

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2010/1428	<b>Ward:</b> Tottenham Hale
<b>Address:</b> 193 - 197 Broad Lane N15	
<b>Proposal:</b> Demolition of existing structures / buildings and erection of part 3 / part 4 storey residential development to provide 29 residential units with associated landscaping.	
<b>Existing Use:</b> Car Dealership (Sui Generis)	<b>Proposed Use:</b> Residential
<b>Applicant:</b> Newmark Properties (TH) LLP & Sanctuary Housing	
<b>Ownership:</b> Private	
<b>Date received:</b> 11/08/2010	<b>Last amended date:</b> 26/11/2010
<b>Drawing number of plans:</b> 7750-L-001D, 7750-P-002D, 7750-P-10,7750-P-21F, 7750-P-22F, 7750-P-23F, 7750-P-24E, 7750-P-25A, 7750-P-26, 7750-E-030D, 7750-E-031C, 7750-E-032C,7750-E-033D, 7750-E-034B, 7750-E-035A,7750-E-036A, 7750-E-037A, 7750-E-038A,7750-E-039A & 7750-S-002A	
<b>Case Officer Contact:</b> Jeffrey Holt	
<b>PLANNING DESIGNATIONS:</b>	
Archeological Importance Classified Road	
<b>RECOMMENDATION</b>	
GRANT PERMISSION subject to conditions and subject to s106 and s278 Legal Agreements	
<b>SUMMARY OF REPORT:</b>	
<p>The proposal is for the erection of a 3- and 4-storey building containing 29 flats at 193-197 Broad Lane, N15 to replace a car dealership. No local resident objections have been received. The site is located on the gyratory, close to Tottenham Hale station and the retail park. Although the development will replace an employment generating use, it will result in a development which is a more appropriate use of its accessible location. The design makes efficient use of the site, has regard to the surrounding built form and improves the surrounding streetscene. The design allows for a high quality, high density development providing a variety of adequately sized dwellings intended for social rent or intermediate housing. Adequate amenity space is provided and there will be no harm to the amenities of neighbouring residents. The scheme is car-free but provides cycle storage and 3 parking spaces for disabled occupants. Sustainable features have been incorporated into the scheme and there is no increased risk of flooding. Overall the scheme is considered to be acceptable and it is therefore being recommended for APPROVAL.</p>	

## **1. SITE AND SURROUNDINGS**

- 1.1 The subject site is a 2<sup>nd</sup> hand car dealership on the west side of Broad Lane on the corner with Antill Road, N17. Buildings on site include a single storey car showroom and a small storage shed at the northern end. Access is via Antill Road.
- 1.2 Development in the surrounding area is varied. To the west and the south are 2-storey Victorian terrace houses however, immediately to the south is a 2-storey Victorian building which was originally in industrial use. It has been since been converted into an indoor market. The western edge of the site backs onto the rear garden of 4 houses.
- 1.3 To the north is a 1950s residential estate consisting of 4-storey blocks of flats as well as a 9-storey tower block. To the east is Tottenham Hale Retail Park, a low-rise development accommodating large retail units with on-site parking.
- 1.4 Broad Lane forms part of the gyratory system. Traffic in front of the site flows one-way to the south. Tottenham Hale station is located to the north east with London Underground connections to central London and national rail connections to Liverpool St and Stansted Airport. Numerous bus routes operate through the station as well. These connections give the site an above average PTAL rating of 4. Two London Underground tunnels and an associated service tunnel run directly beneath the site.
- 1.5 Broad Lane is a TfL Red Route and Antill Road is within in a Controlled Parking Zone.
- 1.6 The site forms part of the Tottenham Hale Masterplan Site. The existing building is not a listed building and the site is not in a Conservation Area.

## **2. PLANNING HISTORY**

- 2.1 The site has been used for a variety of car-related uses since 1989, including car wash, car repair, car show room and the current second hand car dealership.

## **3. PROPOSAL DESCRIPTION**

- 3.1 The proposal is for the erection of a 3/4-storey building containing 29 flats (9x1-bed, 12x2-bed, 4x3-bed and 4x4-bed).
- 3.2 The building is broadly 'U' shaped with the bulk of development on the northern, eastern and southern edges of site leaving the centre and western edges open for amenity space. The building is primarily 4-storeys high but steps down to 3-storeys on the Antill Road frontage to the south. Access to the development is via a tunnel drive on Antill Road. Above the drive are two floors of development.

