



## **1. SITE AND SURROUNDINGS**

1.1. The application site is on the south-eastern corner of Broad Lane and Stamford Road and is currently being used as an open car sales yard.

1.2. To the east of the site is a 4-storey block of flats. To the south is a part 4 storey / part 6-storey block of flats along Stamford Close. On the south-western corner of Broad Lane and Stamford Road is a 4-storey block of flats (62 - 108 Broad Lane). On the northern side of Broad Lane is a 3 storey building with an off licence on the ground floor and residential on the upper floor. A row of two storey terrace dwellings runs along Broad Lane to the west. On the north-eastern corner is St Peter's House, a 3 storey block of flats.

## **2. PLANNING HISTORY**

2.1. Permission was granted 15/05/2008 under ref: HGY/2006/2323 for the erection of 1 x three bed and 7 x two bed self-contained flats

2.2. A planning application was withdrawn in 2005 for the erection of a 5 storey building comprising 3 x 1 bed, 4 x 2 bed and 2 x 3 bed self-contained flats, ref. HGY/2005/1096.

2.3. Planning permission was refused in 2006 for the erection of a 4-storey block of seven flats, ref HGY2006/0470, on the ground that it overshadowed the adjacent building.

## **3. PROPOSAL DESCRIPTION**

3.1. This application seeks planning permission to erect a 4-storey block comprising 1 x 3 bed and 7 x 2 bed self-contained flats with associated landscaping.

3.2. The building has rectangular footprint with dual pitch roof over. Pedestrian access to the building is from Stamford Road, N15.

3.3. The ground floor would consist of 1 x 3 bedroom, 5 person unit and 1 x 2 bedroom, 3 person unit. The first, second and third floors would consist of 1 x 2 bedroom 3 person flat and one 2 bedroom 4 person flat on each floor.

## **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 HSG1 New Housing Development  
 Policy HSG10 Dwelling Mix  
 Policy M9 Car Free Development  
 Policy M10 Parking for Development  
 Policy UD8 Planning obligations

#### 4.4. Supplementary Planning Guidance / Documents

Housing Supplementary Planning Document (2008)  
 SPG1a: Design Guidance and Design Statements  
 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

Statutory	Internal	External
Metropolitan Police	Transportation Cleaving Building Control Design	<u>Local Residents</u> 1 - 27 (c) St Peters House, Broad Lane, N15 1 - 48 (c) Markfield House, Stamford Road, N15 110 - 156 (e) Broad Lane, N15 62 -108 (e) Broad Lane, N15 115 - 123 (o) Broad Lane, N15 1- 63 (c) Stamford House, N15  <u>Total No of Residents</u> <u>Consulted:</u> 203

## 6. RESPONSES

### 6.1. Andrew Snape, Met Police:

I recommend that the new homes are built to Secured by Design standards. Further advice can be gained by contacting the Crime Prevention Design Adviser for Haringey Police on 020 8345 2167. Our advice is free. Thank you

### 6.2. Two objections from the occupier of 146 Broad Lane, N15

- No indication given of site location
- No drawings are available on the website
- Area is already substantially developed
- No parking is provided
- Increase traffic and parking demand
- Potential loss of green space

### 6.3. Transportation Team

Since this proposal falls on TFL road network and TFL is the highway authority this application has been referred to them for comment.

## 7. ANALYSIS / ASSESSMENT OF THE APPLICATION

### 7.1. The main issues in respect of this application are considered to be:

- Background
- Principle of Use
- Size, bulk and design
- Density
- Standard of accommodation and amenity space
- Impact on amenity
- Transportation
- Waste storage
- Objector's comments
- Environmental Impact Assessment
- Equalities Impact Assessment
- S106 Agreement

### Background

7.2. This application seeks an extension of the time limit within which to implement the planning permission HGY/2006/2323 granted 15<sup>th</sup> May 2008 for erection of new 4 storey building containing 8 flats. The original outline consent lasts for 3 years however the applicant has not been able proceed with development during this time.

7.3. New procedures were introduced by central government on 1 October 2010 allowing applicants to apply to renew planning permissions. The purpose of this new provision is to keep planning permissions alive for longer during the economic downturn so that development can be implemented more quickly when economic conditions

improve.

7.4. Under this procedure, the proposal does not differ from that originally approved as the application simply refers to the documents submitted for the previous permission.

### Principle of Use

7.5. The site is currently a vacant corner site (currently used as a car sales yard) with high visibility from Broad Lane and the adjoining side streets. Policy EMP4 allows the change of use of land from employment generating uses where the use is not suitable in terms of environmental or amenity grounds. The use of this prominent site in a generally residential area for open car sales is considered to harm the environment and amenity of the area by virtue of the nature of the use and its poor visual appearance.

