



Officer Report

Application Number:	HGY/2026/1041
Application Type:	Full planning permission
Address:	50-58 Markfield Road, Tottenham, London, N15 4QF
Proposal:	Erection of a additional storey at first-floor level with part hipped roof, two storey replacement building to side and rear wrap around (including additional storey and infill) and new single-storey stand alone store room to rear
Case Officer:	Neil McClellan
Valid Date:	13/04/2026
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Applicant:	Mr Bernard Stroh
Agent:	Mr Jonathan Law

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for the erection of an additional storey over the existing single-storey studio/workshop, a 2-storey extension to the front, and the erection of an attached two-storey building to the side, replacing the existing single storey café structure, to provide a new space for the café at ground floor, with offices above. A single storey new cold room is proposed to the rear of the existing building.

Site and Surroundings

The site is on the eastern side of Markfield Road and backs onto Gaunson House. The site currently comprises a single storey brick built pitched roof industrial building currently used as a photography studio and events space. A covered area is located to the side of the building operating as a café with a seating area to the front.

Gaunson House is located to the rear of the site, a two-storey commercial building that has been subdivided into a number of studio and workshops operating as Gaunson Creative Studios. It provides 84 creative workspaces including fine art, mixed media, photography, fashion and ceramics. A carpark and servicing area is located in front of the building.

Both the application site and Gaunson House are owned by the applicant.

The site forms part of the South Tottenham Locally Significant Industrial Area.

It is not in a conservation or within or close to the curtilage of any listed buildings.

Planning & Enforcement History

The following previous applications are considered relevant to the current proposal:

HGY/2017/2585 – Planning permission **granted** for the retention of sitting area to existing photography studio

HGY/2015/0481 – Planning permission **granted** for the erection of an additional storey on existing single storey building class B2

LOCAL REPRESENTATIONS

16 representations have been received, 14 from tenants in Gaunson House to the rear of the site and 2 from tenants of the Rainbow Works on the opposite side of Markfield Road. All objecting to the proposal. In doing so they raise the following issues:

- Impact on the already limited parking available for the tenants of Gaunson House and their customer and suppliers. The reduction in available parking and servicing space may impact the viability of existing businesses operating from the site
- Loss of daylight to studios, workshops and businesses in Gaunson House whose windows facing towards the proposed development.
- Traffic and parking congestion in Markfield Road will be exacerbated, impacting on road safety. This is a particular concern as the road is used by a high number of school children.
- Markfield Road suffers from subsidence caused by large vehicles using the nearby waste management site which in turn can cause flooding during heavy rain fall. There should be no new development until the local infrastructure has been improved.
- Air and noise pollution from the proposed kitchen extract system.
- Some tenants in Gaunson House use their windows to ventilate, essential in some cases such as the ceramic studio who operate a kiln. If they are unable to open their windows due to potential pollution from the proposed kitchen extract system it might affect their ability to continue operating, contrary to the National Planning Policy Framework (NPPF) agent of change principle.
- Overbearing relationship and sense of enclosure in relation to studios, workshops and businesses in Gaunson House.

CONSULTATION

LBH Transport: The application is acceptable from a transport perspective subject to conditions to secure the following:

- Details of secure and sheltered parking for a minimum of 6 cycles.
- Details of refuse & recycling storage arrangements.
- Parking management strategy.
- Servicing and Delivery Management Plan.
- Construction Method Statement.
- Only inward opening gate to be installed.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. Impact on neighbouring uses;
4. Parking, servicing & highway issues.

Principle of the development

Local Plan Policy SP8 states that the Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas.

DM Policy DM37 states that within the designated industrial and local employment areas identified on Haringey's Policies Map, proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported in principle, subject to other relevant considerations. The policy states that within Locally Significant Industrial Sites (LSIS), proposals for uses not within the B Use Classes will only be supported in exceptional circumstances.

London Plan Policy GG5 'Growing a good economy' states that the local authority must plan for sufficient employment and industrial space in the right locations to support economic development and regeneration.

The application proposed replacing the existing covered café and seating area to the side of the studio building with a part 1-storey/part 2-storey extension, with the café use reprovided at ground floor and an office space provided at first floor.

Photographic studios are normally considered to fall within Use Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended), while event spaces normally considered sui-generis uses of to fall within Use Class F1(e) (public/exhibition halls). In any case the existing use falls outside the B use classes normally considered acceptable within LSIS areas. The proposal therefore does not result in the loss of any existing B Class industrial or warehouse space.

Furthermore, given the nature of the surrounding uses within this part of the South Tottenham Local Employment Area, characterised by smaller workshop and studio spaces catering for a wide range of creative and artistic businesses, it does not conform to what might be considered a normal or traditional form of an industrial estate.

