

Planning Committee 13 January 2008

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2008/2072

Ward: Noel Park

Date received: 20/10/2008

Last amended date:

Drawing number of plans: 0822 003, 152, 153, 200, 210 & 211.

Address: 673 Lordship Lane N22

Proposal: Erection of four storey plus basement student housing block comprising 28 studio units, plus associated parking, refuse and recycling to the rear.

Existing Use: Vacant

Proposed Use: Student accommodation

Applicant: Forest Manor Developments Ltd

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer Contact: Valerie Okeiyi

RECOMMENDATION

GRANT PERMISSION subject to conditions and to a Section 106 Agreement

SITE AND SURROUNDINGS

The application site is situated at 673 Lordship Lane outside the conservation area. The site was formerly occupied by the Wood Green Conservative Club, which is currently a four storey brick built and rendered structure. Immediately adjacent to the site are two residential buildings which consist of a four storey purpose built block and 3 storey house that consist of self contained flats. To the west of the site is also the Telephone Exchange building and terraced houses beyond.

At the rear of the site a dilapidated timber outbuilding has been demolished and access to the rear is between no. 4 Sultan Terrace to the left and no. 1 Vincent Road to the right.

PLANNING HISTORY

Planning-OLD/1974/0720-GTD-23-12-74-673 Lordship Lane -Use of hall as Headquarters offices for Wood Green Conservative Association.

Planning-OLD/1980/0704-GTD-01-05-80-673 Lordship Lane -5/3/80 Continuation of use as Headquarter offices for Wood Green Conservative Association.

Planning-HGY/2006/0109-GTD-27-03-06-673 Lordship Lane London -Redevelopment of site to include demolition of existing building and erection of 1 x 5 storey building fronting Lordship Lane comprising 5 x 1 bed, 6 x 2 bed and 2 x 3 bed including 14 bicycles stands, 5 car parking spaces and an area for refuse and recycling to the rear.

Planning - HGY/2007/1735 - REF 23-10-07 - 673 Lordship Lane Wood Green London Erection of four storey block fronting Lordship Lane comprising of 7 x one bed, 5 x two bed and 2 x four bed flats, and two storey block to rear comprising of 2 x two bed flat plus associated parking, refuse area and recycling to the rear. Refusal because the separate block to the rear was overdevelopment and reduced amenity space.

Planning HGY/2007/2575 REF 16-01-08 673 Lordship Lane Wood Green London Erection of four storey block comprising 2 x four bed, 1 x three bed, 4 x two bed and 7 x one bed flats, with associated parking, cycle storage, refuse bay and recycling area to the rear. This was refused because the applicants did not sign the Section 106 Agreement.

DETAILS OF PROPOSAL

The proposal is for erection of four storey plus basement student housing block comprising 28 studio units, plus associated parking, refuse and recycling to the rear. The previously refused planning application was an almost identical development however the use class was for residential and the internal layout differs.

CONSULTATION

Transportation Group
Cleansing
Legal Services
Strategic & Community Housing
Housing Enabling Group – Paul Dowling
Conservation Team
Building Control
Ward Councillors
Andrew Snape
London Fire Brigade
660-674 (e) Lordship Lane
139 – 145 (c) Bracknell Close N22
1-4 (e) Sultan Terrace N22
1-3(o) Vincent Road
16-28 Coombe Road
653- 675 Lordship Lane
1-6 (c) Temple Terrace, Vincent

1-16 (c) Suraj 675 – 679 Lordship Lane

RESPONSES

Thames Water

Thames Water requests that the applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Thames Water recommend the following informative be attached to this planning permission. Thames water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames water pipes. The developer should take account of this minimum pressure in the design of the proposed development.

