

## **REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2007/2245

**Ward:** Tottenham Hale

**Date received:** 30/10/2007

**Last amended date:** 06/12/07

**Drawing number of plans:** (PL)00 rev P, 01 rev P, 02 rev P, 03 rev P1, 04 rev P1, 05 rev P1, 06 rev P1, 07 rev P1, 08 rev P1, 09 rev P1, 10 rev P2, 11 rev P2, 12 rev P1, 13 rev P1, 14 rev P1, 15, 16 & 17.

**Address:** 658 - 660 High Road N17

**Proposal:** Demolition of existing buildings and erection of a five storey building fronting the High Road and a three storey building fronting Hampden Lane, to provide a total of 115sqm. of ground floor retail (A1) / office / commercial (A2 / B1) floorspace and 27 residential units comprising 10 x one bed, 9 x two bed, 3 x three bed, 1 x four bed and 4 x five bed units, 5 car parking spaces and associated amenity space, storage areas and landscaping.

**Existing Use:** Vacant / Retail

**Proposed Use:** Commercial / Residential

**Applicant:** Genesis Housing Group

**Ownership:** Private

## **PLANNING DESIGNATIONS**

Conservation Area

Road Network: Classified Road

**Officer Contact:** Elizabeth Ennin-Gyasi

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

## **SITE AND SURROUNDINGS**

The site comprises of ground floor commercial unit and a two storey local listed building which is set back from the High Road frontage. It is located on the east -side of the High Road at the junction with Hampden Lane and forms part of a small parade commercial properties some of which have residential on upper floors. It is currently vacant but previously the ground floor was used

for selling furniture and the rear of the buildings used for storage. The site extends on the southern boundary along Hampden Lane and is bounded predominately by residential properties at its north - eastern end. It lies within North Tottenham Conservation Area and outside any of the UDP designated shopping frontages.

## **PLANNING HISTORY**

Erection & use of an extension to the existing garage & showroom - approved 16/11/50

Extensions to existing buildings - approved 1955

Erection of single storey stores extension - approved 8/9/59

Alterations & extensions to provide showroom stores & offices - approved 7/9/59

Erection of building for storage & shop - refused 13/1/60  
Installations of additional windows to car showroom & erection of enclosed circular staircase - approved 1990

Conservation Area Consent for demolition of existing buildings fronting High Road - withdrawn 15/4/97

Conversion & extension of 658 High Road to residential & erection of 12 new houses along Hampden Lane - withdrawn 15/4/1997

Erection of 2 storey building comprising 7X1 bedroom 1person flats communal lounge, laundry and office - approved 4/4/2000

HGY/2001/0671 - Retention of Listed Building redevelopment of site to provide one x three storey office building fronting High Road, one x three storey building comprising eleven x two bed self-contained flats and two x two storey four bed houses. Provision of seven car parking spaces and associated landscaping and boundary treatment. (Amended scheme with revised proposal) - approved 31 /3/03.

HGY/2003/1014 – Amendments to planning permission refernce HGY/2001/1071 to extend the proposed buildings at Hamden Lane frontage rearwards to accommodate 1X3 storey building comprising 5 X 2 bed flats , 6X3bed flats 2X2 storey 4bed houses and 11 car spaces. – aproved 4/11/03.

HGY/2004/1055 - Demolition of existing building and erection of 1 x 3 storey block comprising 4 x 1 bed and 2 x studio flats, 1 x 4 storey block comprising 15 x 2 bed and 5 x 1 bed flats and 1 x 4 storey block comprising 6 x studio flats and one office with associated landscaping and parking - refused 20/7/04 – subject to appeal dismissed 20/5/05.

HGY/2004/2625 - Demolition of existing building and erection of 1 x 3 storey block comprising 10 x 1 bed and 2 x 2 bed flats and 1 x part 3 storey, part 4 storey block 18 x 1bed and 4 x 2bed flats with associated landscaping and parking - withdrawn 15/3/05.

