

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2011/1358	Ward: Haringey
Address: 677 Green Lanes N8	
Proposal: Erection of 3-storey side extension and insertion of rooflights to front, side and rear roofslopes to facilitate conversion of upper parts to 7 x two bed flats and 1 x three bed flat	
Existing Use: Public House Proposed Use: Public House & self-contained flats	
Applicant: Docklock Ltd	
Ownership: Private	
Date received: 14/07/2011	Last amended date: N / A
Drawing number of plans: 121-A0-101, JDD/QHPH-03, 04, 06, 01, 07, 02, 10, 08, 09, 05, 01, 121-A0-006-09 & 121-A0-002-005	
Case Officer Contact: Subash Jain	
PLANNING DESIGNATIONS: Road Network: Classified Road	
RECOMMENDATION: GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement	
SUMMARY OF REPORT: The site is the former Public House known as 'Queens Head', located at 677 Green Lane which has been un-occupied from the last 2 years. It is a Locally Listed building situated at the corner of Green Lanes and Frobisher Road and comprises of a three storey premises with a basement floor. The proposal is for a mixed use development. It is proposed to retain the option for a ground floor commercial space for A1 / A2 ,A3 or A4 uses whilst the upper floors would be converted to 8 self-contained flats (7 two bed self-contained flats and 1 x three bed flat) involving a 3-storey side extension. The proposed extension and conversion of this building is considered acceptable and will relate satisfactorily to the scale and character of the existing building and its surroundings with no adverse impact on the neighbouring properties. The proposed residential units will be secured as 'car free' development.	

1 SITE AND SURROUNDINGS

- 1.1 The application site is located to the west side of Green Lanes. The site is the former Public House known as 'Queens Head', located on a prominent corner with Frobisher Road. The building comprises of a three storey building with a basement floor. It adjoins a car showroom on Green Lanes frontage and overlooks Duckett's Common. The site is currently vacant and has been boarded up from the last 2 years. The upper floors of which building were used as bed-sit accommodations.
- 1.2 The building is a locally listed building and records show that there has been a pub on this site since 1794 with the building later modernised in 1898. The site is not located in a conservation area. The surrounding area characterised by Victorian terraced houses, blocks of flats and commercial frontages on the Green Lanes. The site is conveniently located for public transport with several bus links and Turnpike Lane and Wood Green underground stations are in close proximity. The site lies in a PTAL 6a area.

2. PLANNING HISTORY

HGY/2000/1553-Laying out new paving and erection of walls, fences and railings to enclose and renew the surfacing of the existing front terrace and resurfacing side access and the erection of a new terrace in existing rear beer garden -Granted 27/12 /2000

HGY/2000/1571-Display of externally illuminated fascia sign and other associated signage- Granted 5/12/2000

3. RELEVANT PLANNING POLICY

3.1 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

3.2 London Plan (2011)

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 4A.5 Housing choice
Policy 4A.6 Quality of new Housing provision

3.3 Adopted Unitary Development Plan 2006

Policy G3 Housing Supply
Policy UD1 Planning Statements
Policy UD2 Sustainable Design and construction
Policy UD3 General Principles
Policy UD4 Quality Design
Policy UD7 Waste Storage
Policy UD8 Planning Obligations
Policy HSG1 New Housing Development
Policy HSG2 Change of use to Residential
Policy HSG9 Density Standards
Policy HSG10 Dwelling Mix
Policy OS15 Open Space Deficiency and New Developments
Policy CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest
Policy M9 Car-Free Residential Developments
Policy M10 Parking for Development

3.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance
SPG 2 Conservation & Archaeology
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 Education needs generated by new housing

4. CONSULTATION

Internal	External
Transportation Group	<u>Amenity Groups</u>
Waste Management	Haringey Ladder CSP
Building Control	<u>Local Residents</u>
Thames Water	53
Environmental Health	<u>Total No of Residents</u>
Ward Councillors	<u>Consulted:54</u>

