

## REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

**Reference No:** HGY/2009/1122

**Ward:** Northumberland Park

**Date received:** 30/06/2009

**Last amended date:** 03/09/2009

**Drawing number of plans:** K80/09/01- 05 incl., 06 Rev A, 07 Rev A, 08 Rev A, 10, 11, 12, 13, 14 Rev A, 15 Rev A, 16 Rev A, 17. 18 Rev A, 19, 20, 21 Rev A, 22, 23 & 24.

**Address:** 700 - 702 High Road (and land to rear with frontage onto Argyle Passage and Bromley Road), N17

**Proposal:** Demolition of existing buildings behind retained façades and erection of a 1 x four storey building comprising 6 x two bed, 3 x three bed flats and 1 retail/ commercial unit; erection of a 1 x three storey building comprising 3 x three bed flats; the erection of 4 two storey houses (comprising 2 x three bed and 2 x four bed) to front onto Argyle Passage and Bromley Road; provision of 2 disabled parking spaces and associated landscaping (AMENDED DESCRIPTION)

**Existing Use:** Vacant

**Proposed Use:** Retail / Residential

**Applicant:** Mr Robin Harper Chantry Estates

**Ownership:** Private

### PLANNING DESIGNATIONS

Conservation Area

Road Network: Classified Road

**Officer Contact:** Matthew Gunning

### RECOMMENDATION

GRANT PERMISSION subject to conditions and sec.106 Legal Agreement

### SITE AND SURROUNDINGS

The site lies on the eastern side of Tottenham High Road and falls within part of North Tottenham Conservation Area and Tottenham High Road Historic Corridor. The application site is 0.15ha in size and is of an irregular shape and has frontages onto the High Road, onto Bromley Road along the northern boundary of the site where it abuts No. 1 Bromley Road, and a small section of frontage

onto Argyle Passage along with vehicular access to Argyle Road along the southern/eastern boundary of the site.

The buildings which front onto Tottenham High Road comprises of 2 & 3 storeys, and were previously used for a social club and night club uses and a servicing garage with residential accommodation above. Approximately two years ago a fire destroyed most of the garage and rear buildings and subsequently most of the site is now derelict. Part of the site is also contaminated, and has housed below ground petrol tanks. There remains an occupied MOT garage on Argyle Passage with vehicle access from Argyle Road (through the application site) which does not form part of the application site.

No's 698, 700, 704 & 706 High Road are all locally listed buildings. The building line of No 704 (occupied by Glickman Ltd) sits forward of No's 700/702, and includes a second floor window on the side elevation where the building projects forward.

## **PLANNING HISTORY**

HGY/2008/1713 - Redevelopment of site to provide 27 residential units, 2 x retail units and 1 x B1 space accommodation within 5 blocks comprising: Block 1 (Bromley Road) a 2 storey apartment building containing 3 units; Block 2 (700-702 Tottenham High Road) partial demolition of existing building, creation of retail space on ground floor and reinstatement of 10 apartment units above retail; Block 3 (land behind 700 -702 Tottenham High Road) a new 5 apartment unit building with inhabitable roof space; Block 4 (end of Argyle Road) 2 new three bedroom houses; Block 5 (686 Tottenham High Road to the end of Argyle Passage) creation of 1x retail space and 1 x B1 space with 7 units of residential accommodation – Not determined.

HGY/2008/0959- Partial demolition of existing buildings and erection of 28 residential units in five new blocks comprising 1) a 2 storey, three residential unit apartment building, 2) a 4 storey block with retail space on ground floor and ten residential units above, 3) a 3 storey, five residential unit block, 4) 3 x three storey, three bed houses, and 5) a 4 storey block, with 2 retail spaces on ground floor and seven residential units. Provision of bin stores, recycling points, cycle stores, and hard and soft landscaping – Withdrawn 28/07/2008

HGY/2006/2332 - Use of property as a cafe.- Refused 22/01/2007

HGY/2005/1597 - Change of use of premises from garage to social club and alteration to ground floor front elevation. – Refused 11/10/2005

## **DETAILS OF PROPOSAL**

The proposal is for the creation of four blocks of residential accommodation; two blocks of two houses (one pair facing Argyle Road and the other facing Bromley Road) and two apartment blocks. The proposal will provide a total of 16 units. The dwelling units will be 2 x three bed and 2 x four bed units. The block to front

onto Tottenham High Road will involve the demolition of the existing buildings (700 & 702) behind the partly retained façades and for the erection of 1 x four storey building comprising 6 x two bed and 3 x three bed flats with one retail/commercial unit (105sqm) at ground floor level. The other block (Block B) will be a 1 x three storey building located in the centre of the site comprising 3 x three bed flats, The proposal will also involve the provision of two disabled parking spaces and associated landscaping to the site.