There is also a degree of flexibility within existing policy, with Local Employment Areas deemed acceptable for other employment generating uses that complement the traditional 'B' use classes, such as a small retail units, cafes or other services that complement and support the function of the rest of the estate.

Emerging policy (New Local Plan policies EL1 & EL2) also proposes introducing further flexibility. Draft policy states that drinking establishments, nightclubs and venues for live music and cultural events will also be considered appropriate in SIL, LSIS and LEAs where amenity impacts are deemed acceptable and where such uses do not impact on the proper functioning of the employment land, and safe and secure access for pedestrians can be secured. This reflects the growing trend of certain types of employment floorspace becoming multi-functional such as breweries with ancillary tap rooms, studios having performance spaces, and creative workspaces incorporating cafes or galleries which can aid the successful operation of the industries operating there.

The draft new Local Plan has been through its first public consultation so has little weight at present as a material consideration but is a useful indication of the direction of travel.

The proposed development and additional floor space are considered likely to make a positive contribution to the local economy and to compliment the creative industries that have been attracted to the estate in recent years. The proposal is therefore considered to be acceptable in principle.

Design and appearance

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.

It is proposed to raise the height of the existing studio building by one storey, to create 218 sqm of additional studio space. The extended building will have a similar proportioned gabled fronted pitched roof as the existing single storey building, but the rear elevation facing the Gaunson House will have a half hip rather than full gable, to lessen its impact on the neighbours to the rear.

To the side of the main studio building, a simple two storey mainly flat roofed building is proposed largely following the footprint of the existing structure that it's replacing, and wrapping around the rear corner of the main studio building it will be attached to (creating an infill of sorts to connect to the main building). Its rear elevation will abut the rear passageway running along the front of Gaunson House which is located to the rear of the application site. A two-storey element to the rear of the main proposed building/extension will slope down towards this boundary and a small element of the extension to the rear of the main building will be single storey in height adjacent to the rear boundary. A single storey cold store building is proposed, of little significant visually and not visible from the main frontage.

The existing covered structure that is to be replaced is not considered to be of any architectural merit and there is no objection to its loss. The proposed replacement 2-storey extension is well set back from the front of the adjoining studio building. It is to be built in brick and painted white to match the existing building. The design and proportions of the proposed upper floor windows are intended to match those proposed in the remodelled front elevation of the main building. At ground floor the front elevation will be a glazed shop front with a fabric awning located above the window. The massing of the proposed extensions and new building are considered to sit comfortably within the site, and in terms of appearance will fit in with the character of the area. The design approach is considered to be of a high enough quality and provided it is completed in external materials, finishes and detailing of an appropriate quality should improve the appearance of the site. Given the wide variety of building form in the area, in terms of scale and appearance, the proposed extension is not considered to be out of character.

Accordingly, the proposed development is considered to respect and complement the existing pattern of development in the area and to preserve the local visual amenity.

Impact on the amenity of adjoining users

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.

There are no residential neighbours impacted on by the development. However, there have been concerns raised by tenants in Gaunson House whose workshops/studios have windows facing towards the back of the application site and will be impacted on by the proposed extension.

Daylight

The proposed additional storey and 2-storey extension will impact principally on three ground floor workshop/studios with windows that will face directly towards the rear elevation of the extension. The rear elevation of the proposed 2 storey side extension will be approximately 3.1 metres from the affected windows. The rear elevation of the proposed additional storey on top of the existing main building will be approximately 6.3 metres from the front elevation of Gaunson House.

The submitted drawings show that the proposed extensions will not encroach on a 45-degree line drawn from the midpoint of the affected ground floor windows. It's not clear if this annotation is meant to show compliance with BRE's 'rule of thumb' test for assessing the potential impact of new development on the daylight received by the windows of neighbouring property. In any case, it is the wrong test. For windows that face directly towards a development, it is the 25-degree line test that it applied to see if there is a potential impact on daylight received by a window.

The affected windows would therefore not pass the relevant BRE rule of thumb test and therefore it is likely that the amount of daylight received by these windows will be reduced. However, it is for the Local Planning Authority to decide how much weight to give to the loss of light to these workshops/and studios in determining the application.

In planning, "amenity" does not just apply to just homes. The impact of a development on the quality, functioning, and environment of nearby businesses, is a material consideration. However, typically the impact of development on non-residential amenity is given less weight than its impact on residential amenity. The loss of daylight would not necessarily prevent the affected units from being able function as workshop or studio spaces. While daylight may be an advantage to some uses, in most cases any materially significant reduction could be mitigated through the use of artificial light within the affected unit. Given the relatively modest scale of the proposed building, the relatively small number of commercial units affected, the loss of light is not considered to outweigh the economic and other benefits of the proposed new development.