3.3 The majority of the flats are access by two lifts and stair cores, one in the centre of development, the other at the northern edge. Two ground floor flats have separate entrances directly onto Broad Lane. Three disabled parking spaces as well as refuse storage are provided adjacent to the tunnel drive. Cycle parking is provided in the north east corner of the site.

3.4 Amenity space is provided in the form of balconies and private and communal open space. All ground floor units have access to some form of private space and the communal open space is designed as a 'HomeZone' which allows for amenity space to be shared by both pedestrians and vehicles.

#### **4. RELEVANT PLANNING POLICY**

##### **4.1 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

##### **4.2 London Plan**

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.9 Affordable Housing Targets  
Policy 3A.5 Housing choice  
Policy 3B.1 Developing London's Economy  
Policy 4A.6 Quality of new Housing provision  
Policy 4A.7 Renewable Energy  
Policy 4B.1 Design Principles For a Compact City  
Policy 4B.8 Respect Local Context and Communities

##### **4.3 Unitary Development Plan**

Policy G1: Environment  
Policy G2: Development and Urban Design  
Policy G3: Employment  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy ENV1 Flood Protection: Protection of the Floodplain and Urban Washlands  
Policy CSV8 Archaeology  
Policy HSG1 New Housing Development

Policy HSG10 Dwelling Mix  
 Policy M9 Car-free Residential Developments  
 Policy EMP4 Non Employment Generating Uses  
 Policy UD8 Planning obligations

4.4 Supplementary Planning Guidance / Documents

Housing Supplementary Planning Document

SPG1a: Design Guidance and Design Statements  
 Housing Supplementary Planning Documents (adopted October 2008)  
 SPG4: Access for All – Mobility Standards  
 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

5. CONSULTATION

27/08/2010

Statutory	Internal	External
London Fire Brigade Met Police Crime Prevention Officer Site Notice erected	Transportation Group Cleansing Building Control Design Panel	<u>Local Residents</u> 109-159 (o) Antill Road, N15 2-40 (e) Montague Road, N15 18-30 (e), 10-16 (e), 34-84 (e) Hale Gardens, N15 1-40 (c) Warren Court, High Cross Road, N15 Units A1, A2, E, 7, 10, Tottenham Hale Retail Park, Broad Lane, N15 Unit 1,3,4 Fountayne Business Centre, Broad Lane, N15 189-191 Broad Lane, N15 84-172 (e) Antill Road, N15  <u>Total No of Residents Consulted: 183</u>

## 6. RESPONSES

### 5.1 Building Control

No objection in respect of fire safety.

### 5.2 London Fire and Emergency Planning Authority

The Brigade are satisfied with the proposals.

### 5.3 Environmental Health

Contaminated land:

Before development commences other than for investigative work:

- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
  - a risk assessment to be undertaken,
  - refinement of the Conceptual Model, and
  - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall

be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

### **Reason**

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

### **Air Pollution:**

The whole borough has been declared an Air Quality Management Area (AQMA) and Broad Lane, N15 is in the Tottenham Hale area which is of particular concern with respect to air pollution.

Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied.

In determining both the significance of exposure to air pollution and the levels of mitigation required, consideration should be given to the Air Pollution Exposure Criteria Table in the London Councils 'London Air Quality and Planning Guidance 2007'.

### **Reason**

To ensure the development can be implemented and occupied with minimal risk to the occupants' health.

### **Control of Construction Dust:**

No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration

must be sent to the LPA prior to any works being carried out on the site

#### 5.4 Waste Management

This proposed development requires storage for 6 x 1100 waste refuse containers 3 x 1100 recycling containers.

It is advisable to fit the storage area with a bumper bar system in order to protect the finished wall from damage by the bins during the collections and a cold water tap and foul water drainage to maintain cleanness of site

Recommendation that on each corner to the site entrance and opposite that double yellow line are installed so that the refuse vehicle can gain access onto the site. The refuse vehicle would need a turning circle of 22.5 metres within the Manoeuvring Zone

#### Transportation

No objection subject to s106 agreements to secure:

- "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a resident's or visitor's 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.
- the provision of a "car club scheme / bay in the vicinity of the development site to help mitigate the non provision of off street parking". Details of the "Car Club Scheme" to be submitted and agreed prior to the occupation of the development.

In addition s278 agreement required for essential highway works, estimated to cost £15k.

#### 5.5 Environment Agency

We have no objection to the proposed development as submitted as we consider that the risk to groundwater at this site is low. Therefore we have not provided detailed site-specific advice or comment with regards to land contamination issues for this site. However we recommend that the requirements of PPS23 and our guidance: Guiding Principles for Land Contamination should be followed.