The London Fire Brigade previous comments

The brigade is satisfied with the proposal

Building Control

Access to the above development for fire fighting vehicles is considered acceptable, provided all entrance doors to bedsits/flats are within 45m of the brigade appliances

Crime Prevention Design Adviser

I am encouraged that the architect has considered security in their design and gating the rear/side access will be a key security measure for this scheme. The semi-private nature of this route should be further protected through high quality signage and a change of road surface or similar treatment. If ownership of this space is ambiguous, it will fall out of the control of legitimate residents and become a focus for crime.

The intended use of the building as Student accommodation will place additional strains on the communal door entry systems and the final flat entry doors. The Crime Prevention Department can give free, impartial advice on improving security at these points, including robust door entry systems. We urge the Developer to use a high specification of security at these points.

The homes would benefit from the enhanced security standards detailed in the "Secured by Design Scheme" (www.securedbydesign.com) and I recommend that consideration is given to achieving the standards.

The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community. The Crime Prevention Department can meet with the developer to discuss the scheme as required. We can be contacted on 020 8345 2167.

Waste Management

The application submitted will require refuse storage of sufficient size to accommodate 3 x 1100 litre refuse bins and 1 x 1100 recycling bin.

The location of the bin store at the rear of the premises means that the bins will have to be wheeled out to Vincent Road for collection; from the drawing it is difficult to establish the distance from the store to the road.

Please note we would not want the RCV to reverse down the drive for collection and there appears to be insufficient room to allow the vehicle to enter and turn around. Care needs to be taken to ensure that the maximum distance for the movement storage bins is not exceeded

Residents

- A letter was received from the resident of 3 Temple Terrace who is concerned about vibration and subsequent cracks that would occur and create damage to their property because of its close proximity to the application site and whether the Council would take appropriate action to avoid noise nuisance.

Transportation Group

This proposed development is at a location with high public transport accessibility level, with Wood Green tube station a short walking distance away. We have therefore considered that majority of the prospective residents at this site would travel by sustainable travel modes for their journeys to and from the site. There is also the presence of Wood Green controlled parking zone operating from Monday to Sunday, between 0800hrs and 2200hrs, which provides an adequate on-street car parking control at this location. In addition, our interrogation with TRAVL trip database has revealed that, based on comparable London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1), a development of this magnitude (909sqm. GFA) would only generate a combined in and out movement of 3 and 2 vehicles in the morning and evening peak hours respectively. We have subsequently considered that this level of generated car trips would not have any significant traffic or indeed car parking demand on the adjoining roads.

Also, notwithstanding that this area has not been identified within the Council's Adopted 2006 UDP as that renowned with car parking pressure, the applicant has proposed 5 off-street car parking spaces, 28 cycle racks which shall be enclosed within a secure shelter, pedestrian access off Lordship Lane and the retention of the existing vehicle access off Vincent Road, as detailed on the revised site Plan dated 26/11/07 and in line with the parking standard stated in

Appendix 1 of the Council's Adopted 2006 UDP. Moreover, the characteristics of this site fulfil the criteria set up in the Council's adopted 2006 UDP Policy M9, for dedication as a car-free development.

However, we do feel that the adjoining footway on Lordship Lane has uneven surface at the western periphery of the site and would require some upgrade. There is also the need for relocation or removal of the bollards which restrict the width of this section of the footway.

Consequently, the highway and transportation authority would not object to this application, subject to the following conditions that the applicant:

1. enters into a S.106 agreement that "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To encourage the use of sustainable travel modes at this location

2. Contributes a sum of £23,000 (Twenty-three thousand pounds) by way of S.106 or S.278 agreement towards footway/lighting improvement, in the vicinity of this development.

