

1. SITE AND SURROUNDINGS

- 1.1 The application site is situated at the existing car park to the side of the public house at 606 Lordship Lane and it fronts Dunbar Road outside the conservation area. The surrounding area comprises of a mix of residential and commercial buildings. To the north of the site is the row of two storey terrace houses on Dunbar Road. To the east is the two storey terrace houses on Perth Road. To the west is the three storey terraces on Khalsa Court which backs onto the site. Further south fronting Lordship Lane is the three storey blocks comprising of commercial on the ground floor and residential on the upper floors and even further south are the residential blocks at Andrula Court and Coldham Court.

2. PLANNING HISTORY

- 2.1 Planning Application History
Planning-[HGY/1991/0943](#)-GTD-20-09-91-606 Lordship Lane London -
Erection of 1.5m satellite dish.
Planning-[HGY/1998/0842](#)-GTD-25-08-98-The Lordship 606 Lordship Lane
London -Formation of two additional fire exits to front elevation.
Planning-[HGY/1998/0999](#)-GTD-25-08-98-606 Lordship Lane London -
Installation of various non-illuminated and illuminated signage at ground and
first floor level
Planning-[HGY/2007/0433](#)-WDN-16-04-07-The Lordship Pub, 606 Lordship
Lane Wood Green London -Upgrading of existing radio base station
comprising of addition of three antennas, two dish antennas, one Node B
equipment cabinet and development ancillary thereto (Part 24).
Planning-[HGY/2009/1041](#)-GTD-15-09-09-606 Lordship Lane London -
Conversion of upper floors into eight self contained flats (1 x 3 bed, 2 x 2 bed,
5 x 1 bed).
Planning-[HGY/2009/1640](#)-GTD-01-12-09-606 Lordship Lane London -
Approval of details pursuant to condition 9 (materials) attached to planning
reference HGY/2009/1041.

- 2.1 Planning Enforcement History

No planning enforcement history

3. RELEVANT PLANNING POLICY

- 3.1 National Planning Policy

Planning Policy Statement 3: Housing
Planning Policy Statement 1: Delivering Sustainable Development

- 3.2 London Plan

The London Plan (2011)

3.3 Unitary Development Plan

G1 Environment
 G2 Development and Urban Design
 UD3 General Principles
 UD4 Quality Design
 UD2 Sustainable Design & Construction
 UD7 Waste Storage
 M10 Parking for Development
 HSG1 New Housing Development
 HSG2 Change of Use to Residential

3.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
 Housing SPD (October 2008)
 SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
 SPG10c Educational Needs Generated by New Housing
 SPG8b Materials
 SPG4 Access for All – Mobility Standards
 SPG5 Safety by Design

4. CONSULTATION

Statutory	Internal	
7 – 40 Dunbar Road 5 - 7 Acacia Road Flat 1 – 7, GFF, FFF, Shop; 591 Lordship Lane, 591 Lordship Lane 603 – 605 Lordship Lane Flat 1 – 8, SFF, TFF; 606 Lordship Lane, 606 - 607 Lordship Lane Flat 1 – 4; 608 Lordship Lane 608 – 609 Lordship Lane Shop, UFF; 610 Lordship Lane, 610 Lordship Lane Flat A, Shop; 612 Lordship Lane, 612 Lordship Lane Flat A, Shop; 614 Lordship Lane, 614 Lordship Lane Flat A. shop; 616 Lordship Lane, 616 Lordship Lane, Flat A; 618 Lordship Lane	Transportation Group Building Control Commercial Environmental Health Thames Water	

<p>620 - 624 Lordship Lane, Advertising Right 3434, shop; 622 Lordship Lane, Shop, UFF; 628 Lordship Lane, 628 Lordship Lane, FFF, SFF; 634, 640 Lordship Lane, 2A, 2B Acacia Road GF shop 618 620 Lordship Lane, 618 620 Lordship Lane 1 – 7 Khalsa Court; Acacia Road, Flat 1 – 12 Andrula Court; Lordship Lane</p>		
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5. RESPONSES

5.1 Local Residents

Four letters of support received from local residents for the following reasons; in terms of design the block is acceptable and in terms of amenity the residents from flat 2 Helena Court; 591 Lordship Lane, flat 5; 606 Lordship Lane, the leaseholder of 606 Lordship Lane and 1 Dunbar Road supports this planning application because the proposal will improve the surrounding environment in terms of noise and pollution, improve the safety of the area and create further accommodation in the area.

5.2 Environmental Health

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.

5.3 Thames Water

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.

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.

5.4 Waste Management

Wheelie bins should be presented for collection by 6.00am on day of scheduled collection within the boundary of the front of the property. A standard full kerbside collection set is required for this property.