## 5.6 Thames Water

### *Waste Comments*

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

### *Water Comments*

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

## 5.7 Local Residents

A DM Forum was held 5<sup>th</sup> October 2010 at the Welbourne Centre, Stainby Road, Tottenham N15 4EA. A copy of the minutes of the meeting are attached as appendix 1.

## 5.8 Councillors

### *Cllr Alan Stanton*

The street near this site has a history of flooding.



## 5.9 Design Panel

### **Height Bulk and general arrangement**

- The panel supported the height and bulk of the proposed block.
- The proposed block did not successfully contribute to the street.
- The block appeared to turn its back on the street elevation with 12 bedroom windows facing onto the street and limited access into the block from the main Broad Lane elevation.
- Would be better to provide all the ground floor flats with street entrances.
- The location of the main entrances appeared to be hidden at the back of the block in a very secluded location. The Panel questioned the safety aspects of locating the entrances in such a concealed location at the rear of a semi private internal courtyard
- Proposals for the car park were unconvincing.

### **Facades**

- Did not support the detailed design or choice of materials proposed for the facades of this scheme.
- Competing palette of materials and design features which created a very cluttered appearance particularly on the street elevations.
- a more simplified approach perhaps using stock brick might be more successful

### **Landscaping**

- Limited amount of amenity space. Questioned its quality
- Suggested changing the layouts of some of flats and creating access onto the roof.
- Did not favour the unclear semi private but not gated courtyard

### **Conclusion**

The Panel considered that more work was needed in relation to the quality of the flats, the detailed design of the facades and the quality of entrances and amenity space.

## 5.10 Housing

The proposed development will yield over 50% of its units as affordable housing. The site is situated in the east of the borough. This development will deliver some much needed larger family sized accommodation.

The scheme complies with the adopted London Plan strategic target of 50% of additional housing should be affordable.

The proposed development will offer a good supply of much needed 3&4bed room family units. It will yield in total 29 new homes; 9 x 1bed units, 12 x 2bed, 4 x 3bed units, and 4 x 4bed units.

At present the Borough has an overriding shortage of 4 beds and over, particularly in this part of the borough.

The development complies with the SPD (10%) requirement and will yield 3 Wheelchair units 1x4 bed, 1x3 beds and 1x1 bed in total.

The Strategic and Community Housing service supports this scheme it will provide much needed affordable housing and wheel chair units within the borough.

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

6.1 The main issues in respect of this application are considered to be:

1. Principle
2. Size, bulk and design
3. Density
4. Dwelling Mix and standard of accommodation
5. Amenity space
6. Impact on residential amenity
7. Transportation
8. Fire Safety
9. Sustainability
10. Waste Storage
11. Secure by Design
12. Flood Risk
13. Archaeology
14. Environmental Impact Assessment
15. Equalities Impact Assessment
16. S106 Contributions

### Principle

6.2 The site is currently occupied by a used car dealership and the proposal is to replace this with residential development. Policy EMP4 seeks to protect employment generating uses from being replaced by non-employment generating uses such as housing. The policy lists a number of circumstances where such a replacement is considered acceptable. Briefly, they are 1) the land is no longer suitable for industry or business 2) the site has been unsuccessfully marketed for 18 months for business or industrial use, 3) the redevelopment of the land would retain or increase the number of jobs on site and result in wider regeneration benefits.

6.3 The proposed development does not accord with any of these situations however there is a case for the redevelopment of the site as housing. The London Plan explicitly calls for increased housing provision and maximising the potential for sites (Policies 3A.1, 3A.3) particularly in areas of high public transport accessibility. The application site has a PTAL of 4 which is 'high' and is therefore a prime site for higher density development.

- 6.4 Currently, the site is occupied by a small second hand car dealership however it is on a short-term let and the rent is at a reduced rate to cover costs only. The previous long term tenant was a Ford car show room and dealership but this business closed down when the applicants purchased the site in December 2008. The site remained vacant until it was let to the current used car dealership in May 2009. Before that only a car rental business expressed interest in occupying the site but this did not materialise. Currently, there are 3-4 people occupying the site.
- 6.5 The current used car dealership employs only a small number of people. Given the site's public transport accessibility and proximity to the emerging Tottenham Hale urban centre, it is considered that the site is underutilised.
- 6.6 The site's proximity to Tottenham Hale means it is included in the Tottenham Hale Urban Centre Masterplan which seeks the regeneration of the area through the creation of a new urban centre. Within that masterplan, the application falls within the 'High Cross Estate' sub-area. The intention for this area is for it to remain primarily residential including family size homes well placed for the retail centre, community facilities and the transport interchange. The proposed residential development would be in accordance with this vision by providing a mixture of dwellings close to the facilities and services of Tottenham Hale.
- 6.7 In sum, due to the site's location, both London and local Haringey planning policy would seek to redevelop the site at a more intensive. Although the proposal for a purely residential development would result in the loss of a small number of jobs, in the wider context of the change's occurring in Tottenham Hale, the proposed high density residential development would play a positive role in the regeneration of the area.

