

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2006/0109 **Ward:** Noel Park

Date received: 20/01/2006 **Last amended date:**

Drawing number of plans: 01A, 02B, 03B, 04A, 05B, 06B, Site Photographs

Address: 673 Lordship Lane N22 5LA

Proposal: Redevelopment of site to include demolition of existing building and erection of 1x 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. (amended description)

Existing Use: D1

Proposed Use: Residential

Applicant: Oak Forest Properties Ltd

Ownership: Private

PLANNING DESIGNATIONS

Area of Community Regeneration – Haringey East
ROAD - METROPOLITAN

Officer Contact: Valerie Okeiyi

RECOMMENDATION

GRANT PERMISSION subject to conditions

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.

To the rear of the site is a dilapidated timber outbuilding 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 permission was granted on the 16th of January 1995 for the erection of a single storey storage building.

DETAILS OF PROPOSAL

The proposal as originally submitted included a building in the rear garden area incorporating 5 flats. This has now been deleted, and the proposal as amended is for the redevelopment of site to include demolition of existing building and erection of 1x 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.

The proposed building will consist of:

facing brickwork,
aluminium windows,
steel and glass balustrade
rendered bay,
hardwood cladding

CONSULTATION

Transportation

Cleansing

Legal Services

Building Control

Ward Councillors

Crime Prevention Design Officer – Andrew Snape

653-659 Lordship Lane

660 Lordship Lane

Telephone Exchange – 661 Lordship Lane

139 – 145 Bracknell Close

663-671 Lordship Lane

Flats 1 – 16 Suraj House, 675 – 679 Lordship Lane

668-676 Lordship Lane

16-28 Coombe Road

1-6 Sultan Terrace, Vincent Road

RESPONSES

Conservation Officer - No comment as developments on this site will not have any impact on the character of the Noel Park conservation area. The proposals cannot be seen from the same streetscape as the conservation area.

Transportation –

The proposed extension 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 public transport especially with the proximity of the underground station. There is also the presence of Wood Green controlled parking zone operating Monday to Sunday from 0800hrs to 2200hrs, which provides adequate on-street car parking control at this location.

In addition, our interrogation with TRAVL trip prediction software revealed that, based on comparative London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1), a development of this magnitude would only generate a combined traffic inflow/outflow of 3 vehicles in the am peak hour (worse case). We have subsequently considered that this level of generated car trips would not have any significant traffic impact on the adjoining highway network or indeed.

Also, this location has not been identified within the Council's SPG as that with parking pressure. Due to the high PTAL for this site, it is deemed that a development of this nature is suitable for a car-free development, hence we have accepted that the applicant does not need to provide car parking spaces. The proposed recycling facility would also minimise car-borne journeys. Some bicycle racks with secure shelter have been proposed as shown on Plan No.7209/01.

Consequently the highways and transportation authority would not object to this application.

Crime Prevention Design Officer – Andrew Snape

With reference to the above and request for observations in respect to this application:

- Controlling access to the rear of the site (i.e. via Vincent Road) will be a key feature in preventing crime and providing a safe, sustainable development for future residents. The entrance and path on the south side of the scheme lacks surveillance and control from the proposed homes and would easily become a venue for anti-social behaviour. The “back”

nature of the site could encourage casual intrusion unless there is good protection from Vincent Road and I would expect to see much better security at this point. There is evidence of dumped rubbish in this alley and the existing timber building has been a venue for crime, including an arson. This alley also has security implications for the homes at Sultan Terrace and 1 Vincent Road and needs addressing by the architect.

- It is crucial that the communal door entry systems are a high quality security door and / or “airlock” system; based on an electro-magnetic lock with no exposed moving parts. Poor quality door systems lead to crime and high maintenance costs for the owner and are not in any way part of a sustainable development. We can give further advice as necessary.
- The dwellings would benefit from the enhanced security standards detailed in the “Secured by Design Scheme” (www.securedbydesign.com). However, the current layout of the site, particularly in relation to access from Vincent Road, would not comply with that for a Secured by Design development.

Building Control – The proposed rear building is unsatisfactory for fire brigade access for fire fighting as the permitted distance to all parts of the building from a fire appliance is exceeded. Means of escape will be dealt with upon receipt of a formal building regulation application.

