

Officer Report

Application Number:	HGY/2026/0802
Application Type:	Full planning permission
Address:	6 Vartry Road, Tottenham, London, N15 6PT
Proposal:	Conversion of property into 3 self-contained flats with associated lowering of basement level, external alterations to fenestration of ground floor frontage and rear elevation, new mansard roof extension.
Case Officer:	Sarah Madondo
Valid Date:	24/03/2026
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Applicant:	Ms Stella Ezeogu
Agent:	Mr Paresh Hirani

RECOMMENDATION

Approve with Conditions

1. Site location

The site is a three story mid terraced dwelling house located on Vartry Road and comprises of an existing basement floor and an existing single story rear extension. The surrounding area is predominantly residential in nature, characterised by similar dwelling houses and the site is not located in a conservation area. The property is located within a 'Family Housing Protection Zone', as introduced in the 2017 local plan to restrict further residential conversions in areas identified as already having a high concentration of converted properties. It is also pointed out that the application site and this part of the borough is subject to an Article 4 Direction which came into force in November 2013, removing permitted development rights for a change of use from a single family dwelling house (Use Class C3) to a HMO (Use Class C4).

2. Description of Proposal

The application proposes the re-submission of application reference (HGY/2022/1086) for the change of use of this property from a single-family dwelling (C3) to a (no 3) self-contained flats. The proposal includes works as part of the conversion, lowering the basement level, external alterations to fenestration of ground floor frontage and rear elevation, and a new mansard roof extension.

3. Relevant Planning and Enforcement history

The most recent applications for this site are summarised as follows:

HGY/2022/1086 6 Vartry Road N15 Conversion of existing Dwellinghouse into 3no Flats with Mansard Roof extension Approve with Conditions

HGY/2023/1740 6 Vartry Road N15 Approval of details reserved by a condition 4 (Secured and covered cycle parking) attached to planning reference HGY/2022/1086 Approve

HGY/2023/1741 6 Vartry Road N15 Approval of details pursuant to condition 5 (method of construction) attached to planning permission HGY/2022/1086 Approve

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: objection to some elements of the development, however it is considered that this is a re-submission of the previously application (HGY/2022/1086).

5. Local Representations

The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 0

Objecting: 0

Supporting: 0

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

Principle of development;
Design and appearance;
Standard and quality of residential accommodation;
Impact on neighbouring amenity;
Transport considerations;
Waste management.

Principle of development

Principle of additional housing/ conversions

The London Plan 2021 further supports the essential need for more homes and currently has a 10-year target set for the delivery of 15,920 new dwellings, of which 2,600 should be from small sites. Haringey Local Plan policy SP2 outlines that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026.

Policy H1 'Increasing Housing Supply' seeks to increase housing supply across London. The supporting text 'recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford'. The policy states that Boroughs should seek to enable additional development capacity, including through intensification.

The Mayor's Housing SPD (March 2016) refers to the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households (para. 1.2.34).

"To reflect the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households, it is important local policies and decisions are based on robust evidence and take account of strategic housing requirements. As a general principle, locally restrictive policies, including those based on 'conversion quotas', should not be applied without robust justification"

The proposal would add additional residential units to the borough's housing stock, which would work towards meeting the above identified housing delivery objectives for the borough. The principle of additional housing is therefore acceptable.

Local plan policy on conversions

Policy DM16 states that the Council will only permit conversion of larger homes (properties with 3 bedrooms or more) to small self-contained flats where – inter alia – they are located outside a Family Housing Protection Zone (FHPZ), have a floorspace of 120 sq.m or more, and provide a mix of unit sizes in line with DM policy DM11.

Part B of the policy is also relevant to the principle of conversion, in setting out that conversions within the FHPZ are still potentially acceptable but only where they comply with criteria (b – g) of part A of policy DM16, and result in no net loss in the number of family-sized units. The property in question is located within a Family Housing Protection Zone and has an internal un-extended original floor space of 128.5, which exceeds the minimum 120m² required in order to be deemed a property suitable for conversion to smaller residential units.

Design and appearance

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

This application seeks the renewal of existing extant permissions for the construction of mansard roof extension to facilitate the conversion of property into 3 x flats with fenestration alterations at ground floor level. The proposed mansard roof would add additional floor onto the existing building. The mansard floor design would be similar to others approved on this terrace. The proposal is considered proportionate and subordinate to the host building and is in keeping with the pattern of development in the area. The materials and form of development would remain consistent with those previously approved and are considered appropriate to the host building and its residential context. The proposed fenestration alterations would respect the character and appearance of the host building and wider locality. Overall, the proposal is considered to comply with the policies outlined above. The design and appearance of the development are therefore considered acceptable in planning terms and the local character and visual amenity of the area will be protected.

Standard and quality of residential accommodation

London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments. The criteria set out within parts c-g of part A of DMP policy DM16 largely echo some of the design aspects covered within policy D6 of the London Plan.

The proposal would see the existing property sub-divided into self-contained units as follows:

Dwelling Type	London Plan Req (sq.m)	Proposed Floor space (sq.m)	Yes	No
3 bed 5 person	93	100	Yes	
1 bed 1 person	39	38		no
1 bed 1 person	39	39	Yes	

The proposed conversion would create residential units comprising of 1 x 3 bedroom on the basement, ground and first floor, and 2 x 1-bed studios on the upper floors. The proposed family unit would have access to a rear garden and the smaller units would not have any access to private amenity space. It is a common arrangement within Inner London locations for converted properties to not benefit from private amenity space, and it is noted that there an open space on Eastbourne Road which is within 250 metres walking distance, and as such, it is considered that the smaller units can utilise this open space.