HGY/2005/2334 - Demolition of existing buildings and redevelopment of site to include erection of 1 x part 4/part 5 storey block and 1 x 3 storey block comprising 10 x one bed, 12 x two bed and 8 x three bed self contained flats and 2 commercial units at ground floor level. Associated car parking, refuse and cycle storage ( Amended Scheme) – withdrawn 7/2/06

## **DETAILS OF PROPOSAL**

The proposal seeks to demolish the original Georgian local listed building and all other buildings on the site. It involves the erection of a five storey building fronting the High Road and a three storey building fronting Hampden Lane to provide a total of 115sqm. of ground floor retail (A1) / office / commercial (A2 / B1) floorspace and 27 residential units. The scheme comprises of two commercial units on the High Road frontage and 10 x one bed, 9 x two bed, 3 x three bed and 1 x four bed, 4 x five bed residential units. It also provides 5 car parking spaces including a disabled bay and associated amenity space, storage areas and landscaping. Access would be from Hampden Lane and the High Road.

## **CONSULTATION**

Ward Councillors  
Tottenham CAAC  
662 – 670, 641- 663, 636 - 656 High Road  
1<sup>st</sup> & 2<sup>nd</sup> flats 636 - 656, 662 - 670, 641 - 663 High Road  
10 - 63 Campbell Court, Campbell Road  
1 - 26 Hampden Lane  
1 - 7, 1a & 3a Lansdowne Road  
3 x Site notices  
English Heritage  
Conservation Officer  
Waste Management  
Building Control  
Legal  
Policy/Design  
Transportation  
Waste Management  
Environment Agency  
Thames Water  
Crime Prevention Officer  
London Fire Brigade  
Development Control Forum

## RESPONSES

Development Control Forum - Minutes attached Appendix 1

164 Tower Gardens – objects

16 Hamden Lane – objects

12 Hamden Lane – objects

667 High Road – objects

99 Yarmouth Crescent – objects

687 High Road – objects

683 High Road – objects

English Heritage – ‘application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice’

London Fire Brigade- ‘satisfied with the proposals’

Environment Agency – ‘low environment risk ‘

Waste Management – comments received

Thames Water – request informative to be attached should permission be granted

Conservation Officer- ‘This is prominently site which lies adjacent to the Grade II listed Georgian terrace Nos 662-670 Tottenham High Road and within North Tottenham Conservation Area on the corner of the High Road and Hamden Lane. The design of this scheme follows the dialogue with the agent following the previous withdrawn scheme.

This design scheme is a major improvement on the previous scheme. Officers have had a positive pre-application dialogue with the architect on this application. Block No1 fronting the High Street block is of particular importance. English Heritage has emphasized the importance of the design of this building needing to be sufficiently sensitive to the street pattern and predominant rhythm of the adjacent listed buildings. The amended elevations have achieved an appropriate reference to the form of the existing plot sizes and rhythm of the adjacent properties in the articulation of the bays and the glazing patterns. I believe the overall design strategy of the vertical bay treatment for the elevations is very appropriate in this specific context. The architectural treatment uses defined bay sizes to breaks up the large block effect with a predominant vertical proportion, but with variety and interest in the fenestration pattern and inset balconies of the elevations.

The corner bay of Block 1 in the street scene is particularly important, with key elevations to both the High Road and Hampden Lane. I have noted the suggested revised design treatment of balconies and fenestration pattern and consider that these have been combined in a visually unified manner, which is harmonises better with the vertical bay treatment of both street elevations, and accordingly I recommend this revision.

The top floor on Block 1 is set back 1.7m from both street elevations, and it is clad in lightweight paneling, in an appropriate matt mid grey colour to blend in

with the sky background. I consider this top floor will appear appropriately subordinate as it is well set back from the frontage.

There is a prominent gap between Block 1 and the Hamden Lane block and I consider that this is effective in illustrating the change in scale and height between them.

The overall scheme is satisfactory in terms of its overall site layout, and in the separation of car parking and vehicles from the houses fronting onto Hamden Lane.

The Hamden Lane block is also successful how its scale and rhythm have been broken down to harmonise with the more intimate scale of the cottages along this street. It has 5 individual houses with their front doors and small front gardens which is consistent with the local character. The flats on the top level are well set back from the frontage and will appear subordinate. The internal courtyards and rear gardens provide amenity space for the houses. The proposals also include the construction of a public footway on this side of Hamden Lane (which does not exist at present) immediately in front of these new houses.