Sunlight

The Annual Probable Sunlight Hours test, which measures direct sunlight rather than diffuse daylight, is explicitly intended for main living rooms of dwellings. It is rarely calculated for commercial neighbours unless the property is a hotel or hostel.

Extract system

The proposed drawings show a kitchen extract duct set off the rear boundary by approximately 1.7m and terminating approximately 0.7m above the top of the nearest neighbouring window in the rear elevation of Gaunson House. No other detail has been provided. Commercial kitchen extract systems are routinely approved in close proximity to neighbouring uses, including residential ones. Provided that adequate odour and noise mitigation is incorporated into the extraction system and is properly maintained thereafter, the extract system can operate without causing any significant amenity impacts on neighbours.

A condition is recommended requiring full details of the extraction system including all necessary mitigation measures to ensure it has an acceptable impact on the amenity of neighbours.

Parking, servicing & highway issues

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 a Public Transport Accessibility Level (PTAL) of 4 which is considered a good standard of public transport accessibility. There are bus stops within close proximity to the site serving the W4 and 41 bus routes. Seven Sisters and Tottenham Hale Stations are both close by.

The existing Photographic Studio has 2 full-time staff with teams of between 4-10 people coming in for photographic shoots when they occur on shoot days. The additional 1st floor studio space is likely to operate on a similar basis, with no or only a minor increase in full-time staff, but with greater capacity during photographic shoots.

The Existing Café employs 2 full-time staff (equivalent) with walk-in customers. The proposed café would be similar, with a busy lunch time session as well as some morning and afternoon trade.

Based on typical office densities, the new office space could accommodate a maximum of 6 employees, but it is likely to be less than this.

The application site includes a front yard with a gated access onto Markfield Road. The submitted plans indicate the gates open inwardly. There is currently a parking space in this yard that is indicated in the revised site plan as being a disabled parking space to be under the control of the photographic studio. It is expected that servicing of the extended photographic studio, reprovided café and new office space will be from the yard. While access to it may be blocked temporarily during loading/unloading operations, its use will

The revised site layout includes reorganising part of the carparking area in front of Gaunson House, which is also in the applicant's ownership, to accommodate a new waste storage area to serve both Gaunson House and the new development, replacing the existing poorly organised and unsightly waste storage area. Allowance has been made for the storage of food waste/refuse within the proposed café premises, with the expectation that it is brought out for collection.

A larger 14 cycle secure bike store is also proposed to serve both the new development and Gaunson House. The extended studio, reprovided café and new office will require 4 long stay cycle spaces and 3 short stay spaces to comply with current London Plan standards. The 4 long stay spaces would be accommodated in the proposed new store, leaving 10 spaces for the use of existing tenants with Gaunson House. The three short stay spaces are likely to be Sheffield stands that take up little room and could be accommodated within the yard of 50-58 Markfield Road. The proposal will therefore exceed London Plan cycle parking standards. Further detail of this arrangement will be secured by condition.

Concerns have been raised by existing tenants within Gaunson House, that the proposal will place greater demand on the existing parking area in front of Gaunson House and make it more difficult for their businesses to operate.

Neither the London Plan or Haringey's Development Plan impose minimum parking standards. The London plan does however have a maximum standard which new development should not exceed. The site falls within the wider Lee Valley Opportunity Area. With the Outer London Opportunity Areas, the London Plan imposes a significantly reduced standard. The maximum standard for office/employment use parking within an opportunity area is 1 space per 600sqm of floor space (Table 10.4). Therefore, in providing 1 car parking space, the proposal is already achieving the maximum standard. Neighbouring users are concerned that the revised site plan indicates additional carparking for the extended photographic studio, reprovided café and new office is to be allocated within the existing Gaunson House carpark. Officers understand that this is not the case. The revised site plan is intended to show a rationalisation of the currently rather chaotic appearing carparking and servicing arrangements for Gaunson House. It is noted that if the London Plans maximum carparking standard were to be applied to Gaunson House the maximum number of carparking spaces would be around. Given the existing significant provision there is no policy that would support a refusal of the current application on lack of carparking. However, the concerns of the existing tenants in Gaunson House are understood and it is therefore recommended that a condition requiring the submission, approval and adoption of a carparking management plan be added to ensure that the proposed extended and additional uses within the application site can be accommodated without unnecessarily aggravating existing parking issues within Gaunson House, and that hopefully will improve upon that existing arrangements.

