

Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2017/0285

Ward: Bounds Green

Address: 26-28 Brownlow Road, Bounds Green, London, N11 2DE

Proposal: The pre-application proposal is for redevelopment of the site including demolition of two detached houses and erection of part 4 and part 5 storey block of 27 flats (1 x studio, 13 x 1 bed, 12 x 2 bed and 1 x 3 bed) and 3 x 3 bed houses in the rear together with new access way and associated cycle storage and car parking.

Agent: Simon Grainger, Grainger Planning

Ownership: Private

Case Officer Contact: Tobias Finlayson

2. BACKGROUND

- 2.1 The current pre-application scheme has evolved from two pre-application meetings in an attempt to address issues with a number of material planning considerations.
- 2.2 The development is being reported to Planning Sub-committee to enable members to view it at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination.
- 2.3 It is anticipated that the forthcoming planning application will be presented to the Planning Sub-committee later this year.

3. SITE AND SURROUNDS

- 3.1 The site consists of two deep plots on the eastern side of Brownlow Road and currently occupied by two, two storey houses. Two separate vehicle accesses will be provided to the site will be provided via an existing crossover and one additional to be created adjacent to the southern boundary with the adjoining block of flats named Beaumaris. The site is not located within any conservation area, does not fall within the curtilage of a listed building and is not subject to any other designations.
- 3.2 The surrounding area is predominantly residential in character consisting of purpose built blocks of flats, conversions and single family dwellings.

4. PROPOSED DEVELOPMENT

- 4.1 The pre-application scheme is for redevelopment of the site including demolition of two detached houses and erection of part 4 and part 5 storey block of 27 flats (1 x studio, 13 x 1 bed, 12 x 2 bed and 1 x 3 bed) and 3 x 3 bed houses in the rear together with new access way and associated cycle storage and car parking.
- 4.2 The flatted block to the front of the site will be of rectangular form with a setback 5th storey. The 3 detached houses to the rear will be semi-sunken, part 1 and part 2 storey with dual pitched roofs.

5. PLANNING HISTORY

- 5.1 Planning permission (HGY/2016/3130) was granted in October 2016/17 to the rear of 26 Brownlow Road for the erection of two x three bed detached dwellings with parking, cycle and refuse storage and formation of an access.

6. CONSULTATION

Internal/external consultation

- 6.1 The applicant has been advised of the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement 2017 (SCI), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI, applicants of major schemes are advised to undertake early community involvement before submitting a planning application to the Council.
- 6.2 Officers understand that the applicant intends to undertake their own consultation and any feedback/comments resulting from this will be included within the forthcoming planning application.
- 6.3 Should it be available, the developer will report the outcome of their own public engagement at the Planning Sub-committee meeting pre-application briefing.

Quality Review Panel

- 6.4 A previous version of the proposal was presented to the Quality Review Panel (QRP) on 15 November 2017. The summary of the QRP views are as follows:

The Quality Review Panel feels that the combined sites at 26-28 Brownlow Road offer great potential for redevelopment due to their proximity to Bounds Green Underground Station. Whilst it welcomes the plans to replace the two low-density houses on the combined site with a higher density residential scheme, the panel considers that some further

refinements to the proposal will be required in order to ensure that the development fulfils its obvious potential.

The panel broadly supports the scale and configuration of the development; however, it feels that scope remains to improve the entrance and circulation of the main block of accommodation, the quality and accessibility of the communal garden, and the arrangements for servicing and cycle storage. The panel would also encourage further consideration of the ground floor plan in the south-eastern corner of the main block, and some refinement of the fenestration and architectural expression.

- 6.5 The proposal has been subsequently amended to respond to the points raised by the QRP. Furthermore, Council's Design Officer has reviewed the amended proposal and is of the informal opinion that it is broadly acceptable and that the amendments address the points raised by the QRP.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1 The main planning issues raised by the proposed development are as follows and are to be fully assessed prior to any forthcoming planning application being considered at a future Planning Sub-committee.

Principle of the development

- 7.2 Given the existing site is in residential use, the principle of redeveloping the land with a residential land use is considered acceptable. Furthermore, the principle of new residential development is supported by Local Plan strategic policies, notably SP1 which seeks to promote new housing providing the site is appropriate and provides a suitable mix of housing types and SP2 which seeks to maximise the supply of additional housing to meet the Council's Housing targets.
- 7.3 It is also noted that the principle of houses to the rear of the site has been established by the previous extant planning permission (reference HGY/2016/3130) granted for two houses.