I consider that the overall development in terms of its height, bulk, mass of the blocks, as well as their architectural treatment facing both the High Road and Hamden Lane elevations, as well as the principal external facing materials are acceptable in principle.

I therefore recommend permission subject to approval of the following conditions in writing:

- Samples of all external facing materials
- Fully annotated and dimensioned elevation and section drawings of the front elevation end bay abutting the listed building No 662 High Road, as well as the corner bay of Block 1, at a scale of 1:20, including details of top floor accommodation, roof, parapet, facing materials, windows, inset balconies, walls.
- Fully annotated and dimensioned details of front boundary treatment to Hamden Lane, including low level wall / gates at a scale of 1:10.
- Fully annotated and dimensioned details of boundary treatment to the parking area, including railing and gates, including a secure lockable pedestrian access gate, at a scale of 1:10.
- Full details of hard and soft landscaping proposals.
- Full details of artificial lighting scheme

Reason for conditions: To ensure that the development is of a high standard as it affects the setting of the Grade II listed Georgian terrace, to preserve the

character and appearance of North Tottenham Conservation Area, and in the interest of quality of amenity of residents.

Informative : The applicant is advised that only the highest quality yellow stock facing brickwork, in terms of materials, colour, texture, bond, and pointing, to the frontage building facing the High Road will be acceptable'

Transportation –'This site is located in an area where the public transport accessibility level is medium, with the busy bus route - High Road providing some 94 buses (two-way) per hour High Road also offers a fast bus connection to Seven Sisters tube/overground station. 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. The applicant has also proposed a 1.8metre-wide footway at the southern periphery of the site on Hampden Lane, for pedestrians to connect with the footway on High Road. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from this site. Moreover, our interrogation with TRAVL database has indicated that the residential element of this development, some 1983sqm GFA, would only generate 6 vehicle movements in and out of this development during the critical morning peak hour, using comparative sites (BedZed-SM6, Clarence Close-EN4, Coopers Close - E1, Frazer Close - RM1 and Parliament Square-SE1) as the basis for assessment.

Likewise, the commercial aspect of this development, some 115sqm GFA, would not generate any significant traffic that would have an adverse impact on the adjoining roads. In addition, the applicant has proposed 5 car parking spaces in line with the maximum parking standard contained in the UDP and 19 cycle racks with secure shelter, as detailed on Plan No. (PL)04 Rev.P1. However, while we feel that the level of car parking provision is adequate, owing to this site's characteristics, we will ask the applicant to increase the number of cycle racks to 30. The applicant has created a vehicular access with sufficient width, which at 4.1metres wide allows two cars to pass, considering that traffic entering the site would need to do so promptly without impeding the traffic on Hampden Lane. The applicant's consultants tpc have indicated that the commercial units will be serviced off Hampden Lane outside hours of parking restriction, as currently, with refuse collections done in the same manner.

Nevertheless, with the increased pedestrian activity expected from this development proposal, pedestrians would benefit from improved walking conditions encompassing an entry treatment around Hampden Lane / High Road junction alongside any other measures deemed imperative.

The applicant is reminded that at the appeal meeting relating to the preceding planning application on this site, we did request £50,000 (fifty thousand pounds) towards these schemes.

We will therefore ask the applicant to contribute this amount, by way of S.106 agreement, towards enhancing pedestrian conditions at this location.

Consequently, the highway and transportation authority would not object to this application subject to the conditions that:

1. The applicant contributes a sum of £50,000 (fifty thousand pounds) towards improving pedestrian safety provision at this location.

Reason: To improve highway safety at this location.

2. The applicant provides 30 (thirty) cycle racks, which shall be enclosed within a secure shelter.

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

Informative: The new development will require 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.'

## **RELEVANT PLANNING POLICY**

### **PPS1 Delivering Sustainable Development**

PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.

### **PPS3 Housing**

PPS3 2006 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is committed to maximising the re-use of previously developed land -brownfield land in order to promote regeneration. PPS3 also sets out the Governments commitment to concentrating additional housing developments in urban areas, new emphasis on providing family housing with consideration given to the needs of children to include gardens & play areas. Also, the importance of ensuring housing schemes are well-designed and creates sustainable communities. The need for development to include affordable housing is also set out in PPS3.

