

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB COMMITTEE

Reference No: HGY/2006/1265

Ward: Seven Sisters

Date received: 13/06/2006

Last amended date: 28/08/2006 & 03/11/2006

Drawing number of plans: Ex-01, 02, 03; PR-01A – 06A & PR-01A – PR03B - 13A

Address: 21 - 29 Tewkesbury Road N15

Proposal: Redevelopment of site including erection of a 4 storey block with set back 4th floor comprising 4 x one bed and 5 x two bed self contained flats on the upper floors, communal roof garden at 3rd floor level and B1 commercial use at ground floor with ancillary parking and cycle storage. Creation of new crossover to Tewkesbury Road, N15

Existing Use: Vacant

Proposed Use: Mixed use/residential

Applicant: Haringey Properties Ltd.

Ownership: Private

PLANNING DESIGNATIONS

Area of Community Regeneration
Road – Borough

Officer Contact: Oliver Christian

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to Section106 Legal Agreement.

SITE AND SURROUNDINGS

The site comprises a vacant corner plot formerly used as a builder's storage yard on the junction of Overbury Road and Tewkesbury Road.

Immediately opposite the site are a number of workshops in various state of repair, some of which are in use as motor car repairs.

The site is no longer within a defined employment area.

The site is close to Seven Sisters Road and within easy access to public transport.

PLANNING HISTORY

No recorded planning history

DETAILS OF PROPOSAL

The current proposal seeks redevelopment of site including demolition of existing building and erection of 1 x 4 storey block comprising 4 x one bed and 5 x two bed self contained flats on the upper floors with accessible roof garden at 3rd floor level and B1 commercial use at ground floor with ancillary parking and cycle storage. Creation of new crossover to Tewkesbury Road N15 .

CONSULTATION

Local residents
Design Team
Crime Prevention Officer
Transportation group
Waste Management
Major/minor advert 30/06/2006
Ward Councillors

RESPONSES

Design Team – comments as follows - This is a sensitively designed mixed use scheme which sits well on the site, and harmonizes with the local area. The proposed building is 4 storeys in height with a set back upper floor and incorporates a roof garden and terraces to all flats. The elevations are largely finished in brick with glazed balcony details and an attractive double height glazed section on the elevation facing onto Tewksbury Road.

The development will enhance the local area in this part of Seven Sisters and enliven the street frontages to both Tewksbury and Overbuy roads by the providing new entrances and overlooking windows. There are also windows in the elevation overlooking the entrance to the park which appears to be very unsafe and unwelcoming at present. The scheme is acceptable in design policy terms and approval is recommended.

Transportation Group - Although this site is located in an area where the public transport accessibility level is low, it is within a short walking distance of the bus route, Seven Sisters Road which offers some 35 buses (two-way) per hour. Seven Sisters Road also provide frequent bus connection to Seven Sisters tube/over ground and Manor House tube station. Hence, it is deemed that a considerable number of prospective residents at this development would use public transport. Also, our interrogation with TRAVL database showed that the residential element of this development, some 633sqm GFA would not generate any significant traffic in the peak traffic periods (some 3 car trips in/out during the am or pm peak period, using comparative sites:

Coopers Close - E1, Clarence Close - EN4 and Albion Wharf - SW11 as the basis for assessment).

Likewise, the commercial aspect of this development, some 157sqm GFA, would not generate any significant traffic and as stated in the Council's SPG would only require 2 car parking space plus 2 cycle racks.

In addition the five car parking spaces proposed and detailed in Plan No. PR_02 represent 50% of the maximum car parking spaces specified in the SPG for the whole of this development, we have considered that this level of car parking provision is adequate, taking into account the site's characteristics. Some cycle racks with secure shelter have also been proposed. Furthermore, there is southbound bus lane along the adjoining Seven Sisters Road which cyclists can use to connect with other bus lanes/cycle routes within the borough and ultimately to the nearby tube or over-ground stations. Consequently, The Highway and Transportation authority would not object to this application.

RELEVANT PLANNING POLICY

National Policy Background

Planning Policy Guidance 3 Housing

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular 6/98 *Planning and Affordable Housing* will continue to apply, within the framework of policy set out in this guidance.

PPG3 states that Local Planning authorities should:

- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;
- promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the government expects to be significantly lower than at present.

Planning Policy Guidance 13 Transport

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people and for moving freight.
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- reduce the need to travel especially by car.

The London Plan

The London Plan was adopted in February 2004 by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan also sets out density targets for residential development in London. Various ranges are specified. Of particular relevance to this site - urban sites close to transport corridors with a low accessibility index proposed for flatted development may have a range of 300-450 hrh.

Local Policy Background

Current Unitary Development Plan 2006

EMP4: Non Employment Generating Uses

Require that there is no demand for the site to be used in its existing form – evidence of unsuccessful marketing of the site – outside of a DEA – retain or increase the number of job on the site.