RELEVANT PLANNING POLICY

The London Plan

PPG 3 Housing

Unitary Development Plan Adopted 1998

HSG 1.1 Strategic Housing Target
HSG 1.2 Sites for New Housing
HSG 1.3 Change of Use to Residential
HSG 2.1 Dwelling Mix for New Build Housing
HSG 2.2 Residential Densities
HSG 2.23 Affordable Housing
DES 1.1 Good Design and How Design will Be Assessed
DES 1.2 Assessment of Design Quality (1) Fitting New Buildings into the Surrounding Area
DES 1.3 Assessment of Design Quality (2) Enclosure, Height and Scale
DES 1.4 Assessment of Design Quality (3) Building Lines, Layout, Form, Rhythm and Massing
DES 1.9 Privacy and Amenity of Neighbours
TSP 7.1 Parking for Development
RIM 1.7 Designing out Crime

Unitary Development Plan Revised Deposit Consultation Draft September 2004

HSG 9 Dwelling Mix for New Build Housing

HSG 8	Residential Densities
HSG 4	Affordable Housing
UD2	General Principles
UD3	Quality Design
UD9	Parking for Development
UD6	Waste Storage

SPG 3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes

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:

- i) The Principle of Residential Use
- ii) Density
- iii) Affordable Housing
- iv) Dwelling Mix of New building
- v) Energy Strategy Assessment
- vi) Transport Assessment Study of Parking
- vii) Size, Bulk and Design
- viii) Privacy and Overlooking
- ix) Waste Disposal
- x) Section 106 Head of Terms

I The Principle of Residential Use

Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The draft London Plan sets housing targets for individual Boroughs for the period up to 2016. These targets are generally reflected in Unitary Development Plan policy HSG 1.1. 'Strategic Housing Target'. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development

The change of use of the site to residential will mean the loss of the existing vacant building which is unattractive with no architectural merit.

The proposal accords with the aim of policy HSG 1.3 'Change of Use to Residential' in that the building has not been, in B1, B2 or B8 use, a change of use is therefore allowed. Additionally the site does not lie within a Defined

Employment Area and there would be no adverse impact on the local environment or traffic conditions.

ii. Density

Policies HSG 2.2 and HSG 8 'Residential Densities' sets out the density range for the Borough. The adopted Unitary Development Plan sets a density range of 175-250 habitable rooms per hectare, with a maximum of 210 habitable rooms per hectare for predominantly family housing. The London Plan also sets higher densities for developments in urban areas and recommends a density range of 450-700 habitable rooms per hectare for predominantly family housing. Whilst the emerging plan policy sets the density range for residential development to be between 200-400 habitable rooms per hectare and up to 700 (h r h) where the scheme is in an area with high public transport accessibility rating (4-6).

Applying the method of calculation set out in SPG 3a on Residential Densities, the site covers an area of 0.10398 hectares and proposes a density of 346.22 hrh. The density is within the recommended density within the Emerging Unitary Development Plan.

iii. Affordable Housing

Policy HSG 2.23 and HSG 4 'Affordable Housing' states that all major housing developments will be expected to make a contribution towards meeting the Boroughs need for affordable housing. Policy HSG 4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%.

The development proposes that 5 of the 13 units will be for affordable housing. This will be a mix of 2 and 3 bedroom units (2 x 3 bed, 3 x 2 bed). This represents 47.2 % of the habitable rooms.

The proportion of affordable housing being determined from regular assessments of housing needs. The Boroughs Housing Officer is satisfied with the dwelling mix proposed.

iv. Dwelling Mix of New building

Policy HSG 2.1 'Dwelling Mix for New Build Housing' and HSG 9 'Dwelling Mix' requires that development include mix housing types for both non-family and family households. The scheme comprises of 5 x 1 bed, 6 x 2 bed and 2 x 3 bed flats and conforms to this policy. Generally the

accommodation proposed is satisfactory in terms of space standards and layout.

v. Energy Strategy Assessment

Development proposal

The development proposes to address the effect of the construction and continued use and maintenance relative to its environmental impact and Carbon Dioxide emissions. The method by which the proposed development will achieve this are detailed in the energy strategy assessment.

The development will be designed in its detailed form to meet the requirements of the BREEAM EcoHomes standards to the level of at least Very Good.

Energy Strategy Assessment

No air conditioning of the apartments is proposed. The layout of all of the apartments is adequate to allow natural cross ventilation of all habitable spaces. This will negate the required energy load for air conditioning in the long term use of the building.

All the external walls, floors and roofs of the building will be insulated to a standard that exceeds the current edition of Part L of the building regulations relating to the conservation of fuel and power.

High efficiency combined condensing boilers are to be used throughout together with integral storage and direct water heating.

Photovoltaic Cells facing between south-east and south-west, at an elevation of about 30-40 degrees are to be placed on the flat roofs of the proposed buildings

Recycling facilities are to be provided on site to allow their separate storage.

The proposed apartments have been designed to maximise daylight where possible.

The scheme provides 5 car parking spaces to the rear and is situated in close proximity to excellent public transport links. These criteria will ensure that over the life of the building the Carbon Dioxide emissions attributable to individual travel are reduced to the minimum reasonable levels.

Other methods of renewable energy sources i.e. wind turbines are not considered suitable in this instance.

Lastly it is proposed that a renewable energy source, solar power, will be designed to account for at least 15% of the electricity needs of the building.

Vi Transport Assessment Study of Parking

Policy TSP 7.1 states that applications will be assessed against the parking standards in Appendix C and proposals which do not have regards to these standards will normally be refused.

