



PLANNING, DESIGN & ACCESS STATEMENT (Rev A)

*PROPOSAL: CHANGE OF USE OF EXISTING SINGLE-FAMILY DWELLING INTO
TWO FLATS COMPRISING 1NO. 2-BEDROOM FLAT AND 1NO. 3-BEDROOM FLAT
(RESUBMISSION FOLLOWING APPEAL DISMISSAL
APP/Y5420/W/23/3317338)*

AT

9 Mannock Road, Tottenham, London, N22 6AT

September 2024

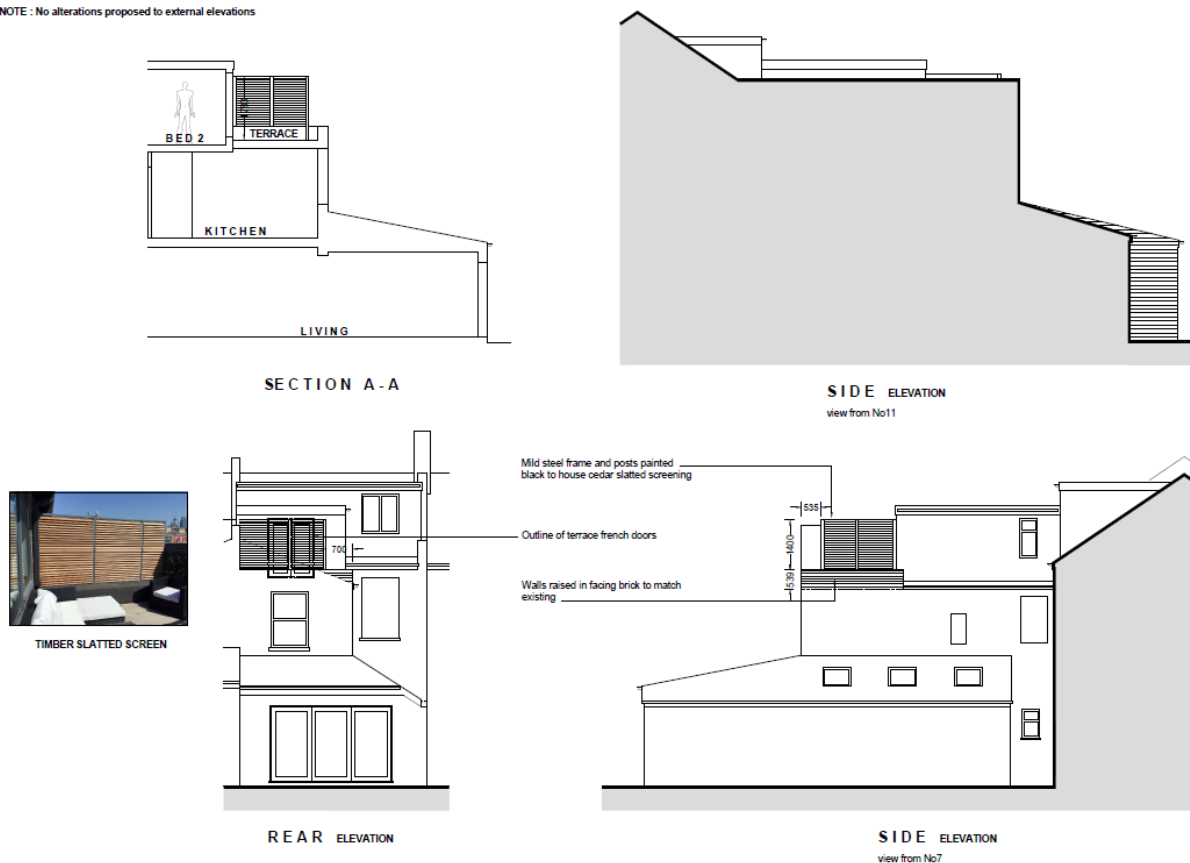
RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

1.0 INTRODUCTION

- 1.1 This statement has been prepared by RJS Planning, on behalf of Mr L Teng, in support of a planning application for the change of use of an existing single-family dwelling into two flats comprising 1no. 2-bedroom flat and 1no. 3-bedroom flat at no. 9 Mannock Road in Tottenham.
- 1.2 This application follows the council's decision to refuse application ref HGY/2022/4293 by notice dated 26th January 2023 for the '*Proposed conversion/change of use of existing single-family dwelling into two flats comprising 1no. 2-bedroom flat and 1no. 3-bedroom flat*'.
- 1.3 Subsequent appeal ref APP/Y5420/W/23/3317338 was dismissed on 6th March 2024.

NOTE : No alterations proposed to external elevations



Proposed elevations

- 1.4 Taking into account the previous decisions the scheme has been duly altered providing an area of outdoor amenity space for the top flat. The following statement will therefore seek to demonstrate that the proposal now meets the objectives of the National Planning Policy Framework (2023) and policies within the Haringey Development Management DPD (July 2017).