## CONSULTATION

Ward Councillors

Transportation Group

Building Control

Legal

Cleaning

Policy

Conservation

English Heritage

Tottenham CAAC

Met. Police Crime Prevention Design Adviser

London Fire Brigade

Adjoining occupiers – 665-707 (odd) & 676 732 (even) High Road, & all flats on upper floors; 16-84 (even) & 65-85 (odd) Campbell Road; 1-7 Kerala Court, 1-47 (odd) & 2-46 (even) Argyle Road; 1-29 Coombes House & 1-38 (consec.) Bromley Road; 1-18 (consec.) Ruskin Road

## RESPONSES

Conservation – Have made the following comments

“The site lies within North Tottenham Conservation Area. It is a 3 storey Premises with shop / commercial accommodation at ground floor level. Both shop frontages and interiors have been modernised and unsympathetically altered out of character. On the street frontage an over scaled fascia spanned horizontally across both buildings.

The buildings on site are No 702, Joy Travel & Freight Ltd, and No. 700, Emre Garage – a commercial garage accessible from the High Road frontage and also from Bromley Road. It also has a large service yard at the rear. Its accommodation above at 1st and 2nd floor levels was used as offices and storage.

Two years ago there was a massive fire on site which causing major structural damage and gutted both buildings, leaving little else apart from the frontage façade and the remains of the fire damaged building behind.

In his Design Statement the applicant has not addressed the issue of demolition in the conservation area, and I consider that he should have formally made a concurrent CAC application for the demolition of these buildings. In accordance

with the Shimizu decision, as the substance of the structure of the buildings has been already lost, the requirement for a CAC application (or not) may be open to interpretation. However this issue should have been addressed in the applicant's supporting statement and justification for not submitting a CAC should have been provided.

No.702 is identified as a detractor to the Conservation Area in the Adopted Character Appraisal, therefore subject to a good design for a replacement building there is no objection to the principle of its replacement.

No.700 was Locally Listed, however its historic fabric and structure have been substantially damaged or lost in the fire. I am very mindful of the guidance of PPG15 and the importance to retain historic buildings, and the criteria of paras 3.16 - 3.19 and 4.27 relevant to demolitions in a conservation area. In this instance considering the poor structural condition I am mindful of relevant structural danger and instability, and that repairing the original building is not economically feasible. I also consider what remains of its historic and architectural interest of its surviving façade is of insufficient merit to warrant retention, especially as the adjoining building No. 702 is a detractor to the character of the conservation area.

I therefore consider there is a case for principle of demolition in this instance, and that it depends on, in accordance with the guidance of PPG15 and SPG2, the architectural merits of a replacement building, its detail design and the quality of its facing materials.

The design proposals for the High Road replacement essentially feature 2 replacement buildings of a similar width, height, bulk, and mass, which have the potential to appear as part of the existing Victorian terrace on this side of the street. I consider that a well detailed and constructed infill design using the traditional architectural vocabulary and matching facing materials of the terrace could be acceptable.

In broad terms I consider that, subject to careful architectural detail design, and selection of high quality external facing materials, this can work satisfactorily, and that it is a valid design approach.

Considering the prominence of the site within the Conservation Area the design would need to be developed further to ensure that the detail design of the 3 individual shopfronts, all the architectural elements of the front the front elevation, the hierarchy and spacing of the paired windows at each level, their proportion, and detail design and their architrave reveals, the pilasters, the cornice, and parapet wall and coping are all acceptable.

There are very significant concerns regarding the prominence of the proposed roof. The scale of the street is typically 3 storey and the scale of this terrace is an integral part of it. For what will appear as a roof extension to be acceptable on top of this I would suggest that it be set back further from the parapet wall with a raked pitch frontage at 70 degrees to ensure that visually it is clearly subordinate

to the front elevation. It likewise needs a raised cross-wall to visually define and articulate the 3 bay widths. I therefore recommend permission is subject to conditions.

