



Officer Report

Application Number:	HGY/2026/0917
Application Type:	Full planning permission
Address:	First Floor Flat, 3-7 West Green Road, Tottenham, London, N15 5BX
Proposal:	Change of use of first floor flat from a residential dwelling (Class C3 Use) to four office/artist studio units (Class E Use) & installation of an awning to first floor rear elevation.
Case Officer:	Neil McClellan
Valid Date:	26/03/2026
Applicant:	Mr Mohsen Khanjari
Agent:	Mr Abu Bakr Akhoon, MINIMASPACE Architecture

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

Change of use of first floor flat from a residential dwelling (Class C3 Use) to four office/artist studio units (Class E Use) & installation of an awning to first floor rear elevation.

Site and Surroundings

3-7 West Green Road is a 2-storey mid terraced building built in the 1960s. The ground floor is in retail use and has been occupied by Sainsburys for the last 12-13 years. The upper floor, to which this application relates, was last used as a separate residential flat, but has been vacant for at least 6 years and is in a semi-derelict state. The first-floor windows to the rear have been boarded up for some time.

Access to the first-floor flat is across the top of the ground floor extension to the rear of the shop, via an external staircase accessed from Suffield Road.

The site is close to the junction of West Green Road and the High Road. It is within the primary shopping area of Seven Sisters/ West Green district shopping centre. The site backs on to part of the Seven Sisters Market, which has been granted temporary permission while its previous indoor venue within the former Wards department store is refurbished.

The site forms part of the Wards Corner site allocation in the Tottenham Area Action Plan.

The building is not in a conservation area and is not listed. However, it does lie just along the boundary of the Seven Sisters/Page Green Conservation Area.

The site is less than 120 metres from Seven Sisters underground, overground and railway station and there are also numerous bus routes nearby. The site therefore has a very high public transport accessibility (PTAL) of 6a.

The site is not within a conservation area nor is it listed or close to any listed buildings.

The site is located within the area of the borough covered by an Article 4 direction removing permitted development rights for changes of use from Class C3 to Class C4. It also within Haringey's designated Family Housing Protection Zone.

Relevant Planning and Enforcement History

HGY/2016/1822 – Planning permission granted for the enlargement of the existing first floor flat and its conversion to three separate 2-bedroom flats. This permission has not been implemented and has now lapsed.

The existing building was granted planning permission in 1962 (Ref: OLD/1962/0982. Since then, there have been a number of planning permissions and advertisement consents relating to alterations to the shopfront and signage of the ground floor retail unit and for the installation of air-conditioning/refrigeration plant to the rear. Other than the 2016 permission discussed above, there have been no other applications relating to the first-floor residential use.

There is no record of any enforcement action relating to the building.

LOCAL REPRESENTATIONS

No representations have been received on this application.

CONSULTEES

LBH Transport Comments:

The application will only be acceptable once the applicant has addressed the following outstanding issues:

- The applicant needs to show on relevant plans the location and capacity of the waste storage facility and how this meets Council standards.
- The applicant needs to show any long-stay cycle parking to be provided on relevant plans, demonstrating how it conforms to relevant London Plan and LCDS standards.
- Given the excellent PTAL (6b) and being located in a CPZ, the applicant will be required to agree to a s106 agreement making the site car-free and permit-free. The only exception to this will be for blue badge holders.
- Servicing and delivery arrangements for the site should be outlined for the intended use. This should include some indication of envisaged servicing and delivery trip generation activity.
- Clarity is sought as to the exact envisaged use of the site, i.e. whether it will be offices or artist studios or a mix. Some indication should be given as to staffing numbers for the offices and resultant trip generation.
- Some indication should be given as to the works required with the change of use and how this will be managed to mitigate any impact on the local neighbourhood and highway network.

Officer comment: These matters are dealt with in the report below.

CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development.
2. Design, appearance and conservation
3. Impact on neighbouring amenity.
4. Transport & servicing.

Principle of Development

Conversion from residential use

Policy DM10 of Haringey's Development Management DPD (20217) states that the Council will resist the loss of all existing housing, unless it is replaced with at least the equivalent new residential floorspace. Policy H8 of the London Plan (2021) also resists the loss of existing housing unless its is replaced by new housing at existing or higher densities.

In this case, it is acknowledged that the flat has been vacant for at least six years and that given its poor state of repair, as evidenced by the case officer on their site visit, and by photographs provided by their agent, it would require significant investment to be brought back into residential use. Even if such an investment were to be undertaken, there are concerns relating to the site's suitability for residential use. Access is via an entrance on Suffield Road through an external passage running along the back of the building, underneath a gantry housing the various items of plant serving the ground floor retail unit. This narrow passageway also provides access to the rear of the retail unit. An external metal staircase provides access to a large flat roof on to which the first-floor flats entrance opens. This is considered an awkward, unattractive and unwelcoming access for a residential use. Policy DM45 of Haringey's Development Management DPD (2017) states that proposals for residential use above town centre uses must provide adequate access arrangements, including the separation of residential and commercial accesses. Something the current arrangement fails to provide.

