



Officer Report

Application Number:	HGY/2024/0787
Application Type:	Full planning permission
Address:	Flat A, 2 Vartry Road, Tottenham, London, N15 6PT
Proposal:	Erection of a mansard roof extension as approved (HGY/2023/1764) to facilitate the subdivision of the existing flat into 2no. flats
Case Officer:	Sarah Madondo
Valid Date:	08/04/2024
Applicant:	Eli Kesselman
Agent:	Mr David Gutwirth

RECOMMENDATION

Approve with Conditions

Proposed development

Erection of a mansard roof extension as approved (HGY/2023/1764) to facilitate the subdivision of the existing flat into 2no. flats

Site & Surroundings

The application site is three story corner property located on Vartry Road. The property has an existing basement floor and an existing single story rear extension. The site is not located in any conservation area. The surrounding area is predominantly residential in nature, characterised by long terraces of dwelling houses.

The property is not located within 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).

Planning History

HGY/2023/1764 2A Vartry Road N15 Erection of a mansard roof extension Approve with Conditions 30/8/2023

OLD/9176/1372 2 Vartry Road N15 Change of use of ground floor to offices together with the installation of a new wood framed shopfront Approve with Conditions 20/12/1984.

OLD/1976/1372 2 Vartry Road N15 Alterations to elevations Approve with Conditions 25/05/1976

OLD/1964/1073 2 Vartry Road N15 Erection of a new store Approve with Conditions 06/11/1964

HGY/1996/1094 2 Vartry Road N15 Change of use of ground floor from B1 offices to a 1 bed residential flat. Approve with Condition 29/10/1996

Enforcement History

None enforcement history

Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection, subjection to condition

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

The following comments were raised in the representations received:

Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;

1. 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 appears to have been commercial on the ground floor and residential on the upper floors. As per planning history the ground floor was converted from B1 offices to residential flat under reference (HGY/1996/1094). The principle of conversion has already been established as it appears that the ground floor was

converted from offices to 1 bedroom flat. Also according to the Valuation Office Agency (VOA) website, Flat B 2 Vartry has been residential since 1994.

As the property is within a Family Housing Protection Zone (FHZ), the conversion is required to not result in a net loss of family sized units. The proposal does not contain a family-sized unit of 3 or more bedrooms and therefore complies with part B of the policy.

Parts c – g of part A of the policy deal with the standard of residential accommodation and shall be considered in detail within the relevant sections of this report.

The proposal is considered to contribute to the supply of housing in the borough in an accessible location, in accordance with the overarching aims of adopted policy. Therefore, the principle of providing additional residential accommodation on the site is acceptable subject to all other planning considerations discussed below.

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.

The proposal includes a mansard roof/roof terrace which was assessed and approved under reference number HGY/2023/1764. There are no changes as such it is considered that this element of the proposal would be acceptable.

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:

1 x Studio flat at 47 sqm which complies with London Plan standards which is 39 sq.m

1 x 3 bed 3 person flat at 86.8 sq.m which complies with London Plan standards which is 84 sq.m

The proposed development would sub-divide the existing flat into two flats comprising of 1 x studio flat and 1 x 3 bed flat. A mansard has been incorporated to increase the floor space. As outlined above the proposed conversion would meet the space standards. The layout of the studio flat allows the most habitable rooms to benefit from the arrangement of the windows. The studio is open plan with dual aspect with opening to front and rear. The sleeping area is towards the rear and benefits from a smaller window facing the rear. Being a dual aspect space the studio flat would have sufficient ventilation, access to light and would have acceptable outlook to the front and the rear of the site.

For the 3 bedroom flat, this would be split over two floors. The kitchen/dining/living room is located on the first floor with one of the bedroom facing the rear. In the loft both the bedrooms would have access to windows also facing the front therefore would receive ample light and bathroom will have small window facing the roof terrace. All the main windows are located in the most habitable rooms providing access to adequate levels of daylight, ventilation and an acceptable

outlook. Additionally this flat would have access to roof terrace, that would provide some amenity space for this flat.

