

Officer's Report

Application Number	HGY/2023/0057
Type	Full planning permission
Location	746-748 Lordship Lane, Wood Green, London, N22 5JP
Proposal	Conversion of offices on the first and second floor into 4no residential units incorporating extensions to the rear
Case Officer	Kwaku Bossman-Gyamera
Valid Date	09/01/2023
Applicant	Mr M Topkaya
Agent	Christine Dadswell

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for conversion of existing offices at first and second floor level to 4no. residential flats. To accommodate the flats a two-storey rear extension is proposed on top of the existing single storey rear extension at ground floor level.

The existing detached outbuilding to the rear of the site would be utilised as a cycle store for the proposed units and also has potential to act as a bin store.

The existing top floor flat would remain as existing, other than the removal of the external staircase which serves as a secondary access to the flat. The front (south) elevation would remain unchanged other than the installation of upgraded windows.

The proposed scheme would provide two 2bed flats and two 1bed flats.

Site and Surroundings

The application site is a former bank in the ground floor of a four storey building which is finished in light coloured stonework at ground floor level and red brick on the upper storeys. It is bounded by No.742-744 to the east, which is a building of different architectural style and Wood Green underground station to the west.

The site is not located in any conservation area and does not fall within the curtilage of a listed building.

Relevant Planning and Enforcement History

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

- HGY/2018/3423 – Approved 19/12/2018 Installation of external roller shutter over part of frontage.
- HGY/2014/1795 – Approved 20/08/2014 Installation of new AC condenser unit directly next to similar existing AC condenser unit on the roof of the building.
- HGY/2010/0690 – Approved 01/06/2010 Installation of 1 x new domed CCTV camera and 2 x additional air conditioning condensers.
- HGY/2010/0669 – Approved 28/05/2010 Display of 1 x internally illuminated fascia sign and 1 x internally illuminated projecting sign.
- HGY/2007/2178 – Approved 12/12/2007 Display of 2 x internally illuminated cash point machine sign.
- HGY/2007/2179 – Approved 12/12/2007 Display of 1 x internally illuminated cash point machine sign.

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

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

- 1) LBH Conservation Officer: No objection subject to conditions.
- 2) LBH Transportation Team: No objection.

LOCAL REPRESENTATIONS

No representations received from neighbours, local groups, in response to notification and publicity of the application.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Impact on the character and appearance of the conservation area;
4. Standard and quality of residential accommodation;
5. Impact on neighbouring amenity;

Principle of Development

London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey –10 year target is 2,600).

London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

The principle of the proposed change of use from ancillary space above the former bank premise to C3 (residential) within the upper floor levels of the subject site is considered acceptable in the Wood Green Metropolitan centre as the ground floor commercial unit 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 upper floor levels of the retail ancillary space 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 units.

The overall principle of the change of the rear storage area is considered to be in accordance with the above policies.

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 design and appearance of the second floor rear extension by increasing the width and increase in the depth of first floor extension are considered acceptable. There is very little uniformity to the rear appearance of the buildings along the rear part of the High Road and therefore there is no particular sensitivities to the character of the street scene. However, the proposal still needs to provide high quality design, which makes a positive contribution to the local character and distinctiveness of the area.

Although, the increase is modest in size, however, overall substantial, it sits within the context of the site and as such would not be readily visible from any public vantage point. The two-storey element of the proposal would not harm the appearance of the host building and the surrounding. The proposed two-storey rear extension would not appear overly bulky or out of scale in relation to the site context and its surroundings. The design would be in keeping with similar second floor extension approved within the same street and as such would not detract from the character of the locality.

Impact on the Character and Appearance of the Conservation Area

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

The building affected by this application is an unlisted building, adjacent to the site is the Grade II listed Wood Green Underground Station (list entry number: 1401120). The building is part of an early twentieth century terrace, labelled on historic maps as a bank, it should be considered a non-designated heritage asset due to its historic and architectural interest.

The principle of conversion is considered acceptable, the proposed rear extension is approximately located upon existing single storey flat roof extensions and the proposed two-storey rear extension would not be overly dominant of the heritage assets. Therefore, it is considered the proposed extension to not result in harm to the significance of the heritage assets. It is however noted that the existing timber sash windows are proposed to be replaced for UPVC double-glazed sash windows. This is of concern as the existing timber sash windows positively contribute to the significance of the existing building and the setting of Wood Green Underground Station. The existing traditionally detailed windows make a significant contribution to the architectural interest of the non-designated heritage asset and the composition with the adjacent listed building.

