LIST OF RECOMMENDATIONS UNDER DELEGATED POWERS

REPORT FOR CONSIDERATION UNDER DELEGATED POWERS

1. APPLICATION DETAILS

Reference No: HGY/2016/2100 **Ward:** West Green

Date received: 20/06/2016

Drawing number of plans: 01, 02 RevC and OS

Address: 1A Stanmore Road N15 3PT

Proposal: Prior Approval for the change of use from laundrette to C3 (dwellinghouse)

Applicant: Mr Huseyn Mehmet-Ali

Ownership: Private

Officer contact: Wendy Robinson

2. SUMMARY OF RECOMMENDATION

PRIOR APPROVAL NOT REQUIRED

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

3.1 This application seeks the Class M Prior Approval for the change of use of the ground floor from laundrette into 1 x residential studio unit.

Site and surroundings

3.2 The application site is a two storey building constructed as an extension to No. 470 West Green Road in the early 1980s and converted to a laundrette in 2003. The first floor of the subject site is residential.

3.3 There has been an extension to enclose the courtyard between the laundrette and No. 470 West Green Road, however, that is subject to a pending planning application and does not form part of the development site subject to this application.

Relevant Planning and Enforcement history

3.4 OLD/1982/1613 GTD 27/04/82 Erection of two storey extension at side and rear of shop

3.5 HGY/2003/0232 GTD 06/02/03 Change of use from retail to laundrette

3.6 HGY/2016/2306 PENDING 470 West Green Rd, N15 3DA Retention of existing single-storey extension over original shop rear yard, and conversion of the extension and former shop storage room into a 1 bedroom flat

4. CONSULTATION RESPONSE

4.1 In accordance with the procedure for applications for prior approval under Part 3 Paragraph W letters of notification have been sent to the following:

- The local highway authority – LBH Transportation
- LBH Environmental Health
- LBH Cleansing

4.2 The following responses were received:

Internal:
1) LBH Transportation: The site is located on the south east corner of Stanmore Road at the junction with West Green Road. It has a PTAL value of 6 which is considered 'excellent' access to public transport services. Multiple bus services are available from West Green Road, Green Lanes and at Turnpike Lane Station, and Turnpike Lane underground station is a 7 minute walk away.

The site is within the Wood Green Outer CPZ which has operating hours of 0800 - 1830, Monday to Saturday. It is also within the West Green Road Restricted Conversion Area which is known to have high parking stresses.

The development needs to provide a single cycle parking space to accord with London Plan requirements. This can be covered by condition for approval prior to commencement. Given the excellent PTAL and location within the Wood Green CPZ, and proximity to shops and services along Green Lanes and near Turnpike Lane station, it is reasonable to assume that occupiers of the development will generally use public transport and there will be either no or very negligible car parking demand arising from the proposal.

Subject to satisfactory cycle parking arrangements, Transportation does not object to this application.

4.3 Direct letters were also sent to adjoining neighbours; however, no comments have been received.

5. ANALYSIS/ASSESSMENT OF THE APPLICATION

5.1 Under Class M of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order (2015), a development consisting of a change of use of a building and any land within its curtilage from a use falling within Classes A1 (shops) or A2 (financial and professional services) use as a betting office, pay day loan shop or launderette, or any mixed use from these uses to a use within Class C3 (dwellings) of the Schedule can be effected under Permitted Development.

