



Parma House, Clarendon Road, London N22 6XJ

PLANNING STATEMENT

October 2024

*Prior approval for change of use under Class MA from Class E commercial to
residential to create 73 flats*

INTRODUCTION

1. This Planning Statement has been prepared in support of an application seeking:

“Prior approval for change of use under Class MA from Class E commercial to residential to create 73 flats.”

2. The application is submitted under The Town and Country Planning (General Permitted Development) (England) Order 2021 (as amended) - Schedule 2, Part 3, Class MA.

3. The application includes the following supporting documents:

- Application Form and Certificates
- CIL Forms
- Planning Statement
- Design and Access Statement
- Site Location Plan
- Block Plan Existing and Proposed
- Drawings Pack
 - Existing Floor Plans (DR-A_1501; DR-A_1502; DR-A_1503; DR-A_1504)
 - Existing Elevations (DR_A_1710; DR_A_1711; DR_A_1712; DR_A_1713; DR_A_1714; DR_A_1715)
 - As Approved Floor Plans (DR-A-1501-P2; DR-A-1502-P2; DR_A_1503_P2; DR-A-1504-P2)
 - As Approved Elevations (DR-A-1710-P1; DR-A-1711-P1; DR-A-1712-P1; DR-A-1713-P2; DR-A-1714-P2; DR-A-1715-P1)
 - Site Layout Proposed (DR_A_1502_P1)
 - Proposed Floor Plans (DR_A_1501; DR_A_1502; DR_A_1503; DR_A_1504; DR_A_1505; DR_A_1506)
 - Proposed Section (DR_A_1620)
- Transport Statement
- Contamination Report

- Flood Risk Information
 - Acoustic Report
 - Daylight and Sunlight Report
 - Overheating Strategy
4. The supporting information has been prepared in accordance with the local applications validation requirements and relevant legislation for such application.

SITE CONTEXT

5. Parma House (the site) is a four-storey commercial building located south west of Wood Green Town Centre.
6. 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.
7. The building is occupied as commercial and office space, under Class E.
8. Vehicular access to the site is provided via Clarendon Road. Access to the parking is barrier controlled, with two-way access provided. Access to the loading bay is provided to the left of entry. The parking comprises 10 external car spaces and 1 accessible space on the Clarendon Road frontage.
9. This application relates to all floors, with Class E use to be partially retained within parts of the building.
10. The site lies outside the designated Town Centre and in Flood Zone 1, where risk from flooding is low.
11. The site does not lie within a conservation area and none of the buildings on or adjacent to the site are statutorily or locally listed.

RELEVANT PLANNING HISTORY

12. The following decisions are relevant to the determination of this application:

HGY/2024/2213 – Prior approval for conversion of Parma House to 35 flats under Class MA. Decision – Not Required 04/10/2024

HGY/2024/2256 – Prior approval for conversion of Parma House to 52 flats under Class MA. Decision – Not Required 08/10/2024

HGY/2024/2206 – Demolition of the covered service yard and external alterations including the installation of additional windows and means of escape. Decision – Approved 10/10/2024

POLICY CONTEXT

Legislation

Town and Country Planning (General Permitted Development) Order 2021 (as amended).

13. Under the Town and Country Planning (General Permitted Development) (England) Order 2021, Class MA provides permitted development rights for changes of use “commercial, business and service uses to dwellinghouses”.
14. Class MA Amendment was introduced on 21st April 2021, and further amended in March 2024.
15. It is to be noted that under the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2024, with reference to Amendments to Part 3 (changes of use) the below alterations were implemented:
 - (1) Part 3 is amended as follows.
 - (2) In Class MA (commercial, business and service uses to dwellinghouses), in sub-paragraph (1) of paragraph MA.1—
 - (a) omit paragraph (a);
 - (b) omit paragraph (c).
16. Class MA states “*Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business*

and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order.”