LBH's Transport officer finds the application is acceptable from a transport perspective subject to conditions to secure the following:

- Further details of secure and sheltered parking.
- Further details of refuse & recycling storage arrangements.
- Parking management strategy.
- A Servicing and Delivery Management Plan.
- Construction Method Statement.
- Only inward opening gate to be installed.

In summary, it is expected that users of the building will predominantly use non-car modes of transport, and the relatively modest increase in floor space is not considered likely to increase parking in the vicinity of the site to a harmful level. The proposal is therefore considered acceptable from a transport perspective.

Conclusion

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 proposed development involves the creation of new commercial floor space in excess of 100 sqm and will therefore be liable for the Mayor of London Community Infrastructure Liability (CIL). Haringey does not charge CIL on commercial development. Based on the information given on the plans, the Mayor's CIL charge will be £27,462.85 (377.6 sqm x £72.73). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached to the decision advising the applicant of the above.

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 approved drawings and supporting documents listed below, other than where those details are altered pursuant to the conditions of this planning permission.

Approved Drawing List:

491A/2200A – Proposed Site Plan;
491A/2204 (1 of 2) – Existing, Approved & Proposed West Elevations;
491A/2204 (2 of 2) – Existing, Approved & Proposed North Elevations;
491A/2205 (1 of 2) – Existing, Approved & Proposed East Elevations;
491A/2205 (2 of 2) – Existing, Approved & Proposed South Elevations;
491A/2210 – Proposed Ground Floor Plan;
491A/2211 – Proposed First Floor Plan;
491A/2212 – Proposed First Floor Plan;
491A/2213 – Proposed West & North Elevations;
491A/2214 – Proposed East & South Elevations; &
491A/2230 – Existing & Proposed Perspective Views.

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

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, material specification, including samples where necessary, to confirm the detailed design and materials of the:

- a) Detailed elevational treatment;
- b) Detailing of roof treatment;
- c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at an appropriate scale, which shall include a recess of at least 115mm;
- d) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
- e Details of balustrading;
- f) Any other external materials to be used,

Shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out solely in accordance with the approved details.

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.

- 4 Full details of a commercial kitchen extraction system shall be submitted to and approved in writing by the Local Planning Authority prior the first use of the café hereby approved. The submitted details shall include noise, vibration and odour mitigation measures and a maintenance plan. The approved system shall be fully installed in accordance with the approved details prior to the café's first use and shall be maintained in accordance with the approved details for as long as the cafe remains in operation.

The noise level from the operation of the extraction must not exceed 42dB LAeq (5 min) at 1 metre from the window of the nearest window to in Gaunson House to the rear of the site.

Reason: In order to protect the amenities of nearby occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

- 5 No development shall take place, including any works until a Construction Management and Logistics Plan including details of:

- a) A programme of works (including measures for traffic management).
- b) Vehicle routing and if any reversing manoeuvres on public highway land is required, provision for the management of their movement by a qualified and certificated banksman.
- c) Parking of vehicles, and details of any parking bay suspension required.
- d) Storage of plant and materials used in constructing the development.
- e) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure.
- f) The erection and maintenance of scaffolding where appropriate, and measures to minimise impact on pedestrian movements.
- g) Details in respect of how existing owners or occupiers' ingress and egress will be managed throughout the development.
- h) Details in respect of how any adverse impact of noise, dust, vibration and traffic on adjoining and owners or occupiers and occupiers of the existing building will be mitigated,

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, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 6 Prior to above ground works details of delivery and service plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site.

All uses within the approved development shall thereafter be operated fully in accordance with the approved DSP unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020.

- 7 Prior to the first use of the development and approved additional floor space, a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Car Parking Management Plan shall include details on the allocation and management of the on-site car parking spaces including any accessible car parking spaces.

Reason: In the interest of road safety and to prevent obstruction of the highway and public area by inappropriate overspill parking

- 8 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 14 long stay cycle parking spaces for users of the development and Gaunson House , and three short stay spaces for customers 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.

- 9 No above ground works 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. The approved scheme shall be implemented prior to the first occupation of the development 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 D4 of the London Plan 2021.

- 10 Any gates installed across the entrance to the the site shall be inward opening only.

Reason: In the interest of road safety and to prevent obstruction of the highway.

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: 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: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within their ownership.

INFORMATIVE: CIL

Based on the information given on the plans, the proposed development involves the creation of new commercial floor space in excess of 100 sqm and will therefore be liable for the Mayor of London Community Infrastructure Liability (CIL). Haringey does not charge CIL on commercial development. Based on the information given on the plans, the Mayor's CIL charge will be £27,462.85 (377.6 sqm x £72.73). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.