



Officer Report

Application Number:

HGY/2023/3289

Application Type:

Full planning permission

Address:

Units 1 And 2, Empress Works, Boreham Road, Wood Green, London, N22 6SL

Proposal:

Erection of a roof extension to create first floor level, single storey side extension and new roof slope to existing two-storey side extension with new frontage to church.

Case Officer:

Mark Chan

Valid Date:

30/01/2024

Applicant:

Mr Eyassu Ukbai

Agent:

Mr Shidan Belay Hagos

1. SITE DESCRIPTION

The application site comprises an existing two-storey detached property on a backland site that can only be accessed via Sofia Mews on the western side. The property is surrounded completely by residential and mixed-use properties along Boreham Road, Lordship Lane and Westbury Avenue. It is a substantial warehouse style building that has been converted into a church building used by the Eritrean Bethel Church (EBC).

The EBC comprises of an Eritrean/Ethiopian and mixed community with an Eritrean/Ethiopian adult service on Sunday morning and English/Youth service in the afternoon. The main reason for this proposal is to provide the youth a better

comfortable community church. The EBC has existing members of Adult (250 members) and Youth (200 members, inc. Children).

The application site is not within a Conservation Area and does not fall within the curtilage of a listed building.

2. THE PROPOSAL

The proposed is for the erection of a roof extension to create first floor level, single storey side extension and new roof slope to existing two-storey side extension with new frontage to church.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

PRE/2023/0172 – Erection of a roof extension and a part one-storey extension to the existing side extension, cladding of host building similar to existing houses, installation of air source heat pumps and mechanical ventilation heat recovery system, and installation of solar panels. Pre-application advice issued 09/11/2023.

HGY/2017/0117 – Roof extension to create part first floor extension with new frontage to church. Granted permission 06/03/2017.

HGY/2011/0341 – Application for a new planning permission to replace an extant planning permission HGY/2008/0196 to allow permanent change of use of the site as D1 (place of worship). Granted permission 12/04/2011.

HGY/2008/0196 – Renewal of Condition 1 (time limited permission) attached to planning permission reference HGY/2004/1967 to allow continued use of site as D1 (Place of Worship). Granted permission 18/03/2008.

4. CONSULTATION RESPONSES

Internal & External Consultees

The following were consulted on the planning application:

- LBH Transportation Group: Raised no objection subject to the condition for a construction logistics management plan.

Neighbour Consultation

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

No of individual responses 2

Objecting: 2

Support: 0

Neither: 0

The following issues were raised in representations and are addressed further on in this report or below:

- New roof extension disproportionately big;
- Loss of privacy;
- Detrimental to daylight of neighbouring garden;
- Increase sense of enclosure;
- Not enough parking; and
- Increase traffic and noise from construction.

5. PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Design, impact on the character and appearance of the locality;
2. Impact on neighbouring amenity;
3. Parking & transport.

Design & Appearance

Policy

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. Policy DM1 requires that new development must contribute to the character and amenity of the local area by amongst other things relating positively to neighbouring structures by having regard to building heights; form, scale and massing around the site; urban grain; local architectural styles; detailing and materials.

Detailed design

The proposed single storey side extension would be 3.4m tall with a flat sedum roof and connect with the existing single storey side extension built up to the eastern to form a larger side extension to accommodate a new kitchen and washrooms on the ground floor. The existing 5no. AHSP would be relocated to abut the eastern flank wall of the proposed side extension and would be enclosed in the outdoor service area.

The proposed roof extension would involve maintaining the existing ridge height but raising the eaves on either side of the main roof by 1.8m to 6.5m above ground level, similar to the height that was approved the previous permission ref: HGY/2017/0117. This height would be consistent along the western side elevation until it meets the apex, where the eaves would then fall back to the existing level. On the eastern elevation, the eaves height would be consistent for approximately half of the depth of the building which is just slightly longer than what was previously approved in 2017. The roof extension would accommodate a new main hall and 4 new classrooms and 1 new meeting rooms and other facilities on the first floor. A total of 13 openable rooflights would be installed on the roof extension along with an array of solar PV panels to provide renewable energy to the building.