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

2.0 THE SITE

- 2.1 The appeal site is located on the north-eastern side of Mannock Road in Tottenham. This property is not within a conservation area or within the curtilage of a listed building.



Application site and surrounding area

- 2.2 No. 9 Mannock Road is a two-story terraced dwellinghouse which is set in a modest plot with front and rear gardens. The property has previously been extended with a single storey side and rear extension and dormer roof extensions.



No. 9 Mannock Road

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

3.0 THE PROPOSED DEVELOPMENT

- 3.1 This application seeks planning permission for change of use of the existing single-family dwelling into two flats comprising 1no. 2-bedroom flat and 1no. 3-bedroom flat at no. 9 Mannock Road.
- 3.2 The existing property comprises a 7-bedroom dwelling with a total Gross Internal Area of 184.4m². The scheme proposes to subdivide the existing property and create two self-contained flats.
- 3.3 The ground floor of the property is designated to accommodate a 2-Bedroom/3-person unit (Flat A). The total GIA of Flat A is 81.4m². Bedroom 1 would be 13.3m², Bedroom 2 - 9.9m². The combined kitchen/diner/lounge would be 46.6m² and would provide direct access out to the rear garden.
- 3.4 The proposed first floor and loft conversion would accommodate a 3-bedroom/4-person unit (Flat B). The total GIA of Flat B is 107m². Bedroom 1 would be 10.6m², Bedroom 2 - 8.2m² and Bedroom 3 - 22.8m². The combined kitchen/dining would be 13.3m² and a living room with a GIA of 18.9m².
- 3.5 Flat B would now be provided with access to an outdoor terrace within the outrigger roof. The side wall would be raised in matching brickwork and the terrace would have timber slatted privacy screens.



Proposed layout

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning, 15 Vale Court, Ealing Road, Brentford, TW8 0LN

4.0 RELEVANT PLANNING POLICY

- 4.1 The following paragraphs provide a brief summary of the relevant national, regional and local planning policies. The paragraphs are in a hierarchical order relative to national and local planning policy.

National Planning Policy Framework (NPPF) (2023)

- 4.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

Presumption in Favour of Sustainable Development

- 4.3 Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development.

Decision-making

- 4.4 Paragraph 38 states that Local planning authorities should approach decisions on proposed development in a positive and creative way.

Delivering a sufficient supply of homes

- 4.5 Paragraph 60 explains that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Achieving well-designed places

- 4.6 Section 12 of the NPPF refers to design, with paragraph 131 describing how the Government attaches great importance to the design of the built environment, stating that *"Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."*
- 4.7 Paragraph 135 states that planning policies and decisions should ensure that developments:
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

London Plan (2021)

- 4.8 The council embraces the sentiments of the London Plan which sets a clear context for considering development needs at local level taking full account of the borough's character. Policies D6, T1, T4, T5 and T6 are considered relevant.

Policy D6: Housing Standards and Quality

- 4.9 Housing development should be of high-quality design and provide adequately sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Policy T1: Strategic Approach to Transport

- 4.10 This policy sets out that all development Plans should support, and development proposals should facilitate:

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
- 2) the proposed transport schemes set out in Table 10.1.

- 4.11 All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T4: Assessing and mitigating transport impacts

- 4.12 Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity and not increase road danger.

Policy T5: Cycling

- 4.13 Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should

demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Policy T6: Car Parking

- 4.14 Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- 4.15 Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

Haringey's Development Management DPD

- 4.16 This document contains a set of detailed policies and that will be of particular use in determining planning applications during the plan period 2016 - 2026. Policies, DM16, DM31, DM32 and DM35 are considered relevant.

Policy DM16: Residential Conversions

- 4.17 To maintain a supply of larger family homes to meet Haringey's housing need, the Council will only permit the conversion of a larger home(s) to small self-contained homes (Class C3) where:
- a It is located outside of the Family Housing Protection Zone as shown on Figure 3.1;
 - b The gross original internal floor space of the existing dwelling is greater than 120msq;
 - 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;
 - 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;
 - 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;
 - 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
 - g The proposal provides for a mix of unit sizes in line with Policy DM11.

Policy DM31: Sustainable Transport

- 4.18 The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

Policy DM32: Parking

- 4.19 Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

Policy DM35: Cycle Storage in Front Gardens

- 4.20 The council sets out 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.

Haringey Local Plan: Strategic Policies 2013 (with alterations 2017)

- 4.21 The purpose of the document is to set out the long term vision of how Haringey should develop by 2026. Policies SP2 and SP7 are considered relevant.

Policy SP2: Housing

- 4.22 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 (820 units per annum from 2011-2014 and 1,502 units per annum).

Policy SP7: Transport

- 4.23 The Council will seek to minimise congestion and address the impacts of travel, promoting public transport, walking and cycling (including minimum cycle parking standards).

5.0 THE PLANNING CASE

Introduction

5.1 This section will demonstrate that the conversion of the existing single family dwellinghouse into two self-contained flats at no. 9 Mannock Road is now acceptable.