5. RESPONSES

Transportation

- 5.1 The proposed development is located where the public transport accessibility level (PTAL) is high, with Turnpike Lane underground station and bus interchange within easy walking distance. We have therefore considered that the majority of the prospective residents of this site would travel by public transport, especially given the proximity of the underground station. There is also the presence of Wood Green inner and outer controlled parking zones (CPZ), operating Monday to Sunday from 08:00am to 10:00pm and Monday to Saturday from 08:00am to 06:30pm respectively, which provide adequate on-street car parking control at this location.
- 5.2 Given the good links to public transport and presence of the CPZ, the development fulfils the criteria for designation as a 'car free' development. Furthermore, the application makes provision for secure cycle storage in line with standards set out in the adopted UDP (2006). However, the location could benefit from improvement of the uneven footway along the sites frontage onto green Lanes and Frobisher Road. To further encourage journeys by foot and cycle the applicant should be required to contribute towards a scheme to remove redundant vehicle accesses and relay the paving slabs to the sites frontage.
- 5.3 The Highway and Transportation Authority do not wish to raise any objections to the proposed development subject to the applicant entering Section106 Agreement with the Council.

Waste Management

- 5.4 The commercial section of this proposed development requires storage for waste & re-cycling either internally or externally, arrangements for scheduled collections with a commercial waste contractor to be appointed. This application has been given RAG traffic light status of AMBER for waste storage and collection arrangements.

Conservation

- 5.5 The Council's concerns regarding the alterations to the subject building were raised with the architects and the following clarifications have been received. In our email of the 1st of September 2011, we attempted to clarify that the existing building is untouched externally and that this is to be refurbished. It was noted that the turret has been wrongfully illustrated in our elevational photomontage but this was corrected and reissued and I believe the correct drawing is now on the portal. I hope that this further clarifies that the proposal does not

involve the demolition of any parts of the original building in any way whatsoever and it proposes to only refurbish and enhance these facades.

- 5.6 I also further clarify that the application is for self-contained apartments and not for a house in multiple occupation and neither a series of bed-sits. The existing building currently is divided into a 'hostel' type arrangement however the application is for the conversion of the upper parts to self contained apartments which is far more favourable in planning and community terms as it increases ownership of the site and surrounding areas.
- 5.7 The elevational treatment of the building has been the subject of much debate and the final form and design is one that has been borne out of extensive discussions with the Conservation area officer as stated in our email of the 1st of September 2011. The entire basis of the design is for the extension to act and look subservient to the main building and appear as a later addition hence its simple and modern design language. This is again in line with the relevant UPD polices that exist.

Local Residents

- 5.8 There have been representations made by 20 local residents. These objections have been summarised as follows:
- Car parking problems & extra traffic pressures;
 - Damage to the appearance of the prominent building;
 - Loss of an established Public House;
 - Historical context of the building;
 - No need for another retail outlet.

6 ANALYSIS / ASSESSMENT OF THE APPLICATION

Design, Form & Layout

- 6.1 The application is for the use of the ground floor and basement floor within one of the A use classes (A1 – Shops, A2 - Financial and Professional Services,,A3 - Restaurants and cafés or A4 - Drinking Establishments) The current authorised use of the ground is an A4 Drinking Establishments, which ceased trading over 2 year ago. The loss of the public house, which inevitably has performed a valuable social function for the community, is regrettable and is a concern raised by a number of local residents. Officers would point out that the Use Classes Order 2005 allows the changes of A4 uses to A3, A2 or A1 and as such control to prevent this spaces being used for other such uses falls outside the scope of the Local Planning Authority's control. It is apparent that the applicants are trying to market the ground floor use in order to secure occupancy of the commercial space and to bring this building back into active use.

