

Officer Report

Application Number:	HGY/2023/3411
Application Type:	Full planning permission
Address:	63-65 High Road, Wood Green, London, N22 6BH
Proposal:	Erection of two-storey part extension facing High Road to include roof space, and rear one-storey part extension facing Lilac Mews and conversion of upper floors into a mixed use of commercial and residential space (1No. 1Bed and 5No. 2Bed flats) at first, second and third floors and 2No. Studios at fourth floor. All flats will have access from Lilac Mews. Part of the first floor to be ancillary to the commercial unit. Including associated Cycle and refuse storage facilities.
Case Officer:	Sarah Madondo
Valid Date:	15/01/2024
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Applicant:	Mr Mohammad Saqib
Agent:	Mr Don McGowan

RECOMMENDATION

Refuse

Site and Surroundings

The subject site is a two storey mid terraced building located on Wood Green High Road. The property comprises of commercial units at ground floor with ancillary and storage space on the upper floors. The site enjoys a prime location, fronting the High Road, which is designated as a town centre and vibrant commercial hub. The site benefits from excellent accessibility, being close to Wood Green Underground Station and various bus routes, enabling convenient public transportation connections. The sites are not in any conservation area.

Proposed Development

Erection of two-storey part extension facing High Road to include roof space, and rear single-storey part extension facing Lilac Mews and conversion of upper floors into a mixed use of commercial and residential space (1No. 1Bed and 5No. 2Bed flats) at first, second and third floors and 2No. Studios at fourth floor. All flats will have access from Lilac Mews. Part of the first floor to be ancillary to the commercial unit. Including associated Cycle and refuse storage facilities.

Relevant Planning and Enforcement history

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

None relevant.

Consultation response

The responses below were received following consultation on the application:

LBH Transportation Team: No objection subject to condition.

MATERIAL 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.

Principle of development

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.

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 proposal is for the erection of additional storey to part of the building facing the High Road and dormer extensions to the rear of the property facing Lilac Mews to facilitate the conversion of upper floors into 3 x 2Bed, 1 x 1Bed; Second Floor and Third Floor, 2 x 2Bed each floor; Fourth Floor, 2 x studio flats.

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 (Beauty business) 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 in the past 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.

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 use is acceptable.

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 D4 '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.

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.

Two storey upward extension

The character of the area is such that the buildings on this terrace are highly uniformed particularly at the front elevation with no alterations at present. The proposed development would introduce an additional floor to the front elevation which is uncommon and out of character. The proposed upward extensions would visually disrupt the otherwise homogenous character of the existing terrace and would considerably unbalance its architectural composition, which is defined by symmetry. The proposed alterations would further appear as an incongruous addition, which would have a negative impact on the existing buildings. Furthermore, it is considered that the proposed extensions would disrupt the established and well-preserved roofline of the terrace and surrounding buildings and would appear prominent and incongruous in views from within the area. As a result, it would considerably detract from the coherent townscape and scale of this part of the High Road which is defined by historic shopping parades that rise up to three storeys.

Extension of outrigger

The proposal includes the extension of the existing outrigger upward with a pitched roof incorporated. Whilst the further alterations to the outrigger would increase the scale and bulk of these properties to the rear. It is considered that most of the properties have been significantly altered to rear, therefore extending the outrigger would not harm to the character and appearance of the terrace to the rear.

Roof terrace

A roof terrace is being proposed at first would provide some amenity space for the new flat and used as part of commercial amenity space for store staff. The roof terraces will enclosed by a 1.7 high-obscured glazing. Overall, the proposed roof terrace is considered subordinate to the host property. Therefore, the local character and visual amenity of the area will be protected.

Overall, in relation to alteration of the front elevation, it is considered that the proposed extensions would alter the existing front roof form, and this would appear at odds with, and incongruous, compared to, the original roof form of these properties and wider terrace. Furthermore, the proposed roof extensions would not respect the original architecture, roofscape and proportions of the immediate terrace therefore cannot be supported.

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.

Due to the extensions height and orientation, it is not considered to result in unacceptable harm to the residential amenity of neighbouring flats.

In respect of noise generated through the use of the proposed roof terrace this would not be significant in the context of background noise and the typical noise associated with the use of a residential amenity spaces. The roof terrace would be for private use and would be limited by weather conditions and its size. 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.

In relation to neighbouring properties, the terraces would be enclosed by a 1.7 high obscure glazed screen on both sides as such preventing views into adjoining properties.