5.2 As such, the main considerations in the assessment of this application relate to:

- Background
- Quality of accommodation
- Impact on character and appearance
- Impact on amenity of neighbouring occupiers
- Transport impacts

Background

5.3 To recap, this application follows the council's decision to refuse application ref HGY/2022/4293 by notice dated 26th January 2023 for the '*Proposed conversion/change of use of existing single-family dwelling into two flats comprising 1no. 2-bedroom flat and 1no. 3-bedroom flat*' for the following reasons:

- (1) *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)*
- (2) *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*
- (3) *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

- (4) *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.*

5.4 Subsequent appeal ref APP/Y5420/W/23/3317338 was dismissed on 6th March 2024, however, the Appeal Inspector established that:

- The development **would not** conflict with criterion (b) of DPD policy DM16 because the original floor space of the existing dwelling was larger than the threshold size; and
- The development **would not** conflict with London Plan policy D6 or criterion (d) of DPD policy DM16 because it would not harm the living conditions of occupiers of the ground floor flat in respect of noise; and
- The development **would not** conflict with London Plan policies T4 and T5 and DPD policies DM32 and DM35 as it would provide satisfactory cycle parking at the front of the property in respect of standards of provision and the effect on the character and appearance of the area.

5.5 The Appeal Inspector did, however, establish that:

- The development would have an unacceptably harmful effect on the local highway network in respect of car parking; and
- The development would be harmful to the living conditions of future occupiers in respect of the provision of the provision of outdoor space.

5.6 The following paragraphs will, therefore, demonstrate that the remaining concerns relating to highway impacts and living conditions of future occupiers have now been addressed.

Quality of accommodation

5.7 Paragraph 135 f) of the NPPF states the development should “*create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and*

the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 5.8 London Plan policy D6 (Housing quality and standards) sets out that housing development should be high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Table 3.1 - Minimum internal space standards for new dwellings[^]

Type of dwelling		Minimum gross internal floor areas* and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5
4b	5p	90	97	103	3
	6p	99	106	112	3
	7p	108	115	121	3
	8p	117	124	130	3
5b	6p	103	110	116	3.5
	7p	112	119	125	3.5
	8p	121	128	134	3.5
6b	7p	116	123	129	4
	8p	125	132	138	4

- 5.9 Point 9) ‘Private outside space’ of London Plan policy D6 sets out:

“9) Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in Table 3.1.”

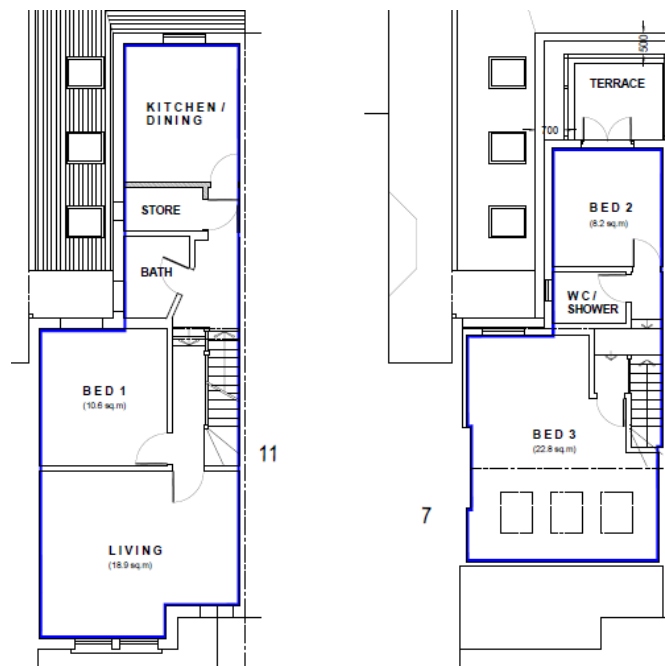
- 5.10 DPD policy DM16 (Residential conversions) states that a proposal should satisfy minimum internal space standards, the provision of satisfactory levels of amenity

space, privacy and daylight as well as 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.

- 5.11 As demonstrated below, both flats significantly exceed the minimum floor space standards set out in the London Plan. Therefore, although the plans do not indicate dedicated built-in storage there is certainly sufficient room within each flat to accommodate the storage needs of future occupiers.

Flat	Proposed GIA	Minimum expected GIA
Flat 1: 2-bedroom/3-person	81.4m ²	61m ²
Flat 2: 3-bedroom/4-person	107m ²	84m ²

- 5.12 In addition, Flat 1 (Ground floor) would have direct access to the rear garden which would adequately meet the needs of future occupiers.
- 5.13 Flat 2 (First and second floor) would now have access to a roof terrace of 5sqm which would meet the private outdoor space requirements set out in the London Plan.
- 5.14 The outdoor space for Flat 2 would be private and would be accessible through Bedroom 2 within the converted loft space.