#### Design, Built Form and Layout

- 6.8 The proposed building is a 3/4-storey block fronting onto Antill Road, Broad Lane and a public footway, giving the building a 'U' shape and creating a central courtyard area. The height of the building is mostly 4-storeys, matching the neighbouring Local Authority flats but steps down to 3 storeys on the Antill Road frontage and where it abuts Victorian terrace houses. The central courtyard acts as a buffer between the building and the rear gardens of the houses on Montague Road. The overall form of the building considered to adequately respond to the site's shape and the height of surrounding buildings. The Design Panel were satisfied with the bulk and form of the building.
- 6.9 The Panel, however, were not satisfied with the elevations as the detailed design and choice of materials were considered to create a cluttered appearance. The applicant has responded by proposing an earthier palette of brick and terracotta and reducing the extent of blue/grey engineering brick. Notwithstanding these choices, the final materials will be agreed through a condition. The design of the façade has remained largely the same

as it was considered that in oblique views, the projecting and recessed forms would provide visual interest and break up the impression of bulk.

- 6.10 Criticism was also given to the interface between the building and the street as there were few entrances at ground floor level to animate the building and many bedrooms facing towards Broad Lane. The applicant has amended the scheme to include a streetside communal entrance to the southern staircore and private streetside entrances to serve the larger ground floor units in the northern half of the building. All ground floor units benefit from a landscape buffer which provides a defensible space between the dwelling and Broad Lane to ensure a suitable public/private separate of spaces.

Overall, the building is considered to respond well to its context and it will improve the quality of the street scene on Antill Road, Broad Lane and the adjoining footway. The design is therefore considered to be acceptable having regard to Policies UD3 and UD4 of the Unitary Development Plan 2006.

#### Density

- 6.11 Policy 3A.2 of the London Plan sets out a range of acceptable densities for development based on the Public Transport Accessibility Level. The area of the site is 1374m<sup>2</sup> and the proposed development has 98 habitable rooms. This yields a density of 713 hrph. As the PTAL for the site is 4 and the character of the site is urban, the allowable range is 200-700hrph. Although the density is marginally over the 700 upper limit, it is considered that the close proximity of Tottenham Hale station, the retail park and policy 3A.3 'Maximising the potential of sites' of the London Plan, the density is considered appropriate.

#### Dwelling Mix and standard of accommodation

- 6.12 The scheme proposes 29 flats, 13 of which are for social rent with the remaining 16 being rent-to-home buy intermediate housing. The 13 social rented element consists of 3 x 1bed, 4 x 2bed, 2 x 3bed and 4 x 4bed flats. These social rented flats have been designated as the 'affordable' component of the scheme as required by Policy HSG4. The remaining are 6x1-bed, 8x2bed and 2x3bed flats.
- 6.13 Haringey's Strategic and Community Housing service are satisfied with the tenure and dwelling mix as it contributes to the Borough wide target of 50% of habitable rooms to be affordable and this scheme in particular provides much needed 3 and 4bed dwellings, which are in greater need in this part of the Borough.
- 6.14 All proposed flats meet the floorspace minima set out in the Housing SPD for both individual rooms and total size. All habitable rooms and kitchens are of a regular shape, have adequate natural light and ventilation and have a floor to ceiling height exceeding 2.3m. All flats will be built to lifetime Homes and

Design Quality Standard (April 2007) and 3 wheelchair accessible units are provided, equivalent to 10% of the development, in compliance with the Housing SPD.

#### Amenity space

- 6.15 The Housing SPD requires the provision of amenity space for dwelling. For flatted developments the SPD requires 50m<sup>2</sup> plus 5m<sup>2</sup> for every additional unit over 5 units. This equates to 170m<sup>2</sup>.
- 6.16 The scheme provides 220m<sup>2</sup> of amenity space in a communal HomeZone as well as 74.5m<sup>2</sup> in private space for 3 ground floor flats. There is a communal roof terrace 50sqm in area as well as a 9m<sup>2</sup> private terrace for 1 flat. The total amenity space available is over 353m<sup>2</sup>. Balconies of varying size are also provided for each flat and all ground floor flats have some small gardens for defensible space. These spaces are not included in the totals above.
- 6.17 A HomeZone is an area where people and vehicles share space safely and on equal terms. The HomeZone proposed consists of a mixture of soft and hard landscaping with small cobbled strips, brick paviours for vehicles, larger paviours for pedestrians, grassed areas and low level planting. The only vehicles which will be able to move across the HomeZone are those manoeuvring in and out of the 3 disabled bays. Even then, it is likely that only one of the vehicles would need the manoeuvring space provided by the HomeZone. At all other times the HomeZone would be free to pedestrian use.
- 6.18 Overall the scheme exceeds the amenity space minimum set out in the Housing SPD and is considered acceptable.

