



Parma House, Clarendon Road, N22 6UL

PLANNING STATEMENT

Construction of a rooftop extension to provide 8 additional flats.

August 2024

Introduction

1. This Statement is submitted in support of an application for planning permission for a rooftop extension to provide 8 additional flats at Parma House, Clarendon Road, N22 6XJ.
2. The application is supported by the following drawings and documents:
 - Applications Forms
 - CIL Forms
 - Covering Letter
 - Site Location Plan (052 – 0001-P1)
 - Existing and Proposed drawings
 - Existing (DR_A_ 1501, 1502, 1503, 1504, DR-A-1710, 1711, 1712, 1713, 1714, 1715)
 - Proposed (052-BL-PA-1501_P1, 1502-P2, 1505_P1, 1507_P1, 1508_P1; DR-A-1710_P1, 1711_P1, 1712_P1, 1713_P1, 1714_P1, 1715_P1, 1716_P1; DR-A-1620_P1)
 - Design and Access Statement (including Development/Design Charter Response)
 - Planning Statement
 - Site Photographs and Affidavit
 - *Energy & Sustainability Strategy (incl. Overheating Strategy and Sustainable Design & Construction Checklist)*
 - *Transport Statement*
 - *Daylight & Sunlight Report*
 - *Acoustic Report*
3. The Statement provides justification for the scheme in accordance with relevant planning policy and guidance.

Site Context

4. Parma House (the site) is a four-storey commercial building located south west of Wood Green Town Centre.
5. The site is two miles south of the North Circular Road (A406), five miles east of the M1(J2) and within 2 miles of the A10 (Great Cambridge Road), and 300m from Wood Green Station.
6. The building is occupied as a commercial and office space, under Class E.
7. Vehicular access to the site is via Clarendon Road. Access to the existing parking is barrier controlled, with two-way access provided.
8. The site and adjoining properties are not listed and the site is not located within a Conservation Area. The site is located within the Local Employment Area: Regeneration Area, and Wood Green Cultural Quarter.
9. The immediate area surrounding the site is dominated by commercial uses, with residential and educational uses located further to the north and north east of the site, respectively.

Relevant Planning History

10. The following record has been obtained from the Council's online planning register:
 - HGY/2017/3020 - Partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from three up to 18 storeys. Mixed use development comprising 10,657 sq.m (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access. Approved. 15 February 2019.
 - HGY/2021/0624 - Non-Material amendment to planning permission (HGY/2017/3020) to amend the description of development to partial

demolition, change of use and extension of the Chocolate Factory buildings.
Approval. 13 September 2021

- HGY/2024/1496 - Demolition of the covered service yard and external alterations including the installation of additional windows. Approved. 7 August 2024
- HGY/2024/1521 - Application to determine if prior approval is required for the change of use of the existing building from commercial use (Class E Use) to residential use (Class C3 Use) to provide 35 flats. Application made under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Refused 23 July 2024. Current appeal (APP/Y5420/W/24/3349754).

11. In addition to the above, a significant number of clearance of condition applications have been submitted in support of the 2019 approval above.

Planning Policy

12. The Development Plan is currently made up of the Strategic Policies, Development Management Policies, Site Allocations DPD and Tottenham Area Action Plan, alongside the London Plan and the North London Waste Plan.
13. The Council has begun the process of preparing a New Local Plan which will replace the existing Local Plan, currently conducting a call for sites until June 2024. Additionally, a Wood Green Area Action Plan is currently being prepared.
14. The following policies are relevant to the Planning Application:
- Policy SP2 – Housing
 - Policy SP7 - Transport
 - Policy SP11 – Design
 - Policy DM1 - Delivering High Quality Design
 - Policy DM6 – Building Heights
 - Policy DM11 – Housing Mix

- Policy DM12 – Housing Design and Quality
- Policy DM13 – Affordable Housing
- Policy DM21 – Sustainable Design, Layout and Construction
- Policy DM23 - Environmental Protection
- Policy DM32 – Parking
- DPD SA19 – Wood Green Cultural Quarter (South)
- London Plan D12 – Fire Safety