The table above illustrates that flats 1 & 3 would also comply with the required minimum standards. Each flat would also provide individual bedroom sizes in accordance with the London Plan as well as providing a good standard of kitchen and living space. The layout of the accommodation is acceptable and would facilitate adequate access and an inclusive environment. All flats would be dual aspect, with windows to both the front and rear elevations, and would therefore receive adequate levels of daylight, together with a satisfactory level of outlook. As such, the standard of accommodation provided within the conversion is considered acceptable and in accordance with The London Plan (2021) Policy D6 Housing quality and standards.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

In terms of the mansard roof, given the existing degrees of mutual overlooking from first floor windows, the degree of additional overlooking created by the dormer is not significant. Overall, the proposed roof extension would not result in a material loss of sunlight or daylight, or create a visually overbearing impact on the occupants of neighbouring properties. There will be no material loss of privacy to neighbouring properties. As such, the physical alterations are acceptable in amenity terms. In terms of the proposed intensification of the residential use, the conversion of the property into 3 self-contained units as proposed may lead to an increase in comings and goings

from the host building, but would not result in an unacceptable intensification of the residential use that would give rise to noise or general disturbance to be encountered by neighbouring occupants.

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 (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.

The Council's Transportation Team has been consulted and advises that the application site has a high public transport accessibility level (PTAL) of 5 and is served by the 259 and 279 bus routes offering access to Manor House and Seven Sisters underground and rail stations with a two way frequency of 36 buses per hour. It is therefore considered that the majority of the prospective residents at this site would use sustainable modes of travel for journeys to and from the development.

The Transportation officer have highlighted no parking stress assessment has been done as such, a car free s106 agreement is required which is noted. Officers would highlight that an application for the same development at the site was approved previously under reference (HGY/2022/1086), and it was considered then that the expected uplift in net increase in floor area would not be that significantly different from the existing. Therefore, the proposed development is not expected to result in a significant impact on transport and highway conditions. It is considered, given the scale of the development, the intended level of occupancy and the availability of public transport in the area, the proposal is not considered to result in unacceptable harm to the transport and highways network or result in an increase demand for on-street parking.

In terms of cycle parking arrangements, the London Plan 2021 requires 1 space per studio single/one bedroom unit, 1.5 spaces per 2-person 1-bedroom unit, and 2 spaces for all other dwellings. The plans submitted indicate that there is a provision of 4 x bicycle parking spaces in the basement area which meets the level required by the London Plan. The Transportation Officer raised concerns about the cycle parking being located in the basement area. Officers would highlight that this arrangement was previously agreed by officers on the previous application given that the site does not have any scope for the cycle parking to be located at the front of the site at ground level, as these properties do not have a front garden area.

It is considered that this would be the best solution to provide cycle parking in the circumstances. A condition to ensure sufficient cycle parking is provided for the beneficial use of future occupation of the flats shall be imposed. On this basis it considered that the development would be acceptable with regards to transportation, highways and parking considerations.

Waste management

DM Policy (2017) DM4 'Provision and Design of Waste Management Facilities' requires all proposals to make on-site provision for general waste, recycling and waste organic materials ensuring adequate internal and external storage space to manage the volume of waste arising from the site. The Haringey 'Waste management guidance note for residential and mixed-

use developments' sets out waste and recycling guidelines for residential and mixed-use developments within the borough (refer to capacity allocation in guidance note and comment on scheme compliance).

The applicant submits that a communal refuse area would be provided to the rear of the property and 6 x bins would be provided and the refuse would be enclosed within timber doors. The bins would be wheeled out to the front of the property on collection days. This arrangement would be similar to the other properties on this terrace. A pre-occupation condition shall be imposed that requires the waste storage enclosure as shown on the submitted drawings to be installed prior to first occupation and maintained as such for the lifespan of the development.

Conclusion

The design, siting and form of the extensions and alterations are considered to be acceptable in design terms, the appearance of the building and this part of the conservation area. The extensions/ alterations will not adversely impact the residential and visual amenities of neighbouring occupiers. The standard of living accommodation for future occupiers is considered acceptable. Adequate waste management facilities have been provided. All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7. CIL Applicable

Based on the information given on the plans, the Mayoral CIL charge will be £2,836.47 (39sqm x £72.73) and the Haringey CIL charge will be £2,349.36(39sqm x £60.24 (Indexation included)). This will be collected by Haringey should the scheme be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8. Recommendation

The application is recommended for approval subject to the following conditions:

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans:

1483-001-PL: Location plan

1483-002-PL, 1483-003-PL, 1483-005-PL, 1483-005-1-PL, 1483-006-PL D, 1483-007-PL D, 1483-008-PL D, 1483-010-PL D, 1483-010-PL D, 1483-006-PL A, 1483-006-PL A:
Existing and proposed plans, elevations and sections

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4 The development shall not be occupied until a minimum of 4 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 5 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) details of the timing and routing of construction traffic to and from the construction site;
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management);
- e) details of scaffolding and hoardings

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 6 The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith and retained for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area.

- 7 The proposed waste and recycling storage area as set out on plan number 1483-006-1PL REV A shall be provided prior to the occupation of the use/development hereby permitted and retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address. In order to proceed with 'Street Naming and Numbering', please use the following web link: <https://www.haringey.gov.uk/streets-roads-travel/street-licences-applications/streetbuilding-naming-numbering>