Overall, it is considered that the proposed upward extension/roof terrace would not result in any adverse impacts on residential amenity of neighbouring occupiers in terms of overlooking/ loss of amenity/ noise nuisance.

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 government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant.

Apartment A 2 bed 3 persons 61.4 sq.m meets the London Plan Req. 60 sq.m

Apartment B 1 bed 2 persons 42.2 sq.m does not meet London Plan Req. 50 sq.m
Apartment C 2 bed 4 persons 59.2 sq.m does not meet London Plan Req. 70 sq.m
Apartment D 2 bed 4 persons 59.2 sq.m does not meet London Plan Req. 70 sq.m
Apartment E 2 bed 4 persons 61.4 sq.m does not meet London Plan Req. 70 sq.m
Apartment F 2 bed 4 persons 61.4 sq.m does not meet London Plan Req. 70 sq.m
Apartment G 1 bed 1 person 38.1 sq.m meets London Plan Req. 37 sq.m
Apartment H 1 bed 1 person 38.1 sq.m meets London Plan Req. 37 sq.m

Only apartment A, G & H meets the London Plan requirements and the rest of the apartments are below the requirements set out in Table 3.2 of the London Plan Policy D6. Therefore, the proposed apartments would fail to provide acceptable living conditions for the future residents of the development with particular reference to inadequate floor space.

Although some flats appear to have a good outlook, receive some natural lights, as stated above would be below the minimum standards, therefore considered to be substandard accommodation due to inadequate floor space.

London Plan states that flats should have a minimum ceiling height of 2.5m for at least 75 per cent of the gross internal area is required so that new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space. The applicant has not submitted proposed section hence it is not clear if these flats comply to these minimums. Also it is an important point to note that these flats would have very small windows as a result it is considered that these flats would not be well ventilated and received sufficient daylight penetration, therefore not acceptable.

Only one unit, apartment B would have access to private amenity space, the remainder of the flats would not have any outdoor amenity space. All units should be provided with private outdoor space.

All the flats would be accessed via Lilac Mews. Lilac Mews is a long narrow passageway with little natural surveillance and would be undesirable as the sole access to a new residential use and would only be acceptable as a secondary access.

Overall, the proposed conversion by virtue of lack of access to private amenity space, inadequate floor space, poor ventilation and outlook in relation to studio flats, would provide a sub-standard form of accommodation for future occupants of the development. This would be contrary to London Plan policy D6, policy SP2 of the Haringey Local Plan and policy DM16 of the Haringey Development Management Plan.

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 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'.

The Haringey Transportation Team has been consulted and advises that 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.

The Council's Transportation Team have not raised an objection, however, have advised that the applicant would need to enter into s106 agreement with the Council as the development would be a car free development of more than 4 residential units. Should the applicant appeal against the Council decision, then a condition would be attached. In addition, a cycle parking condition would be attached for the applicant to submit details of sheltered and secured cycle parking for 9 long-stay and 2 short-stay for approval.

Waste Management

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. 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 would be attached requiring 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

The proposed development would be out of keeping with the general pattern, standard and character of the area by reason of general bulk and massing within the site thereby resulting in an incongruous pattern of development detrimental to the amenities of the area contrary to Policy D4 London Plan 2021, Policy SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017.

The proposed conversion of the property would result in the provision of substandard residential accommodation for future occupiers due to inadequate floor space for some of the flats, lack of amenity space and poor ventilation, outlook & daylight in the studio flats, contrary to Policy D6 of the London Plan 2021, Policies SP11 and SP2 of the Haringey Local Plan 2017, Policies DM16 of Haringey's Development Management DPD (2017) and the Major's Housing SPG 2016. contrary to Policies D6 of London Plan 2021, Policies SP2 and SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be REFUSED for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

RECOMMENDATION

REFUSE PERMISSION

Refusal Reasons:

The proposed development would be out of keeping with the general pattern, standard and character of the area by reason of bulk and massing within the site thereby resulting in an incongruous pattern of development, detrimental to the amenities of the area contrary to Policy D4 London Plan 2021, Policy SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017.

The proposed conversion of the property would result in the provision of substandard residential accommodation for future occupiers due to inadequate floor space for some of the flats, lack of amenity space and poor ventilation, outlook & daylight in the studio flats, contrary to Policy D6 of the London Plan 2021, Policies SP11 and SP2 of the Haringey Local Plan 2017, Policies DM16 of Haringey's Development Management DPD (2017) and the Major's Housing SPG 2016. contrary to Policies D6 of London Plan 2021, Policies SP2 and SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017.