Proposals

15. The application proposes a rooftop extension, providing 8 new flats. The proposal provides 1 x 3 bedroom flat; 3 x 2 bedroom flats and 4 x 1 bedroom flats, with all units meeting or exceeding Nationally Described Space Standards.
16. White stucco render is proposed on the external walls of the extension, provided to match the relationship of the existing white concrete framing against the red brick facades. The roof profile of the extension includes recessing and set backs and is proposed to be finished as a black metal roof edge in order to create a consistent horizontal element across the complete facade. Windows are proposed to be finished as black window frames following the composition and spacing of the existing curtain walling below.
17. A roof deck is also proposed, providing open air circulation to all proposed flats via a decked walkway and private garden spaces. Additionally, the extension provides areas of wild garden and a green roof.
18. The application is supported by a Design and Access Statement, which sets out the site context and details the design approach for the proposed scheme, setting out how the additional storey will complement the host building and respond to the character of the area.
19. Car parking will be provided at the site achieving the requirements of the London Plan 2021 (3.0% provision) and LBH guidance (10.0% provision), providing 12.5%

of the units with parking. In total, 2 accessible parking bays have been provided at the site. It is expected that the existing one-way operation of the car park access route will continue.

20. For the residential aspect of the development, a total of 12 long-stay cycle parking spaces are required (1 space per 1b1p unit, 1.5 spaces per 1b2p unit and 2 spaces for all larger units) and 3 short-stay cycle parking spaces are required (between 5 and 40 dwellings, 2 short-stay cycle parking spaces are required – with 1 additional space per 40 dwellings).
21. For the commercial floorspace, 29 long-stay cycle parking spaces are required according to the London Plan standards for employees (1 space per 150sqm GEA), whilst 9 short-stay cycle parking spaces are required for commercial visitors.
22. Short-stay cycle parking will be provided in the forecourt area, in the form of 6 Sheffield stands (12 spaces).
23. For the residential uses the waste collection facilities are provided in keeping with the requirements, with 2 x 1,100L Eurobins for General Waste; 1 x 1,100L Eurobins for Dry Mixed Recycling and 2 x 140L wheelie bins for Food Waste detailed.
24. For the commercial uses the full provision of 18 x 1,100L Eurobins cannot be provided, owing to space limitations at the site, however a significant uplift on the existing refuse storage provision will be provided, with 3 x 1,100L Eurobins for General Waste, and 4 x 1,100L Eurobins for Dry Mixed Recycling.

Key Planning Matters

Principle of Development

25. Policy SA19 Wood Green Cultural Quarter of the Site Allocations DPD, states that the Proposed Allocation is for the *“enhancement of the Wood Green Cultural Quarter through improvements to the Chocolate Factory and creation of high quality*

urban realm. Comprehensive redevelopment of the remaining sites for employment-led mixed-use development with residential”.

26. At the time of application, the site’s use is limited to commercial uses, despite it’s siting within the Wood Green Cultural Quarter. This application proposes no changes to the site’s employment function, whilst achieving other policy objectives through the provision of high quality residential units.
27. Proposals have also been put forward for the conversion of the existing building to residential under permitted development, but prior approval has not yet been granted for this change of use. The proposed extension to the building has been designed so that it could be implemented with either the existing commercial use or a future residential use.
28. Under HGY/2017/3020, it was established that mixed use developments within the SA19 Wood Green Cultural Quarter were supported by the Council on the basis that the sites within SA19 would follow an employment led mixed use development, with residential. As such, it is evident that the proposed roof extension complies with and is in keeping with the existing principles of development.

Design

29. The application is supported by a Design and Access Statement, prepared by Boehm Lynas, which details the design approach taken for the scheme. A separate set of site photographs are submitted with the application, which were taken on 2 August 2024, in line with the Council’s validation requirements.
30. Policy DM1, SP2 and SP11 states that all new development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area, delivering excellence in design quality and sustainability will be required for all new homes.