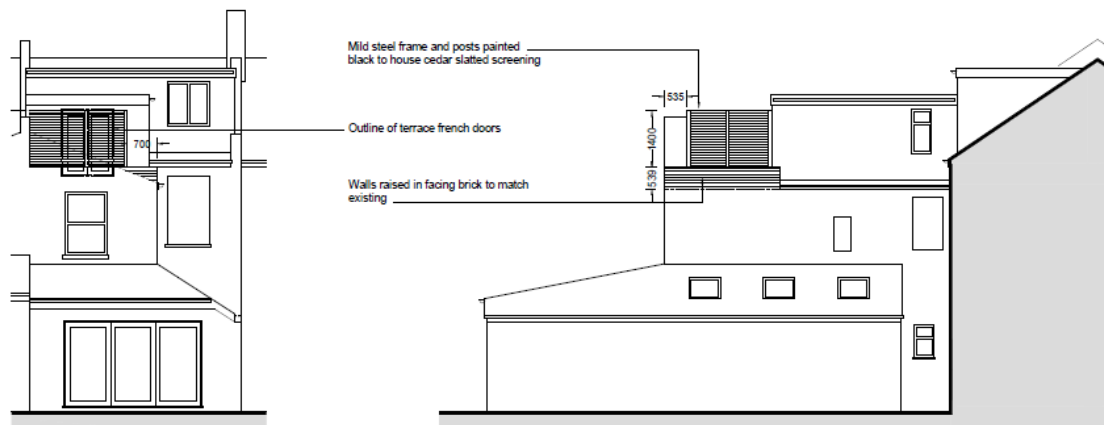


Flat 2 layout – with roof terrace

- 5.15 The provision of an area of outdoor space for Flat 2 would overcome the council's and Appeal Inspector's concerns and therefore, in combination with the generous gross internal floor areas within each flat the development would provide future occupants with a good standard of living.
- 5.16 In summary, the proposed development would now meet the aims of London Plan policy D6 and DPD policy DM16 with the provision of suitable private outdoor space for both flats.

Impact on character and appearance

- 5.17 Paragraph 131 of the NPPF states *"Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"*.
- 5.18 Paragraph 135 goes on to state that planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 5.19 London Plan policy D3 (Optimising site capacity through the design-led approach) states that development proposals should be of high quality, which architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.
- 5.20 Haringey DPD policy DM1 (Delivering high quality design) states that *"All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area"*.
- 5.21 In this case the only external alterations comprise the creation of an outdoor terrace at roof level. To facilitate the terrace the existing side wall of the outrigger would be raised by 0.539m in facing brick to match the existing and a 1.4m high wooden slatted screen would be installed.
- 5.22 The proposed alterations have been designed to a high standard and with materials that would complement the setting of the site to ensure they appear as a complementary addition to the existing property and the wider terrace group.



Proposed privacy screen



Example of privacy screen

- 5.23 The colours and materials would complement the external appearance of the existing property although, if necessary, the screening materials could be changed to suit the council's requirements.
- 5.24 The development would be a proportionate addition to the property and by virtue of its position to the rear of the property it would not impact on the character of the street scene. Furthermore, as there have already been changes to the host terrace at roof level the additional modest roof terrace would not unduly affect its character.

- 5.25 In summary, the proposed roof terrace would meet the aims of the NPPF, London Plan policy D3 and policy DM1 of the DPD which collectively seek high quality development that contributes to the character of the area.

Impact on the amenity of neighbouring occupiers

- 5.26 Paragraph 135 f) of the NPPF states that planning policies and decisions should *“create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

- 5.27 London Plan policy D3 (Optimising site capacity through the design-led approach) requires development to:

“7) deliver appropriate outlook, privacy and amenity”

- 5.28 DPD policy DM1 (Delivery high quality design) states:

“Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The Council will support proposals that:

- a Provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land;*
- b Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development; and*
- c Address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.”*

- 5.29 In this case as highlighted the external alterations comprise the creation of an outdoor terrace at roof level. To facilitate the terrace the existing side wall of the outrigger would be raised by 0.539m in facing brick to match the existing and a 1.4m high timber slatted screen would be installed.

- 5.30 The application site is a mid-terrace dwelling which adjoins nos. 7 and 11 Mannock Road. No. 7 is positioned to the northwest and no. 11 to the southeast.



Site layout

- 5.31 By virtue of the position of the roof terrace and the relationship between properties, the development at no. 9 would not result in any unacceptable impacts on the living conditions at no. 7 in terms of loss of light or outlook.
- 5.32 Regarding no. 11, this property has an existing L-shaped rear dormer and whilst the roof terrace would extend beyond this along the outrigger roof, by reason of the modest height of the privacy screens this would not project above the party wall. As such the development would not impact upon light or outlook for no. 11.
- 5.33 Regarding privacy, the screens would ensure that no unreasonable overlooking would take place and therefore, the development would preserve the residential amenity of neighbouring occupiers.
- 5.34 In summary, the proposed roof terrace would not affect the living conditions of neighbouring occupiers and therefore, would comply with the aims of paragraph 135f) of the NPPF, London Plan policy D3 and DPD policy DM1 which collectively seek to safeguard the amenity of neighbouring occupiers.