RELEVANT PLANNING POLICY

UD3 General Principles
UD4 Quality Design
HSG 5 Hostel Accommodation
M10 Parking for Development

Supplementary Guidance

SPG 1a Design Guidance
Housing Supplementary Planning Document – October 2008

ANALYSIS/ASSESSMENT OF THE APPLICATION

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with good public transport links that accord with many of the development principles being espoused by central government. However the redevelopment of the site does raise a number of issues and these can be considered under the following headings:

1. The principle of student housing
2. Density
3. Layout
4. Size, Bulk and Design
5. Privacy and Overlooking
6. Parking

7	Sustainability
8	Waste Disposal
9	Section 106 Issues

1. The principle of student housing

The change of use of the site fronting Lordship Lane to student housing will mean the loss of the existing vacant building which was formerly occupied by the Wood Green Conservative Club, which has now been demolished. Policy HSG5 states that in assessing proposals for hostel accommodation the Council will require;

- There is not another hostel within 400m
- It is located close to public transport, local and support services
- The scale and intensity of hostel use is appropriate to the size of the building

The proposed accommodation is not in close proximity with other student accommodation and it is well served by public transport, and local services. The scale and intensity of the hostel use is appropriate to the size of the building.

The evidence that has been submitted below to show that there is demand for this type of accommodation is from the University of London Housing Services;

The student market has changed markedly in recent years with a number of private companies building purpose built accommodation for students in many areas of the city. Most of the type of housing comes at a price and only a minority of students cannot afford the rents charged for studio flats by companies such as Unite etc. This proposal seeks to provide affordable accommodation for students. There is a general need in London for good quality privately rented accommodation for students. At the University of London alone there are 130,000 students and even if those who live in halls of residence or at home are discounted, there are still in the region of 50,000 students who, each year, need to live in rented housing.

The downturn in the economy is also expected to exacerbate this situation as many people who would normally have purchased properties at the lower end of the market will now look to rent, thus making less accommodation available to students.

2. Density

Residential development in the borough should normally be provided at a density of between 200 – 700 habitable rooms per hectare.

Applying the method of calculation set out in SPG 3a on residential densities, the site covers an area 0.088 ha and proposes a density of 453 hrh. The density is within the recommended density within the Haringey Unitary Development Plan.

3. Layout

The proposals seek to provide 28 studio units. Every unit in this development will be a self contained studio for one or two people. Whilst there is no specific policy for room sizes for hostels, the housing standards set out in Housing Supplementary Planning Document – October 2008 states that the minimum floor area for a 1 person dwelling is 32.5m². The studios that are self contained range from 20.9m² – 35.7m² which is considered appropriate for this type of accommodation. The accommodation proposed is satisfactory in terms of space standards and layout.

4. Size, Bulk and Design

Policy UD3, UD4 and SPG 1a require that new buildings are of acceptable standard of design and fitting in with the surrounding area.

The development fronting Lordship Lane is virtually identical to the earlier scheme approved in 2006; with the same footprint, height and relationship to the adjacent buildings. The height of the building would be fractionally lower than the adjoining Suraj House, and approximately one metre higher than the ridge level of No. 671 to the east. It will still have a modern design and compliment the materials used on the relatively newly built adjacent block. The only significant difference arises from the re-design internally to provide 28 studios for students rather than self contained residential flats. The scheme also provides sufficient amenity space at the rear; an area of 18.2 metres by 12.2 metres will be laid to grass and shrubs.

5. Privacy and Overlooking

Policy UD3 seeks to protect the existing privacy and amenity of neighbouring occupiers.

With regards to the proposed block fronting Lordship Lane, the habitable room windows of the student flats proposed are over 20 metres away from the adjoining dwellings in the vicinity. The proposal meets the requirements set out in SPG 3b in terms of distances required between facing principle windows and will not result in a loss of privacy from overlooking to any adjoining properties.

6. Parking

The scheme provides five car parking spaces at the rear which is considered appropriate because the site is located in an area of high public transport accessibility. Transportation comment 'This proposed development is at a location with high public transport accessibility level (PTAL), with Wood Green tube station a short walking distance away. We have therefore considered that majority of the prospective residents at this site would travel by sustainable travel modes for their journeys to and from the site.' The scheme also provides 28 cycle racks to serve the students.

7. Sustainability Issues

The scheme includes an array of solar panels mounted on the roof of the building to provide renewable energy; and the building is designed to meet the targets and requirements in Part L of the Building Regulations.

