



Officer Report

Application Number:	HGY/2024/1052	
Application Type:	Full planning permission	
Address:	Lloyds Bank Building, 140-142 Muswell Hill Broadway, Hornsey, London, N10 3RY	
Proposal:	Conversion of the existing office spaces and 1 x 4bed residential unit, over first, and second floor levels, to provide 5 x residential units (1 x 3bed, 2 x 2beds, 2 x 1beds) with associated external alterations and internal reconfigurations. Proposed front and side dormers, replacement of existing windows, new rear rooflights, and the replacement of existing residential amenity areas with new terrace balconies to the existing property.	
Case Officer:	Ben Coffie	
Valid Date:	15/04/2024	
Applicant:	Mr. M. Pishiris	
Agent:	Mr. Peter Koumis	

1. Site location

The application relates to a mix-use end three-storey 1920s building on the junction of Summerland Gardens and Muswell Hill Broadway.

The ground and basement levels have commercial use which was previously occupied as bank but is now vacant. Residential and office uses are over the first, and second floor levels. Access to the ground floor commercial unit is along Muswell Hill Broadway whereas access to the upper floor units is along Summerland Gardens.

The existing area around the site comprises of properties of similar use mix, with commercial uses at ground and residential to the upper level however the wider area is residential in character.

The site is located in the Muswell Hill Conservation Area, which is a notable and well-preserved example of an Edwardian suburb of considerable consistency and quality. The distinctive three

and four storey red brick Edwardian parades of shops and apartments, and their hard streetscape that form the heart of the area, provide a vibrant focus that contrasts with the mature planted front gardens and substantial trees within the quieter residential streets that surround it.

Muswell Hill Broadway, named as such in the 1960s, consists of three historic routes: the north-eastern stretch of Muswell Hill Road, the easternmost stretch of Colney Hatch Lane, and a short section of Muswell Hill. The buildings are mostly Victorian, with the 1897 Queens Parade on the west side of the road one of its most prominent features. No. 140-142 is a quieter but accomplished neo-Georgian design by the distinguished architect Edward Maufe. Built in 1927, its facade has been little altered and retains its original windows. The building is considered to positively contribute to the significance of the Muswell Hill Conservation Area.

2. Description of Proposal

Planning permission is sought for the conversion of the existing office spaces and 1 x 4bed residential unit, over first, and second floor levels, to provide 5 x residential units (1 x 3bed, 2 x 2beds, 2 x 1beds). The development would incorporate associated external alterations which include a roof conversion with the provision of three front dormer windows and a rear dormer and side dormer, replacement of existing windows, installation of rear rooflight and the replacement of existing residential amenity areas with new rear terrace balconies to the existing property at 142 Muswell Hill Broadway, London N10 3RY.

During the course the application the proposed side dormer has been relocated to the inner southern slope of the rear extension and has also been reduced in size whilst retaining the existing chimney.

3. Relevant Planning and Enforcement history

N/A

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Conservation Officer: No objection

LBH Cleansing: No objection

5. Local Representations

The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 0

Objecting: 0

Supporting: 0

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;
6. Waste management

Principle of development

Principle of additional housing/ conversions

The London Plan 2021 further supports the essential need for more homes and currently has a 10-year target set for the delivery of 15,920 new dwellings, of which 2,600 should be from small sites.

Haringey Local Plan policy SP2 outlines that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026.

Policy H1 'Increasing Housing Supply' seeks to increase housing supply across London. The supporting text 'recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford'. The policy states that Boroughs should seek to enable additional development capacity, including through intensification.

The Mayor's Housing SPD (March 2016) refers to the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households (para. 1.2.34).

"To reflect the importance of conversions in terms of overall housing supply and in meeting the needs of smaller households, it is important local policies and decisions are based on robust evidence and take account of strategic housing requirements. As a general principle, locally restrictive policies, including those based on 'conversion quotas', should not be applied without robust justification"

The proposal would add additional residential units to the borough's housing stock, which would work towards meeting the above identified housing delivery objectives for the borough. The principle of additional housing is therefore acceptable.

Loss of office spaces

Policy DM40 of the Development Management DPD stipulates that the loss of employment land and floorspace on non-designated sites is only permitted if the site is demonstrably unsuitable for continued employment use. This determination must consider feasible alternative employment uses, the age and condition of existing buildings with potential for refurbishment, site layout and access, periods of long-term vacancy, and evidence of at least 3 years of recent, continuous, and suitable marketing.

The site here is in a district centre however is not within any tier of employment sites as reflected in the local plan. While it is accepted there would be some loss of employment space on this site, the commercial element of the site will be retained and in continued employment use. The office space here cannot be easily accessed independently of the residential use as such limiting its appeal for other business use. Moreover the context of the surrounding developments are such mixed-use ground floor commercial units and upper floor residential units, therefore the proposed development will correlate with the pattern of use within this location.

Given the factors above the loss of this small element of employment space is not viewed to be significant and there would be no justifiable reason to resist its loss and in turn no basis to ask for such space to be marketed.

