



Officer Report

Application Number:	HGY/2024/1469
Application Type:	Full planning permission
Address:	9 Mannoek Road, Tottenham, London, N22 6AT
Proposal:	Conversion of existing single-family-dwelling Into 2x flats comprising 1no. 2 bedroom flat and 1no. 3 Bedroom flat and erection of terrace.
Case Officer:	Sion Asfaw
Valid Date:	23/05/2024
Applicant:	Mr L Teng
Agent:	mr Shahid Ali

RECOMMENDATION

Approve with Conditions

1. Site location

The subject site is a two-story terraced dwellinghouse situated on the north-eastern side of Mannoek Road. The surrounding area is predominantly residential in nature, characterised by long terraces of dwelling houses. This property is not within a conservation area or within the curtilage of a listed building.

2. Description of Proposal

The application proposes the change of use of this property from a single-family dwelling to two flats self-contained flats comprising 1no. 2-bedroom flat and 1no. 3-bedroom.

The application has been amended from that submitted, to now be a car free development.

3. Relevant Planning and Enforcement history

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

HGY/2022/4293- conversion of single family dwellinghouse to two separate self-contained flats comprising one 2-bedroom and one 3-bedroom unit. Refuse 26/01/2023

APP/Y5420/W/23/3317338 Appeal. Refuse

HGY/2022/2599- Erection of single storey rear/side extension. Approve with Conditions 13/01/2023

HGY/2016/1702- Lawful Development Certificate for dormer roof extensions. Permitted Development 13/06/2016

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: No objection:

1. The site has good public transport accessibility (PTAL=4) and is located within a CPZ and within the 'family housing protection zone'.
2. The proposal is car free. Following the appeal decision, the applicant has agreed to enter into a car free s106 agreement to restrict eligibility of all occupiers from obtaining CPZ parking permits. Please note the applicant will be responsible for corresponding cost (£4000) for amending the CPZ TMO.
3. Provision for storage of four bicycles for the two proposed flats is proposed in the front yard within a single enclosure. However, the proposed storage would not allow independent access to occupiers of each flat (without moving some bicycles), to their respective bicycles. Details of revised cycle parking provision should be provided to demonstrate that it is secure, sheltered, and independently accessible.
4. Refuse storage for both flats is proposed to be located in the front yard.
5. A condition requiring submission of a construction management statement for approval prior to start of works is required. (Officer Comment: revised cycle parking plans have been approved.)

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:

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

Background

The appeal decision reviewed the Council's refusal of the proposed development, which was primarily based on five issues: lack of private outdoor space, potential impacts on local parking, adequacy of cycle storage, noise concerns between units, and protection of family-sized housing. The inspector upheld the Council's refusal on grounds of insufficient private outdoor space, inadequate evidence to support a car-free designation without a parking survey, and failure to provide a planning obligation to restrict parking access. However, the inspector found the cycle parking provision acceptable and confirmed that noise impacts could be managed with appropriate insulation. While the property is within a Family Housing Protection Zone, its floor area met the required threshold, allowing for potential conversion under local policy.

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.

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 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.

However, in terms of the principle of conversion, the original un-extended floorspace of the property meets the minimum requirement of 120m² and does not result in a net loss of family-sized housing.

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.

The principle of conversion is considered to be acceptable, in accordance with the relevant parts of policy DM16 of the DMP.

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.

External alterations are proposed which comprise the creation of an outdoor terrace at roof level to the rear of the property. The existing side wall of the outrigger will be raised by 0.539m in brick to match the existing materials, and a 1.7m high wooden slatted privacy screen will be installed. The terrace will measure 2.8m deep by 2.4m wide.

The modest scale of the terrace and the use of matching brick ensure that the extension will remain subordinate to the existing structure. The wooden privacy screen will be unobtrusive and will maintain privacy for the occupants. The height of the screen is modest, ensuring it does not appear overbearing.

