the front garden is of high-quality design, thereby is contrary to Policy DM35 of the Development Management DPD. In addition to this, 2 of 6 cycle spaces are not considered to be appropriately placed for convenient access in conflict with DM31 and DM32.

CONCLUSION

All other relevant policies and considerations, including equalities, have been taken into account.

RECOMMENDATION

Refuse permission for the following reasons:

Refusal Reasons:

The proposed conversion of the single-family dwelling into two separate self-contained flats would result in an unacceptable loss of family housing for which there is an identified need. The original un-extended floor area of the property also fails to meet the required minimum 120sqm internal floor area threshold set out in the Council's adopted conversion policy. As such the proposal would be contrary to Policy SP2 of the Haringey Local Plan (2017) and Policy DM16 of Haringey's Development Management DPD (2016).

The proposal is not considered to achieve practical and fit for purpose layout arrangements in order to minimise noise transfer between homes and does not provide any external amenity space for the proposed three-bedroom unit, resulting in poor quality housing contrary to Policy DM16 of the Haringey Development Management DPD and Policy DM6 of the London Plan 2021.

It has not been demonstrated that the proposal would sufficiently mitigate the potential impact of the development on the local highway network in terms of parking congestion and increased car use due to the absence of a car parking survey and/or appropriate legal agreement to secure a car free development contrary to Policy DM16 of the Haringey Development Management DPD, Policy SP7 of Haringey's Local Plan and London Plan Policies T1, T4, & T6.

The proposed bicycle storage sited in the front garden would not have satisfactory appearance and fails to provide cycle storage of an appropriate standard in terms of its useability, security and accessibility, to the detriment of the Council's sustainable transport objectives and local visual amenity contrary to Policy DM31, DM32 DM35 of the Development Management DPD and Policy T4 and T5 of the London Plan 2021.

Informatives:

- **INFORMATIVE: Pre- application Advice**
Taking the reason(s) for refusal into account, you may wish to prepare a revised proposal for comment prior to submitting a further planning application. To do so we strongly recommend you seek pre-application advice and refer you to our Pre-Application Planning Advice (PAPA) Service.
<https://www.haringey.gov.uk/planning-and-building-control/planning>