#### Impact on residential amenity

- 6.19 Policy UD3 'General Principles' and the Housing Supplementary Planning Document (adopted October 2008) seek to protect existing residential amenity by avoiding loss of light and loss of privacy.

#### *Daylight and sunlight*

- 6.20 Haringey's Housing SPD requires new development to be laid out in a way that allows for adequate natural lighting to reach both the development and adjoining properties in line with the Building Research Establishment (BRE) Standards. The applicants have conducted a study to assess the extent of overshadowing caused by the development and it was found that it would be in accordance with BRE standards.

- 6.21 According to the study, adjoining amenity areas (gardens) will receive more than 60% light throughout the day on the March 21 spring equinox, which is the standard required set by BRE. The only loss of direct sunlight will be to the rear elevation and rear gardens of houses on Montague Road. Most of this loss will only occur before 10am. The study concludes that that all adjoining amenity areas will continue to receive adequate sunlight for their purpose.
- 6.22 The impact on individual windows was also assessed. The study concludes that generally all neighbouring properties will remain adequately lit as a result of the development proposal, the rooms which fall below the BRE criteria do so in the existing scenario. This would indicate that these windows were originally poorly designed with regards to light distribution.
- 6.23 Overall the scheme is considered to have no significant impact on the daylight and sunlight for adjoining properties. No objections have been received on grounds of loss of light.

#### *Overlooking and privacy*

- 6.24 The Council expects new developments to maintain the level of privacy enjoyed by adjoining properties and not to create new problems of overlooking.

The scheme is designed such that no windows directly face existing windows on neighbouring properties. Where windows do face an adjoining window, there is a sufficient buffer of at least 20m between the windows.

- 6.25 Each flat has access to a balcony. Similar to the windows, these balconies are positioned far from adjoining gardens or neighbouring windows. Where a balcony is close to a neighbour, overlooking is prevented by the orientation of the balcony or the use of screening.
- 6.26 herefore, the proposed scheme would not result in harmful overlooking to neighbouring properties. No objections have been received on grounds of loss of privacy.

#### Transportation

- 6.27 The scheme provides 3 parking spaces for the exclusive use of the 3 wheelchair accessible flats. Access to these parking spaces and to adjacent waste storage area is via an existing crossover on Antill Road. No parking is provided for the remaining flats. No gates will be provided as they were not considered necessary by Eric Childs of the Metropolitan Police.
- 6.28 National planning policy seeks to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS3 'Housing' and PPS13 'Transport' make clear recommendations to this effect. This advice is

also reflected in the London Plan and local policies UD3 and M9.

- 6.29 Policy M9 states that in certain situations, residential developments can be designated 'car free' meaning that no on-site parking is provided. This is acceptable where there are alternative and accessible means of transport available, public accessibility is good and the site is in a controlled parking zone (CPZ).
- 6.30 The application site benefits from excellent access to Tottenham Hale transport interchange which provides local bus services, Underground services to central London and mainline rail services to Liverpool Street station and Stansted Airport. The site is also located within Seven Sisters CPZ. Consequently, the site is appropriate for a car-free residential development. 3 parking spaces will be provided but these are for disabled occupants only. Funds will be secured through a s106 to amend the Traffic Management Order to designate this development as car-free.
- 6.31 The applicant has also stated that residents will be encouraged to join a local car club. Car clubs or car sharing schemes are services where individuals can gain access to a car without actually owning one. The s106 agreement will require provision of car sharing facilities in the vicinity of the site.
- 6.32 A Green Travel Plan will also be developed which will increase residents' awareness alternative modes of transport. These packs will inform residents of local facilities and public transport services. A condition will be applied to ensure provision of the travel plans.