This application has been given RAG traffic light status of GREEN for waste storage and collection arrangement.

5.5 Transportation Team

The above site is in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station. As site visit conducted on the 22/11/2011 observed that the car park was not heavily parked with only 3 cars parked in the car park, however 2 cars were observed to be illegally parked on the footway on the site entrance fronting Lordship Lane.

We have concerns regarding the lost of the pub car park as:

- 1) The applicant has not provided sufficient information as to how the existing pub will be services including where the operators will park.
- 2) Application 20091041 Conditions 4 require the applicant to provide no less than 5 car parking spaces for the use of the 8 approved residential units.

We have however considered that the development proposal of some 6 additional units will not result in any significant increase in the generated traffic or parking demand to have any adverse impact on the transportation and highways network. In addition, the characteristics of this site fulfil the criteria set up in the UDP Policy M9, for dedication as a car-free development. Consequently the transportation and highways authority would not object to this application subject to the following conditions:

- 1) The applicant enters into a S.106 agreement that the **existing** and **proposed** "residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents 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.

Reason: To encourage the use of sustainable travel modes at this location.

2) Submits service and delivery plan with details of servicing for the existing development

Reason: To ensure that the existing Pub and residential development can be serviced.

1. The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

2. Any access modification work which affects the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been Completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for completion of the works

6. ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Loss of parking space
- Principle of a residential use;
- Design and form;
- The layout/ standard/ mix of accommodation of the proposed residential units,
- Residential Amenity;
- Transportation and access;
- Waste management;
- Sustainability
- Planning Obligation/Section 106

6.2 Loss of parking space

The loss of the car park is considered acceptable because the site is in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station. As site visit conducted on the 22/11/2011 observed that the car park was not heavily parked.

The concerns however relating to the loss of the car park is that condition 4 of the previous application under planning reference HGY/2009/1041 required that the applicant provide no less than 5 car parking spaces for the use of the 8 approved residential units. To address this issue the applicant has agreed to enter into a section 106 agreement so that the **existing** and **proposed** "residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the

vicinity of the development.

6.3 Principle of Residential Use

Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan sets housing targets for individual Boroughs for the period up to 2016. These targets are generally reflected in Unitary Development Plan policy HSG 1 New Housing Developments. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development.

The application site does not form part of a protected open space and it is not situated within a defined employment area. The principle of residential use on this site is considered to be acceptable given that the site is surrounded by residential uses and is within a broader residential area. The proposal therefore accords with Policy HSG2.

6.4 Design and Form

Policy UD4 requires that new buildings be of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of this criteria based policy is to encourage good design of new buildings in order to enhance the overall quality of the built environment.

As noted above the proposal is for the erection of a three storey block with a pitched roof on the former car park to the side of the public house at 606 Lordship Lane, fronting. The design of the scheme is fairly traditional in appearance, and it will be constructed in London Stock facing brick, mid grey coated UPVC framed double glazed windows and doors. The roof will be dark grey natural on externit slates to roofs and stained timber privacy slabs. Balconies will be inserted on first and second floor at the front elevation. The overall height of the block will be 11.5m, 13.1m in width and 11.24m in depth.

The overall siting and coverage of the former car park would not represent a cramped form of development and it would not have an unsympathetic relationship to the adjoining blocks in that; the proposed block will be set back from the front and align with the shed to the side of 1 Dunbar Road and row of terraces. It will also be set away from the shed to the side of 1 Dunbar by 2.89m. The block is well set back from the rear by 7.5m to provide amenity space and the height will be similar to the residential block that backs onto the site at Khalsa Court on Acacia Road.

Overall the siting, form and design of the proposed scheme is considered acceptable in terms of its scale, bulk and massing.

6.5 Layout / standard & mix of Residential Accommodation

Each unit will comprise of two bedrooms and an open plan living room/kitchen area.

The flats will have a small front garden area and sufficient rear garden space at the rear to serve the ground floor flats and balconies to the front to serve the flats on first and second floor level. Access to the rear garden is from the side adjacent to the existing shed to the side of 1 Dunbar Road.

All of the unit sizes and room sizes are consistent with the floorspace minima identified in the Housing SPD 2008.

6.6 Residential Amenity

Policy UD3 and the Housing SPD (2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.

All side facing windows which serve the bathrooms to each flat will be conditioned to ensure that the glass is in obscured glazing; this will mitigate any overlooking issues. A further condition relating to soft landscaping is also proposed to reinstate mature trees that were previously at the site on the side boundary facing the rear gardens of the properties on Dunbar Road this will mitigate any overshadowing issues.

