

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB-COMMITTEE

Reference No: HGY/2006/2323

Ward: Tottenham Green

Date received: 28/11/2006

Last amended date: 22/05/2007

Drawing number of plans: 200403015-PL01D, 02B, & 03B.

Address: Land Adjacent 110 Broad Lane N15

Proposal: Erection of 1 x 4 storey building comprising 1 x three bed and 7 x two bed self contained flats.

Existing Use: Open car sales

Proposed Use: Residential

Applicant: Mr Alan Grossman Marscroft Ltd

Ownership: Private

PLANNING DESIGNATIONS

Borough Road
Flood Plain
Area of Community Regeneration

Officer contact: Stuart Cooke

RECOMMENDATION

GRANT PERMISSION subject to conditions and legal agreement.

SITE AND SURROUNDINGS

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

To the east of the site is a 4-storey block of flats. To the south is a part 4 storey / part 6-storey block of flats along Stamford Close. On the south-western corner of Broad Lane and Stamford Road is a 4-storey block of flats (62 – 108 Broad Lane). On the northern side of Broad Lane is a 3 storey building with an off licence on the ground floor and residential on the upper

floor. A row of two storey terrace dwellings runs along Broad Lane to the west. On the north-eastern corner is St Peter's House, a 3 storey block of flats.

The area is a designated Area of Community Regeneration.

PLANNING HISTORY

A planning application was withdrawn in 2005 for the erection of a 5 storey building comprising 3 x 1 bed, 4 x 2 bed and 2 x 3 bed self-contained flats, ref.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

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

The current scheme has been redesigned to overcome that objection.

DETAILS OF PROPOSAL

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

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

CONSULTATION

Ward Councillors
Transportation Group
Waste Management
Building Control
Design team

1 - 27 (c) St Peters House, Broad Lane, N15
1 - 48 (c) Markfield House, Stamford Road, N15
110 – 156 (e) Broad Lane, N15
62 –108 (e) Broad Lane, N15
115 – 123 (o) Broad Lane, N15
1- 63 (c) Stamford House, N15

RESPONSES

Building Control - Proposal has been checked under regulation B5 – access for the fire service as such no comments

Environmental Health - Condition to provide site investigation report, risk assessment, details of previous/present usage and details of any remediation

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

TfL have confirmed no objections to the scheme.

Design Team - The design team considered that the building should present a frontage to Broad Lane with a front garden area and entrance feature.

RELEVANT PLANNING POLICY

Unitary Development Plan 2006

The Council's new Unitary Development Plan was adopted by the Council in July 2006 following its Public Inquiry and modifications procedures. It complies with relevant national policy guidance and the London Plan. The principle policies which are relevant to this case area set out below.

Policy G3: Housing Supply

The Council will aim to provide enough housing to meet the needs of Haringey residents and to contribute towards achieving a draft London wide target of 31,090 additional households a year. Draft alterations to the London Plan identify a revised housing target for Haringey of 6,800 additional homes between 2007/8 and 2016/17.

The Council will also seek to maximise new housing opportunities.

Policy HSG1: New Housing Developments

The Council has to provide enough extra housing in Haringey, over the plan period, to cater for the growing number of households and to ensure that there are homes available for those currently in temporary accommodation to move into. Haringey's population has grown slightly from 207,010 in 1991 to 216,510 in 2001 (an increase of 4%).

The Council will increase the supply of housing in the borough in order to meet targets through identifying sites, achieving higher densities, approving changes of use where appropriate and redeveloping at higher densities. The Council has welcomed the new London Housing Capacity Study and considers that it provides a realistic assessment of housing capacity in the borough. The draft alterations to the London Plan includes a housing target of 6,800 dwellings for Haringey over the period 2007/08 – 2016/17.

There will be sites that come forward for housing other than those already identified. These sites are known as “windfall sites” and will contribute towards meeting the housing need in Haringey. Such sites will be assessed against Policy HSG1 to ensure that they meet the needs of the community and do not harm the environment.

Policy AC2: Tottenham International

The Lea Valley and the areas linked to Stansted Airport and Central London will be improved as a key regeneration, open space and recreational corridor in North London.