- Samples of all external facing materials;
- Notwithstanding the application plans, elevations and sections, fully annotated and dimensioned elevation and section drawings of the proposed front elevation to the High Road, at a scale of 1:20, illustrating the detailed design of all architectural features and facing materials, including design details of ground floor shopfronts, upper floors timber windows and their architrave surrounds, pilasters, cornice, parapet wall and coping, as well as the detailed design of the set back roof shall be submitted to and approved in writing by the Planning Authority prior to the commencement of work :

Reason for conditions ; To ensure that the development is of a highest quality standard to preserve the character and appearance of North Tottenham Conservation Area in accordance with UDP Policies UD4, CSV1 and CSV5.

Transportation - This site is in an area with medium public transport accessibility level and abuts the busy bus route High Road, which offers some 68buses per hour (two-way, and within a walking distance of Lansdowne Road where additional 26buses per hour (two-way) are provided, with the overall 94buses per hour (two-way) providing very regular bus connections to and from Seven Sisters tube station. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.

In addition, our interrogation with TRAVL database has revealed that based on comparable sites (Bed Zed- SM6, Clarence Close-EN4, Riverside West-SW18, Stanley Close- SE9 and Winchester Mews), this residential development (some 1331sqm GFA) would generate a combined vehicle movements, in and out of the development, of some 3 and 2 vehicles in the morning and evening peak hours respectively. Furthermore, notwithstanding that this area has not been identified with parking pressure, the applicant has also proposed 2 car parking spaces, in line with the parking standard set out in the UDP with extended vehicle crossover constructed long the 2 bays on Bromley Road, as detailed on Plan No.K80/09/03. We would also highlight that Tottenham Hotspur Match Day controlled parking zone is in place at this location, operating from Monday to Friday between 1700hrs to 2030hrs and Saturday/Sunday & Bank Holidays from 1200hrs to 1630hrs, which provides some on-street car parking control. It is therefore deemed that this proposed development would not have any significant adverse impact on the existing generated vehicular trips or indeed car parking demand on the adjacent roads. Although the exact number is not obvious from the submitted drawing plan, some secured cycle racks have also been proposed.

Nevertheless, we are concerned with the car parking arrangement which would result in constructing a wide vehicle crossover. Hence we will ask the applicant to propose a single 3metres-wide vehicle access leading to the car parking area. We will also require the applicant to provide 16 cycle racks which shall be enclosed in a secure shelter for the flats and integral cycle storage for the houses. Moreover, there is the need for the applicant to reinstate the footway around the existing two vehicle dropped kerbs on High Road. Additionally, we have observed that there is no physical mechanism to slow vehicles down at the junction of the adjacent Bromley Road with High Road and, the footway adjoining this site is substandard and thus require some upgrade. It is estimated that these works would be in the region of £100,000 (one hundred thousand pounds). Moreover, these works form part of the highway schemes associated with the on-going Tottenham Town Centre Development encompassing the following:

- Junction improvements including the introduction of Advance Stopping Line
- Enhancing the pedestrian environment along the High Road
- Entry treatment at various intersections including the afore-mentioned High Road/Bromley Road junction.

Consequently, the highways and transportation authority would not object to this application on the conditions that the applicant:

1. enters into S.278 of the Highways Act 1980 to improve the footway along the perimeter of this site and construct an entry treatment at High Road/Bromley Road junction.

Reason: To enhance the conditions for pedestrians in the vicinity of this development.

Z. provides sixteen (16) bicycle racks, which shall be enclosed within a secure shelter for the flats and, integral cycle storage for the houses.

Reason: To improve the conditions for cyclists at this location.

3. submits a parking arrangement scheme which shall have a single 3metres-wide access leading to the 2 car parking bays.

Reason: To safeguard the existing walking conditions for pedestrians and maximise the available roadspace at this location.

English Heritage Archaeology Advisor – The site lies in an area where archaeological remains may be anticipated. It fronts the High Road, which dates to the Roman period, and the area saw extensive development during the Medieval times. Buildings dating to the 17th and 18th centuries still stand to the south of the development area. The proposed development will involve new build on areas which may not have suffered from modern truncation or contamination, and may, therefore, affect archaeological remains. I do not consider that any further work need be undertaken prior to determination of this

planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application. The condition might read:

Condition: '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 which has been submitted by the applicant and approved by the Local Planning Authority.'

