

Officer's Report

Application Number	HGY/2022/4183
Type	Change of use
Location	59-61 High Road, Wood Green, London, N22 6BH
Proposal	Conversion of the rear part of first floor level area into self-contained flat
Case Officer	Kwaku Bossman-Gyamera
Valid Date	21/11/2022
Applicant	
Agent	Mr Donald McGowan

RECOMMENDATION

Approve with Conditions

2. SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

2.1 This is an application for the conversion of the rear part of the building constructed as an extension to the main building fronting the High Road. The proposal would result in the first-floor level to the rear existing extension to form a self-contained 2 bed flat. This space was previously used as storage for the Halfords store which has been closed.

Site and Surroundings

2.2 The application site is located on the High Road Wood Green and close to the corner with Courcy Road. The site forms part of a row of terraced properties comprising of three storeys, with a commercial use on the ground floor and residential above. The rear part of the application relates to the large extension to the rear of the site adjoining a mews access.

2.3 The site is not located within a conservation area.

Relevant Planning and Enforcement history

2.4 The most recent planning history in relation to the site is as follows.

HGY/2011/2195 – Granted 18/01/2012 -Alterations to shopfront, with relocated main front doors.

HGY/2011/1946 – Granted 21/10/2011 - Display of 1 x externally illuminated fascia sign and 1 x externally illuminated projecting sign

2.5 There is no enforcement planning history in relation to the site.

3. CONSULTATION RESPONSE

3.1 The responses below were received following consultation on the application:

Internal:

1) LBH Transportation Team: No objection subject to conditions.

4. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 22 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of
individual responses: 0
Objecting: 0
Supporting: 0

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning considerations raised by the proposed development are set out below.

Principle of development

6.2 Policy Council's adopted Policies DM10 (Housing Supply) and DM11 (Housing Mix) of the Development Management, Development Plan Document (July 2017), and Local Plan Policy SP2 seeks to ensure that an adequate mix of dwelling sizes is delivered within new developments and supports windfall residential development.

6.3 The principle of the proposed change of use from retail/storage to C3 (residential) at rear of the first floor of the subject site is considered acceptable in the local shopping centres as the ground floor commercial use is being retained with no change. Despite being within Family Housing Protection Zone the proposal does not conflict with this policy DM16 (Residential Conversions) as this policy relates to the conversion of single-family dwelling houses and not for the conversion from non-residential buildings to dwellings. It is considered that the change of use of the rear part of the retail storage area would preserve the long-term viability of the commercial frontage and would therefore be acceptable. The existing retail unit will not be affected by the proposed residential unit.

6.4 The overall principle of the change of use to the rear storage area at first-floor level is considered to be in accordance with the above policies.

Design and appearance

6.5 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

6.6 The proposed external works are to the rear of the property only and are visible from the rear yard. The proposed new windows and new entrance doorway to the new flat from the mews are acceptable and would not be out of keeping with the character of the locality. The introduction of number of roof lights within the flat roof are modest in size. The proposed works to the rear of the building will not affect the character and appearance of the area in accordance with The London Plan Policies and Haringey Local Plan Policy SP11, and DM Policies DM1 and DM12.

Standard and quality of residential accommodation

6.7 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.

6.8 The proposal would comprise 1 x 2-bedroom 3-person dwelling house within first floor level. The proposed dwelling meets the minimum standard set in the London Plan - as shown on the table below. The new flat would benefit from access from the rear mews road and all rooms have adequate light.

Required Provision

1 flat (2b 4p) 61sq.m 68sq.m

6.9 The standard of accommodation, therefore, would be considered to provide an acceptable standard of living. It is considered that the proposed accommodation provides sufficient floor area, sufficient living space, and suitable dual aspect outlook and is therefore in accordance with Haringey Local Plan Policies SP2 and SP11. The proposed unit will not have any access to external amenity space, however it is noted the site is located close to town centre with excellent transport link. The proximity to nearby public open spaces (Ducketts and Green Gate Common), counts in favour of the proposal. It is therefore of material relevance to my assessment that the site is only couple of minutes-walk to these parks and as such considered acceptable in this instance. The proposed flat exceeds the minimum internal floor area standards by over 10% in this case and does compensate for the lack of amenity space.

6.10 It is considered that the proposed development provides a satisfactory standard of accommodation in accordance with Haringey Local Plan Policies SP2, SP11 and DM16 and London Plan.

Impact on neighbouring amenity

6.11 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.

6.12 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.

6.13 The windows on the rear alley would be high-level, and face that mews street, particularly the first-floor rear windows have been orientated at an acute angle away from neighbouring rear gardens area, and the perpendicular orientation of its habitable windows, and such harm to amenity would not arise to its occupiers. The proposal is acceptable in this regard.

6.14 Overall the proposed development would have no material adverse impact on the amenity of the adjoining neighbours as such the proposal is considered to be in accordance with London Plan and DM Policy DM1.

Transport considerations

6.15 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.

6.16 Local Plan 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 DPD Policy DM31 'Sustainable Transport'.

6.17 DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

6.18 No off-street parking is proposed. The flat would have a maximum occupancy of two persons. It benefits from a PTAL rating of 6 with bus routes on High Road and an underground stations nearby at Turnpike Lane and Wood Green. The Council's Transportation Officers raise no objection in light of the same considerations, including the fact that cycle parking in line with London Plan standards has been provided. Therefore, the proposal is acceptable in this regard.

Conclusion

6.19 On balance, it is considered that the proposed conversion of this space is considered to be satisfactory and will provide an acceptable standard of accommodation and will not affect neighbouring amenity.

6.20 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

N/A – existing floorspace

8. RECOMMENDATION

Conditions:

- 1 The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

- 2 The approved plans comprise drawing nos: HEW P 01, HEW P 20, HEW P 21, HEW P 22, HEW P 23.P103; P104; P105; P106). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

- 3 No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 2 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.

- 4 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented 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 and Policy 5.17 of the London Plan 2021.

Informatives:

- **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: 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.