Prior to the amendment a transport assessment study was submitted with the scheme, tailored to the scale and type of development proposed. The scheme which took the form of a 11 unit apartment building fronting Lordship Lane with a small scale block of 7 apartments to the rear provided no on site parking spaces at the time.

The amended scheme now provides 5 car parking spaces and a sufficient number of bicycle racks to the rear, with access from Vincent Road flanked by No 4 Sultan Terrace to the left and No 1 Vincent Road to the right. This is considered appropriate because the site is located in an area of high public transport accessibility. Transportation comment that 'The proposed extension 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 public transport especially with the proximity of the underground station. There is also the presence of Wood Green controlled parking zone operating Monday to Sunday from 0800hrs to 2200hrs, which provides adequate on-street car parking control at this location'.

Previously prior to the amendments the scheme was a car free development, of which transportation had no objection. The transport assessment study submitted by the applicant revealed that the site has a total of 11 bus routes that can be accessed within the prescribed walk distance, 2 underground and rail routes can be accessed within the prescribed walk distance and a further rail route 1200 m away

The scheme provides affordable housing units as well, the standards set out in TSP 7.1 are more relaxed for people who are not clearly going to own a car.

Vii Size, Bulk, Design and Appearance

Policies DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The development fronting Lordship Lane is 5 storeys in height and reflects the height of the adjacent residential development at 675 - 679 Lordship Lane approved in 2000. The proposed scheme is modern in design and would compliment the materials used on the relatively newly built adjacent block. The proposal is also in proportion to the average street width as defined by building frontages.

It is considered that the development will not have any adverse effect on any adjoining property.

.The proposed building differs vastly from the existing building which is more similar to 663-671 Lordship Lane in visual terms, but generally matches the building to the right.

It is considered that the proposal is suited to this location and that it will not be overly bulky or out of scale in relation to the size of the site and its surroundings. The proposed development provides sufficient communal open space at the rear to the needs of the future occupiers of the residential accommodation. The proposed building also provides balconies to the front and rear.

Vii Privacy and Overlooking

Policy DES 1.9 'Privacy and Amenity of Neighbours' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the habitable room windows of the flats proposed are over 20 metres away from the adjoining dwellings in the vicinity. The proposal meets the requirements of Supplementary Planning Guidance Note 1.3 'Privacy and Overlooking' in terms of distances required between facing principal windows and will not result in a loss of privacy from overlooking to any adjoining property.

It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general

Viii Waste Disposal

The scheme provides bin storage and two recycling bins to the rear of the proposed building. However, to ensure that the Councils standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

Ix Section 106 Head of Terms

Affordable housing amounting to 50% of the habitable rooms (2 x 3 bed and 3 x 2-bed units).

The proposed scheme generates an education contribution of £60,630

The applicant has agreed to enter into a section 106 agreement to provide environment contributions of £10,000 toward the environmental improvements.

Recovery/Administration costs of £3,531 has also been agreed.

The total contribution is therefore £74,160.

CONCLUSIONS

The site is located in the immediate vicinity of alternative public transport routes, short walk to Wood Green Tube Station, and is also close to shops and services.

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links that accord with many of the development principles being espoused by central government.

It is considered that in view of the site's location, a redevelopment that incorporates residential use is wholly appropriate. The proposed residential units will provide a valuable contribution to housing provision within the Borough offering a mix of housing sizes and types.

It is considered that the proposed development is in accordance with the policies within the UDP and 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 Section 106 Agreement that has been agreed as part of the planning permission includes affordable housing, education and environmental as a Planning Obligation to be provided by the developer.

RECOMMENDATION 1

(1) That planning permission be granted in accordance with planning application reference number HGY/2006/0109 subject to a pre condition that A & P Development 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: (1) 5 of the units to be provided as affordable housing (2) £60,630 as educational contribution, (3) £10,000 for environmental improvement and £3,530 as recovery cost/administration.

RECOMMENDATION 2

GRANT PERMISSION

Registered No. HGY/2006/0109

Applicant's drawing No.(s) , 02B ,03B, 04A, 05B, 06B, Site Photographs

Subject to the following condition(s) Set out in the schedule below.

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 before 20 April 2006, the application shall be refused for the following reason:-

The proposal fails to provide affordable housing in accordance with the requirements of Policy HSG4 and SPG 11 of the Revised Draft Unitary Development Plan 2004, and fails to make a contribution towards Educational Provision within the Borough in accord with SPG12 and Policy UD10 of the Revised Draft Unitary Development Plan 2004.

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.**

Schedule of 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. 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.

INFORMATIVE

The new development will require 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.

REASONS FOR APPROVAL

The site is located in the immediate vicinity of alternative public transport routes, short walk to Wood Green Tube Station, and is also close to shops and services.

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links that accord with many of the development principles being espoused by central government.

It is considered that in view of the site's location, a redevelopment that incorporates residential use is wholly appropriate. The proposed residential units will provide a valuable contribution to housing provision within the Borough offering a mix of housing sizes and types.

It is considered that the proposed development is in accordance with the policies within the UDP and 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.

