

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2010/0862

**Ward:**

**Date received:** 11/05/2010

**Last amended date:**

**Drawing number of plans:** 10-01-01, 10-01-02, 10-01-03, 10-01-04, 10-01-05, 10-01-06, 10-01-07, 10-01-08, 10-01-09 & 10-01-10

**Address:** 26 Lordship Lane N17 8NS

**Proposal:** Demolition of existing steel framed workshop and office building and erection of 2 storey terrace of 5 x three bedroom units with private gardens. Refurbishment of existing building to the rear and conversion to form 3 x two bedroom units

**Existing Use:** B1 Light Industrial

**Proposed Use:** C3 Residential

**Applicant:** Mr Paul Fletcher

**Ownership:** Private

**PLANNING DESIGNATIONS**

Retrieved from GIS on 13/05/2010 Road Network: C Road  
UDP 2006 Archeological Imp

**Officer Contact:** Matthew Gunning

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and s106 Legal Agreement

**SITE AND SURROUNDINGS**

The application site is an irregular shaped site (0.1 ha in size) located on the northern side of Lordship Lane in between the junctions of Bruce Castle Road and Birkbeck Road. The site contains Victorian workshop buildings to the rear, which are brick built with slate roofs and which have gable ends and high level circular windows which face towards the Bruce Castle Road and Birkbeck Road. To the front of these buildings is a steel frame workshop and office building, which up until very recently accommodated an employment use (steel works use known as Gosport Engineering Company Ltd).

The surrounding area is mixed in character and consists largely of three storey terraces along Lordship which contain retail uses at ground floor level and residential accommodation above. Bruce Castle Road and Birkbeck Road contain two-storey residential terrace properties, with the exception of No 2. Bruce Castle Road, which is a stand alone property. The site is not located within a conservation area but is located close to Bruce Castle Conservation Area and Tottenham High Road Corridor Conservation Area. The site is located approximately 650m away from Bruce Grove Station and falls within a PTAL 3 area.

## PLANNING HISTORY

HGY/1999/1369 - Erection of and extension to existing entrance canopy. Installation of new rooflight. – Approved 07/12/1999

## DETAILS OF PROPOSAL

The proposal is for the demolition of the steel frame workshop and office building to the front of the site and erection of a terrace of five new houses (3 bedroom). The proposal is also for the refurbishment of the buildings to the rear of the site and conversion into 3 x 2 bed units.

## CONSULTATION

Ward Councillors

Transportation

Design

London Fire & Emergency Planning Authority

3-27 (o) Bruce Castle Road (including conversions)

2-24 (e), 3-23 (o) Birkbeck Road (including conversions)

38-42 (e) Lordship Lane, Flat a 38 Lordship Lane (including conversions)

25-63 (o) Lordship Lane (including conversions)

## RESPONSES

Cllr Bevan - Because of the prominent location good design and materials are essential.

Letters of objection/ comment have been received from the residents of the following properties No's 3 Bruce Castle Road and 19 Birkbeck Road and are summarised as follows:

- Again any more housing as many houses on the road have been converted into flats;
- Area is overcrowded;
- Increased demand for car parking/ no more space for parking;
- Request something that would benefit the community;
- Are the units private or social housing; there is great need for social housing;

London Fire & Emergency Planning Authority – Are satisfied with the proposal

Waste Management - Each of the three bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag. The two bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag,

Transportation - The application site has a medium level of public transport accessibility and has not been identified within Haringey Councils adopted UDP (2006) as that suffering from high on-street parking pressure. The site is served by the 123 and 243 bus routes, which provide links to Wood Green underground and Bruce Grove railway stations with a two-way frequency of 36 buses per hour. Furthermore, the site is within easy walking distance of busy Tottenham High Road, which offers some 68 buses per hour (two-way), for frequent communication to and from Seven Sisters underground and rail stations.

It has been noted that the applicant has included secure cycle storage as part of the submission and it is accepted that a number of the potential occupants are likely to use sustainable means of transport for journeys to and from the site. However, in order to further minimise the effect of the development upon the surrounding highway network the highway and transportation authority would seek the dedication of a 1m wide strip of land to the sites frontage onto Lordship Lane to facilitate a wider footway.

In order to minimise the impact to on-street parking and encourage the use of sustainable transport, the installation of a Car Club bay on Birkbeck Road is required. Additionally, each unit should be supplied with the free membership to the Car Club for a period of two years. The highway and transportation authority would not wish to raise any objections to the development proposal subject to the imposition of the following conditions:

(1) The applicant contributes, through S.106 agreement, the sum of £15,000.00 towards works involving the re-surfacing the footway along the relevant sections of Lordship Lane and Bruce Castle Road with the removal of the redundant vehicle crossovers; thereby improving the conditions for pedestrians and providing space for the installation of a Car Club bay on Birkbeck Road, with two years free membership for all units.