Design and appearance

- 7.4 As noted above, the proposal has been amended a number of times to respond to both officer concerns and the points raised by the QRP subsequent to their review. Of particular concern with the original submission was the fifth floor, which has been subsequently been set back. The Council's Design Officer has reviewed the latest amended proposal and is of the informal opinion that the latest amendments address the points raised by the QRP.

Affordable housing

- 7.5 At this stage, the affordable housing provision is unknown but the policy position is that it should be provided on-site (40% based on habitable rooms). Any

forthcoming planning application providing less than the required affordable housing will need to demonstrate a viability case.

Density

- 7.6 The proposal site is considered to be in the “urban” context with a PTAL of 6a and therefore, the relevant density guidance as set out in the London Plan density matrix is between 200 – 700 habitable rooms per hectare (hr/ha). The density of the proposed scheme is approximately 320 hr/ha, which would be within the relevant range.

Housing mix

- 7.7 The proposed housing mix is 1 x studio unit (3%), 13 x 1 bed units (43%), 12 x 2 bed units (40%) and 4 x 3 bed units (14%), which considered acceptable and in accordance with policy.

Impact on residential amenity

- 7.8 The proposal should consider the impact on the amenity of the surrounding properties regarding loss of daylight/sunlight/enclosure overlooking, loss of privacy and noise levels.
- 7.9 The pre-application submission includes a daylight and sunlight assessment that concludes that the reduction in daylighting and sunlighting to the habitable room windows of the neighbouring buildings would be less than the value that is considered to represent a notable impact, and within the limits prescribed by the BRE Guidelines.
- 7.10 There are several windows in the northern flank elevation of the adjoining property to the south (Beaumaris) which would face the proposed development. These windows do not appear to serve habitable rooms. This would be investigated at application stage.
- 7.11 With regard to the adjoining property to the north (30 Brownlow Road), there appear to be no windows in the southern flank elevation that would otherwise face the proposed development.
- 7.12 In terms of the rear building line in relation to the habitable room windows in the rear elevations of the adjoining properties (Beaumaris and 30 Brownlow Road), the current proposal has been amended since that originally submitted so that it no longer breaches the BRE Guideline 45-degree test.
- 7.13 The relatively modest height of the proposed houses to the rear when combined with the separation distance to the adjoining terrace properties to the east (fronting Queen’s Road) means that these properties will unlikely be adversely impacted by the proposed development, however a full and proper assessment would be made at application stage.

Quality of accommodation

- 7.14 All of the proposed flats and houses meet the minimum unit size requirements as set out by Nationally Described Space Standards. However, the front three ground floor units (3 x 1 bed units) do not have any dedicated outdoor amenity space. A large area of communal amenity space is provided to the rear. It is noted that the proposed scheme includes a total of 7 single aspect units. None of the units are north facing, exposed to noise levels above which significant adverse effects on health and quality of life occur or contain three or more bedrooms.

Parking

- 7.15 The site is proposed to be a low parking site with 3 blue badge spaces and no other parking for the main block and the three houses to the rear each having their own parking in curtilage (4 in total).
- 7.16 Given the excellent PTAL (6a), location within a CPZ, permit free status and provision of car club memberships and driving credits (to be secured by s106 agreement), coupled with the provision of high quality cycle parking, officers' informal opinion is that any uplift in local on street parking demand will be minor and as recorded within the submitted Parking Stress Survey, there is sufficient capacity to accommodate any small uplift without creating any adverse impacts.

Accessibility

- 7.17 All residential units within the proposed development will be accessible and adaptable dwellings and at least 10% will be wheelchair accessible or easily adaptable for wheelchair use. Furthermore, 10% of the residential car parking spaces will be dedicated to wheelchair users.

Sustainability

- 7.18 The London Plan requires all new homes to be zero carbon and it is expected that any forthcoming planning application achieves this through lean, clean and green measures. If the zero carbon target cannot be achieved on site, then in line with policy, an offsetting payment will be required by way of financial contribution secured through a s106 agreement.

