

Design and Access statement for changes to the front elevation to accommodate the change of use at ground floor from retail (use class E) to a banqueting suite (use class Sui Generis) and the partial change of use at first floor from a restaurant (use class E) to a shisha lounge (use class Sui Generis)



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1.0 Introduction

1.1 The purpose of this document

This document is to accompany the application for the site known as the Old BHS Store, located at 26 high Road, Wood Green N22 6BX. The site sits on the corner of Whymark Avenue and Bury Road, with the primary elevation facing onto Whymark Avenue.

This site has been subject to a previous, unsuccessful planning application (HGY/2022/3534)

Since then, a Certificate of Lawful Development has been submitted and approved to change the use on the first floor of the property from its previous use as a shop to a restaurant (HGY/2023/1144).

1.2 Corresponding reports and drawings

This application will make reference to the following reports and drawings and therefore should be read in conjunction with:

- 151-100 - Location Plan
- 151-101 - Existing Ground Floor Plan
- 151-102 - Existing First Floor Plan
- 151-103 - Existing Front Elevations
- 151-104 – Existing Side Elevations
- 151-301 - Proposed Ground Floor Plan
- 151-302 - Proposed First Floor Plan
- 151-303 - Proposed Front Elevation
- 151-304 – Proposed Side Elevations
- 18109-NIA-02 - Noise Impact Assessment
- 2023/7261/TA01 – Transport Assessment
- 2023/7271/TPS02 – Travel Plan Statement
- 26 HIGH ROAD WOOD GREEN LONDON N226BX – Letter from property manager

1.3 The team

Client: **Regal Housewares LTD**

Architectural designer: **Jamie Sleep**

Transport consultants: **RGP Consulting Engineers**

Noise Impact consultants: **Clement Acoustics**

2.0 Context and background

This chapter will introduce the site and investigate the constraints and opportunities that developing it provides.

2.1 The site



The site fronts onto Whymark Avenue, as shown highlighted in red in the image above. There is an existing car park to the rear of the site.

2.2 Access and local facilities

Access into the ground floor and first floor accommodation are both currently separated, with 2 main entrances to the ground floor through openings on Whymark Avenue with roller shutters. Access to the first floor is via the doorway to the left of the building as you are looking at it from Whymark Avenue, and then an emergency exit around the corner on Bury Road.

Bury Road also has a car park which serves the property. More information about this car park and the size of it can be found in the corresponding transport statement.

2.3 Existing building

The existing building has most recently been used as commercial storage and a bathroom showroom on the ground and first floors. In May 2023, a lawful certificate of development was approved for the change of use from a commercial shop to a restaurant as both fall within use class E.

3.0 Previous planning application

Earlier in 2023, a full planning application was submitted on this site which was refused in March. The reasons for refusal were as follows:

- Site allocation

“Insufficient information has been provided to demonstrate that the proposed development would enable the delivery outcomes of the site allocation to be achieved. The proposed scheme could frustrate and compromise the delivery of the site allocation. Therefore, the proposal would be contrary to Policy DM55 of the Development Management DPD (2017).”

- Noise

“The proposed development, by virtue of its noise-generating characteristics, would result in noise and disturbance impacting the living conditions of nearby residential properties. It has not been satisfactorily demonstrated that noise generated from the proposed uses would be appropriately managed and mitigated. Therefore, the amenity and living conditions of nearby residential properties would be harmed contrary to Policies D13 & D14 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).”

- Secured by Design

“Insufficient information has been provided to demonstrate that crime prevention has been fully considered and crime mitigation measures would be appropriately incorporated into the development. It has not been proved that the ‘Secured by Design’ principles have been applied to the development. In the absence of the necessary information, it cannot be concluded that the development would contribute towards a safe environment. Therefore, the proposal would be contrary to Policies D3, SD6 & HC6 of the London Plan (2021), Policy SP11 of Haringey’s Local Plan Strategic Policies (2017) and Policy DM2 of the Development Management DPD (2017).”

- Transport

“Insufficient information (in the form of a Transport Assessment) has been provided to enable full assessment of the transport impacts of the proposed development. There is a lack of information regarding trip generation, parking requirements and delivery/servicing arrangements. Therefore, it is not possible to determine whether or not the proposal would result in adverse transport impacts. In the absence of the required information, the proposal would be contrary to Policies T1, T4, T5, T6 & T7 of the London Plan (2021), Policy SP7 of Haringey’s Local Plan Strategic Policies (2017) and Policies DM31 & DM32 of the Development Management DPD (2017).”

As a result of the above reasons for rejection, the new scheme has been redesigned to address each of the individual points. A summary of what

action has been taken to address each of the reasons for rejection can be found as follows:

- Site allocation

DM55 requires a masterplan to be prepared for the wider area to accompany development proposals that demonstrates the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes.

In preparing this application, we have engaged with local stakeholders, and attached to this application is a letter of support from the property manager at 26 High Road. Their views in support of this application highlight the need to develop the site from the current vacant storage facility into a venue that supports the nighttime economy, in accordance with the London Plan Policy HC6 that states the night-time economy should be supported in town centres with access to the night tube and night buses (see corresponding transport statement for a detailed analysis of the local transport links.)