## **RELEVANT PLANNING POLICY**

### National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 3: Housing

Planning Policy Guidance 13: Transport

Planning Policy Statement 22: Renewable Energy

### The London Plan – 2008

Policy 3A.1 Increasing London's supply of housing

Policy 3A.2 Borough housing targets  
Policy 3A.3 Maximising the potential of sites  
Policy 3A.4 Efficient use of stock  
Policy 3A.5 Housing choice

#### Adopted Unitary Development Plan, 2006

Policy G1 Environment  
Policy G2: Development and Urban Design  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy UD8 Planning Obligations  
Policy HSG1 New Housing Development  
Policy HSG9 Density Standards  
Policy HSG10 Dwelling Mix  
Policy ENV13 Sustainable Waste Management  
Policy M4 Pedestrian and Cyclists  
Policy M10 Parking for Development

#### Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements  
SPD Housing 2008  
SPG5 Safety by Design  
SPG8a Waste and Recycling  
SPG8b Materials  
SPG9 Sustainability Statement  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations  
SPG10c Educational Needs Generated by New Housing

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

The main issue in regards to this application are considered to be (1) the principle of a change of use/ loss of employment; (2) the siting, design and layout of the residential scheme; (3) parking and traffic issues; (4) impact on residential amenity; (5) sustainability/ environmental performance and (6) planning obligations.

#### Change of Use/ Loss of Employment Use

The very first issue in considering an application of this nature is the loss of the employment use. While the application site does not fall within a defined employment area (DEA) the requirement of policy EMP4, which outlines criteria for the change of use of land and buildings previously in employment generation apply in this case. The policy states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:

- a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
- b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
- c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.

As outlined above the site was occupied by Gosport Engineering Ltd up until very recently but who have now moved to an industrial unit in Hallsford Bridge Industrial Estate, Stondon Road, Ongar, Essex. The applicant outlines that the premises has been marketed since April 2008. A letter from Sint & Co Chartered Surveyors has been submitted with the application setting out details of the marketing campaign undertaken to market the site to date; namely:

- Marketing the property through occupier and commercial agency channels;
- Having a large agents board on site;
- Advertising on the Estate Gazette;
- E-mail advertising through Industrial Agency Society database;
- Hand letter drop to industrial properties within the area and discussions with Spurs re-location team.

The agents indicate that despite extensive marketing and over 20 viewings there has been no serious interest in a business acquiring the site and indicate that this lack of interest is related to difficulties with access, loading and parking. The LPA accepts that there are difficulties in association with the access, loading and deliveries in association with HGVs and forklifts and accept that the property has been marketed for 18 months with little interest, and as such accept an alternative use may be appropriate.

### Siting, Design & Layout

The proposal will involve the demolition of the existing steel frame workshop and office building to the front of the site and erection of a terrace of five new houses (3 bedroom) with their own private rear gardens. The Victorian workshop buildings to the rear of the site, with frontages onto Bruce Castle Road and Birkbeck Road, will be retained and converted into residential accommodation (3 x 2 bed units). These dwellings will have east-west aspects and will avail of reasonable levels of daylight and sunlight, and in addition will have their own rear patio gardens

This terrace of houses to front onto Lordship Lane will be staggered and will sit at an angle to the road frontage. At the closest point the terrace will be 3.5m away from the back edge of the pavement. In terms of the side frontages onto Bruce Castle Road and Birkbeck Road the terrace block will be respectful of the building lines along these roads. These terrace properties will be two-storeys with accommodation within the roof space and overall will be 7.7m in height at roof ridge level.

These terrace properties are designed with projecting bays and gables and pitched roofs. These terrace units are to be faced in brick (yellow stock with soft red banding) and render with slate roofs. These dwellings will also have timber sliding double glazed sash windows, brick arches and stone sills.

SPG8b on 'Materials' states that any materials proposed for a building or its environment need to be sensitive to the adjoining buildings and any distinctiveness in the local character and the surrounding area. The use of brick, slate and timber framed windows will integrate the building into its surroundings, in particular the adjoining Victorian workshop buildings.

Following comments at pre-application stage the terrace has been pushed back to introduce a strip of greenery between the frontage of these properties and the back edge of the pavement. This was seen as being necessary to soften the appearance of the development; to improve its relationship with the street and provide an appropriate defensible space to the front of these dwellings. In addition Officers asked that the existing metal railings to the front of the site be kept; with some access openings which are designed to provide communal access as opposed to individual access points. This has been included in the proposed scheme and will allow for landscaping to the front of the site.

The proposed scheme will provide 5 x three and 3 x two bedroom units and is in accordance with the requirement of Policy HSG10 'Dwelling Mix' The scheme will provide a high level of family sized units with private rear gardens. All the room and unit sizes of the proposed development are consistent with the floorspace minima outlined in Figure 8.1 of the Housing SPD. The terrace properties will have a gross internal area of 97-101 sq.m.

Overall the siting, design and form of the new terrace block and the conversion of the Victorian workshop buildings has been carefully considered and designed sensitively to be respectful to the character of the surrounding area. The proposal is considered to be in accordance with policies UD4, SPG1a and SPG3c.

### Highway & Transportation Issues

This site is in an area with medium public transport accessibility level and has not been identified within the Council's SPG as that with car parking pressure. It is also within walking distance of the busy bus route High Road, which offers some 68 buses per hour (two way), for frequent connection to and from Seven Sisters tube station. There is also the presence of W3 bus route on the nearby Northumberland Park which provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green tube station.