17. Development not permitted by Class MA is given as follows, with responses relevant to the application in **BOLD**:

(a) unless the building has been vacant for a continuous period of at least 3 months immediately prior to the date of the application for prior approval;

No Longer Assessed

(b) unless the use of the building fell within one or more of the classes specified in sub-paragraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval;

Complies – the building has been under Class E use for a continuous period of at least 2 years

(c) if the cumulative floor space of the existing building changing use under Class MA exceeds 1,500 square metres;

No Longer Assessed

(d) if land covered by, or within the curtilage of, the building—

(i) is or forms part of a site of special scientific interest;

(ii) is or forms part of a listed building or land within its curtilage;

(iii) is or forms part of a scheduled monument or land within its curtilage;

(iv) is or forms part of a safety hazard area; or

(v) is or forms part of a military explosives storage area;

Complies – None applicable

(e) if the building is within—

(i) an area of outstanding natural beauty;

(ii) an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981;

(iii) the Broads;

(iv) a National Park; or

(v) a World Heritage Site;

Complies – None applicable

(f) if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained; or

Complies – Site is not occupied under agricultural tenancy

(g) before 1 August 2022, if—

(i) the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and

(ii) the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.

Complies

(2) The classes mentioned in sub-paragraph (1)(b) are the following classes of the Use Classes Order—

(a) the following classes of the Schedule as it had effect before 1st September 2020—

(i) Class A1 (shops);

(ii) Class A2 (financial and professional services);

(iii) Class A3 (food and drink);

(iv) Class B1 (business);

(v) Class D1(a) (non-residential institutions – medical or health services);

(vi) Class D1(b) (non-residential institutions – crèche, day nursery or day centre);

(vii) Class D2(e) (assembly and leisure – indoor and outdoor sports), other than use as an indoor swimming pool or skating rink;

(b) on or after 1st September 2020, Class E (commercial, business and service) of Schedule 2.

Complies – Site is within Use Class E

18. *Where any development under Class MA is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to: -*
- (a) transport impacts of the development, particularly to ensure safe site access;*
 - (b) contamination risks in relation to the building;*
 - (c) flooding risks in relation to the building;*
 - (d) impacts of noise from commercial premises on the intended occupiers of the development;*
 - (e) where—*
 - (i) the building is located in a conservation area, and*
 - (ii) the development involves a change of use of the whole or part of the ground floor, the impact of that change of use on the character or sustainability of the conservation area;*
 - (f) the provision of adequate natural light in all habitable rooms of the dwellinghouses;*
 - (g) the impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses; and*
 - (h) where the development involves the loss of services provided by—*
 - (i) a registered nursery, or*
 - (ii) a health centre maintained under section 2 or 3 of the National Health Service Act 2006(4), the impact on the local provision of the type of services lost.*

Compliant – Refer to detailed assessment below

NATIONAL POLICY & GUIDANCE

- National Planning Policy Framework 2021 (NPPF)
- National Planning Policy Guidance 2014 onwards (NPPG)
- National Design Guidance 2019 (NDG)
- Technical housing standards – nationally described space standard 2015 (NDSS)

PROPOSALS

19. This application is submitted to determine whether the change of use of the building to residential use would be permitted development under Town and Country Planning (General Permitted Development) (England) Order 2021 (as amended) - Schedule 2, Part 20, Class MA.
20. The application is supported by a Design and Access Statement detailing the proposed scheme. The proposals seek to create 73 residential flats (54 x studio units, 1 x 1 bedroom units & 18 x 2 bedroom units). The proposed works to the building comprise internal alterations only.
21. Internal works are proposed to remove the existing floors, inserting new floors to create a total of 6 storey within the existing building. A separate planning permission (HGY/2024/2206) has been granted for demolition of the covered service yard and external alterations including the installation of additional windows and means of escape and the approved drawings for that permission are submitted for information purposes in support of this application.
22. The scheme proposes 6 accessible parking bays, providing 6% of residential units being provided with an accessible parking bay, and reserving 1 accessible parking bay for the remaining commercial uses.
23. The long-stay cycle parking will be provided in the form of 92 two-tier stand and 16 Sheffield stand spaces provided across four stores at ground floor level, close to the main entrance to the building, totalling 108 spaces. Three of the four stores will be inside the building, with all four stores being secure and covered.
24. For the commercial floorspace, 5 long-stay cycle parking spaces are required according to the London Plan standards for employees (1 space per 150sqm GEA), whilst 1 short-stay cycle parking space is required for office visitors.
25. For the residential aspect of the development, a total of 91.5 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).