- 6.2 In terms of the upper floor the proposal is to refurbish and convert this space into 8 self contained flats with the addition of side extension fronting Green Lanes. The upper floors of the building were used for residential purposes. There were 12 rooms which were let on multiple occupation bases.
- 6.3 Bike and bin stores area are proposed via the opening up of an existing door opening that is currently bricked up off Frobisher Road. The 4 openings currently boarded off on Frobisher Road are proposed to be reinstated to bring back the original feature of this locally listed building.
- 6.4 The access for residential units will be as existing from Frobisher Road. The commercial unit will be accessed from Green Lanes. To the rear /side elevation there is an access to the remainder of the site which is proposed to be used for the fire escape doors for the retail unit. The commercial space located on the ground floor will have level or ramped access and doorways as appropriate width for the disabled access.
- 6.5 The basement plan will accommodate all the electrical meters and water meters for the retail unit on the ground floor and for the residential units on the upper floors.
- 6.6 The Council's UDP Policy CSV3 identifies that locally listed buildings of architectural or historic interest 'often play a crucial role in anchoring local visual and historic identity', and confirms that the Council will use its planning powers to ensure that the special character of such buildings is protected and enhanced.
- 6.7 The Council's planning guidance SPG2 sets out the importance of the protection of historic buildings, and recommends that in change of use or conversion the proposals should minimise the loss of character, fabric, interior or setting. Wherever possible all existing fabric, detailing and architectural features of the historic building should be preserved. Any alterations and extensions to the historic building will need to maintain its architectural and historic integrity. The original plan to a large degree has been preserved and the new side extension has been assessed to be complementary to the subject building.
- 6.8 The Council's planning guidance SPG1a requires that extensions or alterations should be subordinate in scale to the original building and should respect its architectural character. Thus the extension should either fit in to the character of the house, or if in contrasting design, should by its independence and smallness of scale not undermine the architectural effect as a whole. The proposed extension is considered acceptable and will not undermine the

existing uniformity of the building, nor over balance or dominate existing features important to the building.

- 6.9 The external facades of the existing building are to be retained and refurbished. The 3 storey side extension will house 2 duplex units; with the existing upper parts of the building housing 2 apartments on the 3 proposed floors that exist hence provide the 8 residential units in total. The extension will measure 5.5m in width and 9m in length with the façade being set back from the existing frontage by 1.2m. Furthermore, the proposal has evolved via pre-application discussions with the Local Planning Authority and Conservation Team. The hipped end roof fronting Frobisher Road is to be altered to provide a gable end roof so as to allow the adequate access to the roof void space. This also enables a brick pier that would cloak any future kitchen vent and the gable end would allow the scale of the vent to cease to be prominent in the visual context. The main focus has been on refurbishing the external facades of the building and taking care in the positioning of the service penetrations in the roof such that they are in concealed locations so as to not detract from the architectural quality of the building. The proposal also seeks to match the existing windows so as to maintain the architectural merits of the building. The conservation roof lights are proposed on the front rear and side planes of the roof.
- 6.10 Policy HSG 10 states that all new residential developments, including conversions, should provide an appropriate mix of dwelling types and sizes. The proposal must also be assessed in terms of dwelling size and room size requirements in line with Housing Supplementary Planning Guidance 2008. The overall internal layout is satisfactory. As outlined above the scheme will provide 7 x 2 bedroom and 1 x 3 bedroom flats. While a slightly higher proportion of 3 bed units would be preferable the general constraints in respect of creating family size units above commercial/ retail space is noted. The flats will be well lit and will prove a good standard of accommodation.
- 6.11 The subject building will provide some amenity space in the form of roof terraces to the rear / side of the building. The building is located next to Ducketts Common open space. The scheme also provides a front garden area most of which would be used in conjunction with the ground floor use.
- 6.12 The first floor roof terrace will be divided between a private amenity space for apartment 1 and a communal roof garden. The parapet walls will be raised by 1.1 meters so as to make access safe for this communal garden. This space will also have a timber screen with planting behind.

Impact on Residential Amenity

- 6.13 Policy UD3 seeks to ensure that the amenities of adjacent occupiers and the area as a whole are not materially harmed and will not approve applications which have unacceptable effects on the amenities of residents. As the overall bulk and scale of the development remains mostly as existing, it is considered that set back design of the new small side extension will have minimal impact on the street scene and nearby residential properties.

Transportation & Car Parking

- 6.14 Transportation Group does not object to the submitted proposal and recognise that the proposal meets the criteria for a 'car free' scheme. The scheme will provide cycle racks on site therefore encouraging cycling as a means of transport.

Planning Obligations

- 6.15 Planning Obligations/ Section 106 Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.
- 6.16 In line with Supplementary Planning Guidance SPG 10c, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution sought is £24,000.00
- 6.17 As outlined above the Local Planning Authority will be seeking a contribution towards a scheme to remove redundant vehicle accesses and relay the paving slabs to the sites frontage. This has been calculated at £6,500 (six thousand five hundred pounds). In addition a sum of £1,000.00 will be required to amend the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the residential units shall be designated 'car free'.