*Transport for London (TfL)*

- 6.33 Broad Lane is part of the Transport for London Road Network (TLRN) and they have been consulted on the scheme. TfL do not object to the principle of the scheme or the proposed use of the existing crossover on Antill Road however they have expressed a number of concerns:
- The building is close to the edge of the site and may even overhand the footway. There should also be no encroachment onto footway.
  - It should be demonstrated that larger vehicles (e.g. refuse vehicles) can be safely accommodated on site or on Antill Road, without the need to reverse or stop on Broad Lane. Preparation of a Delivery and Service Plan is recommend.
  - Footway widths should be widened
  - There should be no encroachment or over sailing during construction works onto Broad Lane and all vehicle activity and deliveries should be managed via Antill Road. A Construction Logistics Plan should be secured by condition.
- 6.34 The applicant has responded to these concerns by confirming that the width of the footway will remain as existing and there will be no encroachment or

overhang onto the footway. Conditions will be applied to ensure that there will be no encroachment or over sailing of the footway during construction and that a Construction Logistics Plan is submitted in order to manage access to the site.

### Fire Safety

- 6.35 Haringey Building Control and the London Fire Brigade both initially objected to the scheme however the applicant has amended the scheme with the proposed installation of water inlet pumps on Broad Lane and in the northern stair core, as well as a dry-riser in the southern stair core and an emergency access door in the northern stair core. Both Building Control and the London Fire Brigade are now satisfied with the fire safety features of the proposal.

### Sustainability

- 6.36 The proposed development makes use of brownfield land in a prominent position close to an emerging town centre. It's location has a good PTAL rating and as such is highly suitable for redevelopment. The scheme is car free thereby encouraging sustainable transport means. Furthermore, the proposed development has been designed to achieve a code for Sustainable Homes Rating of 3.
- 6.37 In order to make this development as energy efficient as possible, the following features are included:
- Maximising natural daylight and ventilation;
  - High performance thermal insulation to the roof, walls, floors
  - Maximise air tightness
  - Low energy lamps and fittings
  - Smart communal lighting (using dusk and movement sensors);
  - Using energy efficient combi boilers;
  - Rain water storage;
  - Exhaust Air Heat pumps (mechanical heat recovery ventilation) photovoltaics.
- 6.38 Policy 4A.2 Mitigating Climate Change of the London Plan states a long term goal of 60% reduction in CO2 emissions by 2050, (the consultation draft replacement Plan has reduced the timescale to 2025) and 20% by 2015. Policy 4A.7 Renewable Energy seeks to achieve a 20% reduction in carbon dioxide emissions from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. A condition will be applied requiring the submission of a full energy statement to demonstrate the how this 20% reduction will be achieved.



### Waste Storage

- 6.39 Policy UD7 requires development to include appropriate provision for the storage and collection of waste and recyclable material. The Council's Waste Management officer has stated that the proposed development would require 6 x 1100ltr waste bins and 3 x 1100ltr recycling bins. The scheme has provided the required bins in a waste storage area running parallel to the vehicle access and disabled parking bays.
- 6.40 The Waste Management Officer has also recommended that the storage area is fitted with a bumper bar system in order to protect the finished wall from damage by the bins during the collections and a cold water tap and foul water drainage to maintain cleanliness of the site. The applicant will be required to implement these recommendations through an appropriate condition.

### Secure by Design

- 6.41 The proposed scheme has been assessed by Eric Childs of the Metropolitan Police and was considered acceptable. It was considered that there was no need to gate this development as signage and demarcation between public and private with differing pavement design would be adequate. The dwarf wall and planting which form the public boundary treatment were considered acceptable.

### Flood Risk and Drainage

- 6.42 Policy ENV1 states that development proposals will not be approved in identified areas of flood risk. The Environment Agency has confirmed in pre-application discussions that the site falls just outside of the identified Flood Zones. In response to formal consultation they have no objection to the scheme as they consider the risk to groundwater at this site is low.
- 6.43 Policy ENV2 requires any development which could increase the risk of flooding from surface water run-off to provide a drainage impact assessment and encourage all built developments to incorporate sustainable urban drainage systems (SUDS) techniques, where feasible. Initial assessments of drainage issues have been made by the applicant. A SUDS scheme involving below ground water tanks and rainwater harvesting has been proposed. A soakaway was deemed unsuitable due to the presence of London Underground Lines below the site. Notwithstanding these details, a condition will be applied requiring submission of a drainage impact assessment and further details of a surface water discharge strategy.

### Archaeology

- 6.44 The applicant has provided a desktop archaeological assessment which concludes that there is low potential for prehistoric and Roman remains, moderate potential for Saxon and medieval remains, and moderate high

potential for post-medieval remains. The study recommends that an archaeological investigation of the site is undertaken prior to commencement of construction works. A condition will be applied to this effect.