7.6. The application site may be regarded as a "windfall site" as identified in PPS3 Housing and as such could contribute towards meeting the housing need in Haringey. Such sites will be assessed against Policy HSG1 to ensure that they meet the needs of the community and do not harm the environment. This policy requires a sequential approach be adopted. This approach identifies four criteria as being relevant for the most suitable sites:

- Sites with high accessibility to public transport, or
- Redevelopment of existing housing sites at higher densities where appropriate, or,
- Re-use of buildings, or
- Redundant/derelict sites

7.7. The application site meets criterion 1 as it is close to good public transport. As such it must be regarded as a suitable site for new residential development.

7.8. The London Plan requires the borough to provide 6,800 dwellings for Haringey over the period 2007/08 - 2016/17. This requirement is reflected in policy G3: Housing Supply. The Draft Replacement London Plan increases this target to 8,200 dwellings over the period 2011-2021.

7.9. The site is within the Tottenham International Framework area. Policy AC2: Tottenham International seeks to create a thriving, sustainable urban centre with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport. The reuse of this site for residential use will contribute to achieving that aim.

7.10. Policy HSG2: Change of use to Housing seeks to allow the Council to work towards its housing target. The site is currently used as a Used Car Lot and not within a Defined Employment Area or protected open space, or in an identified shopping area. In this light, the redevelopment of this site for residential use is appropriate and complies with policy HSG2.

### Size, bulk and design

7.11. The policies on Design Quality UD3: General Principles and UD4: Quality Design require that new buildings match the built form and material detail of existing buildings, do not detract from the amenity and built character of the locality and are of high quality design. These policies also seek to promote development that is in scale with other

buildings in the area.

7.12. The proposed building is four storeys in height. Directly to the east of the proposal site is a 4-storey block of flats. To the south is a part 4 storey/part 6-storey block of flats along Stamford Close. On the south-western corner of Broad Lane and Stamford Road is a 4-storey block of flats (62 - 108 Broad Lane). The height of the building at 4-storeys is considered to reflect the surrounding pattern of development, particularly the 4-storey block 110 -156 Broad Lane.

7.13. Policy UD4 states that new buildings should follow the front and rear building lines of adjacent properties. The building would be set back from the Broad Lane frontage by 4.0m to 4.8m, following a similar set back to the neighbouring building. The building is designed to "return" round the corner and therefore also presents a frontage to Stamford Road. This approach is considered appropriate to the location. In the light of the comments from the design team, the scheme has been redesigned to present a strong frontage to Broad Lane and is set back behind a front garden with a low wall and railings and a front door to the building. A secondary access to the upper floors is from Stamford Road. This access is set back from the road behind a railing to give a small amount of defensible space to this entrance.

7.14. The design and materials closely resemble that of the nearby Stamford House, 1 - 63 Stamford Road. Therefore overall, the design, detailing and materials are found to be acceptable in compliance with policy UD3.

### Density

7.15. Policy 3A.3 of the London Plan sets out acceptable density ranges according to the public transport accessibility of a site and its urban character. These density ranges will be applied flexibly in light of local circumstances. Therefore, the Council will adopt a 'design-led' approach to density and proposals should conform to policies of the Unitary Development Plan 2006, notably Policies UD3 (General Principles), UD4 (Quality Design). New development should be compatible with the existing pattern of development and character of an area.

7.16. The scheme has been designed to blend in with the general size and scale of the existing pattern of development in the surrounding area on the south side of Broad Lane. This is characterised by 4-storey blocks of flats and some higher tower blocks. As a result, a 4-storey block of eight flats is considered appropriate to the location which results in a residential density of 625 habitable rooms per hectare (hrph). This is within the accepted range of 200- 700 hrph for sites with a public transport accessibility rating of 6a (high) and therefore complies with Policy 3A.3 of the London Plan.

### Standard of accommodation and amenity space

7.17. Policy HSG10 and The Housing SPD set out the mix and floorspace criteria for new-build residential development in the borough. The policy and SPG requires a high proportion of larger units within new developments to reflect the housing needs of the local community. This scheme provides a mix of 2 and 3-bed units and is regarded as meeting the requirements of the mix policy.

7.18. The room sizes generally comply with the minimum requirements set out in the supplementary planning guidance and overall the unit sizes are in line with policy requirements. In addition, the proposed layout and stacking arrangements of each flat is considered to be satisfactory. As such the proposal is found to comply with the Housing SPD.

7.19. In terms of amenity space to the development, the block is set back from Broad Lane creating a private front garden area of approximately 40 square metres which is enclosed behind a low brick wall and railings. To the rear of the proposed building is a communal amenity space of approximately 90 square metres, partly paved and partly laid to grass, again bounded by a low brick wall and railings.

7.20. According to the Housing SPD, a development of 8 units requires 65 square metres of communal amenity space. The requirement is met by the 90 square metres amenity space to the rear. The upper floor flats to the rear also have south facing balconies attached to their living rooms.