31. The proposed increase in height across most of the building is not considered out of keeping with that of the surrounding area, and is much lower than the previously approved scheme on this site which included a residential tower of eighteen floors. Therefore, the proposal is considered to be responsive to the existing character of development under point B(a) of Policy DM1.
32. Point B(b) of Policy DM1 requires development to relate positively to the form, scale and massing prevailing. The proposal is evidently a single storey extension to an existing four storey building. The proposed additional storey is not considered to be inappropriate by means of its form, scale or massing and is reflective of that of the existing buildings at the Chocolate Factory, and prior approvals within the Wood Green Cultural Quarter.
33. The proposal is largely limited to that of the rooftop extension, with no notable impacts to that of the urban grain, sense of enclosure, rhythm of neighbouring plots, or to the frontages of the public realm, and as such complies with points B(c)-(f) of Policy DM1.
34. Policy DM1 (g) and Policy DM12 requires development to respond to the local architectural style, detailing and materials, requiring high quality matching or complementary materials to be used appropriately and sensitively in relation to the context. The building is formed of a concrete frame, externally expressed in areas with red brick infill and metal windows on a regular grid to the two primary elevations.
35. The proposed roof extension maintains the aesthetic principles of the original building, with the proposed façade to be finished in white concrete, and windows to be finished as black window frames following the composition and spacing of the existing curtain walling below.
36. With the storey being set back from the eastern elevation, as well as being recessed along the north, south, and western elevations, the visual impact at ground floor level will be minimal.

37. Due to the nature of the local area and the surrounding uses, in combination with choice of materials which reflect the existing design principles on site, it is not envisaged that there would be any potential adverse impacts on the amenity of neighbouring uses or that of the character of the area. The proposed is therefore considered to uphold the design standards with regards to the character of development by maintaining and enhancing the local architecture, detailing and materials under Policy DM1 (g).
38. Part C of Policy DM1, and Policy SP11 requires development to demonstrate how the landscaping and planting are integrated into the development as a whole, and to provide high quality landscaping. The proposed development is centred around and integrates residential landscaping within the form of the open roof deck, whereby all proposed flats are accessed via a decked walkway which incorporate private garden spaces acting as buffers. Additionally, areas of wild garden and the green roof form part of the enhance landscaping, biodiversity and greening on site, providing increased landscaping and biodiversity on site.
39. Policy SP11 requires development to incorporate solutions to reduce crime and the fear of crime by applying the principles set out in ‘Secured by Design’ and Safer Places.
40. The proposal aims to ‘achieve a healthy, inclusive and safe place which is safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion’, through passive design measures such as well lit external spaces, over-looking and surveillance as well as measures such as secure doors and windows.
41. The development will meet Part Q requirements and follow guidance from Part 1 and 2 of ‘Secured by Design HOMES GUIDE 2024’ including ensuring that:
- External spaces, entrances are over-looked by residential and Commercial Offices.
 - Footpaths, and external areas and public realm are well-lit and over-seen by residential flats.

- Cycle parking and bin stores are all fob controlled and commercial and residential stores are separated.
- Private dwelling entry doors are SBD Certificated to meet Part Q building Regulations and SBD recommendations.
- Residential communal entrances are SBD Certificated to meet Part Q building Regulations and SBD recommendations.
- CCTV will cover entrances and communal circulation routes in the development.
- The design and layout has considered Security and safety for all residents and users of the building.

42. In response to the relevant design policies the proposed roof extension delivers high quality and locally responsive design outcomes and is considered compliant with Policies SP2, SP11, DM1 and DM12.

Development/Design Charter Response

43. Under the Haringey Development Charter the Council will support design-led development proposals which meet the following criteria:

- a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b) Make a positive contribution to a place, improving the character and quality of an area;
- c) Confidently address feedback from local consultation;
- d) Demonstrate how the quality of the development will be secured when it is built; and
- e) Are inclusive and incorporate sustainable design and construction principles.

44. The proposals respond to the requirements of Policy DM1 by bringing forward a well-designed scheme which makes a positive contribution to the area; follows the Design Standards and respects the privacy and amenity of neighbouring occupiers.

45. Therefore, it is considered that the external alterations are in accordance with Policy SP11 of the Haringey Strategic Policies DPD and Policy DM1 of the Haringey Development Management DPD.