There are residential properties to the north, south, east and west of the site. The aspect of this site from adjoining/ surrounding residents at present is very open as the site is occupied by a large car park. Letters of support however have been received from neighbouring properties because the proposal will improve the surrounding environment in terms of noise, pollution and safety in the area because at present the car park has caused problems in the area. It is considered that the proposed scheme will be a positive contribution for adjoining/ nearby residents in terms of amenity.

Overall the proposed development has taken careful consideration to protect the residential amenity of neighbouring occupiers. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD.

6.7 Transport Assessment/Access

Car parking will not be provided with the scheme, however cycle parking will be provided. The application site is located in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station.

The transportation team have considered that the development proposal of some 6 additional units will not result in any significant increase in the

generated traffic or parking demand to have any adverse impact on the transportation and highways network. In addition, the characteristics of this site fulfil the criteria set up in the UDP Policy M9, for dedication as a car-free development. Consequently the transportation and highways authority would not object to this application

6.8 Waste Disposal

A communal refuse area will be provided to the side of the site. This will comprises of four bins. The waste management team are satisfied and have given the scheme RAG traffic light status of GREEN for waste storage and collection arrangement

6.9 Sustainability

In terms of sustainability the scheme will involve;

- Insulation of primary hot water pipes and hot water tanks will be included. Energy efficient boilers with over 80% efficiency rating will be installed to serve each flat.
- The proposed scheme allows for the use of natural light throughout the building. Elevations have more than adequate fenestration to provide good levels of daylight in habitable rooms, and ventilation requirements will also be in accordance with the Building Regulations. Efficient natural background ventilation will be provided through trickle ventilation, air bricks, and passive stacks.
- Energy efficient lighting will be installed, including temperature controls. Solar water heating will be included. Insulation requirements, including high performance glazing, will be provided all in accordance with Approved Document L 1B 2006 of the Building Regulations
- In terms of water conservation, all water usage will be controlled within the new development. Taps and showers will have water saving devices, and low flush toilets will be installed. No Power showers will be installed.
- All hard surfaces will be laid using permeable materials. Access, Safety and Security, and Life Time homes standards will all be adopted. Pedestrians will be able to move safely around the front and rear of the site. Site facilities, amenities and the site boundary will all be safe and secure, with good visibility and lighting
- In terms of efficient resource use, demolished materials will be separated for re-use, and new materials will be recycled materials, wherever possible, and low impact materials will be used throughout the develop

The scheme will therefore be in accordance with policy UD2 because it will take into account sustainable design and construction.

6.10 Planning Obligations/Section106

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' and 10c Educational Needs Generated by New Housing Development the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

In line with SPG10c, 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 associated with this development is calculated to amount to £20,729.38.

The applicant has also agreed to enter into Section 106 agreement so that the the **existing** and **proposed** "residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The contribution towards the amendment of the TMO is £1000.

As part of the S106, it is recommended that a financial contribution of £1000 is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.

The total contribution is therefore £22,729.38

7. CONCLUSION

It is considered that in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.

The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as

a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.

As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, Change of Use to Residential, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008). It is therefore appropriate to recommend that planning permission be APPROVED.

8. RECOMMENDATION 1

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2011/1889, subject to a pre-condition that Simon Oliver Magic Drinks Ltd and [the owner (s)] of the application site shall have first entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure £20,729.38 as an Educational Contribution, £1000 towards the amendment of the TMO and £1000 towards recovery costs; i.e. a total of £22,729.38.

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2011/1889 be refused for the following reason:

The proposal fails to provide an Education Contribution in accordance with the requirements set out in Supplementary Planning Guidance 12 'Educational Needs Generated by New Housing Development' attached to the Haringey Unitary Development Plan and a contribution towards the amendment of the TMO.

8.1 RECOMMENDATION 2

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2011/1889

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 01,02,03

Subject to the following condition(s)

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 & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the new building hereby approved (including front boundary treatments) 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. 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.

5. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity and protect the amenity of neighbouring properties.

6. The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

7. 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.

CONSTRUCTION

8. 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.

OTHER

9. 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.

Reason: In order for the Local Planning Authority to ensure the site is risk free.

10. The applicants submits a service and delivery plan with details of servicing for the existing development

Reason: To ensure that the existing Pub and residential development can be serviced.

11. The proposed development must achieve level 4 Code for Sustainable Homes.

Reason: To ensure the development meets the Code Level for sustainable Homes as approved in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance and improve environmental quality and resource efficiency.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Any access modification work which affects the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been Completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for completion of the works

REASONS FOR APPROVAL

It is considered that in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.

The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.

As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, Change of Use to Residential, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008).