UD3: General Principles

Require that new development has no adverse impact on residential amenity in terms of overlooking, loss of privacy – complement the character of the local area.

UD4: Quality Design

Encourages and supports good and appropriate design, which is sustainable, improves the quality of the existing environment also reinforces a sense of place and creates civic pride.

UD6: Mixed Use Developments

Where appropriate developments should include a mix of uses in order to ensure sustainable development – aiming to make the optimal use of land whilst still maintaining a decent environment.

UD7 Waste Storage

Requires that all developments to include appropriate provision for the storage and collection of waste and recyclable material.

HSG 4: Affordable Housing

Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall Borough target of 50%.

HSG8 Density Standards

Reflects the advice in the London Plan also increased densities.

HSG9 Dwelling Mix

Require that the dwelling mix meets Council's housing requirements.

M10 Parking for Developments

Set the standard for car parking provision.

Supplementary Guidance

SPG1a - Design Guidance

SPG3a - Density/Dwelling mix

SPG 4 - Access for all

SPG5 - Safety by Design

SPG8a - Waste and recycling

SPG9 - Sustainability Statement (checklist)

SPG12 - Education needs generated by new housing development

SPG7a – Parking Standards

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues created by the proposal are:

- i) The principal of the residential use of the land,
- ii) Density,
- iii) Size, bulk and design,
- iv) Privacy and overlooking
- v) Waste management access and parking,
- vi) Sustainability,
- vii) Contributions.

Each of these issues is discussed below.

Principle of Residential Use

The subject site has been removed from the Defined Employment Area (DEA) as such policy EMP4 is applicable.

The subject site has been vacant and evidence has been submitted that it has been marketed for more than 3 years without success.

The proposal provides commercial floor space on part of the ground floor that has the potential to create employment opportunity.

It is considered that the proposal will result in a sustainable mix of uses that will benefit the community complying with Policy UD 6 'Mixed Use Development'.

PPG 3 and the London Plan encourage the residential development of brownfield sites. The pressure of land for new housing in the Borough means that brownfield sites such as this one are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of this development are increasingly limited as the available sites decrease.

Policy UD3 General Principles - In respect of 'Privacy and Amenity of Neighbours' recognises this pressure and seeks to ensure an appropriate level of development for these sites which ensures that existing amenity is not harmed. In this case, the proposed development has been designed to fit in without compromising the Council's standards of distances between houses or having an unduly overbearing affect on the neighbouring properties.

Policy HSG 9 'Dwelling Mix' requires a mix of unit sizes to provide some family, (i.e. over 1-bed), units. This scheme proposes 4 x one bed and 5 x two bedroom flats, which generally meet the flat size and room size requirements of Supplementary Planning Guidance Note 3a 'Standards for New Build Residential Development'. The proposed development is below the threshold that requires an affordable housing contribution and as such the proposal complies with Policy HSG 4 'Affordable Housing'.

There will be off-street car parking, waste management facility and cycle bays and a secure rear boundary providing a barrier between the site and the adjoining play area. It is also considered that the neighbouring industrial estate will not have a significant negative impact on the future occupants of the site.

Density

Policy HSG 8: 'Density Standards' sets out the density range for the Borough. PPG3 recommends that more efficient use be made of land by maximising

use of previously developed land. It recommends that Local Authorities “*avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes.*” The London Plan also sets higher densities for development in urban areas. The London Plan recommends a density range of 300 - 450 hrh for flatted developments in urban areas with a low accessibility index rating such as this one.

The Unitary Development Plan sets a density range of 200 – 400 hrh. The densities allowed in the Unitary Development Plan reflect more closely with the densities set out in the London Plan.

The site displays the characteristics of an urban site with a low accessibility index as defined in the London Plan. As such, the Plan allows for a density of development up to 450 hrh. Applying the method of calculation set out in Supplementary Planning Guidance Note 23a Density, this mixed use scheme has a density of 400 hrh based on a gross site area of 0.0689 hectares, which is in line with this requirement.

The ground floor has been laid out as commercial floor space. In line with guidance contained in Supplementary Planning Guidance Note.3a ‘Standards for New Build Residential Development’, a communal roof garden has been proposed and inset balconies are provided for most flats on the upper floors.

Size, Bulk and Design

Policies UD4. ‘Quality Design’, SPG1a Design Guidance - Layout, Form, Rhythm and Massing’ require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The building is four storeys in height incorporating commercial use on the ground floor, which generally reflects the height of the nearby building and a number of industrial buildings within the vicinity. The fourth floor of the building has been setback from the front of the building and is barely visible from street level: The proposed balconies are inset and further break up the building line. The result is a contemporary building, which respect the constraints of the site and contrasts with the predominantly industrial buildings and workshops in the area.