Lastly, a new sloped roof would replace the flat roof of the existing two-storey side extension along the front (north) elevation and a new frontage would be installed. The new sloped roof would have the same eave height (4.8m above ground level) as existing but would slope upwards to meet the eaves of the main roof. This would allow adequate head space for the rooms and spaces on the first floor. The pitched main roof extension and this new sloped roof would have aluminium corrugated roofing.

The pitch of the main roof would be noticeably shallower because of the proposed roof extension. However, as the ridge height of the main roof is not raised and the eaves height would be the same as what was previously approved, it is not considered the host building would become overly bulky and top-heavy nor significantly alter the design of the building. The proposed development would not detract from the visual amenity of the surrounding area and be subordinate and sympathetic to the host building and this restricted backland site. Overall, it is acceptable in terms of design and massing. A condition will be placed on the application to ensure all the proposed materials will match that of the existing.

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.

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.

Whilst the host building is enclosed by neighbouring properties and their rear gardens, the additional height to the eaves of the building and height of the proposed side are not considered to be substantial that it would be detrimental to the neighbouring properties. The maximum height of the building would not increase, and the roof extension has been designed to slope down reducing the overall impact of the extension on neighbouring amenity.

The height of the eastern flank wall of the host building would remain the same and the roof extension and the new sloping roof to the existing two-storey side extension are both significantly set back from the eastern site boundary. They would not materially impact the daylight/sunlight into the properties along Westbury Avenue and their west facing rear gardens nor result in an increased sense of enclosure.

Similar to what was previously approved, the height of the western flank wall of the host building would increase by 1.8m as a result of raising the eaves to accommodate the roof extension. The eaves height increase is considered relatively minor and given the properties along Boreham Road and their rear gardens are east facing, the proposed development is not considered to have a materially impact on their residential amenities in terms of daylight/sunlight and outlook.

Whilst multiple rooflights would be installed on either side of the main roof, due to their height and position in the roof and the shallow pitch of the main roof, they are not considered to overlook the properties along Westbury Avenue and Boreham Road. New first floor windows would be introduced the front (north) elevation of the host building. However, given that these windows would be obscured glazed and would be over 20m away from the nearest properties along Lordship Lane, they are not considered to result in a loss of privacy to neighbouring properties.

As noted above, objections have been received regarding concerns about noise and dust that may be encountered during the construction of the roof extension and inconvenience associated with the building works. It is accepted that inevitably all development has some associated disruption during construction which is temporary in nature and mitigated and controlled by other areas of legislation, i.e. the Control of Pollution Act governing issues such as working hours and noise levels.

A condition is being imposed in requiring the submission of a Construction Logistics Management Plan to be submitted to and agreed in writing by the Local Planning Authority, outlining measures that will be taken to control dust, noise and other environmental impacts as well as to mitigate transportation impacts and provide safe operation of the highway network, in specific for pedestrians.

Part of the proposal is to replace the existing ASHP units with 5 outdoor ASHP units serving the host building. Their operation would be limited to the hours of the church usage. The applicant has submitted a Noise Impact Assessment and results indicate that for the worst case "heating" mode, the rating level is anticipated to be 0dB below the typical LA90,15minute background sound level during the period of operation. These results are an indication that the sound source has a low impact. It is therefore considered that noise level arising from the operation of the plant installation is acceptable and would not adversely impact the residential amenities of neighbouring properties.

Overall, the proposed development would not harm the amenity of neighbouring occupiers or the amenity of those within the existing building. As such, the proposal is considered acceptable in amenity terms.

Parking & transport

The site has a PTAL value of 3 – 4 across it, indicating medium to good public transport accessibility. There are bus stops close by to the site (within 2-minute walk) and rail services are available however beyond the normal walking distances to be included within the PTAL value (Wood Green and Turnpike Lane stations are 16 – 17 minutes walk away).