There should be the creation of a new urban focus centred around Tottenham Hale Station. Development should have regard to the development framework for the area which:

- a) Creates a comprehensive mixed use development including appropriate retailing, such as a small food store and development of a cinema and hotel; supports the London Plan designation as a Major Development Opportunity and Strategic Employment location suitable for a business park, potentially achieving 5,000 new jobs and a minimum of 200 new homes.

Tottenham Hale is identified as an Opportunity Area in the Mayor’s London Plan and is located within the London-Stansted-Cambridge-Peterborough Growth Corridor. It provides a major opportunity to create a thriving, sustainable urban centre with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport.

Policy UD3: General Principles

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

Policy UD4: Quality Design

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples’ quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

Policy HSG2: Change of Use to Housing

Changes of use to housing will allow the Council to work towards its housing target while ensuring that there is no detrimental impact on the borough in terms of loss of employment/retail/open space. The standards set out in the SPG will help to ensure that suitable living conditions are provided.

Policy HSG9: Density Standards

Residential development in the borough should normally be provided at a density of between 200 – 700 habitable rooms per hectare (hrh) and should have regard to the density ranges set out in Table 4B.1 of the London Plan.

Policy HSG10: Dwelling Mix

All new residential development (including conversions) should, where possible, provide a mix of dwelling types and size in order to meet the housing needs of the local community.

Policy M9: Car Free Residential Development

Residential development without car parking provision is only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility. New residential development without car parking would support Council policies to reduce dependency on the private car and encourage other modes of transport. The Council will negotiate car free development where appropriate.

Policy UD8: Planning Obligations

The Council will enter into planning agreements with developers in accordance with ODPM Circular 05/2005 “Planning Obligations”. Planning obligations are used to lessen any adverse impact a development may cause, enhance the local environment or contribute towards local facilities. All obligations are intended to benefit the local community and ensure that any potential adverse impact of a development is minimised.

General and specific guidance on planning obligations is contained in supplementary guidance, including Planning Obligations SPG10a.

ANALYSIS / ASSESSMENT OF THE APPLICATION

The main planning issues to be considered in the assessment of the application are:

- i) Principle of use
- ii) Design, Scale, Siting and amenity space
- iii) Density
- iv) Unit Size and Layout
- v) Impact on adjoining properties
- vi) Access and Parking
- vii) Waste disposal
- viii) Sustainability

PRINCIPLE OF USE

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

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

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

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

The London Plan requires the borough to provide 6,800 dwellings for Haringey over the period 2007/08 – 2016/17. This requirement is reflected in policy G3: Housing Supply.

The site is within the Tottenham International Framework area. Policy AC2: Tottenham International seeks to create a thriving, sustainable urban centre

with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport. The reuse of this site for residential use will contribute to achieving that aim.

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

DESIGN, SCALE AND SITING AND AMENITY SPACE

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

The proposed building is four storeys in height. Directly to the east of the proposal site is a 4-storey block of flats. To the south is a part 4 storey/part 6-storey block of flats along Stamford Close. On the south-western corner of Broad Lane and Stamford Road is a 4-storey block of flats (62 – 108 Broad Lane).

The height of the building at 4-storeys is considered to reflect the surrounding pattern of development, particularly the 4-storey block 110 – 156 Broad Lane. As such, the proposal is deemed to comply with policy DES 1.3.

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

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

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

wall and railings. The upper floor flats to the rear also have south facing balconies attached to the living rooms.

DENSITY

Policy HSG9: Density Standards sets a normal density range of between 200-700 habitable rooms per hectare. The density ranges will be applied flexibly in light of local circumstances. Therefore, the Council will adopt a 'design-led' approach to density and proposals should conform with other policies of the Plan, notably Policies UD3 (General Principles), UD4 (Quality Design). New development should be compatible with the existing pattern of development and character of an area.

The scheme has been designed to blend in with the general size and scale of the existing pattern of development in the surrounding area on the south side of Broad Lane. This is characterised by 4-storey blocks of flats and some higher tower blocks. As a result, a 4-storey block of eight flats is considered appropriate to the location which results in a residential density of 625 habitable rooms per hectare. This is within the accepted range of 200- 700 habitable rooms per hectare and therefore complies with policy HSG9.