#### Impact on amenity

7.21. Prior to permission being granted in 2008, permission was refused in 2006 for the erection of a 4-storey block of seven flats, ref HGY/2006/0470, on the grounds that it overshadowed the adjacent building. The refused scheme extended further back along Stamford Road and had a square footprint. As a result, the block proposed in that scheme had a greater impact on the existing 4-storey block to the east, Nos. 110-156 Broad Lane, and the view was taken that that building had an unacceptable detrimental effect on those flats in terms of light and outlook to the adjacent flats.

7.22. The approved scheme was redesigned to overcome that objection. The proposed building has been reduced in length and the corner of the proposed building closest to the existing flats in Broad Lane has been removed to allow more space between the existing and proposed buildings. These amendments to the design will both allow more light to reach the rear windows of the existing flats and also reduce the visual impact of the new building on the outlook from the rear of the existing flats. As such, the revised scheme is considered to overcome the problems created by the previously refused scheme. No objections have been received from the occupiers of the existing flats in Broad Lane.

#### Transportation

7.23. Policy M9 reflects this national and London guidance and encourages car-free developments in areas of good public transport accessibility. The proposal site is within close proximity to Seven Sisters tube and overland station and many local bus services along Broad Lane and Tottenham High Road. The site is also just inside the Seven Sisters CPZ. Therefore, it is deemed appropriate for this development to be car-free, in line with policy M9 "Car-free Residential Developments". Car-free designation will be secured through a s106 agreement.

7.24. Transport for London do not object to the scheme.

### 7.25. Waste storage

7.26. Policy UD7 outlines specifications for waste storage and recycling arrangements. The plans submitted show 8 storage bins located on the paved area at the rear of the site. If planning permission were to be granted full details of refuse and recycling storage and collection would need to be submitted to and approved by the council prior to works commencing.

### Objector's comments

7.27. Two local residents have objected to the scheme. The main objections are:

- Overdevelopment
- Lack of parking and resulting increase in parking demand
- Potential loss of green space

7.28. The site is a open car dealership in an urban location characterised by 4-storey blocks of flats. The proposed building is in keeping with the size and scale of surrounding development and makes provision for amenity space to the north and south. The proposal would not constitute overdevelopment but would sit well within the existing urban form.

7.29. The site is very close to Seven Sisters tube, rail and bus station is just within the Seven Sisters CPZ. The Council's Transportation Team have assessed the proposal and have deemed it appropriate for car-free designation.

### Environmental Impact Assessment

7.30. The application site area is less than 0.5ha and as such an Environmental Impact Assessment is not required.

### Equalities Impact Assessment

The impact of this scheme has been considered in relation to the Equalities Act 2010 in terms of its impact on key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. All flats will be accessible with a lift serving all floors. 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.

7.31. 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 Agreement

7.32. Policy UD8 requires planning obligations to be entered into where appropriate in line with the guidance set out in Circular 05/05 and the tests set out in Part 11 of the Community Infrastructure Levy Regulations 2010. In this case, as the development proposes eight flats of two or more bedrooms, the scheme is subject to an education contribution as set out in SPG10c. Applying the formula contained in the SPG, the



contribution required for this development is £33,542.48, plus a 5% monitoring contribution. It is considered that such a contribution is necessary to make the development acceptable in planning terms, is directly related to the development, and is fairly and reasonably related in scale and kind to the development.

7.33. In order to secure Car free designation, a contribution of £1,000 would be required towards the amendment of the Traffic Management Order

7.34. As the proposal will result in the removal of a use which is inappropriate, unsightly and undesirable in this location, a separate environmental contribution is not considered appropriate in this case.

## **CONCLUSION**

7.35. This application takes advantage of new national regulations introduced in October 2010 to permit applications to extend the timescale for implementing existing planning permissions. These regulations were introduced to help address the impacts of the economic recession and the property market downturn.

7.36. The application seeks an extension of time limit for permission HGY/2006/2323 for erection of 4-storey building containing 1 x three bed and 7 x two bed self-contained flats.

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement providing:

1. Education Contribution of £33,542.48
2. Monitoring costs of £X
3. Car free development and £1000 contribution towards amending the TMO
4. Payment of Council's legal fees for the preparation of the agreement.

Applicant's drawing No.(s) 200403015-PL01D, 02B & 03B

Subject to the following condition(s)

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. 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 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 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. 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.

7. That a detailed scheme for the provision of refuse and waste storage 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.

8. 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.

9. 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.

10. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood.

#### REASONS FOR APPROVAL

The scheme is considered to meet the requirements of the appropriate national guidance and the policies in the Unitary Development Plan 2006 and this recommended for approval subject to conditions and a S106 agreement.