Housing Mix and Standards of Accommodation

46. The proposed housing mix provides that of 50% 1 bedrooms, 37.5% 2 bedroom and 12.5% 3 bedroom units. Policy DM11 details that no definitive housing mix is sought, however the Council will avoid a concentration of 1 or 2 bed units overall unless they are located within neighbourhoods where such provision would deliver a better mix of unit sizes.
47. The proposed mix put forth in the submission responds to the locality of the site and its proximity to the high street and Wood Green Centre, which supports occupants without cars and provides opportunities for more homes near services. Additionally, the site nearby to the underground network and extensive public transport facilities, which further supports a higher concentration of 1 and 2 bed units, however larger 2 bedroom and a 3 bedroom unit is provided to support small families. On the basis of location, the proposed housing mix is considered to be compliant with Policy DM11 and SP2.
48. The proposal does not meet the requirements for affordable housing, as detailed under Policy DM13 or SP2.
49. All proposed units meet the Nationally Described Space Standards (including floor to ceiling heights of more than 2.5m) and provide sufficient private outdoor space in keeping with London Plan D6, as detailed in the table below:

Flat No	Flat Type	Internal space (sqm)	Outdoor space (sqm)
1	1b2p	52	13.75 – minimum 5
2	2b4p	70	21.25 – minimum 7
3	3b4p	86	25.2 – minimum 7
4	1b2p	53	30.0 – minimum 5
5	1b2p	50	32.5 – minimum 5
6	1b2p	50	30.0 – minimum 5
7	2b4p	70	8.1 – minimum 7
8	2b3p	67	32.7 – minimum 6

50. Local Plan Policy SP2 and Policy DM2 of the DM DPD seeks to provide suitable housing and genuine choice for London’s diverse population, including disabled people, older people and families with young children.

51. All flats will meet Building Regulation requirement Part M(4)I, and provide level access via lifts, with the landscaping and amenity spaces being accessible by all. Additionally, all residential entrances will provide a level threshold.

Acoustic Impact

52. An Acoustic Report has been prepared by Clement Acoustics, to assess the impact of noise on the intended occupiers. In partnership an Overheating Strategy has been prepared by FHP ESS in support of the application, which is included in the Energy and Sustainability Strategy.

53. The Overheating Strategy demonstrates that adequate internal ventilation for the residential units will be provided with each dwelling equipped with a whole house Mechanical Ventilation with Heat Recovery (MVHR) system. As such each dwelling will comply with the guidelines of CIBSE Technical Memorandum 59: 2017 (TM59) ‘Design methodology for the assessment of overheating risk in homes’.

54. No dwellings within the development will therefore need to use openable windows to control overheating.

55. An environmental noise survey has been undertaken at Parma House, 5 Clarendon Road, London in order to measure ambient noise levels in the area which measured

as expected considering the site location in a mixed suburban / industrial area at an average ambient noise level of 63db during the daytime and 49db during the night, proposing a low-medium and low noise risk respectively.

56. The Acoustic Report assesses the impact of noise on the intended occupiers of the development and concludes that outline mitigation measures, including a glazing specification and the use of appropriate ventilation are recommended and should be sufficient to achieve recommended internal noise levels for the proposed development according to BS 8233: 2014, WHO and the requirements of the Local Authority.
57. The Acoustic Report makes clear that acceptable internal noise levels can be achieved with partially open windows at night. However, the overheating strategy for the building will incorporate mechanical ventilation in all units, such that there will be no need for residents to open windows at night to regulate temperature. It has therefore been demonstrated that the development can achieve satisfactory levels of ventilation while maintaining acceptable internal noise levels, both with windows closed and with windows partially open, thus securing good quality living conditions for future occupiers.
58. The proposed is compliant with Policies DM1 and DM23, ensuring no adverse noise or amenity impacts are experienced by future occupiers.