Although there are no other roof terraces in the immediate area, the proposed terrace has been designed to be in keeping with the proportions of the building and will not detract from the character of the surrounding properties. The terrace is modest in scale and set back from the building's edge, ensuring that it will not be visible from the street or have an undue impact on neighbouring properties. Given that adjacent dormers along the terrace have undergone alterations, the proposed modification is consistent with the established architectural character of the surrounding area and will not be out of keeping with the existing context.

The provision of private outdoor amenity space for the future occupants of the flats is an important consideration in the context of converting family dwellings into smaller units. This terrace will provide essential outdoor space that enhances the overall quality of the development, meeting the needs of future residents without compromising the visual character of the area.

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:

Unit no.	No. beds/persons	Floorspace (sqm)	London Plan requirement (sqm)	Amenity space provision (sqm)
Flat 1	2b 3p	81.4sqm	61sqm	Rear garden
Flat 2	3b 4p	107sqm	74 sqm	6.7sqm

Both flats would exceed the requirements set out in London Plan. 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 and an acceptable overall layout. The ground floor family unit would have access to private amenity space.

As such, the standard of accommodation provided within the conversion is considered acceptable and in accordance with the above policies. Overall, all flats meet the requirements set out in the London Plan and is therefore acceptable. Given the above, the proposed units would provide an acceptable standard of accommodation for future occupiers.

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 existing rear dormer already contributes to the spatial dynamics of the area, and the proposed terrace will be designed to minimise any additional impact on privacy. It is acknowledged that the presence of the dormer has already established a certain level of overlooking, which is characteristic of urban environments where mutual sight lines are common.

Regarding privacy, the design of the terrace, including the 1.7m high wooden slatted screen, will effectively mitigate potential views into adjacent properties, allowing for a degree of privacy for both the terrace users and the neighbouring occupants. The configuration of the terrace, positioned away from the boundaries, further reduces direct lines of sight, thus maintaining an appropriate level of privacy.

In terms of noise and disturbance, the usage of the roof terrace is anticipated to be moderate and primarily restricted to daytime hours, aligning with the typical patterns of residential activity in an urban context. The sound levels generated from this private outdoor space are expected to be comparable to the ambient noise commonly associated with the use of rear gardens, which include conversations and general outdoor living activities. Furthermore, the open nature of the terrace will not create significant obstructions or barriers that could affect the outlook of neighbouring properties.

In conclusion, the design, positioning, and intended use of the roof terrace are carefully calibrated to ensure that there is no detrimental impact on the amenity of neighbouring properties. The proposed development is therefore considered acceptable.

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 proposed development benefits from good public transport accessibility (PTAL = 4) and is located within a Controlled Parking Zone (CPZ) as well as the Family Housing Protection Zone. Following the appeal decision, the applicant has agreed to enter into a car-free agreement via a Unilateral Undertaking, with a signed agreement submitted and reviewed by Council Legal Dept. This will restrict future occupiers from obtaining CPZ parking permits and will require the Traffic Management Order (TMO) to be amended, at an estimated cost of £4,000, to be covered by the applicant.

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 revised proposal includes two separate storage enclosures, one for each flat, located within the front yard. This amendment ensures independent access to bicycles for each occupier, in compliance with London Plan standards for secure, sheltered, and accessible cycle storage.

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 refuse storage for both flats is proposed to be housed in a timber slatted unit at the front of the property. The applicant submits on drawing 22-1007-S03C that secured bin store for 6 bins would be provided to the front elevation showing the dimensions and positioning of the storage unit which is acceptable.

Adequate bin storage for both refuse and recycling purposes is provided within the front garden area. A pre-occupation condition is being 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

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for Mayoral or Haringey's CIL 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 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 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 proposed secure and covered cycle parking spaces as set out on approved plan number 22-1007-S03E 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.

- 5 Notwithstanding the approved plans, details of enclosures/ screening for the wheeled refuse bins shall be submitted to and approved in writing by the local planning authority. Such a scheme as approved shall be implemented prior to first occupation of the flats hereby approved and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017.

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.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

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.