- Noise

The previous application did not include a Noise Impact Assessment (NIA) as part of the application. This has now been commissioned and is attached. The NIA has proposed recommendations that the applicant will follow, including:

- Implementing overall and low-frequency noise limits in the bar and banqueting areas
- Acoustic double glazing for the bar and banqueting areas, including for the ground floor fire exits
- No music in the shisha area. Shisha area to be open only from 12:00 to 23:00.
- Lobby door systems between the bar and shisha area, to be used from 22:00 onwards.

It was noted in the previous application's officer report that there was no clear explanation of the types of events that will be taking place in the banqueting hall on the ground floor. This space will be used mainly for weddings. There will be no alcohol license on either the ground floor or first floor of the premise so noise should be kept to a minimum when patrons are leaving.

- Secured by Design

As this application is for a venue that will be predominately used in the evening and night time, it is important to consider a safe, secure and inclusive environment for all the patrons and staff members. The previous application was commented on by the Metropolitan Police Designing Out Crime Officer who noted the area is susceptible to anti-social behaviour and therefore requested a more detailed response as to how we intent to address crime prevention which is in accordance with the Secured-by-Design principles. Since then, we have engaged proactively with the Designing Out Crime Officer and have included the following 12 points:

- i. Parking with new gates, LPS 1175 SR2 rated gates, for both pedestrian and vehicles.
- ii. Entrances to the ground floor banqueting hall and for the first-floor restaurant and shisha bar are separate. Patrons on each floor will not be able to mix.
- iii. RC3 curtain walling on front elevation with roller shutters.
- iv. Use a Gerda box for fire service access, not fire key because anyone can buy one and override the system.
- v. Include security in first floor windows if any part of the elevation is deemed "climbable".
- vi. Bulkhead lighting for front elevation to deter graffiti and anti-social behaviour
- vii. CCTV for car park and any blind spots.
- viii. Key fob for staff for access throughout building (secure bike stores)
- ix. Include any letter boxes "through the wall" for extra security.
- x. M-Shaped cycle stores if on the street to prevent people sitting on them and congregating on the street.
- xi. Lockable bin store.
- xii. Single doors entering the site rather than double doors as these are less easy to break open and therefore more secure.

- Transport

The previous application did not provide a transport statement to enable a full assessment of the proposed development. This has now been addressed with the attached statement provided by RGP Consultants. The main conclusions from this statement include:

- The site benefits from a PTAL rating of 6b and therefore the vast majority of trips to the site will be made using public transport.
- There will be no change to the number of car parking spaces on the site; however there will be the inclusion of 22 short stay cycle spaces for visitors and staff within the proposal.
- Sufficient disabled parking and manoeuvring space is included, subsequently accommodating any likely parking demand. The proposed development would therefore represent a negligible impact to the local highway network
- The proposals would generate a small number of sporadic deliveries, generally comprising mostly of food deliveries and catering supplies. These could be comfortably accommodated on-site or within the loading bay situated on Bury Road.

4.0 Design

4.1 Scale and massing

As part of the proposal, there will be no structural changes made to the existing building. Only the windows and doors will be replaced as the current glazing along the first floor is very poor quality. No entrances to the site will be added or taken away as part of this application

4.2 Use and mix

In terms of use of the site, this application includes:

- i. A change of use on the ground floor, from retail (use class: E) to banqueting suite (use class: Sui Generis).
- ii. A partial change of use on the first floor, from restaurant (use class: E) to shisha lounge (use class: Sui Generis). The rest of this floor will be maintained as a restaurant (use class: E)

4.3 Overlooking

There has been noted an issue with overlooking from the first-floor windows into the neighbours' properties across the road on Whymark Avenue. This has been discussed in the noise and traffic statements. As part of this proposal, there will be perforated metal screens behind the glazing at first floor level to minimise the danger of overlooking to these properties while also providing the ventilation needed for the shisha lounge.

4.4 External materials and advertisements

The only changes externally include new windows, doors and roller shutters to the front elevation. The rest of the front elevation will not materially change, and it will be cleaned and painted. There will advertisements to the front elevation as per the attached front elevation drawing (151-303).

4.5 Amenity

4.5.1 Balconies

As part of the shisha area, the windows will be openable for ventilation and will be bottom-hung for added safety. There will be no music in this area as per the NIA.

4.5.2 Landscaping

There will be no change to the landscaping around the site. The only changes will be to the car parking area to the rear which will include new LPS 1175 SR2 rated gates, for both pedestrian and vehicles, as per the Secured by Design principles. The roller shutters to the front elevation will be replaced with similar for extra security.

4.5.3 Boundary conditions

There will be no change to the boundary conditions other than the ones mentioned above which primarily address the security of the site.

4.5.4 Car parking and cycle storage

From the traffic statement provided by RGP, there will no change to the amount of car parking in the rear of the site. However, there will be an inclusion of 22 secured cycle spaces within the curtilage of the site.

4.5.5 Refuse

The existing refuse storage will be maintained in the car park at the rear of the site. As per the Secured by Design principles, these bins will lockable and secured.

5.0 Access

Access throughout the site will largely remain the same. There will be no new doors or openings as part of this proposal. The first floor will have the main entrance via the stairs to the left of the building as you are looking at it from Whymark Avenue. On the other side, there will be wheelchair access provided via the existing lift and an additional staircase that will be used by staff and in case of an emergency.

6.0 Conclusion