Drainage

- 7.19 London Plan policy 5.13 and Local Plan Strategic Policy SP5 require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

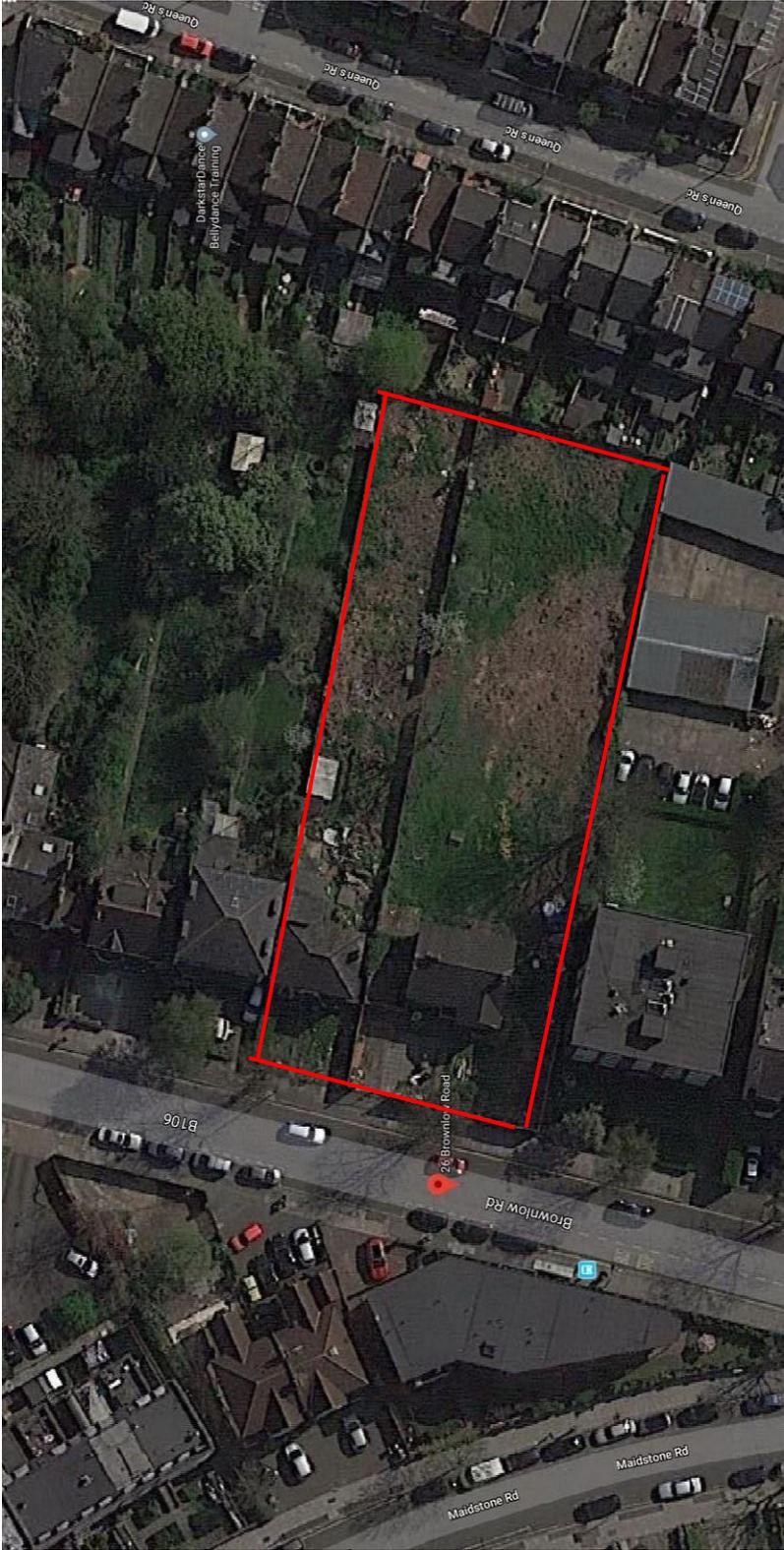
- 7.20 The applicant has maximised the use of above ground SuDS solutions and has considered all options available in the SuDS hierarchy which is welcomed by Council's Drainage Officer.

Summary

- 7.21 The above matters will be assessed further before a full planning application is submitted and considered at the Planning Sub-committee.