Transport impacts

- 5.35 The Appeal Inspector concluded:

“12. On this main issue, I therefore conclude that, without a planning obligation to secure car-free development, the proposal would have an unacceptably harmful effect on the local highway network in respect of car parking. The proposal is therefore contrary to Policies T1, T4 and T6 of the London Plan, Policy DM16 of the DPD and Policy

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

SP7 of Haringey's Local Plan Strategic Policies 2013-2026 (consolidated with alterations since 2017) (the LP), which together, in summary, seek to ensure, amongst other things, that all residential conversions should be supported by a car parking survey that demonstrates there is residual car parking supply to meet the need created by the proposal, that car parking should be restricted in line with levels of public transport accessibility and connectivity, that car-free development should be the starting point for all development proposals in places that are well-connected by public transport, and development proposals should not increase road danger."

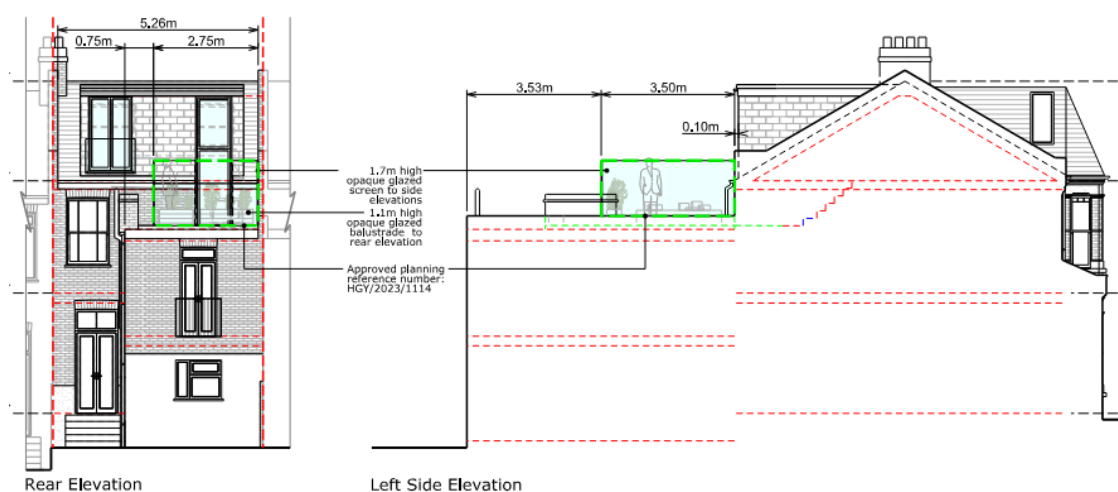
- 5.36 The scheme proposes to install an accessible bike shed for the flats as well as a triple bin store in accordance with comments received.
- 5.37 In summary, the proposal would be compliant with Policies T1, T4 and T6 of the London Plan, Policy DM16 of the DPD and Policy SP7 of Haringey's Local Plan Strategic Policies 2013-2026 (consolidated with alterations since 2017) (the LP).

Further material considerations

- 5.38 Regarding the proposed roof terrace, the applicant submits details relating to other approvals within the borough that are for comparable developments.

Flat 2, 79 Mayfield Road, N8 9LN

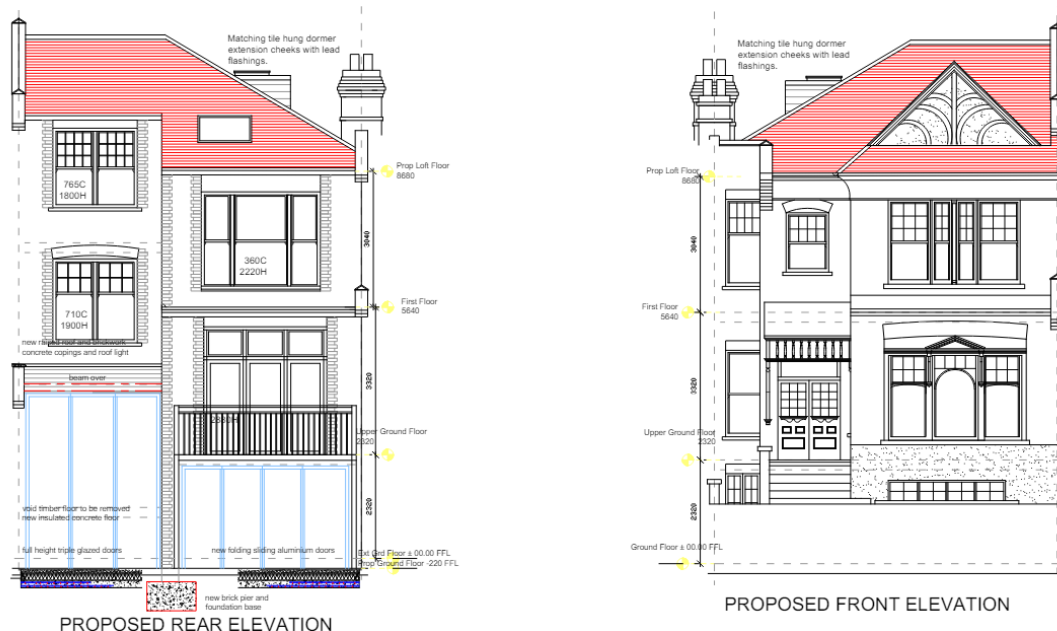
- 5.39 Application HGY/2024/0034 proposed 'Enlargement to existing rear dormer with a Juliet balcony and access door to roof terrace'. Approved with conditions 29th February 2024.