26. The proposed residential units provide policy compliant residential accommodation (see Schedule of Accommodation) which would meet or exceed the NDSS requirements for each unit.

PLANNING ASSESSMENT

27. The development proposals are to be assessed against the criteria prescribed by Schedule 2, Part 20, Class A of the Town and Country Planning (General Permitted Development Order 2015 (as amended)) are relevant. Where necessary, the relevant policy tests lie within the NPPF.

28. The development proposals comply with the relevant section or subsection of Class A as demonstrated below:

Development Permitted:

29. Paragraph MA.2 (a) requires that developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to –

(a) transport impacts of the development, particularly to ensure safe site access;

30. 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.

31. 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.

32. 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."*
33. The Proposed Development is expected to generate a total of 52 and 51 trips in the AM and PM peak hours respectively, along with a total of 523 trips across the day. It is predicted that a total of 2 private vehicle trips will occur at the site during both the AM and PM peak hours, with a total of 20 private vehicle movements across the day (12 car movements, 7 motorcycle movements and 1 taxi movement).
34. Due to the reduction in car parking spaces at the Proposed Development (10 bays and 1 accessible bay existing, reduced to 6 accessible bays) it is reasonable to assume a net decrease of 4 private vehicle trips per day associated with the site. In addition, during the AM peak there will be 4 fewer car driver trips while in the PM peak there will be 3 fewer car driver trips, thus restoring a small amount of capacity to the local highway network.
35. During the peak hours, there will be a decrease or no change in trips by all modes, with the exception of Underground trips (10 additional trips in the AM peak hour and 12 additional trips in the PM peak hour). 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 cycling near to the site with an additional 9 people expected to cycle each day – which will be accommodated on the local cycle network.
36. Car parking will be provided at the site in accordance with LBH guidance and the London Plan 2021, with a 6% of residential units being provided with an accessible parking bay, along with 1 accessible parking bay provided for the office aspect of the development. The existing one-way operation of the car park access route will continue.

37. 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.
38. 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.
39. In terms of cycle parking, the site is in accordance with the London Plan 2021 and the London Cycle Design Standards (LCDS).
40. The long-stay cycle parking will be provided in the form of 92 two-tier stand and 16 Sheffield stand spaces provided across four stores at ground floor level, close to the main entrance to the building, totalling 108 spaces.
41. Of the provided 108 long-stay spaces, 5 long-stay spaces are provided for the commercial use, and the remaining 103 long-stay spaces are allocated to residential occupants.
42. Short-stay cycle parking will be provided in the forecourt area, in the form of 2 Sheffield stands (4 spaces). Of the provided spaces, 1 short term space is provided for the commercial use, and the remaining 3 spaces are allocated to residential occupants.
43. With respect to refuse collection, an improved waste store will be provided close to the main entrance to the site in a similar location to the existing place where bins are stored, with direct access to the forecourt area via a roller shutter. It will be ensured that the bins are presented within 10m of the refuse vehicle before collection is due.
44. To accommodate the waste of the residential units 8 x 1,100L Eurobins (4 x General Waste and 4 x Dry Mixed Recycling) and 4 x 240L Food Waste bins are

provided. With regards to the commercial uses 2 x 1,100L Eurobins are to be provided for General Waste and 2 x 1,100L Eurobins for Dry Mixed Recycling.

45. It is considered that the site location is highly sustainable and the proposed change of use therefore complies with the objectives of the NPPF in achieving sustainable residential development.
46. Overall the new units would comply with Condition (a) given that there is no material increase or material change in the character of traffic in the vicinity of the site, nor would it have any detrimental impact upon highway safety.