PLANS AND IMAGES

Existing aerial photograph



Proposed block plan



Site layout (proposed ground floor plan)



Proposed front elevation (main block)



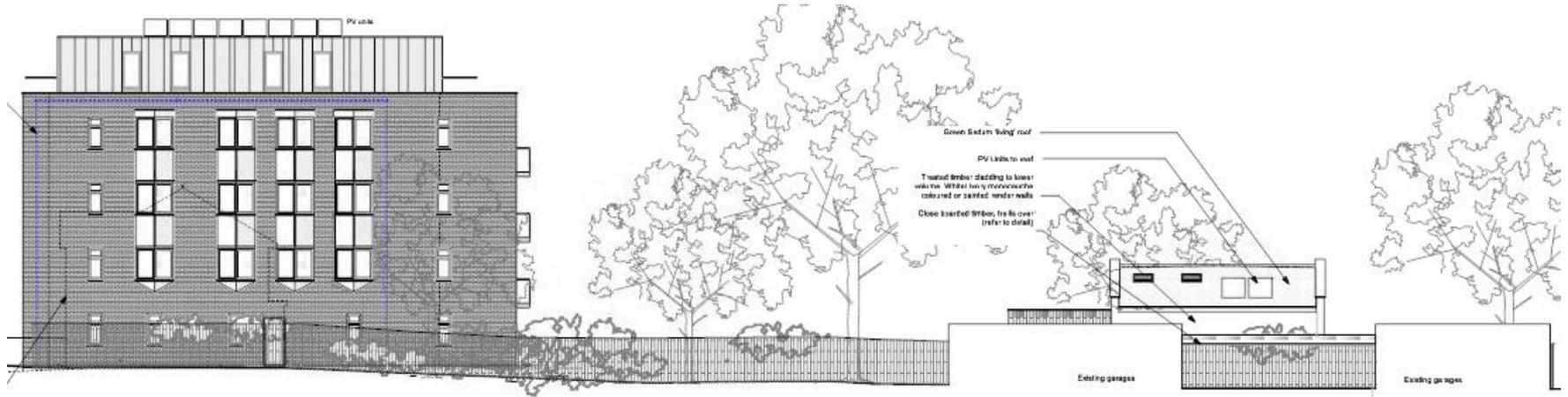
Proposed rear elevation ((main block))



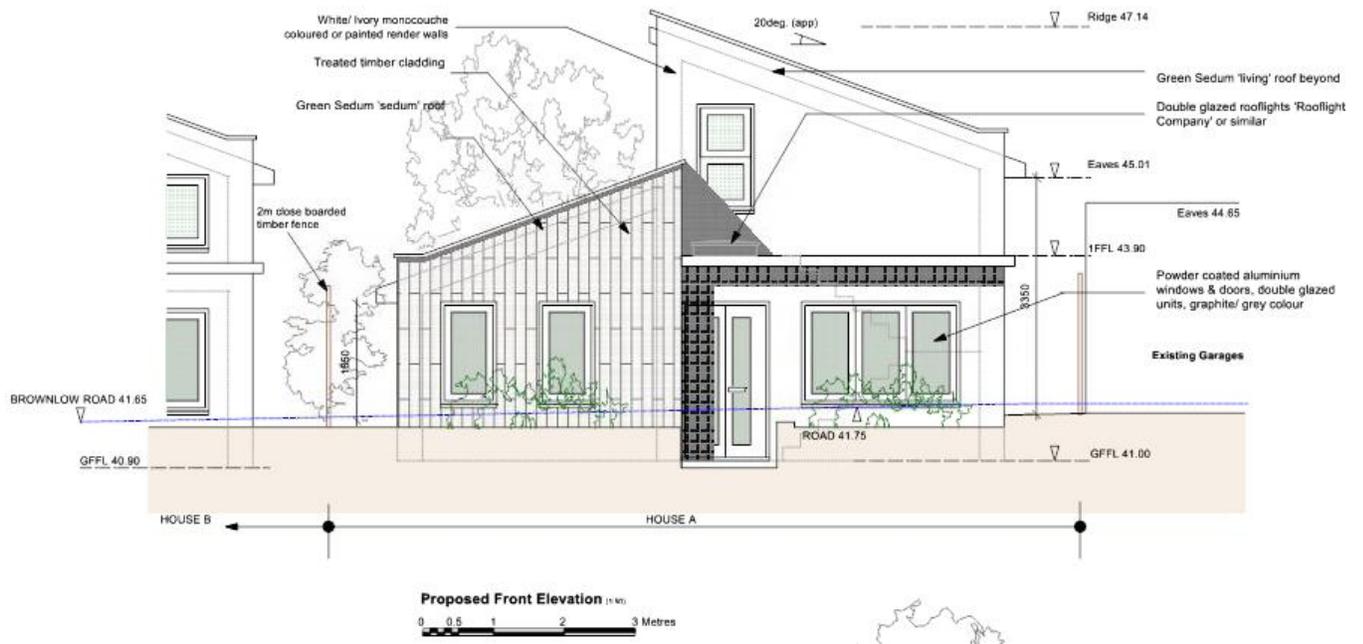
Proposed Rear Elevation (1:100 scale)