The site is located within the Belmont CPZ, which operates Monday to Friday between 0800 – 1830, and also close to areas under Woodside CPZ (to the north of the site) which has the same operating hours, and Wood Green Outer CPZ is to the west of the site which operates Monday to Saturday between 0800 – 1830. There are extensive on street parking controls in the locality of the church.

The applicant has submitted a Transport Statement for this application and has been reviewed by the Council's Transport Officer. The Transport Statement includes the results of parking stress surveys undertaken on Sunday 19 May 2024 and Tuesday 21 May 2024 and indicate that some 1600 spaces within 500m of the site of which approximately 800 spaces remain available. There are some roads within 200m of the site that presently experience high parking stress on Sunday.

The Transport Statement has also stated that the capacity of the site would allow accommodation for a maximum of 350 people based on fire safety regulations. The existing number of attendees at Sunday service is approximately 300 people with corresponding 65 vehicles parking on local road and a maximum of an additional 50 attendees could be accommodated. Based on the existing car travel mode share of approximately 20%, it is reasonably concluded that the additional demand for on-street car parking would be nominal and can be accommodated without significant

impact on local parking stress. The proposal would retain provision for two 'Blue Badge' car park spaces and one car park space for employee on site.

In addition, the proposals would include storage provision for 10 cycle spaces for visitors in the carparking area of the site. This complies with London Plan standards and is considered acceptable. The exact details of such cycle parking are to be secured by way of a planning condition, to be submitted to and approved by the Local Planning Authority (LPA) prior to occupation of these units.

Servicing and delivery will continue to be accommodated as existing – from the adjacent highway.

A condition requiring submission of a construction logistics management plan for approval prior to start of construction would be required to reduce potential congestion during construction works and mitigate any obstruction to the flow of traffic on the transportation and highways network, as well on pedestrian movement.

Subject to compliance with conditions regarding cycling parking and CLP/CMP, the proposed development is acceptable with regards to parking and highway safety considerations.

Conclusion

It is viewed that the appearance of this building and its positive contribution to the character and appearance of the host building and street scene is maintained. As such, the works here are acceptable in design and transport terms. The scheme would not give rise to harm to neighbouring amenity.

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

The CIL Regulations 2010 set out the situations for both mandatory and discretionary exemptions to the Community Infrastructure Levy. The Haringey CIL Charging Schedule (September 2022) states that development by charities for charitable purposes (subject to an application by a charity landowner for CIL relief pursuant to Regulation 43) is not subject to CIL. While the applicant has not provided an application for CIL exemption, officers consider the applicant is likely a charity based on the application particulars. The NPPG notes that mezzanine floors, inserted into an existing building, are not liable for the CIL unless they form part of a wider planning permission that seeks to provide other works as well. The application is therefore not assessed for CIL purposes.

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	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 10 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.
4	Prior to the commencement of the development, a Construction Logistics and Management Plan shall be submitted to and agreed in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts as well as transportation impacts to control congestion and provide safe operation of the highway network. The approved measures shall be adhered to during all phases of the development and construction. 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.
5	Before any above ground development commences, details of the 'sedum roof' and a maintenance scheme shall be submitted to, and approved in writing by, the Local Planning Authority. Details shall include species, planting density, substrate and a section at a scale of 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter. Reason: To ensure a sustainable development consistent with Policies SP0, SP4 and SP11 of the Haringey Local Plan 2017.
6	No part of any structure hereby granted shall be used as a roof terrace or balcony. Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not
7	The noise level from the operation of the air source heat pumps hereby approved must not exceed 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property. If, in the opinion of the Local Planning Authority the proposed air source heat pump result in any noise nuisance to the occupant of any neighbouring dwelling the Applicant shall install noise mitigation measures in agreement with the Planning Authority. Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.
Informatives:	
	INFORMATIVE: Hours of Construction Work The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:- 8.00am - 6.00pm Monday to Friday 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.
	INFORMATIVE: 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.