Approved roof terrace at 79 Mayfield Road: Drawn by RESI Design Architects

Flat C, 23 Methuen Park, N10 2JR

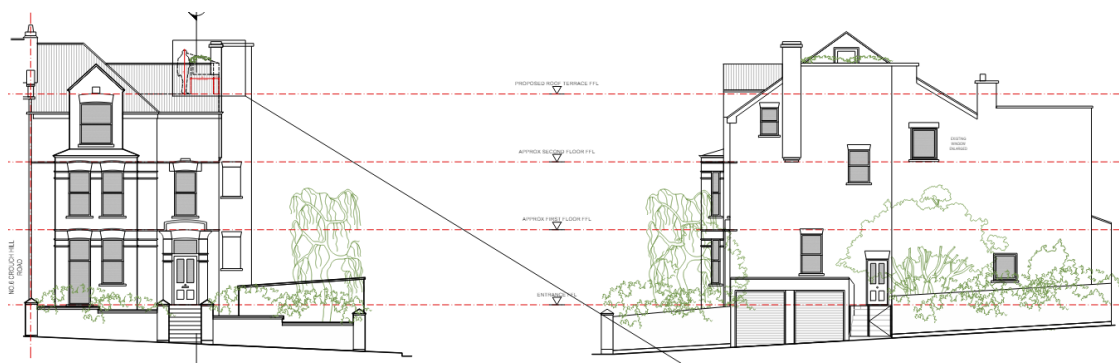
- 5.40 Application HGY/2023/2703 which proposed 'Erection of single storey rear extension, construction of side dormer with associated front and rear rooflights, construction of roof terrace' was approved on 15th January 2024.



Approved roof terrace a 23 Methuen Park: Drawn by Bryan Connor Associates Limited

Flat 2, 8 Crouch Hall Road, N8 8HU

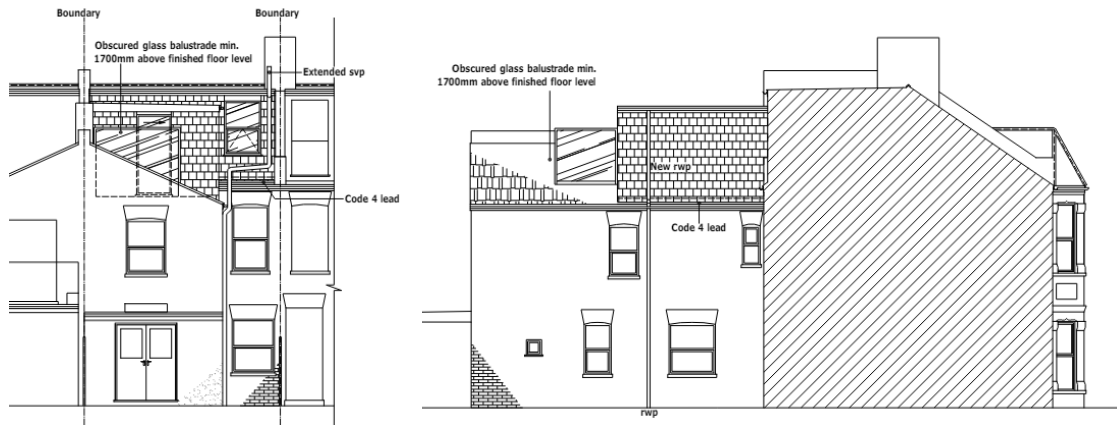
- 5.41 Application HGY/2022/0558 which proposed 'Creation of private roof terrace to first floor flat' was approved on 16th May 2022.



