

Officer Report

Application Number:	HGY/2023/3132
Application Type:	Full planning permission
Address:	111-113 High Road, Wood Green, London, N22 6BB
Proposal:	Erection of first and second floor rear extensions, 2 x rear dormer extensions, the insertion of 4 x rooflights to the front roof slope, and the change of use of the first, second and loft floors from Class A1 retail to Class C3 residential, creating of 6 x one-bedroom self-contained flats.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	21/11/2023
Applicant:	3
Agent:	Mr Pryns Chandar Detailed Planning Ltd

RECOMMENDATION

Approve with Conditions

1. Site and Surroundings

1.1 The site is located on the High Road in Wood Green. It comprises a retail premises on ground floor (Clarks) with further ancillary retail and storage space located on the first and second floors of the premises. The property forms part of a late Victorian retail parade. The premises is located within the designated primary retail frontage of Wood Green Town Centre. The site has very good transportation links, including Turnpike Lane and Wood Green tube stations within walking distance, and numerous bus routes running along the High Road. The site does not lie within a conservation area, nor is it a listed building.

2. Relevant Planning and Enforcement history

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

- HGY/2019/1965 – Approved 08/08/2019 - Application for advertisement consent for the replacement of the premises' existing fascia with a new fascia incorporating a larger logo.
- HGY/2018/1172 – Approved 29/05/2018 - Advertisement Consent for internally illuminated text logo sign to replace existing two larger internally illuminated logo and text signs; replacement of existing illuminated projecting sign containing text logo with non-illuminated equivalent of same approximate size.

- HGY/2018/1168 – Approved 29/05/2018 - Replacement of existing grey coloured shopfront fascia panels formed from aluminium sheet with dark painted panels of the same material, dimensions and position as existing; Replacement of existing tiled cladding on stall risers with dark painted aluminium sheet cladding as per the fascia and remainder of shopfront which is to be painted to match.

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

3. Consultation response

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

- LBH Transportation Team: Raised no objection.

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

4. MATERIAL PLANNING CONSIDERATIONS

4.1 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.
6. Transport considerations.

Principle of development

4.2 London Plan 2021 includes policies that seek to encourage new housing to meet London's various housing needs. Haringey Local Plan policy SP2 states that the Council will seek to ensure a mix of dwelling sizes in new development and recognises that there is a lack of family sized housing in the Borough.

4.3 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.

4.4 The proposal is for the erection of second floor rear extensions and roof extensions to the ancillary retail accommodation located above the 'Clarks' on Wood Green High Road, and for the change of use of this to Class C3 residential in order to create six self-contained flats.

4.5 The application site is located within the designated primary frontage of Wood Green Metropolitan Centre. The buildings along this stretch of the High Road are composed of retail or other town centre uses on the floor ground with either ancillary storage/office or self-

contained residential uses on the upper floors. The premises to which this application relates comprises a double fronted E class retail use (Clarks) on the ground floor with storage and other ancillary facilities on the upper floors. Permission is sought to convert the upper floors into residential. Given that many of the buildings along the High Road have established residential accommodation on the upper floors, it is considered that the principle of converting the upper floors into residential is acceptable, provided that a viable retail use with frontage to the High Road is retained. The application proposes the retention of the whole of the existing ground floor retail use and frontage, comprising approximately 250 sqm of retail floor space. This space includes sales floor area of approximately 175 sqm with around 75 sqm of ancillary space comprising storage, office, staff welfare and refuse/recycling storage. It is acknowledged that due to modern supply logistics, current retail uses require significantly less storage space than was once the case and the loss of the premises existing ancillary space on the upper floors will not affect the viability of the retained retail use on the ground floor. It is now the case that a significant proportion, if not the majority, of retail premises in this and other town centres have separate self-contained residential or other separate commercial activates taking place on the floors above, rather than ancillary accommodation.

4.6 Paragraph 1.2.55 of the Housing Supplementary Planning Guidance (March 2016) states that Bringing forward housing in under-used upper floors along high streets can enhance high street vitality and improve perceptions of safety during the evenings. Therefore, it is considered that the principle of converting the upper floors into residential is acceptable.