5.2 In addition, Class M sets out the below criteria, which should be considered before permission is granted:

Development is not permitted by Class M where—	Comment	Complies
(a) the building was not used for one of the uses referrred to in Class M(a) (Class A1 or A2, betting office, pay day loan shop or launderette, or a mixed use of these) immediately before 20th March 2013 or, if the building was not in use immediately before that date, when it was last in use;	Enclosed courtyard element (not used during laundrette period) now removed from studio proposed	Yes
(b) permission to use the building for a use falling within Class A1 or Class A2 of the Schedule to the Use Classes Order has been granted only by this Part	N/A	Yes
(c) the cumulative floor space of the existing building changing use exceeds 150 square metres	Less than 150 m^2	Yes
(d) the development (together with any previous development under Class M) would result in more than 150 square metres of floor space in the building having changed use under Class M	Less than 150 m^2	Yes
(e) the development would result in the external dimensions of the building extending beyond the external dimensions of the existing building at any given point	Removing previously extended element from proposed studio (adding to another unit subject to another application)	Yes
(f) the development consists of demolition (other than partial demolition which is reasonably necessary to convert the building to residential use)	Removing previously extended element from proposed studio but not by means of demolition (adding to another unit subject to another application)	Yes
(g) the building is— (i) on article 2(3) land; (ii) in a site of special scientific interest; (iii) in a safety hazard area; (iv) in a military explosives storage area; (v) a listed building; or (vi) a scheduled monument.	None of the listed apply	Yes

5.3 Class M development is permitted subject to the condition that before beginning the development, the developer shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

a) transport and highways impacts of the development
b) contamination risks on the site and
c) flooding risks on the site

d) whether it is undesirable for the building to change to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order because of the impact of the change of use—
   i. on adequate provision of services of the sort that may be provided by a building falling within Class A1 (shops) or Class A2 (financial and professional services) of that Schedule or, as the case may be, a building used as a launderette, but only where there is a reasonable prospect of the building being used to provide such services, or
   ii. where the building is located in a key shopping area, on the sustainability of that shopping area.
e) design or external appearance of the building

Transport and highway impacts of the development

5.4 The site is located on the south east corner of Stanmore Road at the junction with West Green Road. It has a PTAL value of 6 which is considered 'excellent' access to public transport services. Multiple bus services are available from West Green Road, Green Lanes and at Turnpike Lane Station, and Turnpike Lane underground station is a 7 minute walk away.

5.5 The site is within the Wood Green Outer CPZ which has operating hours of 0800 – 1830, Monday to Saturday. It is also within the West Green Road Restricted Conversion Area which is known to have high parking stresses.

5.6 The development needs to provide a single cycle parking space to accord with London Plan requirements. This can be covered by condition for approval prior to commencement. Given the excellent PTAL and location within the Wood Green CPZ, and proximity to shops and services along Green Lanes and near Turnpike Lane station, it is reasonable to assume that occupiers of the development will generally use public transport and there will be either no or very negligible car parking demand arising from the proposal.

5.7 Subject to satisfactory cycle parking arrangements, Transportation does not object to this application.

Contamination risks on the site

5.8 Paragraph (10) of Part W states that "in relation to the contamination risks on the site-
(i) determine whether, as a result of the proposed change of use, taking into account anyproposed mitigation, the site will be contaminated land as described in Part 2A of theEnvironmental Protection Act 1990(a), and in doing so have regard to the ContaminatedLand Statutory Guidance issued by Secretary of State for the Environment, Food and Rural Affairs in April 2012, and
(ii) if they determine that the site will be contaminated land, refuse to give prior approval.

5.9 There are no soft landscaping areas and no external alterations proposed, and therefore proposals are concerned with internal alterations only, the service has no concerns with regard to land contamination issues. No risk to future users of the site will therefore arise from development.

Flooding risks on the site

5.10 In Accordance with paragraph (6) of Part W that the local planning authority shall consult the Environment Agency where the development is—
(a) in an area within Flood Zone 2 or Flood Zone 3; or
(b) in an area within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency for the purpose of paragraph (ze)(ii) in the Table in Schedule 5 to the 2010 Order.

5.11 The application site does not fall within a flood zone.

Design or external appearance of the building

5.12 The proposal will not involve any external alterations and as such will not be assessed against design or external appearance.

Conclusion

The proposed conversion is considered to be lawful with regard to Class M of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 and it is therefore recommended that prior approval is not required for the change of use from a laundrette to C3 (dwellinghouse) on site.

6. RECOMMENDATION

PRIOR APPROVAL NOT REQUIRED

Registered No: HGY/2016/2100

Applicant's drawing No's: 01, 02 RevC and OS

The development shall not be occupied until details of the type and location of secure and covered cycle parking facilities for 1 cycle have been submitted to and approved in writing by the Local Planning Authority and 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 Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2013.

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