Given the length of vacancy, its extremely dilapidated state and its poor access arrangements, the flat is not considered suitable or viable for continuing residential use, and an exception to the policies DM10 and H8 should be made if a suitable and viable alternative use for the building's first floor can be found.

Proposed use as office/artist studio units (Class E)

Policy DM40 of Haringey's Development Management DPD supports proposals for employment led development in highly accessible locations. Policy DM45 seeks to optimise the use of land and floorspace within town centres by encouraging new mixed-use development, including new or re-used space above shops and commercial premises, having regard to the role and function of the town centre; the proposals impact on town centre's vitality and viability; and its compatibility with existing neighbouring uses.

Policy E1 of the London Plan (2021) supports the provision of new office space of different sizes (for micro, small, medium-sized and larger enterprises) in town centres particularly where they are accessible by public transport.

The site also forms part of the SS5 Wards Corner site allocation set out in Haringey's adopted Tottenham Area Action Plan DPD (2017). The allocation proposes a comprehensive mixed use development providing town centre uses at ground floor level, including a replacement market, with residential use above. The comprehensive redevelopment of the wider allocation site is currently on hold. In the meantime, the Seven Sister's Latin American Market that had until recently

occupied the former Wards department store has been temporarily relocated within the site allocation area, on land to the rear of buildings fronting West Green Road (including the application site), High Road, Seven Sisters Road and Suffield Road.

Given the mixed-use character of the area, its town centre and accessible location, and given the policy framework discussed above, the change of use of the first floor to four office/artist studio units (Class E Use) is considered an approximate alternative use for the space, given that it is no longer considered viable or suitable for continuing residential use.

Demand for office/artist studio use and scope of Class E use

A formal marketing report has not been prepared by the applicant at this stage. However, the applicant's understanding from previous marketing/advice relating to the premises was that the space was more suitable for commercial use than residential reoccupation.

The applicant has also made informal enquiries with local commercial agents and businesses, which indicate demand for small, affordable creative workspace and office/studio units in this location. This is also consistent with the character of the adjoining Seven Sisters Market, which contains a mix of independent commercial, creative, retail, service and food-related activity.

The intention is not to create an unrestricted general Class E premises for any possible Class E use. The intended use is specifically small-scale office/artist studio/creative workspace. The proposed units are modest in size and are laid out as individual studio/office spaces, each with supporting facilities.

To address the Council's concern regarding the breadth of Class E, the applicant has stated that they are willing to accept a suitably worded planning condition restricting the use to office/artist studio/creative workspace use only, and preventing wider Class E uses such as retail, restaurant/café, gym, medical/health, day nursery or similar public facing uses without further planning consent.

The proposed use would allow the building to be secured, repaired, occupied and managed in a way that is more compatible with the established commercial character of this part of West Green Road and the adjoining Seven Sisters Market environment.

Design, appearance and conservation.

London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good Design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

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.

No extensions are proposed to the building. The building's front elevation to West Green Road will be unchanged. The first-floor rear elevation will be remodelled, with larger patio style window

openings installed, one to each of the proposed four studio/office units. A black slimline aluminium frame is proposed. Any replacement brick work in the rear elevation will be carried out in yellow London stock brick to match the existing.

A glazed polycarbonate awning/sunshade is also proposed on a lightweight aluminium frame is also proposed to the rear elevation. It will be sited above the first-floor windows and extend across the whole width of the building, projecting to a depth of approximately 1 metre.

The proposed alterations are considered appropriately complimentary of the existing building and will provide a much-needed visual enhancement to the rather tired and run-down looking rear elevation.

An email has been submitted stating that it is also the applicant's intention to make improvements to the existing rather run down access on to Suffield Road. The intention is to replace the poor-quality existing gate/fencing with a new dark green metal fence/gate treatment, designed to be visually complementary to the adjacent Seven Sisters Market frontage that has recently been installed. The upgraded access will include a secure gate with fob/video intercom access for visitors, along with modest 3D address lettering/signage reading "3-7 West Green Rd". It is intended that the signage will be small-scale and functional, intended to identify the access point rather than operate as commercial advertising. The proposal to improve this access will be needed and welcomed. A CGI of how the new entrance might appear has been provided, but further detail and approval of the entrance improvements will be required by condition should the application be approved.

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.

Immediately adjacent to the site there is a single flat occupying the upper floors of 1 West Green Road and two flats occupying the upper floors of 9-11 West Green Road.