Design and appearance

4.7 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.

Rear Dormer

4.8 The proposal includes two rear dormers to create an additional self-contained flat. The proposed rear dormers are set down from the ridge and eaves including sufficient set in from the party walls. The proposal would not disrupt the prevailing pattern of development in the area, as the dormers are not visible from public vantage points. Following revisions, the proposal is now considered proportionate and subordinate to the building. It is considered that the proposed dormer windows are not unduly dominant and will not present any adverse impact on the residential amenities of adjoining properties. As such, it is considered that the proposal is acceptable. The proposal is not considered to have a harmful effect on the character and appearance of the building or the surrounding area. The scale and location of the dormers would not result in a material loss of sunlight or daylight, nor have an

overbearing appearance to the neighbouring property. There will be no material loss of privacy to neighbouring properties. The proposal is therefore acceptable in amenity terms.

Second floor extension & roof terraces

4.9 The proposal also includes first and second floor extensions to provide additional rooms for flats 2, 3 & 5. The proposed second floor extensions have been amended since submission such that the proposed extensions have been reduced in depth and set in from both sides to reduce their impact on neighbouring properties.

4.10 Roof terraces are also proposed on the first and second floors. The depth of the proposed roof terraces has been reduced. The roof terraces will be accessed from the bedrooms and will be enclosed by a 1.7 high-obscured glazing on both sides.

4.11 Overall, the proposed extensions and roof terraces are considered subordinate to the host property. Therefore, the local character and visual amenity of the area will be protected.

Impact on neighbouring amenity

4.12 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.

4.13 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.

4.14 The proposed first floor rear is considered acceptable owing to existing first floor rear extension at adjoining neighbours on either side, so will not have any significant material impact on adjoining occupiers.

4.15 The depth and overall size of the proposed 2nd floor extensions are considered acceptable. They project just 2.8 metres beyond the original rear elevation of the building and that of the adjoining terrace. The 2nd floor extensions are also set in from both side boundaries by approximately 1.4 metres. The submitted plans demonstrate that the extension will meet the BRE's 45 degree 'rule of thumb test' in relation to the rear facing windows of neighbouring flats. It is considered that the proposed extensions will not cause unacceptable harm to the residential amenity of neighbouring flats.

4.16 In respect of noise generated through the use of the proposed roof terraces/balconies this would not be significant in the context of background noise and the typical noise associated with the use of a rear garden. The roof terrace would be for private use and would be limited by weather conditions and its size. The terraces have been significantly reduced in size since the original submission in order to limit the amount of people using it

at the same time to reduce potential noise. As such in planning terms, the use of the roof terrace would not generate levels of noise viewed to be intrusive or detrimental to the amenity of neighbouring occupiers.

4.17 In relation to neighbouring properties, the terraces would be enclosed by a 1.7 high obscure glazed screen on both sides as such perverting views into the windows of these properties.

4.18 Overall, it is considered that the proposed roof terraces, extensions and rear dormer as amended would not result in any adverse impacts on residential amenity of neighbouring occupiers in terms of overlooking/ loss of amenity/ noise nuisance. The alterations to the rear elevation of this property will not harm the character and appearance of the area.

Standard and quality of residential accommodation

4.29 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.

4.20 All the proposed residential units would meet the required internal floor space standard for single bed, one person units. It is considered that the units will have a good internal layout, be well lit, naturally ventilated and provide prospective residents with an acceptable outlook. 3 of the 6 purposed flats will have private external amenity spaces in the form of small (between 4 and 5.5 sqm) terraces. Given that the proposed units are above commercial shop and the non-family nature of the use – it is considered that the level of amenity space provided is acceptable in this town centre location.

4.21 All six of the proposed flats will; have access direct from the High Road through an existing window changed to form the new entrance next to the shop front. Access from the High Road is welcomed and considered preferable to relying on access to the rear via often un-adopted service roads which is often the case in Wood Green and the Boroughs other town centres. In this particular case, all of the proposed flats will also have secondary access from the rear via Hazel Mews an adopted pedestrian passeway running behind the shops and accessed off Alexandra Road. While in better condition and better maintained than many rear service roads it is still a long narrow passeway with little natural surveillance and would be undesirable as the sole access to a new residential but would be acceptable as a secondary access.

4.22 The policy requirement for new housing to meet the access standards set out Part M (2) and Part M (3) of the Building Regulations does not apply to the conversion and extension of existing buildings.

4.23 The proposal is considered to provide an acceptable standard of living space, in accordance with Haringey Local Plan Policies SP2 and SP11, London Plan Policy 3.5 and the Mayor's Housing SPG.

Transport considerations

4.24 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.

4.25 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'.

4.26 The proposed development is located in an area that has a high public transport accessibility level (PTAL) of 6, within reasonable walking distance of Turnpike Lane Underground. The site also benefits from a number of local bus routes serving Wood Green High Road. We have considered that the majority of the prospective residents of this site would use sustainable modes of transport for their journeys to and from the site, especially given the excellent public transport links. There is also the presence of the Wood Green controlled parking zone (CPZ), operating Monday to Sunday from 08:00am to 22:00pm which provides adequate on-street car parking control at this location. Due to the high level of public transport access (PTAL rate of 6a), likely use of sustainable transport modes, and existence of CPZ there is not likely to be any significant negative impacts on the surrounding highway network. Therefore, there is no objection to the proposed development in relation to parking and highway safety.

4.27 In order to encourage the use of sustainable modes of transport the plans have been amended to show a cycle store for 6 cycles located on the flat roof of the existing first floor extension and access from Hazel Mews that runs along the rear of the site. While having a cycle store at first floor level and accessed by stairs is far from ideal, given the constraints of the site this is considered an acceptable compromise. The number of spaces provided meet the requirements of the London Plan. Further detail of the store is required by condition demonstrating that it will be covered and suitably secure.

Refuse

4.28 Refuse storage and collection has been shown on the submitted drawings in a dedicated refuse storage room located to the rear of the ground floor and accessed from a narrow pedestrian passageway, Hazel Mews located off Alexandra Road. The entrance to the store is over 45 metres from Alexandra Road, beyond the acceptable distance for standard refuse collection. The site presents little or no scope for alternative arrangements. The Council does run a rubbish sack collection service for residential premises located above the shops in the High Road. A condition is attached require the submission and approval of a waste management plan, setting out how the collection of waste from the proposed flats will be managed to ensure that refuse sacks are not left uncollected or are left out on the public highway for longer than is necessary.

Conclusion

4.29 The proposal is considered acceptable and on balance would provide a good standard of accommodation to the benefit of the Council's Housing stock.

4.30 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.

5. CIL APPLICABLE

The development is less than 100 square metres but is for a whole new unit and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £8,312.40 (120sqm x £69.27) and the Haringey CIL charge will be £ (120sqm x £263.04 (Indexation included)). This will be collected by Haringey after/should the scheme is/be 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 advising the applicant of this charge.

6. RECOMMENDATION

GRANT PERMISSION subject to conditions

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 plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

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

- 3 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

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

- 4 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 m

- 6 Prior to the commencement of development above ground, full 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 6 cycle parking spaces 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.

- 7 Before the development hereby permitted is first occupied the 1.7 metre high privacy screen along the edges of the first and second floor roof shall be installed in accordance with the approved details prior to the first occupation of the flats and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.
Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 8 No development shall take place until a waste management plan has been submitted to and approved in writing by the Local Planning Authority setting out a scheme for the collection of refuse/and recycling from the 6 flats hereby approved. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2016

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 his ownership.

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £8,312.40 (120sqm x £69.27) and the Haringey CIL charge will be £31,564.80 (120sqm x £263.04 x £57.38 (Indexation included)). This will be collected by Haringey after/should the scheme is/be 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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.