Design and heritage

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.

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design

quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

Roof alterations/enlargements

The proposal for the roof extensions includes the formation of three dormer windows on the front roof slope, with timber frame windows to match the existing windows of the building. A rear inverted clay tiled dormer to form a roof terrace is proposed on the rear roof slope with two conservation rooflights and a lead dormer on the inner side of the rear extension of the building.

The proposed front elevation dormers are well sited and scaled so that they would not be prominent features. They will sit proportionately on the front roof slope and not detract from the character of the front elevation.

The proposed rooflights are conservation style rooflights and will sit flush within the roof slope, they will not result in a visual clutter.

The proposed side dormer being relocated from the northern slope to the inner southern roof slope will be discreet and would not be visible from both streets of the site. Equally the proposed rear dormer will sit proportionately within the rear roof slope, its size and bulk are considered acceptable and not considered dominant or incongruous.

Consequently, the side inverted dormer and side dormer are considered moderate additions to a well-designed building in a sensitive corner location and would create an acceptable relationship with the existing design and quality of the neo-Georgian architecture which is principally how the building contributes to the significance of the Muswell Hill conservation area.

Replacement balcony and new terrace.

The existing dilapidated rear metal staircase and balconies are to be replaced and new secured balconies to rear façade (Units 1 and 3), and a private terrace to Unit 5 are proposed. The siting of the terraces and balconies within the rear elevation roof space is discreet and would not have an impact on the character, design and quality of the building.

Replacement windows.

All windows from first to second floor levels are to be replaced with white double glazed timber sash windows to match the existing character of the building.

The original windows which have fine detailing and are an important aspect of the original and intact design of the building. Whilst the principle of replacing the windows to double glaze is acceptable, the new windows must replicate the finesse of detailing of the existing

windows ensuring the proposed works do not cause harm to the significance of the Conservation Area. Notwithstanding, this will be controlled by a condition if the LPA are minded to approve the application, ensuring that the joinery details of the proposed would match the existing.

As such the proposal is acceptable in design terms and will preserve the character and appearance of the Muswell Hill Conservation area and is in accordance with policy DM9, and NPPF paragraphs 202, 206 and 208.

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 criteria set out within parts c-g of part A of DMP policy DM16 largely echo some of the design aspects covered within policy D6 of the London Plan.

The building currently accommodates 1 x commercial unit (bank) over ground and basement, 1 x office unit and 1 x 3/4bed residential unit, over first floor level and 1 x office unit at second floor level.

The proposal would see the existing property sub-divided into self-contained units as follows:

Unit no.	No. beds/persons	Floorspace (sqm)	London Plan requirement (sqm)	Amenity space provision (sqm)
Flat 1	2b 4p	80sqm	70sqm	14sqm
Flat 2	1b 2p	54sqm	50sqm	0sqm
Flat 3	2b 4p	80sqm	70sqm	8sqm
Flat 4	1b 2p	54sqm	50sqm	0sqm
Flat 5	3b 4p	81sqm	74sqm	5sqm

The proposed flat sizes have been designed to meet and exceed the required space standards as per the Nationally Described Space Standards, The London Plan, the London Housing Design Guide. Each bedroom will meet the requirements of 7.5m for a single bedroom and 11.5sqm for a double bed and with adequate width as required by the Nationally Described Space Standards.

The layout of the spaces is acceptable and would facilitate adequate access and inclusive environment. All proposed self-contained units have been designed to be dual aspect units

and their open floor layout will encourage better daylight, a greater chance of direct sunlight for longer periods. The occupiers will have a reasonable level of outlook and choice of views.

The London plan 2021 requires a minimum of 5m² of private outdoor space should be provided for 1-2 person dwellings and an extra 1m² should be provided for each additional occupant'.

With regard to private outdoor space, maintain the front of historic façade prevent the scoped of providing private outdoor spaces for flat 2 and 4 which are located towards the front part of the building, however it is considered that these flats being for 2persons has a generous floor space and is approximately 5sqm above the minimum gross floor area required, therefore on balance both flats 2 and 4 are acceptable.

The floor to ceiling height for all the flats are considered acceptable as this will meet the minimum height of 2.5m as set out by the London plan 2021.

Given the above, the proposed units would provide an acceptable standard of accommodation for future occupiers.

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.

It is considered that the views from the new window proposed with the dormer would not afford significant additional opportunities for overlooking of adjoining properties over and above that from existing rear facing windows serving the property, As such, there would be no material loss of privacy to neighbouring properties.

In terms of use, the property is within the shopping Highstreet and is prone to high levels of commercial activities and similar mixed-use commercial and residential use. Therefore the increase in self-contained flats is not significant in planning terms.

The proposed conversion, by virtue of its layout and increased number of occupants, would have no significant material harm would be produced by the proposed development.

Transport considerations

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'.

The proposal does not include on-site parking provision, the site has a PTAL value of 4, considered 'moderate' access to public transport services. 4 different bus services are available within 4 to 5 minutes walk of the site. No rail services are within the WEBCAT recognised walk distances for inclusion into the PTAL value, Alexandra Palace Station is the closest and is over 1 mile away. The site is not within any of the Borough's formal CPZ's, the closest is the Muswell Hill CPZ, around 200 metres to the south west of the site.