### Environmental Impact Assessment

- 6.45 The proposed development does not fall within Schedule 1 or Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999, therefore an EIA is not required.

### Equalities Impact Assessment

- 6.46 In determining this application the Committee is required to have regard to its obligations under Equalities Legislation including the obligations under Section 71 of the Race Relations Act 1976.
- 6.47 The impact of this scheme has been considered in relation to Section 71. The proposed development has been considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. The new building will be fully accessible for disabled users. Otherwise, there is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.
- 6.48 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

### S106 and s278 Contributions

- 6.49 Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b Affordable Housing set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate, in line with the national guidance set out in Circular 1/97.
- 6.50 The proposed development provides more than 10 dwellings and is therefore required to provide at least 50% of the units as affordable housing.
- 6.51 SPG10c requires developments that include five or more units with child bed spaces to contribute towards education facilities according to a formula given in that SPG.
- 6.52 The applicant has agreed to enter into a S106 agreement to provide the following:

- i) Affordable housing - 13 social rented comprised of 3 x 1bed, 4 x 2bed, 2 x 3bed and 4 x 4bed flats
- ii) Education contribution - £139,333.82
- iii) Car free designation (including a £1,000 contribution towards the amendment of the Traffic Management Order).
- iv) Car Club scheme/space (including...)
- v) An administration and monitoring contribution

6.53 Furthermore, a s278 agreement (either by a stand alone s278 agreement or incorporated into the s106 agreement) is required for essential alterations to an existing crossover on Antill Road. The cost of these works is estimated to be £15k.

## 7 CONCLUSION

- 7.1 The proposed scheme involves the demolition of an existing car dealership at 193-197 Broad Lane, N15 and the erection of a 3- and 4-storey building containing 29 flats. No local residents objected to the scheme.
- 7.2 The proposed residential development will replace an employment generating use however the current car dealership is considered to be an underutilisation of a highly accessible site. A high density residential development was considered to be more appropriate to a site within easy access of Tottenham Hale.
- 7.3 The building's design is considered to respond well to its context and it will improve the quality of the street scene on Antill Road, Broad Lane and the adjoining footway.
- 7.4 The scheme provides 29 flats of varying size, all of which are 'affordable', but with an acceptable split between social rent and intermediate housing. Adequate amenity space is provided through a communal HomeZone, private space and balconies.
- 7.5 The building has been designed to cause no harm through loss of light or privacy to neighbouring residents.
- 7.6 Three disabled parking spaces have been provided but the scheme has been designated 'car-free' and cycle storage will be provided for all occupants. Access to the site will be via an existing crossover.
- 7.7 Sustainable features have been incorporated into the scheme and there is no increased risk of flooding. Fire safety and waste storage were also found to be acceptable.
- 7.8 Overall, the scheme is considered to be satisfactory and in compliance with Policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Development', HSG10 'Dwelling Mix', M9 'Car-free Residential

Developments', EMP4 'Non Employment Generating Uses' and UD8 'Planning obligations' of the adopted Unitary Development Plan 2006 and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology' and the Council's 'Housing' SPD.

## 9. RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY2010/1428 subject to a pre-condition that the applicant and the owners of the application site shall first have entered into an agreement or agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended); Section 16 of the Greater London Council (General Powers) Act 1974 and s278 of the Highways Act 1980 in order to secure:

- i) Affordable housing -13 social rented units comprising 3 x 1bed, 4 x 2bed, 2 x 3bed and 4 x 4bed flats
- ii) Education contribution - £139,333.82
- iii) Car free designation (including a £1,000 contribution towards the amendment of the Traffic Management Order).
- iv) Car Club scheme/space (including...)
- v) Administration and Monitoring contribution of 3%
- vi) Essential alterations to an existing crossover on Antill Road. The cost of these works is estimated to be £15,000

The Council's legal costs incurred in preparing these agreements shall be met by the Developer.

## 10. RECOMMENDATION 2

GRANT PERMISSION for the development in accordance with the application and the plans listed below subject to the following conditions.

Applicant's drawing No.(s) 7750-L-001D, 7750-P-002D, 7750-P-10,7750-P-21F, 7750-P-22F, 7750-P-23F, 7750-P-24E, 7750-P-25A, 7750-P-26, 7750-E-030D, 7750-E-031C, 7750-E-032C,7750-E-033D, 7750-E-034B, 7750-E-035A,7750-E-036A, 7750-E-037A, 7750-E-038A,7750-E-039A & 7750-S-002A

## 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.

### MATERIALS AND LANDSCAPING

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. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

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. 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.

6. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

#### WASTE STORAGE

7. That a detailed scheme for the provision of refuse and waste storage, including bumper bar system, cold water tap and foul water drainage, within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved 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 and maintain cleanliness of the site.

#### GENERAL

8. 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.

9. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation including an archaeological project design in accordance with the appropriate English Heritage guidelines, has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure the proper archaeological protection and assessment of the site.

## TRANSPORT AND ACCESS

10. That a detailed scheme for the provision of secure and covered storage for 8 cycles within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to encourage the use of sustainable means of transport.

11. No vehicles associated with the construction or operation of the site shall stop/ park/ load/ unload/ pick up/ set down on the carriageway/ footway/ grass verge on the TLRN public highway. The carriageway/ footway/ verge of the TLRN public highway must not be blocked / obstructed during the sites construction.

Reason: Broad Lane is part of TLRN and therefore of strategic significance to London. Works that may disrupt its operation should be minimised and managed. For this site it's possible to provide vehicle access via Anthill Road for construction as well as future operation of the site. This is the preferred option.

12. Notwithstanding the details contained within the documents hereby approved, a residential travel plan and delivery and servicing vehicle management plan, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of the residential accommodation hereby approved.

Reason: To ensure the proper ongoing vehicle management of the development and to encourage sustainable means of transportation.

13. Prior to the commencement of the development hereby approved, a construction vehicle management plan providing specific details of all construction vehicle activity related to the development, including vehicle numbers, size, type and frequency visiting the site, access and egress arrangements, routing and hours of operation, shall be submitted to and approved in writing by, the Local Planning Authority.

Reason: to protect the amenity of nearby residents and the freeflow and safety of the adjacent A503 Broad Lane Red Route.

## ENVIRONMENT AND SUSTAINABILITY

14. 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.

15. Prior to commence of the development, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to, and approved in writing by, the Local Planning Authority. Such a report should have regard to the air quality predictions and monitoring results from the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied. In determining both the significance of exposure to air pollution and the levels of mitigation required, consideration should be given to the Air Pollution Exposure Criteria Table in the London Councils 'London Air Quality and Planning Guidance 2007'.

Reason: To ensure the development can be implemented and occupied with minimal risk to the occupants' health.

16. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted to, and approved in writing by the Local Planning Authority. (Refer to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to safeguard the health and amenity of surrounding residents.

17. Prior to first occupation of the residential dwellings hereby approved, a statement demonstrating consistency with the submitted Energy Statement Assessment, which indicates the use of renewable technologies on site will lead to 20% reduction in predicted CO2 emissions (measure against a base building (according to 2006 Building Regulations), shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the LPA.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

18. Prior to first occupation of the residential dwellings hereby approved, a certificate demonstrating consistency with the proposed and approved Code Level for Sustainable Homes shall be submitted to and approved in writing by the Local Planning authority and thereafter implemented in accordance with any written approval given by the Local Planning authority.



Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

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: A503 Broad Lane is a Red Route and part of the Transport for London Road Network (TLRN). Therefore, no stopping is permitted during the operating hours of the Red Route, except at specified times in specific loading and parking boxes. No construction and maintenance work shall be undertaken on the TLRN public highway without prior written consent from TfL in accordance with relevant legislation, procedures and health and safety regulations. No vehicles associated with the construction or operation of the site shall stop/ park/ load/ unload/ pick up/ set down on the carriageway/ footway/ grass verge on the TLRN public highway. The carriageway/ footway/ verge of the TLRN public highway must not be blocked / obstructed during the sites construction.

INFORMATIVE: Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

## REASONS FOR APPROVAL

The proposed residential development is considered acceptable in principle in accordance with Policies HSG1, HSG2 and EMP4 of the Unitary Development Plan 2006. The density of this scheme is acceptable having regard to the London Plan and the size, layout and mix of units are considered acceptable. The proposed building is designed in way which responds well to its context and would improve the local streetscene. No harm to residential amenity through loss of light or privacy will arise. The development benefits from high public transport access and is designated as car free with the exception of disabled parking. As such it will not prejudice the free flow and safety of pedestrian and vehicle traffic. Adequate waste storage is to be provided and sustainability features are built in. The proposed scheme is there considered acceptable having regard to Policies UD2 'Sustainable Design and Construction ', UD3 'General Principles', UD4 'Quality Design', UD7

'Waste Storage', UD8 'Planning Obligations', CSV8 'Archaeology, ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands' and M9 'Car Free Residential Developments' of the Unitary Development Plan 2006 as well as the Housing SPD.