Informative 'The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.'

In the first instance, the applicants should submit an archaeological desk based assessment, which will allow for an informed decision to be made regarding the need for field work, or trial trenching. This should include reference to the standing front façade and utilisation of the results of any geotechnical or site investigation results.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

Cllr Bevin – "I have concerns re the proposal to retain the existing façade, which looks unsightly, unless the painted brickwork is going to be completely cleaned back to the original brickwork. As this development fronts the high road I would be against any balconies etc that overlook the High Road and would be counted as amenity space even though they would be constantly engulfed by traffic fumes. They would also in some cases be unsightly to the High Road and from my observations balconies are sometimes filled with "junk" etc.

I would expect amenity space to be provided as required by the planning guidance. As the adjacent streets are already over parked provision will be required for adequate parking for all the residents. A four storey building would be out of context with the surrounding streetscene and the number of units proposed could indicate overdevelopment. I also refer to the standards laid down, SPG 3A, re room size, minimum space standards, rooms to have adequate size, height, shape and natural lighting and ventilation which will need to be complied with throughout this proposal".

Thames Water - 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.

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.

London Fire and Emergency Planning Authority – Inadequate fire brigade access to Block A & B and inadequate turning facilities in Argyle Road.

Tottenham CAAC - We were surprised that this application for planning permission, which includes the complete demolition of 702 High Road was not accompanied by an application for conservation area consent following established procedures detailed in PPG15 (para 5.9). We understand the implications of the 1997 Shimizu decision in that the partial demolition of No. 700 is regarded as an alteration and therefore does not require conservation area consent. However, this is not the case for 702 High Road as the proposed development includes the total demolition of this building and therefore requires conservation area consent.

The two elements of No. 702 may date back to the mid-19th century, possibly earlier, and their demolition should be justified using the same criteria as those used for the demolition of a listed building. We were concerned that the planning submission does not include a conservation statement or a heritage statement. This would have allowed Haringey to make an informed decision based on a full understanding of the historic significance of the buildings proposed for demolition as part of this proposal.

In addition, the proposals suffer from the same problems as the previous applications by attempting to cram too much into an awkwardly-shaped and partially inaccessible site. The applicant's justification for the proposed housing density, which refers to other developments in the area is not strictly relevant the fact that one site has a large number of units on it is not in itself an argument for building lots of units on an adjacent site.

The chief problem is that the site has been inappropriately treated as a single unit, whereas the southern part of the site should be treated separately. This would allow a more suitable development on the sensibly sized and shaped northern section, which would be in keeping with and contribute to the High Road Historic Corridor.

This application should not be determined until the applicants have provided sufficient information on which to base a decision, and an application for conservation area consent has been submitted.

## RELEVANT PLANNING POLICY

### National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 3: Housing  
Planning Policy Guidance 13: Transport  
Planning Policy Guidance 15: Planning and the Historic Environment  
Planning Policy Statement 22: Renewable Energy

### The London Plan – 2008 (inc. alterations)

Policy 3A.1 Increasing London's supply of housing  
Policy 3A.3 Maximising the potential of sites

### Adopted Unitary Development Plan, 2006

G1 Environment  
G2 Housing Supply  
AC3 Tottenham High Road Regeneration Corridor  
G3 Housing Supply  
UD2 Sustainable Design and Construction  
UD3 General Principles  
UD4 Quality Design  
UD7 Waste Storage  
UD8 Planning Obligations  
ENV9 Mitigating Climate Change: Energy Efficiency  
ENV10 Mitigating Climate Change: Renewable Energy  
ENV11 Contaminated Land  
ENV13 Sustainable Waste Management  
HSG1 New Housing Development  
HSG4 Affordable Housing  
HSG9 Density Standards  
HSG10 Dwelling Mix  
M2 Public Transport Network  
M3 New Development Location and Accessibility  
M4 Pedestrian and Cyclists  
M10 Parking for Development  
OS15 Open space deficiency and development  
G10 Conservation  
CSV1 Development in Conservation Areas  
CSV3 Locally Listed Buildings  
CSV5 Alteration and Extensions in Conservation Areas  
TCR1 Development in Town and Local Shopping Centres

## Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements  
SPG2 Conservation & Archaeology  
SPG4 Access for All – Mobility Standards  
SPG5 Safety by Design  
SPG7a Parking Standards  
SPG7b Vehicle and Pedestrian Movement  
SPG7c Transport Assessments  
SPG8a Waste and Recycling  
SPG8b Materials  
SPG8f Land Contamination  
SPG9 Sustainability Statement  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations  
'Housing' SPD (Oct 2008)  
Open Space and Recreation Standards SPD (March 2008)  
SPG6a Shopfront, Signage and Security  
Tottenham High Road Shopfront Design.

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

The main issues in respect of this application are considered to be (1) the building form and alterations to the Tottenham High Road frontage; (2) design and form of Block B and the proposed dwellings to front onto Bromley Road & Argyle Road; (3) dwelling mix, unit sizes & amenity space provision; (4) housing tenure; (5) impact on the character and appearance of the conservation area; (6) impact on amenity of adjoining/ nearby residents; (7) highway & transportation issues; (8) environmental and sustainability issues and (9) planning obligations.

### Building Form and Alterations to Tottenham High Road Frontage

As outlined above the block to front onto Tottenham High Road will involve the demolition of the existing buildings (700 & 702) except for the face of No 700 and for the erection of 1 x four storey building comprising 6 x two bed and 3 x three bed flats with one retail/ commercial unit at ground floor level

The section of infill to the High Road frontage will essentially comprise of two identical shopfronts (projecting forward) with two-storeys above with a further recessed top floor above this. These sections of infill will be of a symmetrical design with the same width, mass, height, fenestration and shopfront design. The section of facade to be kept (No 700) will have a new shop front installed and will also have a new recessed top floor in replace of the existing pitched roof.

The new infill frontage and alterations are designed to appear as part of the existing Victorian terrace to this side of the street. As pointed out above the terrace includes locally listed buildings and accordingly the design and facing materials (a render elevation with timber framed windows) of the new infill development are designed to relate positively to the predominant traditional

terrace architecture and shopfront design. The fenestration pattern, cornice line and detailing of the adjoining properties will be respected. The recessed floor will be stepped back 1m from the front building line and will be partly hidden from view by the parapet wall. The design of this recessed top floor has been further amended to have a 70 degree pitch roof, faced in hanging slate, to ensure it is more visually subordinate and sympathetic to the front elevation and streetscene.

The new frontage will have a strong vertical divide to give the new frontage the appearance of three individual buildings. This will also be reflected in the design of the proposed shopfronts which will accord with the principles outlined in the 'Tottenham High Road Shopfront Design Guide'.

### Design & form of Block B & dwellings to front onto Bromley Road & Argyle Passage

As noted above Block B will be a three storey block located in the centre of the site to the rear of No's 694-698. This block will accommodate 3 x three bed flats. This block will sit in a smaller footprint of a demolished building.

The proposed new buildings to front onto Bromley Road will largely replicate the footprint and design of the terrace to this they will adjoin. These dwellings will have two-storey returns to the rear as well as accommodation within the roofspace; which will be facilitated by a small pitch roof dormer and rooflights to front roof slope. The design and appearance of the two dwellings have been amended from the scheme initially submitted so as to reflect the design and proportions of the adjoining terrace and therefore these two dwellings will have bay windows, recessed doorways with keystone and stucco detailing and similar fenestration pattern. These properties will be faced in brickwork and will have softwood windows.

The proposed dwellings to front onto Argyle Passage will be of a more contemporary design and will have different proportions to the terrace property to which they will adjoin (No 2 Argyle Road) These dwellings will be wider in width (10.4m) but will have the eaves and ridge height to the adjoining terrace. The design of these dwellings has been further amended so as to include a pitched or gable roof feature above the two-storey projecting bays. This has helped to breakdown the horizontal/ elongated nature of the roof form. These dwellings will be faced in yellow stock brick, with some render and will have softwood windows. The combined height of the front boundary wall and railings to these dwellings has also been reduced in height.