Approved roof terrace at 8 Crouch Hall: Drawn by H J Architects

First floor flat, 41 Rutland Gardens, N4 1JN

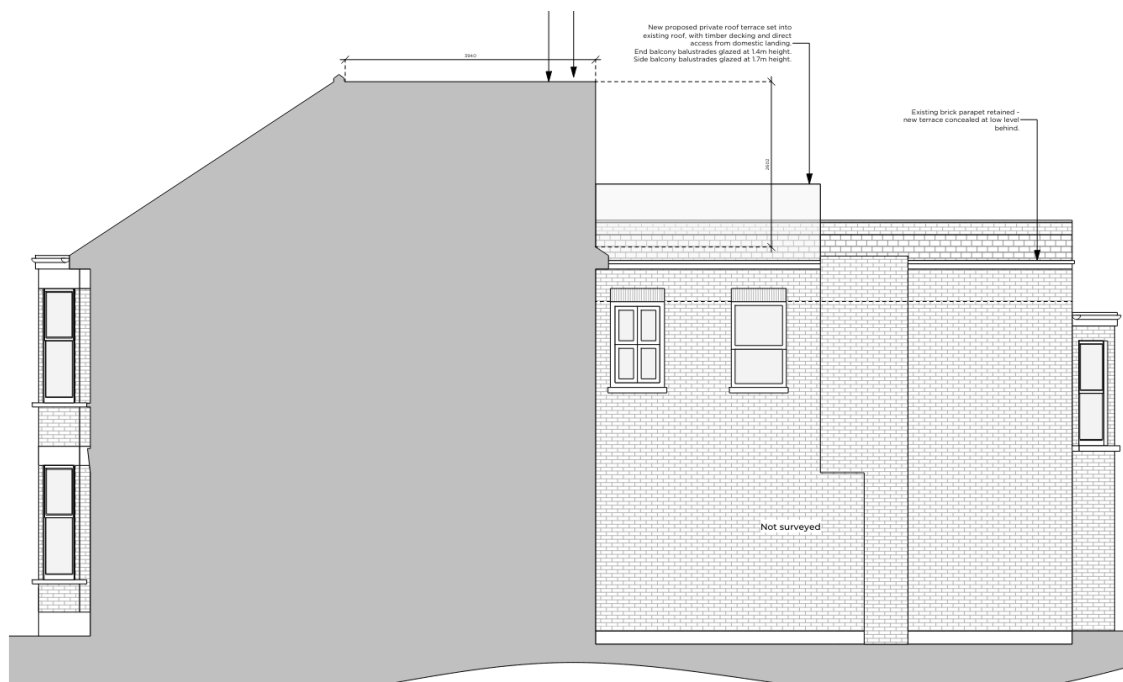
- 5.42 Application HGY/2022/3865 which proposed 'Loft conversion comprising dormer extension to the main rear roof slope and rear outrigger and the creation of a roof terrace' was approved on 18th January 2023.



Approved roof terrace at 41 Rutland Gardens: Drawn by DPL Architectural Design Studio

First floor flat, 49 Burghley Road, N8 0QG

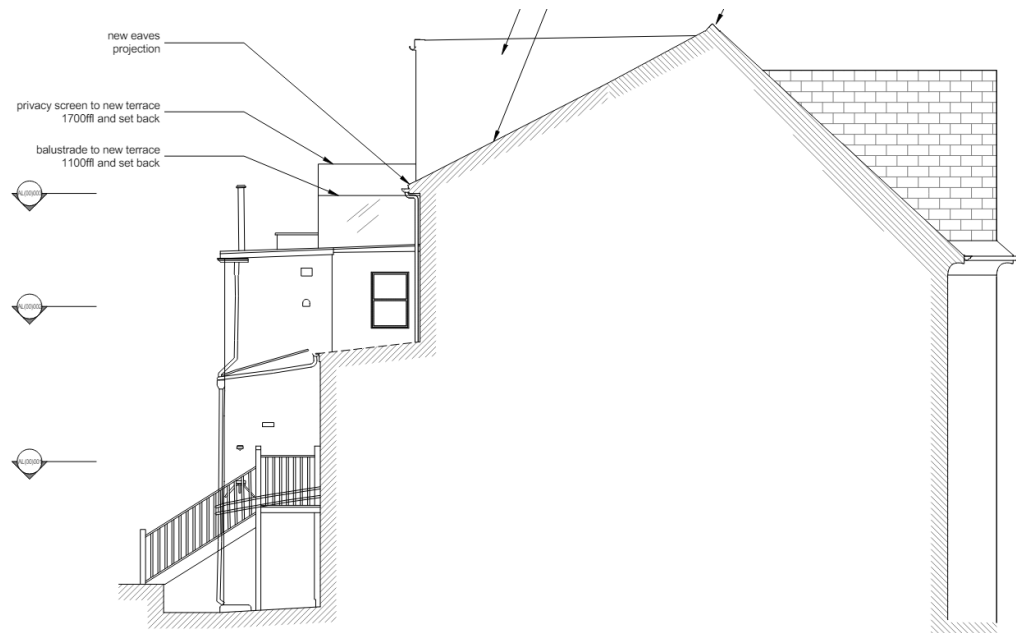
- 5.43 Application HGY/2022/3552 which proposed 'Proposed rear dormer extension with rear roof terrace built into outrigger roof, with glass balustrades and three no. skylights to the pitched roof at the front of the dwelling' was approved on 9th December 2022.