The Council’s Design Team considers that this is a sensitively designed mixed use scheme which sits well on the site, and harmonizes with the local area. The development will enhance the local area in this part of Seven Sisters and enliven the street frontages to both Tewksbury and Overbury roads by the providing new entrances and overlooking windows. There are also windows in the elevation overlooking the entrance to the park which appears to be very unsafe and unwelcoming at present. The scheme is acceptable in design policy terms and approval is recommended

It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

Privacy and Overlooking

Policy UD2 and SPG 3b 'Privacy and Overlooking' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the proposed buildings meet the requirements of Policy and will not therefore result in loss of privacy from overlooking. The buildings are located over 20 metres from the workshops on the opposite side of the street.

It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general.

Waste management, Access and Parking

The scheme proposes 5 car parking spaces, secure bicycle parking spaces to the rear of the site, which meets the standards and requirements for this type of development in this location and has been approved by Council's Transportation department.

The access and car parking area is suitable for refuse vehicles to enter and exit the site in a forward motion additionally the waste storage accommodates both residential and commercial waste in an easily accessible location.

The Council's Transportation Group was consulted and recommends that the proposal will not lead to adverse traffic conditions or congestion in the area.

Sustainability and Energy renewal

The applicant has completed the Council's sustainability checklist.

The individual units have been designed to meet a "very good" ecohomes rating which is in line with the requirement of ENV6a.

Space is provided in the refuse store for both commercial and residents recycling.

To encourage the use of bicycles secure cycle storage is proposed.

Contributions

Education - Supplementary Planning Guidance Note 12 Education Needs Generated by New Housing Development requires the applicant enter into a legal agreement with the Council to provide a financial contribution towards the impact of the development on local education provision. The Guidance recognises that all, new development, with 5 or more units with children bed

spaces are likely to have an impact. The Guidance sets out a formula for assessing the contribution based on figures provided by the Department of Education and Science of the cost of school places. This report recommends that a contribution is required for this development through a legal agreement should Planning permission be granted. The applicant is required to contribute a sum of £19,602.78.

Environment improvements within the vicinity – The applicant is required to contribute £13,000 toward general environmental improvements within the immediate locality.

Administrative recovery charges – £1,397.22.

SUMMARY AND CONCLUSION

The proposed development accords with Council policy EMP4 Non Employment Generating Uses in that the site has been vacant for a number of years, adequately marketed without any interest for use in its current form. The proposed development incorporates commercial use on the ground floor with the potential to create new employment on the site.

The positioning of the proposed building on the site means neighbouring occupiers will not suffer loss of amenity regarding additional overlooking, loss of sunlight or daylight as the distances between the proposed building and the existing properties surrounding the site meet the Council's guidelines. The design approach is modern, adequate amenity space is provided and the scheme includes sufficient on-site parking.

The proposed development is of a type and scale which is appropriate to this location. Mixed use is proposed that raises the density proposed but not such that the scheme fails to meet the relevant policy requirements – additionally the proposal is in line with general national policy and guidance which encourages Local Planning Authorities to approve higher density schemes in locations such as this.

RECOMMENDATION 1

That planning permission is granted in accordance with planning application no. HGY/2006/1265, 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).

This report also recommends that under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of £19,602.78 toward local education facilities, £13000 toward environmental improvement within the vicinity, also administrative recovery costs of £1,397.22.

RECOMMENDATION 2

1. That planning permission be granted in accordance with planning application reference number HGY/2006/1265 subject to a pre-condition that the applicant shall first have 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: Education contribution of £19,602.78, also £13000 toward environmental improvements within the vicinity and recovery/administrative costs of £1397.22.

2. That, following completion of the Agreement referred to in resolution (1) planning permission be granted in accordance with planning application reference number HGY/2006/1265 & applicant's drawing No's: Ex-01, 02, 03; PR-01A – 06A, PR- 01A – PR03B – 13A 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.
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. 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.
5. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the

approved scheme shall be implemented and permanently retained thereafter.

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

6. That not more than 9 separate residential units shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

7. The building proposed by the development hereby authorised shall comply with BS 8220 (1986) Part 1 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' & 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

8. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

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

9. That a detailed scheme for the provision of refuse, waste storage and recycling 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.

INFORMATIVE: Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such works commence.

INFORMATIVE: That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

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.

REASONS FOR APPROVAL

The proposal complies with policies UD2 Sustainable Design and Construction, UD3 General Principles, UD4 'Good Design', UD5 Mixed Use

Development, HSG9 Density Standards, EMP4 Non Employment Generating Uses, EMP5 Promoting Employment Uses, M10 Parking for Development of Haringey Unitary Development and appropriate Supplementary Guidance.