### Dwelling Mix, Unit Sizes & Amenity Space Provision

This site has an area of 0.15 hectares. This residential element of the proposal will have a habitable room density of 440 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares

In terms of the London Plan (2004), the plan categorises density ranges in terms of location, setting, existing building form and massing. Based on the density matrix (as shown in Table 4b.of the plan) the site is considered to be within an urban area with terrace house and flats are the predominant housing type, the site is close to a town centre and a density of 200-450 HRH would be acceptable. The proposed residential density is therefore considered to be acceptable and to be in keeping with both the density standards of the Adopted UDP and the London Plan

In terms of dwelling mix the scheme comprises of comprising 6 x two bed flats, 6 x three bed flats, 2 x three bed and 2 x four bed. The scheme provides a significant proportion of larger size units and therefore is well in above the requirements set out in sections 7.3 & 7.4 of the Council's Housing SPD.

In terms of unit and room sizes the proposal will meet the floorspace standards (Lifetime home) outlined in Figure 8.1 of the 'Housing' SPD as well as part M of building regulations.

The dwellings to front onto Bromley Road will be wheelchair accessible units and will include an associated car parking space to the front.

In terms of amenity space Blocks A & B will have access to private amenity space in the form patio gardens or balconies with east facing aspect as well as a central 'mews garden' which will be formed from a combination of paving and planting. Access to the communal open space will be controlled and over looked. Secure cycle storage will be provided in a secure store in the mews garden. The buildings to front onto Bromley and Argyle Passage/ Road will be single family dwellings and will have their own private amenity space measuring 50sq.m in size. The proposed residential accommodation meets the level of private amenity space as set out in the standards in para. 8.8 to 8.12 of the Housing SPD.

### Housing Tenure

The proposed scheme will be 100% affordable and will have a tenure split of approximately 45/55 between social rent and intermediate accommodation.

As the eastern part of the Borough has historically a very high concentration of social rent accommodation, the Council generally wish to readdress this imbalance and promote other types of housing in this part of the Borough. On this point however the GLAs Housing SPG emphasises that there is no restriction on any specific site providing solely affordable housing, though a mix of social rent and intermediate housing is encouraged.

Block A which will front onto Tottenham High Road will accommodate the intermediate units (56% of total units) while the other block and new dwellings will be social rent units (44%). The affordable housing provision does not meet the preferred balance between social and intermediate housing for this area (an objective of 30% social housing and 70% intermediate housing) however it is

close to this requirement. Given the scheme will have a high proportion of intermediate housing it will help achieve an element of long term home ownership and will help to contribute to a mixed and balanced community. The provision of significantly higher proportion of larger units and in particular single family dwelling units will help address the borough's high priority for family sized affordable housing.

### Impact on the Conservation Area

As noted above part of the site falls within North Tottenham Conservation Area and in addition No 700 is a locally listed building, as well as the neighbouring buildings No's 698, 704 & 706. No 702 is identified in the conservation area appraisal as detracting from the character and appearance of the area. The application site in its present form is an eyesore, being derelict following fire damage caused by a massive fire two years ago which caused major structural damage and gutted both the buildings fronting the High Road, leaving little else apart from the frontage façade and the remains of the fire damaged building behind. Bearing in mind these circumstances and the Shimizu case law, the structure of the buildings have largely been lost and as such the requirement for a CAC application at the same time as the planning application are not considered necessary in this instance. As outlined above the facade of 700 will be retained. If planning permission is granted, it would be appropriate for a CAC application to demolish the existing building be submitted, but this is a technicality.

The development of this site will bring several benefits. The infill development/ alterations to the High Road frontage and in particular the new shopfront design and treatment to the front elevation of the building will address the unsightly nature of the site and enhance the appearance of the street and help enhance the vitality and viability of this part of the High Road as well as preserve and enhance the character and appearance of this part of Tottenham Conservation Area.

The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area. As such the proposal is considered to be in accordance with policies CSV1 'Development in Conservation Areas' and SPG2 'Conservation and Archaeology'.

### Impact on Residential Amenity of Adjoining/ Nearby Residents

The proposed buildings have been designed in such a way so not to have an adverse impact on neighbouring properties. The massing and form of the infill block (Block A) has been designed so as not to contravene the "25 degree angle test" so that the daylight/sunlight from the upper floor rear windows of the adjoining blocks will not be adversely affected. Block B will be of a similar form to a previous block and as such will not adversely affect the outlook and amenities from the upper floor windows of No's 694-698.

