



Officer Report

Application Number:	HGY/2021/4756
Application Type:	Full planning permission
Address:	22D, Grand Parade, London, N4 1LA
Proposal:	Change of use of offices (Use Class E) to two-storey 1-bed dwelling (Use Class C3)
Case Officer:	Emily Whittredge
Valid Date:	20/11/2023
Applicant:	Mehmet Hussein
Agent:	Mehmet Hussein

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the change of use of offices (Use Class E) to a two-storey 1-bed dwelling (Use Class C3), located within a modern two storey addition to no. 22 Grand Parade, which is accessed from Kimberley Gardens. No changes are sought to the exterior of the building.

Site and surroundings

The subject site is a two storey rear addition to a three storey end of terrace property located on the east side of Green Lanes on the corner with Kimberley Gardens. The existing unit is in office use, with the principal building having a commercial unit at the ground floor and residential flats above. The site falls within the Green Lanes District Centre, Family Housing Protection Zone, and Green Lanes Primary Shopping Areas and is within a designated Primary Shopping Frontage.

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

Relevant Planning and Enforcement history

HGY/2018/0853

First floor mansard roof extension to a Graphic Design Office. Approve with Conditions 30/04/2018

HGY/2017/3516

Change of use of ancillary storage area to the rear of an A1 retail shop to a self-contained Graphic Design Office (B1a use class), plus the removal of 1 window and installation of 1 new door to the side elevation. Approve with Conditions 10/01/2018

OLD/1984/0461

Erection of ground floor extension to rear office. Approve with Conditions 03/04/1984

CONSULTATION RESPONSE

The following were consulted regarding the application:

- LBH Transportation

The application has been publicised by way of letters to neighbouring addresses. No representations were received from neighbours, local groups, in response to notification and publicity of the application.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. The impact on the amenity of adjoining occupiers;
3. Standard and quality of residential accommodation;
4. Parking and highway safety.

Principle of the development

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

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

The National Planning Policy Framework (NPPF) promotes the effective use of land by anticipating the re-use of land that has been previously developed, provided that it is not of high environmental value. The site is considered to be previously developed land in the form of a two storey office building.

The immediate area in Kimberley Gardens is largely residential in nature and the proposal is considered to make full and efficient use of the land for residential purposes. There are residential flats in the upper floors in Grand Parade, as well as dwellings close to the site further east along Kimberley Gardens. Therefore, the principle of introducing an additional residential unit in this location is supported, proving all other policy objectives are met.

Impact on the amenity of adjoining occupiers

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 residents.

The proposal does not include any changes to the exterior of the building, so the only consideration is the impact of the change of use of the office to residential. The residential use of the site is unlikely to give rise to any noise nuisance given its layout, location and the absence of any external space. The unit's windows face onto Kimberley Gardens, therefore there would be no overlooking of neighbouring properties. The change of use is not expected to result in any material harm to the residential amenity of neighbours.

Standard and quality of residential accommodation

London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

The proposed development represents a conversion of the existing two storey rear addition, which was developed under applications OLD/1984/0461 and HGY/2018/0853, with external alterations approved under ref. HGY/2017/3516.

The proposed residential unit would provide a 1 bedroom 2 person 2 storey dwelling with a floor area of 83m² (40m² ground floor + 43m² first floor), with windows and access on the Kimberley Gardens elevation. The proposed self-contained unit would exceed the minimum space standard set out in the London Plan, which requires 58m² for residential unit of this size. The plans show a kitchenette, WC and bedroom at the ground floor, and living area, study and shower room at first floor level; however, it is likely occupiers would use the ground floor as a living room. At both floor levels, sufficient light levels would be provided by the existing south-facing windows, although largely the outlook would be provided at first floor level. The ground floor windows are high-level, but as they face the public highway this arrangement would provide privacy and a sense of security for occupiers.

The proposed unit would not be a family-sized unit and there is no outdoor space on the site; therefore the lack of outdoor amenity space is acceptable in this instance. The resulting unit meets amenity standards in respect of layout, storage, floor space, light, ventilation, privacy and outlook and would provide residential accommodation of acceptable quality.

Whilst the site is relatively near a loading bay for Iceland Supermarket, the area is mixed-use with established residential uses in the immediate area that are considered compatible with commercial uses in Green Lanes. As such, the site is considered appropriate for residential use in respect of noise and amenity.

It is considered that the proposed conversion provides a satisfactory standard of accommodation in accordance with Haringey Local Plan Policies SP2, SP11 and DM16 and the London Plan.

Parking and highway safety

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'.

The Council's Transportation Team has been consulted but did not respond within the application period. It is noted that they raised no objection to the change of use of the original unit from ancillary storage use to offices, which would involve visits from staff and customers.

The site has a PTAL of 4 indicating good access to public transport. The site is within the Green Lanes A CPZ, restricting parking to non-residential permit holders between 8am and 6:30pm Monday to Saturday. There are 3 short stay parking bays on Kimberley Gardens in front of the unit allowing up to 3 hours parking with no return within 2 hours. It is anticipated that the change of use to a 1-bed residential unit would not give rise to material pressure on parking or the highway network above and beyond the existing office use.

Cycle parking and bin storage are not included on the submitted plans and it is noted that the applicant has advised that the vehicular access is used by the commercial units and is not available for domestic bin storage. The applicant has confirmed that cycle storage would be accommodated in the ground floor of the building. Given the size of the property, a condition will be added to secure cycle storage space and require approval of a Residential Waste Management Plan, both before residential occupation of the unit.

Conclusion

The proposed conversion would provide a good standard of accommodation, and would not impact upon the neighbouring amenity or parking and highway safety, subject to conditions.

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 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 £5,749.41 (83sqm x £69.27) and the Haringey CIL charge will be £4,762.54 (83sqm 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. An informative will be attached advising the applicant of this charge.

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 residential dwelling shall not be occupied until a Residential Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Residential Waste Management Plan shall set out details of:

- (i) 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 in to the store as soon as reasonably practicable after collection); and
- (ii) 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 Residential Waste Management Plan shall be implemented upon first occupation of the residential dwelling and the development shall be operated in accordance with the approved Plan thereafter, unless a review of arrangements and a revised Plan is requested in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory waste and recycling collection.

- 4 The use shall not commence until storage space for a minimum of 1 cycle is provided for users of the development, in accordance with the London Cycling Design Standards. The cycle storage shall be 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.

Informatives:

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

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.

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 £5,749.41 (83sqm x £69.27) and the Haringey CIL charge will be £4,762.54 (83sqm 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.

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.