The proposed loss of existing timber sash windows for UPVC would result in harm to the setting and significance of Wood Green Underground Station and the significance of the non-designated heritage asset. Resulting in a low level of less than substantial harm, Paragraphs 202, 203 and 206 of the NPPF being relevant. Details of the proposed external materials for the extension could be secured by condition and should be high-quality and to match existing.

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 proposed flat comply with the minimum floor space requirements under Development Management policy DM10 and the London Plan. The proposed flats meets the minimum standards set in the London Plan. 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 outlook and is therefore in accordance with Haringey Local Plan Policy SP11 and London Plan Policy D6

The proposed unit do not have any access to external amenity space. Given that it is located above a shop it is impractical to provide any useful amenity space. However, the site is located within to town centre with excellent transport link. The proximity to nearby public open spaces (Ducketts and Green Gate Common, White Hart Lane recreation ground), 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.

The layout of the proposed flats is considered acceptable internal living environments and space standard. Overall, the general layout, room size and internal floor space (including private amenity space) would meet the recommended guidance set in the London Plan and would provide satisfactory living conditions for the future occupiers of the dwelling.

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 presence of existing full width first/second floor extensions to both adjoining neighbours on the common boundary means that proposal mitigate against loss of light and outlook to that property and as such proposal is set against solid flank wall of these adjoining underground station. Proposed extension would not impinge on a line drawn at 45 degrees from the centre of the attached neighbour's rear habitable windows at no.744 which indicates that the proposed extension is unlikely to have significant harm in terms of loss of light. The closest windows likely to be affected are considered non-habitable rooms serving the stairway to the flats at no.744 Lordship Lane. The proposal is acceptable in amenity terms.

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 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'.

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'.

It has a PTAL of 6b, considered 'excellent' access to public transport services and the highest PTAL rating achievable. 12 different bus services are accessible within 1 to 4 minutes - walk of the site, Wood Green Underground Station is adjacent. The site is also located within the Wood Green Inner CPZ, which operates 7 days a week from 0800 – 2200.

Given the location adjoining to an underground station, PTAL value, location within a CPZ and within Wood Green centre close to many shops and services, car free is entirely appropriate. As 3 new units, it is just under the threshold for formal designation as a car free/permit free development as detailed in policy DM32.

Cycle parking is proposed for location on the ground floor accessible by the entrance into the building which indicates storage for 6 cycles. With respect to the proposals for bin storage and collection, the arrangements will need to meet the Borough's Waste Team requirements.

Given the site's location centrally within Wood Green, adjacent to a very busy pedestrian footway and the underground Station, without any direct vehicular access, it will be appropriate for any future application to include a detailed draft of a Construction Logistics Plan or Method Statement

Conclusion

The proposal is considered acceptable and having regards to the above assessment it is considered that subject to the conditions set out below the proposed development would comply with the relevant policies of the development plan, accordingly the application is considered appropriate and acceptable for the reasons in the report and therefore recommended for approval.

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.

CIL APPLICABLE

The increase in internal floor area would not exceed 100 sq. m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

RECOMMENDATION

GRANT PERMISSION subject to conditions

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

- 3 Prior to the relevant part of the works commencing, a schedule of all materials to be used in the external elevations, including sample of sash windows replacement and the invitation to view a brick sample, shall be submitted and approved in writing by the local planning authority. The development shall not be carried out other than in accordance with the approved materials unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory and in accordance with Policy DM1 of the adopted DPD.

- 4 Notwithstanding the drawings hereby approved details of the type and location of secure and covered cycle parking facilities for a minimum 6 cycles shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 6 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.

- 5 Refuse storage and collection area shown on the submitted drawing shall be installed prior to the first occupation of the development and shall be permanently retained thereafter.

Reason: To ensure that details of the development are acceptable to the Local Planning Authority

- 6 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:
- 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.

Reasons: 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, Policy DM1 of The Development Management DPD 2017.

Informatives:

- **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: 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: 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.