UNIT SIZE AND LAYOUT

HSG10 and SPG3a sets out the mix and floorspace criteria for new build residential development in the borough. The policy and SPG requires a high proportion of larger units within new developments to reflect the housing needs of the local community. This scheme provides a mix of 2 and 3-bed units and is regarded as meeting the requirements of the mix policy.

The room sizes generally comply with the minimum requirements set out in the supplementary planning guidance and overall the unit sizes are in line with policy requirements. In addition, the proposed layout and stacking arrangements of each flat is considered to be satisfactory. As such the proposal is found to comply with SPG3a.

IMPACT ON ADJOINING PROPERTIES

Planning permission was refused in 2006 for the erection of a 4-storey block of seven flats, ref HGY2006/0470, on the ground that it overshadowed the adjacent building. The refused scheme extended further back along Stamford Road and had a square footprint. As a result, the block proposed in that scheme had a greater impact on the existing 4-storey block to the east, Nos. 110-156 Broad Lane, and the view was taken that that building had an unacceptable detrimental effect on those flats in terms of light and outlook to the adjacent flats.

The current scheme has been redesigned to overcome that objection. The proposed building has been reduced in length and the corner of the proposed building closest to the existing flats in Broad Lane has been removed to allow more space between the existing and proposed buildings. These

amendments to the design will both allow more light to reach the rear windows of the existing flats and also reduce the visual impact of the new building on the outlook from the rear of the existing flats. As such, the revised scheme is considered to overcome the problems created by the previously refused scheme. No objections have been received from the occupiers of the existing flats in Broad Lane.

ACCESS AND PARKING

Current guidance in PPG3 recommends Local Planning Authorities to seek to reduce dependence on the private car. Policy M9 reflects this national guidance and encourages car-free developments where public transport accessibility is good. The proposal site is within close proximity to Seven Sisters tube and overland station and many local bus services along Broad Lane and Tottenham High Road. Therefore, it is deemed appropriate for this development to be car-free, in line with policy M9 "Car-free Residential Developments".

WASTE DISPOSAL

Policy UD6 outlines specifications for waste storage and recycling arrangements. The plans submitted show 8 storage bins located on the paved area at the rear of the site. If planning permission were to be granted full details of refuse and recycling storage and collection would need to be submitted to and approved by the council prior to works commencing.

SUSTAINABILITY

The scheme includes a number of sustainable features as required by policy ENV9 Energy Efficiency, although being less than 10 units it does not have to provide an on-site provision of 10% from renewable resources. The proposed building will meet the latest thermal insulation requirements with good natural ventilation. The application site is a brownfield site and is located close to good public transport facilities which enables the development to be car free.

S106 AGREEMENT

Policy UD8 requires planning obligations to be entered into where appropriate in line with the guidance set out in Circular 05/05. In this case, as the development proposes eight flats of two or more bedrooms, the scheme is subject an education contribution as set out in SPG11a. Applying the formula contained in the SPG, the contribution required for this development is £44,900, plus the 5% monitoring contribution.

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

SUMMARY AND CONCLUSION

The application site is on the south-eastern corner of Broad Lane and Stamford Road and is currently being used as an open car sales yard. This application seeks planning permission to erect a 4-storey block comprising 1 x 3 bed and 7 x 2 bed self-contained flats with associated landscaping.

The proposed use is considered appropriate for the site and the scale, design and appearance of the scheme is considered acceptable to this location. The mix of unit sizes, layout and room sizes are also in line with adopted policy. The scheme is car free which is appropriate to this location.

The applicant has agreed to enter into a S106 agreement in line with policy UD8 and SPG11a.

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

RECOMMENDATION

That the Sub-Committee is recommended to resolve as follows:

That planning permission be granted in accordance with the planning application ref. HGY2006/2323 subject to a pre-condition that the owner of the application site shall first have entered into an agreement or agreements with the Council under S106 of the Town and Country Planning Act 1990 (as amended).

This report also recommends that under the guidance of SPG10e, the applicant enter into a agreement under S106 and S16 of the Greater London Council (general Powers) Act 1974 to make a contribution of £44,900 toward education provision in the borough plus administrative recovery costs of £2245,

And that following completion of the agreements referred to above, planning permission be granted in accordance with:

applicant's drawing Nos 200403015-PL01C, 02A, 03 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.

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

7. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

8. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

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

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

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

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

REASONS FOR APPROVAL

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