Given the small size of the proposed office studio units that will site adjacent to these neighbours, the proposed change of use is not considered likely to result in a noticeable increase in noise or disturbance to adjoining neighbours particularly given that they are already located above existing commercial units within a busy town centre, backing on to the new Seven Sister market, and fronting a busy road, close to its junction with the High Road. Given the existing character of the area, the proposed change of use is not considered likely to result in a materially harmful impact on the residential amenities of neighbouring occupiers. The refurbishment and re-use of the first floor should prevent the continuation of the anti-social behaviour apparent from the officer's site visit and photographs provided with the application.

Transport & Servicing

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'.

DM Policy (2017) 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.

Local Plan Policy SP6 and Development Management, DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

The site has no capacity to provide onsite car-parking. As stated above, the site has a PTAL score of 6a so has good access to public transport links. Given the site's excellent PTAL score, it is considered particularly suitable for commercial use. Given this and the small scale of the proposal, the amount of vehicular traffic generated by the proposal is likely to be very low. Given that this is existing floor space, the limited amount of commercial floor space that would be created by the change of use, the proposal is not considered to meet the threshold that would require the applicant to enter into a legal agreement restricting occupiers from applying for on-street parking permits.

Little space exists at ground level that could be used to provide cycle parking. While not ideal there is plenty of scope to provide cycle parking at first floor level, on the flat roof to the rear of the proposed commercial space. Given that this application seeks to bring an existing and problematic space back into use, the provision of cycle storage at first floor level is considered an acceptable compromise given the site's constraints. This will be secured by condition.

A Servicing and Waste Management Statement has been submitted with the application.

The proposed use would be small-scale and would not generate the servicing requirements associated with retail, food and drink, or customer-facing commercial premises.

Servicing would primarily consist of normal postal deliveries, small courier deliveries and occasional deliveries of office/studio materials. There would be no regular heavy goods deliveries and no large-scale loading activity associated with the proposed use.

Servicing would take place from existing on-street arrangements in the surrounding area, including nearby loading/pay-and-display opportunities on Suffield Road and West Green Road where available. Larger or less frequent deliveries would be managed by appointment to avoid obstruction or disruption.

Waste generation would also be limited given the nature and scale of the proposed use. Each unit would retain waste/recycling internally and waste would be managed through appropriate commercial waste collection arrangements, either through the Council's commercial waste service or a licensed commercial waste contractor. Waste would only be presented for collection at the appropriate collection times and would not be stored permanently on the public highway.

Conclusion

The proposal would therefore bring a long-vacant and problematic space back into productive use, improve site security, reduce opportunities for further vandalism or squatting, and contribute positively to the wider regeneration and active commercial character of the area.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

CIL APPLICABLE

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

RECOMMENDATION

Grant permission subject to the following condition(s):

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 following approved plans, drawings and documents, other than where those details are altered pursuant to the conditions of this planning permission:

Location Plan

MK/PP-100 – Proposed First Floor Plan;

MK/PP-101 – Proposed Roof Plan;

MK/PP-102 – Proposed Front & Rear Elevations; &

MK/PP-103 – Proposed Section AA.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Prior to the first occupation of the development, a Waste Management Plan, shall be submitted to and approved in writing by the Local Planning Authority setting out the following:
 - (i) location of waste/recycling storage area within the site;
 - (ii) details of the operator employed to collect all waste generated by the commercial use;
 - (iii) details of who will be responsible for moving waste and recyclables from the waste storage area to a designated location on the footway (and where relevant, taking

bins back into the store as soon as reasonably practicable after collection); and
(iv) The timing of such movements, ensuring that bins/waste are not stored in undesignated locations on the footway overnight before they are collected and ensuring that bins (if relevant) are taken back into the store as soon as reasonably practicable after collection.

The approved Waste Management Plan shall be implemented upon first occupation of the commercial units, and the development shall be operated in accordance with the approved Plan thereafter, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017.

- 4 Prior to the first use of the commercial space hereby approved, full details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of six cycle parking spaces have been provided for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

- 5 The development shall be completed in accordance with the external materials and details set out in the approved drawings and design and access statement, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

- 6 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the approved development shall be used as offices, artist studios, music studios, photographic studios, or other creative workspace, and for no other uses within the Use Class E of the above order, unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

- 7 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no changes of use shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the viability and efficient operation of the Strategic Industrial

Location consistent with Policy E4 & E5 of the London Plan 2021 and Policy DM37 of The Development Management DPD 2017.

- 8 Further details of the proposed improvements to the site's entrance on to Suffield Road shall be submitted to and approved in writing by the Local Planning Authority. The approved improvements to the entrance shall be carried out prior to the first occupation of the development.

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.

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.