The footprint, height and form of the dwellings to front onto Bromley Road have been designed in such a way so as not to adversely affect the outlook and amenities from No 1 Bromley Road. A 2m gap will be retained between the two-storey return to the back of the nearest new dwelling and the boundary with No 1 Bromley Road, so as to minimise its impact on daylight, sunlight and outlook from the windows to the rear and side of this adjoining property. The positioning of these two new dwellings next to No 1 is not an unusual relationship between buildings in an urban environment.

The footprint, height and form of the dwellings to front onto Argyle Passage/Road have also been designed in such a way so as not to adversely affect the outlook and amenities of adjoining properties. All of the first floor rear windows of these dwellings will be obscure glazed. The proposal is considered to be in accordance with policy UD3 and Council's Housing SPD.

### Highway & Transportation Issues

The proposed development is in an area with medium public transport accessibility level, with the adjoining bus route - High Road providing some 94 buses (two-way) per hour for frequent bus connections to Seven Sisters tube/overground station and the nearby Bruce Grove surface rail station, just north of this site. There are also bus lanes along this stretch of High Road which cyclists can use to connect with other bus lanes/cycle routes within the borough and ultimately to the nearby tube or surface rail stations.

In addition, this location has not been identified by the Council's adopted UDP, policy HSG11 as that which suffers from parking pressures; it is also deemed that the level of vehicular trips that would be generated by this proposed development would not have any significant adverse impact on the existing traffic or car parking demand at this location. As noted above the proposal will involve the provision of two disabled parking spaces to the front of the Bromley Road properties. Cycle storage in the form of a secure shelter would need to be provided in the centre of the site.

Along the High Road, a pedestrian crossing together with its restrictive markings extends from no. 690 south to no. 680, preventing any parking in this area. However, otherwise, in the morning parking is prevented on the west side from 7 a.m. to 1 p.m. but is allowed during these hours on the east side the situation being reversed in the afternoon (from 1 p.m. to 7 p.m.). There is therefore some on-street parking on the High Road near the site all day, except on match days. There are Spurs match day parking restrictions with resident permit parking only on Bromley Road and Argyle Road.

The applicants will be required to enter into a Section 278 Agreement as part of any planning permission granted for the reinstatement of the existing crossovers and the creation of the new vehicular crossover associated with the disabled car parking spaces to the dwellings to front onto Bromley Road. While it has been requested that the width of the proposed crossover be achieved because of the widths associated with wheelchair accessible parking spaces.

## Environmental & Sustainability Issues

Within the adopted Unitary Development Plan and London Plan there are strong policy requirements requiring sustainability and green elements to be incorporated into schemes of this nature. A report has been prepared by Brooks Devlin Environmental Design Consultants and submitted with this application. The proposal incorporates a number of sustainable measures, namely by

- Being a brownfield development;
- Being accessible by public transport and being within/ next to a local shopping parade;
- Providing on site recycling facilities/ compost bins in rear gardens of the proposed dwellings;
- Including the use of renewable energy technologies/ pv solar panels;
- Providing double glazed windows and high levels of insulation;
- Use of energy efficient light fittings;
- Providing low emission gas boilers.

The renewable energy element proposed, photovoltaic cells, are predicated to achieve a reduction CO2 emissions by 20%. The expected cost of photovoltaic cells installation is estimated at £50,000-to £66,000.00.

## Planning Obligations

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.

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 £70,000.00

As outlined above the Local Planning Authority seeks some financial contribution towards schemes tailored towards improvement to footways along Tottenham High Road. While Highways have asked for a significantly higher contribution the LPA consider that this is not justifiable given the need to improve the junction between Bromley Road and the High Road does not arise specifically from anything to do with the implementation of this planning permission. Given the financial viability/ returns associated with the scheme, as well the remediation costs associated the contaminations of the site. A contribution of £30,000.00 is therefore sought.

## SUMMARY AND CONCLUSION

This proposal is for the redevelopment of this site to provide 16 residential units with one retail unit. The scheme will be 100% affordable and will provide a high proportion of family size units. The scale, bulk, mass and design of the proposed residential blocks and dwelling units are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with Policies AC3 'Tottenham High Road Regeneration Corridor', UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 'Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD. Given the above this application is recommended for APPROVAL.

## RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2009/1122 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 £70,000.00 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 contribution of £30,000.00 is being sought towards improvement to footways along Tottenham High Road.

(1.3) Not less than 50% of the identified residential units shall be provided as affordable housing and retained in perpetuity as intermediate housing and social housing.

(1.4) Plus a recovery costs / administration / monitoring of £5,000.00. This gives a total amount for the contribution of £105,000.00.

## **RECOMMENDATION 2**

That in the absence of the Agreement referred to in resolution (1) above being completed by 31<sup>st</sup> December 2009, planning application reference number HGY/2009/1122 shall be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education facilities and contributions towards footway improvements in the vicinity of the site, the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (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**

In the event that the Planning Application is refused for the reasons set out in resolution (2) 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**

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2008/0152 and Applicant's drawings: K80/09/01- 05 incl., 06 Rev A, 07 Rev A, 08 Rev A, 10, 11, 12, 13, 14 Rev A, 15 Rev A, 16 Rev A, 17, 18 Rev A, 19, 20, 21 Rev A, 22, 23 & 24 and subject to the following conditions:

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

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

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

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

#### MATERIALS, BOUNDARY TREATMENT

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 application plans, elevations and sections, fully annotated and dimensioned elevation and section drawings of the proposed front elevation to the High Road, at a scale of 1:20, illustrating the detailed design of all architectural features and facing materials, including design details of ground floor shopfronts, upper floors timber windows and their architrave surrounds, pilasters, cornice, parapet wall and coping, as well as the detailed design of the set back roof shall be submitted to and approved in writing by the Planning Authority prior to the commencement of work.

Reason: To ensure that the development is of a highest quality standard to preserve the character and appearance of North Tottenham Conservation Area.

5. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include a schedule of species and a schedule of proposed materials/ samples to be submitted to, and approved in writing by 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. Details of proposed boundary treatment including all walls, fencing, gateways and means of enclosure shall be submitted to and approved in writing by the local planning authority prior to completion of the development hereby approved, such detailed work to be carried out as approved prior to occupation of the buildings.

Reason: To ensure a satisfactory appearance and to safeguard the visual amenity and appearance of the locality

7. Prior to occupation of the residential dwellings hereby approved a supporting statement demonstrating consistency with the submitted Energy Assessment, which indicates that at least 20% of the overall power generation to be from renewable sources, 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 energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance.

8. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area

#### CONTROLS ON IMPLEMENTATION/ FUTURE ALTERATIONS

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, B, D & E of Part 1 to Schedule 2 of that Order shall be carried out on site.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

10. The first floor windows shown on the rear elevation of the dwellings to face onto Argyle Passage/ Road shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

11. The section of flat roof to the Bromley Road properties shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area without the benefit of the grant of further specific permission in writing from the Local Planning Authority.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking.

12. Details of on-site lighting including within the site, shall be submitted to and approved in writing by the local planning authority prior to any work commencing on site. Such lighting as approved to be installed prior to occupation of the development, and permanently maintained thereafter.

Reason: In the interests of safety, amenity and convenience.

13. No development shall take place until detailed site investigation outlining 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 thereafter these works shall be carried out as approved.

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

14. 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.

15. The retail floorspace hereby permitted shall not be used for Class A3, A4 or A5 purposes within the Schedule to the Town and Country Planning Use Classes Order 1987 (as amended), or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the retail floorspace associated with this development does not adversely affect the residential amenities of residents occupying the building or neighbouring residents.

16. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial 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

INFORMATIVE: Before the development hereby approved commences the developer shall enter into an agreement under s278 of the Highways Act 1980 with the Local Highway Authority for works required with the removal of existing crossovers and reinstatement of footway as well as the creation of the new vehicular crossover associated with the car parking spaces along Bromley Road.

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: This permission is granted without prejudice to the necessity to obtaining consent under the Town & Country Planning (Control Of Advertisements) Regulations 2007.

INFORMATIVE: The applicant is reminded that an application for Conservation Area Consent for complete demolition is required in a Conservation Area under the Planning (Listed Buildings and Conservation Areas) Act 1990.

## REASONS FOR APPROVAL

The scale, bulk, mass and design of the proposed residential blocks and dwelling units are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with Policies AC3 'Tottenham High Road Regeneration Corridor', UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 'Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD.