

## **REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2008/0214

**Ward:** Seven Sisters

**Date received:** 25/01/2008

**Last amended date:** 27/05/2008

**Drawing number of plans** P030 C, P031 B, P033 E, P034 A.

**Address:** 82 Beechfield Road N4 1PF

**Proposal:** Demolition of existing workshops and erection of 1 x 3 storey block comprising of 6 x 1 bed, 1 x 2 bed and 2 x 3 bed self-contained flats.

**Existing Use:** Printers

**Proposed Use:** Residential

**Applicant:** Tate Developments Ltd

**Ownership:** Private

### **PLANNING DESIGNATIONS**

Road Network: B Road

**Officer Contact:** Oliver Christian

### **RECOMMENDATION**

GRANT PERMISSION subject to conditions and a Section 106 agreement.

### **SITE AND SURROUNDINGS**

A single storey light industrial unit now empty formerly used for calendar manufacturing.

The structures consist of brick facades, asphalt roofs and metal windows - The site is bordered by existing dwellings to Beechfield Road / Oakdale Road on the southern elevation.

There is existing established access on the site from the road frontage to the buildings on the western elevation. On the northern boundary is the Public House (Oakdale Arms).

The site is not within a designated conservation area or within any designated defined employment area.

## **PLANNING HISTORY**

Planning permission was refused on appeal for a very similar scheme in terms of the number of units and the type of development.

The adjoining pub site was granted permission on appeal for the demolition of the existing printing building and the erection of a three storey residential development.

## **DETAILS OF PROPOSAL**

The proposal is for the demolition of existing workshop and erection of 1 x 3 storey block comprising 6 x one bed, 1 x two bed and 2 x three bed self contained flats with parking and cycle storage.

The main issues are the effect on adjoining neighbors living conditions with particular reference to overlooking, daylight/sunlight and outlook.

The scheme is to be assessed as a car free development – the site is within a CPZ and resident of the development will be unable to secure parking permits.

## **CONSULTATION**

Transportation Group  
Design Team  
Waste Management  
Ward Councillors

### Local Residents

259-285 (o) Hermitage Road  
55 - 85 (o) Oakdale Road  
43-55(o), 62-80 (e) Beechfield Road

## **RESPONSES**

Transportation Group comments as follows - The proposed development is situated in an area with low public transport accessibility level and within Green Lanes Controlled Parking Zone operating from Monday to Saturday, between 0800hrs and 1830hrs. In addition, our interrogation with TRAVL trip prediction database has revealed that, based on similar London sites (Yeats Close-NW10, Chad Cres. Kariba Cl. Congo Dr-N9, Osier Crescent-N10 and Tysoe Avenue- EN3), a development of this magnitude would only generate a combined traffic inflow/outflow of 2 vehicles in the critical am peak hour (0800-0900hrs). Furthermore, this site has not been identified by the Council's adopted UDP 2006/SPG HSG11 as that with car parking pressure. We have subsequently considered that this level of vehicular trips, ensuing from this development, would not have any significant adverse effect on the existing traffic or indeed car parking demand at this location.

The applicant has submitted a detailed plan for cycle parking - there are only proposed cycle routes in the immediate area north, east and west of this proposed development. Hence, there is the need to improve the conditions for cyclists in around the adjoining roads.

Consequently, the highway and transportation authority would not object to this application on the condition that:

1. The applicant contributes a sum of £5,000 (Five thousand pounds) towards enhancing the conditions for cyclists around the immediate highway network.

Reason: To improve the conditions for cyclists at this location.

2. The applicant submits a basement drawing plan showing 9 cycle racks with a secure shelter, to the highway and transportation authority for approval.

Reason: To improve the conditions for cyclists at this location.

### Waste Management

No objection to the location and proposed bins.

### Local Residents

There have been several objections, I summarise the main reasons for the objections as follows:

- The effect on local amenities
- Environmental impact
- Effect on character and appearance of the area
- Effect on provision of local facilities - open space

## **RELEVANT PLANNING POLICY**

### **NATIONAL POLICY BACKGROUND**

#### **Planning Policy Statement 3 Housing**

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPS provides guidance on a range of issues relating to the provision of housing. Circular 6/98 Planning and Affordable Housing will continue to apply, within the framework of policy set out in this guidance.

#### **PPS3 states that Local planning authorities should:**

- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of Greenfield sites;
- promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

#### **Planning Policy Statement 13 Transport**

Planning Policy Statement 13 Transport aims to:

- promote more sustainable transport choices for people and for moving freight
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- reduce the need to travel especially by car

## **THE LONDON PLAN**

The London Plan forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

## **LOCAL POLICY BACKGROUND**

Haringey Unitary Development Plan

### **G 3: Housing Supply**

Sets out the Council's strategic housing targets based on central government advice.

### **HSG 10: Dwelling Mix**

The Council will normally expect all new development to include a mix of housing types to cater for both family and non-family households.

### **HSG 9: Density Standards**

In considering applications for residential development (including redevelopment, conversions and mixed-used schemes) the density of the development should normally be in the density range of 200-700hrh.

**UD3 General Principles** (Good Design and how Design Will Be Assessed - Privacy and Amenity of Neighbours).

The Council will require development to be of good design. The overall quality of the design of a proposal will be assessed and poorly designed schemes will be refused.

Seeks to protect the reasonable amenity of neighbour's planning permission for development

**UD 4 Quality Design (1): Fitting New Buildings into the Surrounding Area.**

Infill development in areas of varied townscape of significant quality can create new compositions and points of interest but should be disciplined by building lines, scale of area, heights, and massing, characteristic or historic plot widths.

In assessing the design of new development, alterations and extensions the Council will have regard to building lines, layout and form, rhythm and massing.

#### **EMP4 Non Employment generating Uses**

Assesses the suitability of alternative use of land that is considered unsuitable for continued industrial use and that appropriate evidence of marketing be provided for at least 18months.

#### **HSG 4: Affordable Housing**

Require all new housing developments above a certain threshold (10 units) to make contribution towards meeting the Borough's need for affordable housing.

#### **M9: Car Free Development.**

The suitability of the scheme being car free based on its location and PTAL rating.

#### **M10: Parking for Development**

The proposal should provide an acceptable level of parking in line with current national and local policy advice.

### **ANALYSIS/ASSESSMENT OF THE APPLICATION**

It is considered that the main issues in determining this proposal are as follows

1. The principle of residential use
2. Design, Layout and effect upon the character and appearance of the local area.
3. Amenity
4. Density.
5. Affordable Housing
6. Dwelling Mix
7. Car Parking and Cycle Parking.
8. Sustainability
9. Waste Management
10. Section 106 contributions

#### **1. Principle of residential use**

The surrounding area is predominantly residential. The proposed building would be three storeys with the dwelling mix above. The redevelopment of the site for residential purposes complies with UDP Policy HSG 1. and EMP4 in that the site is not within a Defined Employment Area.

The Council has acknowledged that the site can make a contribution to housing supply and provides an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed and accessible urban land for housing purposes is in PPS3.

## **2. Design, layout and effect upon character and appearance of local area.**

The proposal intends to provide a building which reinforces the predominant street frontage to Oakdale Road.

Additionally the current proposal has been amended in order to address neighboring and adjoining residents concerns in that all rear open able and visual windows are to be removed from first and second floors and reinstated with obscured translucent structural glass fire rated blocks.

The bathroom windows have been replaced with obscured glass with an opening light commencing at 1.80metres and obscured for ventilation purposes to a height of 2.10metres.

The entrance rear fenestration to the common areas of vertical circulation has been replaced at first and second floor with translucent obscured glazing. This removes any privacy issues to the rear adjacent property that were associated with the previous planning application and was commented upon in the Inspectors statement.

The glazing for ventilation purposes to the habitable rooms on the rear have been replaced by clear glass with open able lights at 90 degree to the rear boundaries of the adjacent properties. This also removes any privacy issues to the rear adjacent property that were associated with the previous refusal.

The roof level at second floor will not be used as a terrace for private use - There are no door access points to the terrace. The set back which forms a flat roof is to reduce any potential for overshadowing to the neighbors' on the southern elevation at the second floor.

The upper storey is set back to minimise the overall bulk with height relating to the surrounding area. The formal elevations are prominent and provide a modern design interpretation that creates a building of interest. The upper floor railings have been removed from the scheme.

It is considered that the design solution meets the aims of policy UD3 in that the proposal contributes positively to the character of the street, amenity of neighbours and the immediate locality.

The applicant intends to have partial facing brick facades with painted textured render, a dry powder painted aluminium fenestration and dry painted aluminium handrails. The second floor would have aluminium-panelled facades with an inverted aluminium panelled roof.

The Inspector has confirmed that the setback on the second floor would not appear dominant or overbearing. In order to reinforce this point it has been decided to remove the railing to the flat roofs at the second floor. This will enhance the two storey aspect at this juncture and avoid the issues raised in the report of the second floor roof becoming a terrace.

### **3. Amenity**

The aims of policy UD3 and the principles set out in Supplementary Design Guidance 3b have been applied to the proposed development. The windows on the rear of the building have been design to ensure that there is no adverse overlooking of the neighbouring properties in that the development meets the minimum distance standard between principle facing windows. Additionally the building steps back at upper floor level.

In terms of daylight and sunlight it should be noted that the rear facade is south facing and the shadowing of the proposed building allows for clear and uninterrupted sunlight to the rear properties that the Inspector commented on. The proposed building orientation will not affect the quality of the daylight nor sunlight throughout the spring, autumn or summer periods of the rear existing properties where the sunlight arc is low in the sky at the described seasonal periods above. All shadowing will be on the Beechfield Road frontage. This is confirmed in paragraph 10 of the Inspectors statement.

In terms of overlooking the building is orientated with a northern front façade. The internal layout has been reversed which allows for the lounge, dining areas to be at the front of the building which eliminates overlooking to the existing rear properties.

The dwellings have the benefit of the introduction of the fire rated translucent glass block to the rear bedrooms in place of clear glazed fenestration, these are set back in the framed openings creating a shadow gap in the window recess. The blocks are sealed and allow significant light to the repositioned rear bedrooms. The side opening 90 degrees to the rear wall allow for natural ventilation to the bedroom spaces and as such no overlooking to the rear existing neighboring properties is possible.

This alteration allows for a vertical element on the rear facade which enhances the scheme.

The revised scheme also allows for the bathrooms to have translucent glazing and open able ventilation to conform to Building Regulation requirements at a height of 1.80metres.

The eastern facade is set back 45 degrees from the existing adjacent dwelling and conforms to the 45 degree right of light requirements.

It is therefore concluded that the quality of light and ventilation has not been adversely affected.

External amenity has been provided at the rear of the building in the form of communal garden area – This amenity space to the rear of this development maintains privacy from the neighbouring rear properties. There is a two metre brick boundary wall that remains along the site and an established fence 1.80 metres high with substantial planting which will also remain.

#### **4. Density**

- PPS3 recommends that more efficient use be made of land by maximising use of previously developed land. It recommends that Local Authorities "avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes". Para. 58 states: Local planning authorities should... encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net)
- The London Plan also sets higher densities for development in urban areas and recommends a density range of 450-700 habitable rooms per hectare for flatted developments in urban areas.
- Policy HSG 9 'States that densities which are above the normal range of 200-700 habitable rooms per hectare may be acceptable on sites with good design and where a community benefit can appropriately be gained. This site is considered to urban in terms of the London Plan having a PTAL rating 5 – The plan states that in such locations up to 700 habitable rooms per hectare may be acceptable. The site has a density of approximately 344 habitable rooms per hectare.

#### **5. Affordable Housing**

Policy HSG 4 requires all new housing developments above a certain threshold to make contribution towards meeting the Borough's need for affordable housing. This proposal falls below the threshold as it is for 9 units.

#### **6. Dwelling Mix**

The proposal provides for a range of mix. The proposed development comprises 6 x one bed, 1 x two bed and 2 x three bed self contained flats. The current mix of the scheme was arrived through agreement with the applicant and the Planning Service as it made the best use of the proposed floor area in terms of layout and enabled the provision of the larger flat – namely the three bedroom units to be located on the ground floor.

It is considered that although the mix does not comply with the Council's policy in that there is a shortfall of a 2 bed unit – it is considered that this mix

causes no harm and provided a satisfactory standard of accommodation - As such there is no planning objection.

## **7. Car Parking and Cycle Parking**

The Council's Transportation Group is satisfied that the proposed development is in a location that is suitable to car free – adequate cycle storage has been provided within the site. The site is within a designated CPZ and has good transport accessibility.

## **8. Sustainability**

The sustainability checklist has been completed and includes good ventilation – The applicant has indicated the willingness to introduce solar voltaic and grey-water reclamation – This is the subject of an appropriate condition.

## **9. Waste Management.**

The bin storage and waste and recycling collection facility has been re-located to the side of the building in a purpose made facility in line with the aims of SPG8a.

## **10. Section 106 Agreement**

### **Transportation**

The applicant is willing to contribute £5,000 toward cycle lane provision, pedestrian footway and roadway improvements adjoining the site.

### **Administrative/Recovery cost**

The applicant is willing to pay £1,000 toward administrative/recovery cost.

### **Comment on the objections raised as a result of notification**

As highlighted above, reasons for the objections raised are as follows – The first concern raised is the effect of the proposed development on the local amenities. The main concern to nearby residents here is that the proposed development would create more harm in terms of parking and traffic to the detriment of the quality of life. It is considered however that the proposal meets the requirements of policy M9 'Car Free Development'. Furthermore Transportation Group has raised no objection in principle to the proposed development.

The second concern raised is the environmental impact the proposed development would have on the nearby properties. The points raised here are loss of light and domestic refuse. The proposed development with the upper level set back will not unduly affect adjoining properties by reasons of loss of daylight, overlooking and loss of privacy and refuse bin provided for would not detract from the amenity currently being enjoyed.

The third concern raised is the effect on the character and appearance of the area. As previously stated - The upper storey is set back so that the overall bulk of the building would be minimised in the street scene.

The fourth concern raised is the effect of the development on provision of local facilities. The Council considers that the site can make a contribution to housing supply and provides an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed and accessible urban land for housing purposes is provided for in Planning Policy Guidance 3.

## **SUMMARY AND CONCLUSION**

The proposed development has been amended from that originally refused and is now considered appropriate for the site in that the issues and concerns raised and highlighted in the Inspectors comments especially in respect to overlooking, daylight/sunlight and outlook have been addressed.

It is considered that the proposed development will contribute beneficially to housing provision and sustainability in the borough. It has produced a development scheme that relates well to its surroundings in respect of scale, massing, height, design and external materials and finishes.

The proposed development as amended has produced a high quality design solution that is both practical in terms of the use and accessibility whilst also having regard to the UDP design objectives and policies especially UD3 and UD4.

It is also considered that the proposal would have no adverse impact on the local environment and traffic conditions and is deemed suitable for designation as a car free scheme.

## **RECOMMENDATION 1**

That planning permission be granted in accordance with planning application no. HGY2008/214 Drg No. P030b, 031b, 032b, 033b, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended). The Agreement or Agreements is necessary in order to secure contributions of £5,000 toward Transportation works associated with cycle lane provision, pedestrian footway and roadway improvement within the locality and £1,000 toward administrative/recovery charges.

## **RECOMMENDATION 2**

(i) That planning permission be granted in accordance with planning application reference number HGY/2008/214 – Drg No. P030b, 031b, 032b, 033b subject to a pre-condition that the applicant shall first have entered into

an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974] in order to secure: Transportation works associated with cycle lane provision, pedestrian footway and roadway improvement within the locality and £1,000 toward administrative/recovery charges.

ii). That the Agreements referred to in Resolution (1) above is to be completed no later than 20/08/2008 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in his sole discretion allow; and

iii). That, following completion of the Agreement referred to in resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY2008/214 & applicant's drawing Nos. P030b, 031b, 032b, 033b subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.  
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.  
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.  
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. That not more than 9 separate residential units, whether flats or houses, shall be constructed on the site.  
Reason: In order to avoid overdevelopment of the site.
5. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.  
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

6. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.  
Reason: In order to protect the visual amenities of the neighbourhood.
7. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.  
Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.
8. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.  
Reason: In order for the Local Planning Authority to ensure the site is contamination free.
9. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.
  1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:
    2. (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.
    - (b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.
    - (c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.
  3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy

developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

## **REASONS FOR APPROVAL**

The proposal accords with policies HSG2 Change of use to residential, EMP4 Non Employment Generating Uses, UD3 Quality Design, UD6 Waste Storage, also Policy HSG 8 'Density Standards' and Policy M9 'Car Free Development' of Haringey Unitary Development Plan and is considered consistent with PPS 3 'Housing' and PPS13 'Transport'.

The proposal is in accordance with Supplementary Planning Guidance especially 1a Design guidance, 3a Density , dwelling mix, 3b'Privacy and Overlooking, 4 Access for all, 7a Parking standards, 10 Negotiation and monitoring of obligations, and 8a Waste and recycling.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such works commence.

INFORMATIVE: The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

INFORMATIVE: That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.