The proposal would add 4 additional units to the existing family unit, there will be only one family unit within the mix which will replace the existing family unit. Parking demand is however more typically associated with family sized units with smaller unit typically not generating much or no parking demand. It is considered, given the development is within a district centre withing similar residential units above retail units, the intended level of occupancy and the availability of public transport in the area, the proposal is not considered to result in harm to the transport and highways network or result in on-street parking stress to an unacceptable level and therefore would not result in an unacceptable impact upon highway conditions or public transportation networks.

In terms of cycle parking arrangements, the London Plan 2021 requires 1 space per studio single/one bedroom unit, 1.5 spaces per 2-person 1-bedroom unit, and 2 spaces for all other dwellings. Covered cycle parking spaces will be provided in the garage space, which is considered acceptable for the purpose of meeting this requirement.

The existing basement is proposed to accommodate 8 bicycles which would meet the above requirements. dedicated, enclosed and secure cycle store is provided within the communal lobbies at part-basement level as required by the London Plan. Furthermore, there are 4 no. bike racks (Sheffield stands) are also located along the public pavement to the side of the property. The basement is also considered a secure area for the proposed cycle storage. On this basis it considered that the development would not result in any unacceptable impacts on highway safety or local parking conditions.

Waste management

DM Policy (2017) DM4 'Provision and Design of Waste Management Facilities' requires all proposals to make on-site provision for general waste, recycling and waste organic materials ensuring adequate internal and external storage space to manage the volume of waste arising from the site.

The Haringey 'Waste management guidance note for residential and mixed-use developments' sets out waste and recycling guidelines for residential and mixed-use developments within the borough

The proposed development has allocated 1x 1,100 eurobin for recycling, 1 x 1,100 eurobin for refuse and 1x 360 bin for food waste. It is noted that the requirement for food waste is 140 litre containers. An informative will be attached to the decision to advise the applicant that 1 x 140 litre bin will be sufficient for all the units.

The proposed refuse bins provided meet the requirements for waste and recycling storage. The location for the enclosed refuse/recycling store is within close proximity to the ground floor communal building entrance and is acceptable for collection purposes.

Conclusion

The design, siting and form of the extensions and alterations are considered to be acceptable in design terms, the appearance of the building and this part of the conservation area. The extensions/ alterations will not adversely impact the residential and visual amenities of neighbouring occupiers. The standard of living accommodation for future occupiers is considered acceptable. Adequate waste management facilities have been provided.

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

7. CIL Applicable

Based on the information given on the plans, Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £19743.34 (285.02sqm x £ £69.27) and the Haringey CIL charge will be £120,406.69 (285.02sqm x £422.45). 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.

8. Recommendation

The application is recommended for approval subject to the following 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	Notwithstanding the details contained within the approved plans, no works for the construction of dormer windows shall be carried out on the site until details of the proposed dormer windows including drawings at a scale of 1:20 have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details. Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.
4	No works for the removal or insertion of windows and doors shall be carried out on the site until details of the proposed windows and doors including details of materials and finish and details at a scale of 1:10 or 1:20 of the existing and proposed including the cills, reveals, jambs, lintels and glazing bars, have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details. Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.
5	Further details of materials to be used in the construction of the external surfaces of the development and boundary treatments. Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

6	Prior to the residential occupation of the development, details of a Central Satellite Dish/Receiving System for the development hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter. Reason: To protect the amenity of the locality and the appearance of the building.
7	Notwithstanding the construction management plan submitted, no construction shall take place, other than site clearance, until a construction management plan for the proposed development has been submitted to and approved in writing by Local Planning Authority. The plan shall provide the following details: I. A programme of works (including measures for traffic management); II. 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; III. Storage of plant and materials used in constructing the development; IV. Details of a construction compound including the siting of any temporary site office, toilets, skips or any other structure; - V The erection and maintenance of security hoarding where appropriate; - VI Measures taken to ensure continued and safe access and movement for users of the pathway to front of the site on Muswell Hill Broadway; - VII Contact details for the Site Supervisor responsible for on-site works; 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. Reason: 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.
8	The development shall not be occupied until the 8 cycle parking spaces as shown in drawings 1926-P02-00 P2 and 1926-DT02-00-P1 for the occupiers of the new units hereby approved 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
Informatives:	
	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: 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: 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 £19743.34 (285.02sqm x £ £69.27) and the Haringey CIL charge will be £120,406.69 (285.02sqm x £422.45). 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. 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: Secure by Design You are advised to review the Crime Prevention Officer's recommendations in developing the detailed design for this scheme, in relation to the following issues: external residential and individual entrance Door-sets, ground floor and accessible windows, bin lighting, storage, boundaries, climbing aids. See comments publish on the Council's planning portal in relation to this application.
	INFORMATIVE: Naming & Numbering 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 5573) to arrange for the allocation of a suitable address.