Transport and Refuse

59. The application is supported by a Transport Statement from Caneparo Associates. The existing vehicular access to the site provided via Clarendon Road is to remain unchanged.
60. Policy DM32 states that ‘development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan’, and further details that the Council will support proposals for new development with limited or no on-site parking where:

- a) *There are alternative and accessible means of transport available;*
 - b) *The Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - c) *A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - d) *Parking is provided for disabled people; and*
 - e) *Parking is designated for occupiers of developments specified as car capped.*
61. The TfL WebCAT calculator tool shows the PTAL rating of the centre of the site as 3, indicating that the site has a moderate level of accessibility to public transport, but the PTAL report shows the tiles to the north, east and west of the site entrance have a PTAL rating of either 5 (very good) or 6a (excellent) – suggesting that the true accessibility of the site could be understated.
62. The latest version of the NPPF was published in December 2023 and sets out the Government’s planning policies for England and how these are expected to be applied. Chapter 9 – ‘Promoting Sustainable Transport’, states at paragraph 115 that: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
63. The Proposed Development is expected to generate a total of 5 trips in the AM peak hour and 5 two-way trips in the PM peak hour, along with a total of 53 trips across the day. It is predicted that a total of 0 private vehicle trips will occur at the site during both the AM and PM peak hours, with a total of 3 private vehicle movements across the day (2 car movements and 1 motorcycle movement).
64. The proposed increase of 8 residential units will have a negligible impact on the local highway network. In addition, there is a very minor increase on person trips for the local public transport services, which will fall within daily fluctuation levels for rail, bus and Piccadilly Line services.

65. While the majority of the increase in trips generated by the residential extension will be public transport related, there is also expected to be a minor increase in walking and cycling near to the site with an additional 7 people expected to use active modes each day – which will be accommodated on the local cycle network.
66. New residents that are not blue-badge holders will be subject to a permit-free agreement, secured by unilateral undertaking, therefore preventing the ability to receive a car parking permit and due to the extensive Haringey 'WG-O' CPZ restrictions in the local area (preventing parking between 08:00-18:30 from Monday to Saturday), it is expected that no new residents will be able to own a car and will instead rely on the local public transport facilities and active travel modes.
67. It will be ensured that one bay is equipped with a charging point and that ducting and other necessary passive provision is installed to allow for the other disabled bays to be converted in the future.
68. In terms of cycle parking, the site is in accordance with the London Plan 2021 and the London Cycle Design Standards (LCDS).
69. Car parking will be provided at the site achieving the requirements of the London Plan 2021 (3.0% provision) and LBH guidance (10.0% provision), providing 12.5% of the units with parking. In total, 2 accessible parking bays have been provided at the site. It is expected that the existing one-way operation of the car park access route will continue.
70. For the residential aspect of the development, a total of 12 long-stay cycle parking spaces are required (1 space per 1b1p unit, 1.5 spaces per 1b2p unit and 2 spaces for all larger units) and 3 short-stay cycle parking spaces are required (between 5 and 40 dwellings, 2 short-stay cycle parking spaces are required – with 1 additional space per 40 dwellings).
71. For the commercial floorspace, 29 long-stay cycle parking spaces are required according to the London Plan standards for employees (1 space per 150sqm GEA), whilst 9 short-stay cycle parking spaces are required for commercial visitors.

72. Short-stay cycle parking will be provided in the forecourt area, in the form of 6 Sheffield stands (12 spaces).
73. For the residential uses the waste collection facilities are provided in keeping with the requirements, with 2 x 1,100L Eurobins for General Waste; 1 x 1,100L Eurobins for Dry Mixed Recycling and 2 x 140L wheelie bins for Food Waste detailed.
74. For the commercial uses the full provision of 18 x 1,100L Eurobins cannot be provided, owing to space limitations at the site, however a significant uplift on the existing refuse storage provision will be provided, with 3 x 1,100L Eurobins for General Waste, and 4 x 1,100L Eurobins for Dry Mixed Recycling.
75. The proposed transport and refuse strategy, as detailed in the Transport Assessment considers and responds to the requirements of Policy SP7 and Policy DM32.