The issue of on site car parking provision has been discussed with the Council's Transportation Officer and given the nature of the site, the existing use on site and the traffic/ parking it generates, as well as the PTAL rating of the site, the provision of off-street car parking spaces is not considered essential in this case. Cycle storage in the form of a secure shelter will be provided on site.

### Impact on Residential Amenity

The impact of the proposal on the amenity of the adjacent properties is considered negligible, as the proposal will not lead to adverse overlooking or loss of privacy to neighbouring properties. The new terrace fronting onto Lordship Lane will be over 15 away from the commercial/ residential properties located on the opposite side of the road.

While the proposed terraces properties will have windows at first floor level along the rear elevation, these will landings, bathrooms, toilets (secondary windows) and as such can be obscure glazed to prevent overlooking into the gardens of the units created from converting the Victorian workshops.

### Environmental & Sustainability Issues

In accordance with the requirement of SPG9 a Sustainability Checklist has been submitted with this application. The scheme will be sustainable by reason of:

- Being a brownfield development;
- Accessible by public transport;
- Achieving High U values;
- Solar water heating;
- Water conservation with grey water recycling and rain water harvesting;
- High efficiency boilers;
- Meeting Code 3 for Sustainable Homes.

### Planning Obligations

In line with Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £46,000.00.

The LPA also seek a contribution of £20,000.00 through S.106 agreement towards works involving the re-surfacing the footway along the relevant sections of Lordship Lane and Bruce Castle Road with the removal of the redundant vehicle crossovers; thereby improving the conditions for pedestrians and providing space for the installation of a Car Club bay on Birkbeck Road.

## **SUMMARY AND CONCLUSION**

Whilst the proposed scheme will involve the loss of an employment site which has been actively marketed for a period of two years, the proposed redevelopment of this site for residential use is considered acceptable as it is compatible with surrounding uses. The siting, design, form, detailing of the terrace block and the conversion of the historic Victorian workshop buildings are considered sensitive to its surrounding and character of the area and will provide good quality family size units. As such the proposal is considered to be in accordance with policies: G2 'Development and

Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008). Given the above this application is recommended for APPROVAL.

## **RECOMMENDATION 1**

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2007/2487, 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) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £46,000.00 towards educational facilities within the Borough (£22,000.00 for primary and £24,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.

(1.2) A contribution of £20,000.00 towards works involving the re-surfacing the footway along the relevant sections of Lordship Lane and Bruce Castle Road with the removal of the redundant vehicle crossovers; thereby improving the conditions for pedestrians and providing space for the installation of a Car Club bay on Birkbeck Road with two years free membership for all units.

(1.3) Plus a recovery / administration / monitoring cost of £1,500.00. This gives a total amount for the contribution of £62,500.00.

## **RECOMMENDATION 2**

That in the absence of the Agreement referred to in resolution (1) above being completed by 7<sup>th</sup> July 2010, planning application reference number HGY/2010/0862 be refused for the following reason:.

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education and improvements to the footways to the front of the site the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

## **RECOMMENDATION 3**

In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Assistant Director (PEPP) (in consultation with the Chair of

Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the 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 not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

#### **RECOMMENDATION 4**

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2010/0862 and Applicant's drawing No.(s) 10-01-01, 10-01-02, 10-01-03, 10-01-04, 10-01-05, 10-01-06, 10-01-07, 10-01-08, 10-01-09 & 10-01-10 and subject to the following conditions:

#### **IMPLEMENTATION**

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.

#### **EXTERNAL APPEARANCE/ SITE LAYOUT**

- 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, including details of the front boundary railings, 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. Notwithstanding the details of landscaping referred to in the application, a scheme of hard and soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. Notwithstanding any indication on the submitted drawings details of the siting and design of all new fencing or other means of enclosure, including the existing metal railings along the perimeter of the site to be repaired and maintained, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction. The means of enclosure thereafter shall be erected in accordance with the approved details prior to the commencement of the use of the approved development

Reason: To ensure a satisfactory appearance for the development.

6. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

#### PERMITTED DEVELOPMENT

7. Notwithstanding the detail shown on drawing No's 10-01-08 A the first floor window on the rear elevation of the proposed terrace shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of this adjoining residential property

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, D & E of Part 1 of that Order shall be carried out on site

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

## CONSTRUCTION

- 9.. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days unless previously approved in writing by the Local Planning Authority

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

10. 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.

## REASON FOR APPROVAL

Whilst the proposed scheme will involve the loss of an employment site which has been actively marketed for a period of two years, the proposed redevelopment of this site for residential use is considered acceptable as it is compatible with surrounding uses. The siting, design, form, detailing of the terrace block and the conversion of the historic Victorian workshop buildings are considered sensitive to its surrounding and character of the area and will provide good quality family size units. As such the proposal is considered to be in accordance with policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008).

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 - Each of the three bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag. The two bedroom units will require storage for the following: 1x 240ltr refuse bin, 1 x green recycling box, 1 x organic waste caddy & 1 x garden waste bag,