7. CONCLUSION

- 7.1 The conversion of upper floors of the locally listed building from shared multiple accommodations to self-contained flats is appropriate use. The proposed three storey side extension is also considered acceptable and will not detract from the appearance of this locally listed building. The authorised ground floor use of the subject site is

A4 and can be changed to an A1, A2 or A3 without the consent of the Local Planning Authority. The proposal will not result in the loss of this commercial/ retail space. As outlined in the application the site has been advertised on the market for occupation over a period of 2 years.

- 7.2 The overall layout of the proposal is considered satisfactory and the proposed extension will relate satisfactorily to the scale and character of the existing locally listed building and will not adversely affect the amenities of neighbouring properties. The residential flats will be 'car free' therefore the proposal will not adversely affect the parking conditions in immediate vicinity.
- 7.3 Overall, the proposal is in accordance with policies UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', HSG1 'New Housing Development', HSG2 'Change of use to Residential', HSG10 'Dwelling Mix' and CSV3 'Locally Listed Buildings' and Policy M9 'Car-Free Residential Developments' of adopted Haringey Unitary Development Plan 2006 and Supplementary Planning Guidance SPG1a 'Design Guidance' and the 'Housing' Supplementary Planning Documents (adopted October 2008). Given the above this application is recommended for APPROVAL.

8. RECOMMENDATIONS

RECOMMENDATION 1

- 8.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/1358 subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

1.1 A contribution of £24,000.00 towards educational facilities within the Borough according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

1.2 A sum of £ £6,500 (six thousand five hundred pounds) towards an improvement scheme aimed encouraging and assisting the residents of the development to walk and cycle. The works will include the removal of a redundant crossover and service road entrance and footway resurfacing to the sites frontage onto Greens Lanes and Frobisher Road;

1.3 A sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the

vicinity of the site to reflect that the residential units shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);

1.4 Plus a recovery costs / administration / monitoring of £1,000.00.
This gives a total amount for the contribution of £31,500.00.

RECOMMENDATION 2

8.2 That in the absence of the Agreement referred to in the resolution above being completed by 30th March 2012, planning application reference number HGY/2011/1358 be refused for the following reason:

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

RECOMMENDATION 3

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

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

8.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/1358 and the Applicant's drawing No's 121-A0-101, JDD/QHPH-03, 04, 06, 01, 07, 02, 10, 08, 09, 05, 01, 121-A0-006-09 & 121-A0-002-005 and subject to the following conditions

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The details of a 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.

4. Before first occupation of any part of the residential accommodation secure cycle parking shall be provided in accordance with a scheme that shall previously have been submitted to and approved in writing with the local planning authority. Development shall only be carried out in accordance with the approved details.

Reason: To encourage cycling as a means of transport and to protect pedestrian amenity and in the interests of highway safety.

MATERIALS & EXTERNAL APPEARANCE

5. 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.

PERMITTED DEVELOPMENT RIGHTS

6. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / arial system for

receiving all broadcasts for 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 prevent the proliferation of satellite dishes on the development.

CONSTRUCTION

7. 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 1300 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.

8. Prior to commencement of development, details of a scheme of sound insulation between the ground floor commercial floorspace and the residential accommodation above shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the residential accommodation.

Reason: In order to ensure that the proposed conversion does not give rise to an unacceptable loss of amenity for occupiers within the property as a result of inadequate insulation & soundproofing.

REASONS FOR APPROVAL

The proposed extension and conversion of this building is considered acceptable and will relate satisfactorily to the scale and character of the existing building and its surroundings with no adverse impact on the neighbouring properties. The proposed residential units will be secured as 'car free' development. The proposal is in accordance with policies UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', HSG1 'New Housing Development', HSG2 'Change of use to Residential', HSG10 'Dwelling Mix' and CSV3 'Locally Listed Buildings' and Policy M9 'Car-Free Residential Developments' of adopted Haringey Unitary Development Plan 2006 and Supplementary Planning Guidance SPG1a 'Design Guidance' and the 'Housing' Supplementary Planning Documents (adopted October 2008).

Fig 1: View from Green Lanes



Photos 1: View from Green Lanes

Fig 2: View from Frobisher Road



Photos 2: View from Frobisher Road