The cycle parking and bins would be located in area on Holmdale Terrace, as the applicant is the owner of this building, cycle parking/bins for all the flats would be accommodated in one area. Officers considered this would be acceptable due to site constraints and transportation officers are happy with this arrangement.

Overall, the proposed conversion would provide good standard form of accommodation for future occupant. This would comply with London Plan policy D6, policy SP2 of the Haringey Local Plan and policy DM16 of the Haringey Development Management Plan.

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.

The nature and scale of the mansard roof extension set within the confines of the existing roof form are such that its impacts on neighbouring properties is largely unapparent to adjacent properties. The properties directly to the rear (south) has no flank windows and would have no overshadowing as a result. In relation to no. 1 Holmdale terrace is sufficiently separated on the other side of the street whereby loss of light would not be detrimental as a result of the mansard extension. The

impact on privacy is negligible on account of the mansard height and presence of windows on the first and second floors that directly look at the principal windows.

In terms of the roof terrace, given that roof terrace would be confined with the mansard roof and facing a blank wall, it is considered that the amenities of the neighbouring properties would not be harmed. There will be no material loss of privacy to neighbouring properties. The proposal is acceptable in amenity terms.

In terms of use, the conversion of the property into self-contained units as proposed is not significant in planning terms. The comings and goings would remain similar to the existing use as a large single household family.

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 Transportation Team have been consulted and advises that the site has a PTAL rating of 5, indicating that its access to public transport is very good when compared to London as a whole, suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car. The site is close to transport links, with Stamford Hill Overground Station only being around a 2- minute walk from the site. Bus services can be accessed from Archway Road. The site does front onto a private shared road that contains its own parking controls. The site is located within the Seven Sisters South CPZ, which restricts parking to permit holders only Monday to Friday between 08:00 – 18:30.

The transportation officer concerns about the vertical cycle parking has been addressed as per amended drawing (PR-P001 REV E), as the cycle parking storage would be provided at ground floor along Holmdale Terrace for all the flats which is acceptable. A condition would be attached for applicant provide details and construction management logistic plan would be attached.

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.

Per single 1 bed dwelling when supplied for sole use.

140 litres 550mm D x 500mm W x 1060mm H

Per single 2/3 bed dwelling when supplied for sole use

240 litres 740mm D x 590mm W x 1080mm H

Food waste allocation

Per dwelling 25 litres 350mm D x 300mm W x 360mm H

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. The applicant has submitted a ground floor plan (PR-P001 REV E) indicating that all bins for all the flats would be in secured storage located along Holmsdale Road which is acceptable.

Conclusion

The design, siting and form of the extensions and alterations are considered to be acceptable in design terms, the appearance of the building. The extension/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.

CIL APPLICABLE

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £3,061.73 (44.2sqm x £69.27) and the Haringey CIL charge will be £2,536.196 (44.2 sqm x £57.38 (Indexation included)). This will be collected by Haringey after/should the scheme is/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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.

POLICIES AND CONSTRAINTS

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 and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

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

- 3 No development shall take place until a Construction Management Plan, to include details of:

I. A programme of works (including measures for traffic management);

II. Vehicle routing and if any reversing maneuvers on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;

III. Storage of plant and materials used in constructing the development;

IV. Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;

V. The erection and maintenance of security hoarding where appropriate;

VI. Parking of vehicles of site operatives and visitors;

VII. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;

VIII. Contact details for the Site Supervisor responsible for on-site works;

have 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.

Reason: 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.

- 4 The bin enclosure and secure and covered cycle parking spaces as set out on approved drawings shall be provided prior to the occupation of the use hereby permitted and 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.

Informatives:

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £3,061.73 (44.2sqm x £69.27) and the Haringey CIL charge will be £2,536.196 (44.2 sqm x £57.38 (Indexation included)). This will be collected by Haringey after/should the scheme is/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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.

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: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

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