Existing detached buildings to be demolished

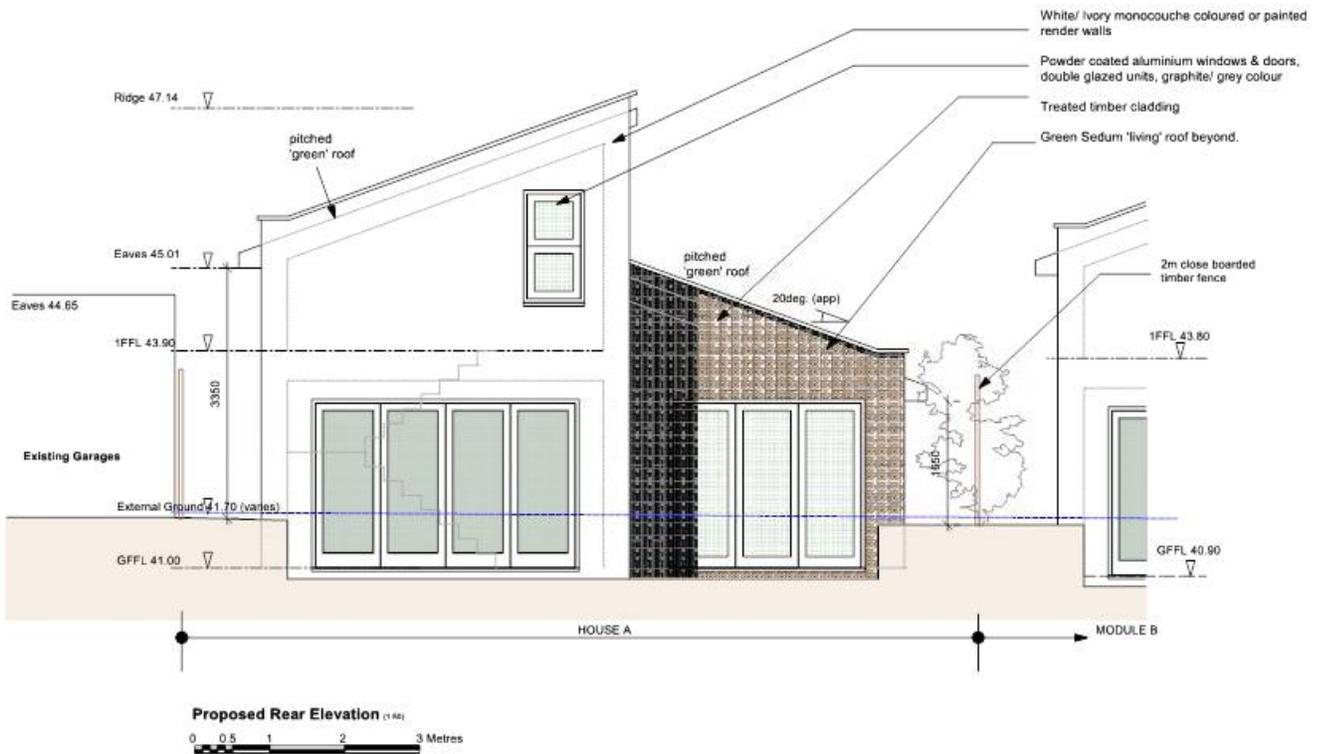
Proposed southern elevation (also showing separation to proposed 3 houses to rear)



Proposed front elevation (rear houses)



Proposed rear elevation (rear houses)



Proposed photo montage looking south east (winter view)