Approved roof terrace at 49 Burghley Road: Drawn by Urban Manifesto Architecture

First floor flat, 40 Dukes Avenue, N10 2PU

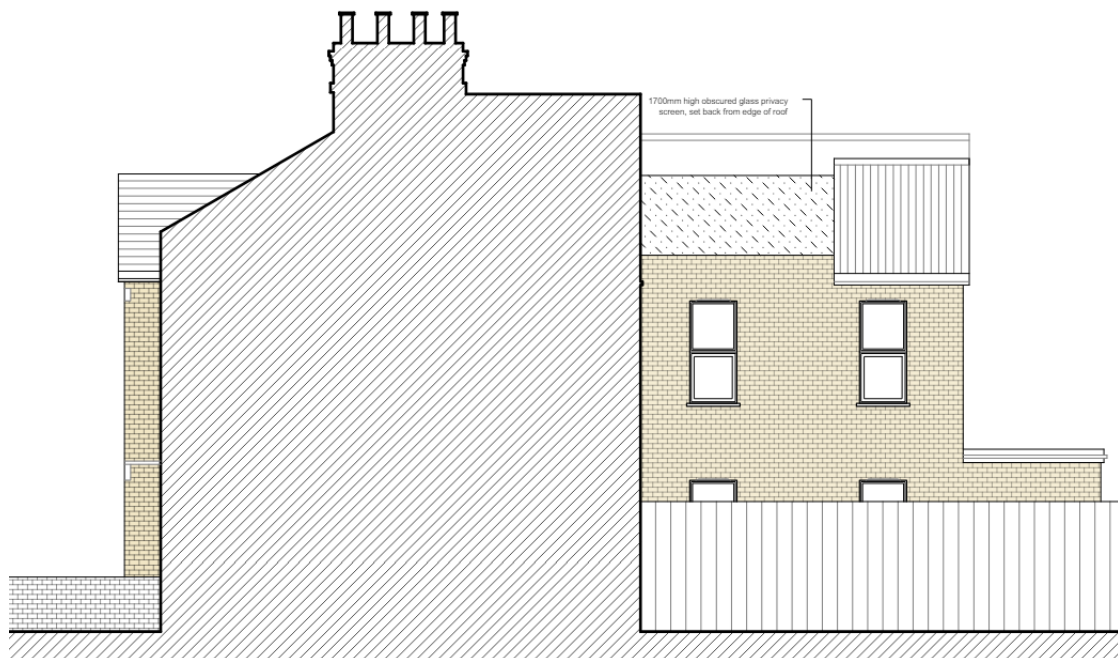
- 5.44 Application HGY/2023/1743 which proposed 'Loft conversion comprising rear dormer extension and creation of new 2nd floor roof terrace with balustrade' was approved on 22nd November 2023.



Approved roof terrace at 40 Dukes Avenue: Drawn by McGuinness Architects

24 Ferndale Road, N15 6UE

- 5.45 Application HGY/2020/0187 which proposed 'Proposed single-storey rear extension to Flat 1, the formation of a rear dormer to the main roof, the installation of two rooflights to the front roof slope and the erection of roof terrace at Flat 2' was approved on 9th March 2020.



Approved roof terrace at 24 Ferndale Road: Drawn by Sam Planning Services

- 5.46 It is considered that the above highlighted developments should add weight in favour of the proposed development at no. 9 Mannock Road.

RJS PLANNING

T: 0208 3543582 M: 07884 138682 E: info@rjsplanning.co.uk
RJS Planning. 15 Vale Court, Ealing Road, Brentford, TW8 0LN

6.0 CONCLUSION

- 6.1 The principle of the development in terms of the conversion of the existing property, impact on the living conditions of occupiers of the ground floor flat in respect of noise, and the provision of cycle storage have all been determined to be acceptable under appeal ref APP/Y5420/W/23/3317338.
- 6.2 The development now demonstrates that it would also be acceptable in terms of the provision of outdoor amenity space for future occupiers, impacts on character and appearance, and impacts on the residential amenity of neighbours.
- 6.3 In addition, subject to a legal agreement to secure car free development the scheme would also be acceptable in transport terms.
- 6.4 Therefore, the scheme has addressed earlier concerns and would now accord with the aims of the National Planning Policy Framework, policies SP2 and SP7 of the Haringey Local Plan (2017), policies DM1, DM16, DM31, DM32 and DM35 of Haringey's Development Management DPD (2016) and Policies D3, D6, T1, T4, T5 and T6 of the London Plan 2021.
- 6.5 Mindful that the National Planning Policy Framework (NPPF) states that decision-makers at every level should seek to approve applications for sustainable development where possible and that applications should be considered in the context of the presumption in favour of sustainable development, for the above reasons, it is politely requested that this application is granted planning permission at the earliest opportunity with any conditions deemed appropriate to the circumstances of this case.