(b) contamination risks in relation to the building;

47. With regard to contamination a Preliminary Investigation Report has been prepared by Soils Limited to support the application.
48. The assessment confirms that based on the Preliminary Investigation and the preliminary conceptual site model, a potential for a very low to moderate/low risk of contamination has been identified.
49. However, the proposals comprise internal alteration only, with no works below the existing concrete slabs planned, so soils will not be disturbed or removed. On that basis further investigation is not required.
50. Should the proposed works involve any soil disturbance or removal, site investigation and testing will be necessary. If any contamination is identified, then a remediation strategy will be required, and works must be carried out in accordance with that strategy.
51. Having regard to the above and paragraph W Part 3 of the GPDO 2015 (as amended), the potential impact of any contamination upon future residents from the development is considered to be acceptable.

(c) flooding risks in relation to the building;

52. The site falls within Flood Zone 1, is less than 1 hectare in size with no new

building proposed, and there are no proposals to increased non-permeable surfaces. As such there would be no requirement for a Flood Risk Assessment.

53. It is considered that the proposed units would be acceptable in regard to the National Planning Policy Framework in terms of flood risk.

(d) impacts of noise from commercial premises on the intended occupiers of the development;

54. As the application site is in a mixed residential and commercial area facing on to Clarendon Road, a street largely populated by commercial office and light industrial units. The immediate surrounding area is infilled with commercial units, with residential house surrounding this.
55. 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. 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'.
56. No dwellings within the development will need to use openable windows to control overheating.
57. The Acoustic Report assesses the impact of noise on the intended occupiers of the developers and the noise survey makes clear that the background noise climate was dictated by a combination of road traffic noise from surrounding roads and nearby construction noise and not from noise arising from surrounding commercial development.
58. The acoustic assessment 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.

59. Consequently the applicant commits to meeting the specified internal noise levels, as part of the development proposals.
60. Taking into the context of the area, and the location of existing noise-sensitive properties the change of use to residential will not result in any further restrictions on the operation of existing commercial premises in the area, in line with para, 185 of the NPPF.
61. Having regard to the requirements of the GPDO it is concluded that the use of the site can be changed to residential without noise causing an unacceptable impact on future residents or causing unreasonable restrictions to the continued use of commercial premises in the area.

(e) where—

(i) the building is located in a conservation area, and

(ii) the development involves a change of use of the whole or part of the ground floor, the impact of that change of use on the character or sustainability of the conservation area;

62. As the site is not located within a conservation area this condition is not relevant.

(f) the provision of adequate natural light in all habitable rooms of the dwellinghouses;

63. A Daylight & Sunlight Assessment for the proposed units has been progressed to measure the daylight within each unit, based upon the implementation of planning permission HGY/2024/2206, which includes the insertion of additional windows.
64. The report has been prepared in accordance with the BRE's document 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'.

65. With regards to daylight to new dwellings all 110 (100%) habitable rooms tested satisfy the BRE guidelines. This demonstrates that all dwellings will benefit from acceptable levels of daylight.

66. It is concluded that all habitable rooms of the dwellinghouses will benefit from adequate natural light.

(g) the impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses; and

67. The application site is in an immediate mixed education, office and commercial area, surrounded by residential areas. The uses around the site are all considered compatible with a residential area.

68. Therefore, given the surrounding area is not predominantly characterised by general or heavy industry, waste management, storage and distribution, or a mix of such uses, the conversion to residential will have no impact or relevance to (g).

(h) where the development involves the loss of services provided by –

(i) a registered nursery, or

(ii) a health centre maintained under section 2 or 3 of the National Health Service Act 2006.

the impact on the local provision of the type of services lost.

69. The development does not involve the loss of these services.

Summary

70. This application has been assessed in accordance with the requirements of Schedule 2, Part 20, Class A of the Town and Country Planning (General Permitted Development Order 2015 (as amended)).

71. Development is permitted by virtue of Class A. Having regard to the relevant material considerations (a-h) prescribed by the Order it has been demonstrated that the proposals are acceptable under these terms.

72. We therefore consider that the application proposals pass the relevant legislative tests set out by Schedule 2 and Prior Approval should be granted accordingly.