8. Waste Disposal

The scheme provides bin storage and a recycling area to the rear of the proposed building and internal recycling storage to each unit. The bin storage area is in the same position as on the scheme already approved. However to ensure that the Councils standard of waste management is adhered to a condition will be required with more detailed submission of a waste management scheme.

9. Section 106 Issues

The use of the building to operate as Student Accommodation will need to form part of a section 106 Agreement.

There will be a need for a transportation contribution of up to £23,000 towards footway/lighting improvement, in the vicinity of the development and the applicants must contribute a sum of £1000 towards the amendment of the TMO for this purpose.

Recovery/Administration costs should be agreed this comprises of 5% of the total that is £1,200.

The total contribution should therefore be £25,200

SUMMARY AND CONCLUSION

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links. It is also considered that in view of the sites location, a redevelopment that incorporates students accommodation is wholly appropriate. There is evidence of a demand for this type of accommodation and also evidence regarding affordability. The proposal introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area. The position of the proposed buildings on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The parking provided is suitable due to its location and cycle racks have also been provided. The scheme will provide adequate bin storage and a recycling area. As such the proposal would be in accordance with policies UD3 General Principles and UD4 Quality Design of the Haringey Unitary Development Plan and The Councils SPG 1a Design Guidance within the UDP HSG 5 Hostel Accommodation and M10 Parking for Development of the Haringey Unitary Development Plan and the Councils SPG 1a Design Guidance and Housing Supplementary Planning Document – October 2008

A Section 106 Agreement has to be sought as part of the planning permission that includes transportation as a planning obligation to be provided by the developer.

It is therefore appropriate to recommend that planning permission be granted.

RECOMMENDATION 1

(1) That planning permission be granted in accordance with planning application reference number HGY/2008/2072 subject to a pre condition that Forest Manor Development LTD 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:

(A) A transportation contribution of £24,000 and £1,200 as recovery cost/administration.

(B) The use of the accommodation for student housing only, with occupation by persons in Full- Time Higher Education at established Universities or Colleges, and a management Agreement to ensure this.

RECOMMENDATION 2

GRANT PERMISSION

Registered No. HGY/2008/2072

Applicant's drawing No.(s) 0822 003, 152, 153, 200, 210, 211,

Subject to the following condition(s)

RECOMMENDATION 3

That, in the event of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) not being signed no later than the 18th of January 2009 or within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his discretion allow;, the application shall be refused for the following reason:-

The proposal fails to make a contribution towards Transportation Provision that the transportation officer require towards the amendment of the Traffic Management Order (TMO) and towards footway/lighting improvements.

RECOMMENDATION 4

In the event that the Planning Application is refused for the reasons set out in resolution (3) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates this Planning Application, provided that:-

- (i) there has not been any material change in circumstances in the relevant planning considerations, and

- (ii) The further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of no more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall previously have entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on 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 structures and areas shown to house recycling facilities and refuse and waste storage on drawing 7209/01/A within the site shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

7. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

8. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated , a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

9. The rooms should be let only to a college of full time education students.

Reason: To prevent it from being sold on the market for residential use

10. 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.

REASONS FOR APPROVAL

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links. It is also considered that in view of the sites location, a redevelopment that incorporates students accommodation is wholly appropriate. There is evidence of a demand for this type of accommodation and also evidence regarding affordability. The proposal introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area. The position of the proposed buildings on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The parking provided is suitable due to its location and cycle racks have also been provided. The scheme will provide adequate bin storage and a recycling area. As such the proposal would be in accordance with Policies UD3 'General Principles' and UD4 'Quality Design' of the Haringey Unitary Development Plan and The Councils SPG 1a 'Design Guidance' within the UDP HSG 5 'Hostel Accommodation' and M10 'Parking for Development' of the Haringey Unitary Development Plan and the Councils SPG 1a 'Design Guidance' and Housing Supplementary Planning Document - October 2008.