Energy and Sustainability

76. The application is supported by an Energy and Sustainability Statement, which includes an Overheating Strategy and a Sustainable Design & Construction Checklist.
77. Policy DM21 of Haringey Development Management DPD, adopted July 2017 generally follows and duplicates earlier version of London Plan, referring to policies 5.2 and 5.3, i.e. energy hierarchy with Be lean – Be Clean – Be Green approach.
78. The Statement confirms that the London Plan approach of “Be lean” – “Be clean” – “Be green” is fully adopted by implementing:
- Passive measures (low U-values, air permeability, thermal bridging)
 - High efficiency services, i.e., high efficiency ventilation with heat recovery, high efficiency lighting
 - Renewable sources: Air source heat pumps, Solar PV

79. Consequently, the proposed development will achieve:

- 101% regulated domestic CO2 reduction against 2021 Part L compliant baseline (zero carbon)
- 84% regulated CO2 reduction by renewable sources
- 17.6% regulated CO2 reduction by efficiency measures (“Be Lean” stage of the energy hierarchy)

80. The Statement also sets out the proposed sustainable design and construction measures, showing how the development will reduce the energy, water and materials used in design and construction in accordance with current London Plan and Local Plan requirements.

Fire Safety

81. The Design and Access Statement sets out the proposed fire safety strategy for the site. As a result of the proposal the building would extend to ground plus four upper floors and the building’s height, measured from fire service access level to the highest occupied floor, would be 15.87m. A Gateway One Fire Statement is therefore not required to be submitted in support of this application

82. The strategy outlines how the proposed scheme complies with the functional requirements of Part B of Schedule 1 of the Building Regulations and addresses the points under Part B of Policy D12 of the London Plan.

83. Residential areas within the building will be designed in accordance with BS 9991 - Fire safety in the design, management and use of residential buildings; code of practice 2015.

84. Commercial areas within the building will be designed in accordance with BS 9999 - Fire safety in the design, management and use of buildings; code of practice 2017.

85. The building will be provided with an automatic detection and alarm system designed and installed in accordance with the BS 5839. The category of system will

be appropriate for use and risk of each area within the building. Residential units will adopt a defend in place evacuation strategy. All other areas of the building will adopt a simultaneous evacuation strategy.

86. The building is provided with 2 escape stairs, 1 to the West of the building and 1 to the North. The existing North stair is open to each floor. As part of the proposed works, the stair will be enclosed in fire resistant construction on all floors. In addition, each stair will be accessed via a protected lobby at each level except for the North stair at 4th floor level as it is accessed from open air.
87. To account for the evacuation of mobility impaired occupants, the proposed works will upgrade the existing passenger lift within the West stair to become an evacuation lift. The proposed works will also create a protected lobby serving the lift and separating the new evacuation lift from the stair. A refuge space will also be provided on all levels above ground in the North stair.
88. As the building height is above 11m in height and contains residential units it will be provided with an automatic sprinkler suppression system. The system will be designed and installed in accordance with BS 9251.
89. The building also contains commercial units, which will also be provided with a sprinkler system. Typically, non-residential sprinkler systems would be designed to BS EN 12845. This would require two separate tanks, piping etc.
90. The fire strategy addresses the safety and considerations undertaken in response to the requirements of Policy D12, parts A and B.

Daylight and Sunlight

91. The application is supported by a Daylight and Sunlight report, prepared by specialist surveyors DPR.

92. Policy DM1, Part D, states that the Council will support proposals that provide appropriate sunlight and daylight for all parts of the development and adjacent buildings and land.
93. When considering the potential implications to neighbouring residential properties, the proposed scheme is expected to fully comply with the BRE guidelines, given the proposed additional massing is modest and there are not any neighbouring residential properties situated close to the site.
94. All proposed dwellings are expected to satisfy the BRE guidelines, with the site being surrounded by low-level commercial buildings therefore the dwellings will all have an unhindered ability to receive natural light. It should also be noted that previous testing has shown that the lower floors satisfy the BRE guidelines.

Conclusion

95. This application seeks permission for a rooftop extension to provide 8 additional flats.
96. The proposed design aims to create a high-quality, residential development that provides for residential unit to support the aims of the Wood Green Cultural Quarter.
97. For the reasons set out in the Statement, we consider that the application is in compliance with design, transport, housing, sustainability and fire policies under the Haringey Strategic Policies DPD and Haringey Development Management DPD, and that Planning Permission should be granted accordingly.