## The London Plan

The London Plan issued by the Greater London Authority, 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.

In relation to housing, the Council aim is to achieve 6,800 units between 2007 and 2017 based on a housing capacity study of 2004.

### G3 Housing Supply

- UD1 Planning Statements
- UD2 Sustainable Design and construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations

- M9 Car-Free Residential Developments
- M10 Parking for Development

- HSG1 New Housing Developments
- HSG 4 Affordable Housing
- HSG 7 Housing for Special Needs
- HSG 9 Density Standards
- HSG10 Dwelling Mix

### CSV1 Development in Conservation Areas

- SPG1a Design Guidance
- SPG 3a Density, Dwelling Mix, Floor space Minima & Lifetime Homes
- SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
- SPG8a Waste and Recycling
- SPG10a The Negotiation, Management and Monitoring of Planning Obligations
- SPG10b Affordable Housing
- SPG10c Education needs generated by new housing

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

In 2004 an application to demolish the existing local listed building and the redevelopment of the site for office and residential use was refused on 20 July 2004, principally on grounds of the demolition of the listed building (HGY/2004/1055/1056). The application was then subject to an appeal, progressed under a public inquiry. Although the appeal was dismissed on 20 May 2005, the Inspector concluded that: 'alterations have eroded the special architectural and historic interest of No 658. For this reason I do not consider

that the appeal building makes such a positive contribution to this conservation area as to rule out its demolition and replacement.'

This proposal has been submitted on behalf of Genesis Housing Group and the submission is in parallel with an application for Conservation Area Consent to demolish the existing buildings on the site. The main issues to be considered in relation to this proposal are:

- i) Principle of mix use on the site,
- ii) Density,
- iii) Dwelling mix, unit and room size and layout,
- iv) Design, bulk and massing,
- v) Privacy and overlooking,
- vi) Car parking,
- vii) Waste disposal,
- viii) Sustainability

#### Principle of mix use on the site

Planning Policy Statement 1: "Delivering Sustainable Development" advises that sustainable development is the core principle underpinning planning. The guidance advises, in paragraph 27 (viii), that planning should "promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings".

National Policy Guidance PPS 3 "Housing" and the London Plan encourage the residential development of brownfield sites. The pressure for new housing in the Borough means that brownfield sites, i.e. previously developed sites, are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of development are increasingly limited as the availability of sites decrease.

The London Plan sets housing targets for Local Authorities for the period up to 2016. The Council is seeking to increase the number of dwellings in borough by 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. Therefore, the redevelopment of the site for mix residential and commercial purposes will contribute toward the Council meeting its housing targets, as advice in the London Plan and in line with policies G3 'Housing Supply' and HSG1 'New Housing Developments'. Also the redevelopment of this site will bring about the re-use of a brownfield site in line with advice in PPS3 and the London Plan.

Furthermore, the site has previous approval for mixed residential and office use granted on 31 March 2003.

## Density

Policy HSG9 'Density Standards' of the adopted Unitary Development Plan sets a density range of 200 –700 habitable rooms per hectare. However, the policy requires that a 'design-led' approach is taken in the assessment of density of development proposals. Therefore matters such as the character of the local area, quality of the design, amenity standards, range and mix of housing types should also form part of the assessment to ensure proposed development relates satisfactorily with the site.

The scheme proposes a total of 27 residential units and two commercial units. The development would provide a mix of 10 x 1-bedroom units, 9 x 2 bedroom units, 3 x 3 bedroom units, 1 X 4 bedroom and 4 X 5 bedroom units. In total, the scheme has 88 habitable rooms. Therefore, applying the method set out in SPG3a 'Density, Dwelling Mix, Floor space Minima & Lifetime Homes', for mixed use developments requires an appropriate factor to be applied to the site area, incorporating half the road width, to allow for the non –residential uses proposed. Applying this method of calculation, the net residential site area is 1539m<sup>2</sup> and the scheme would create 88 habitable rooms, resulting in a density of approximately 571 habitable rooms per hectare.

The proposed density is within the range of 200 – 700 set out in the Unitary Development Plan. In the context of the surrounding area, the proposed density is considered appropriate for the site. As such, the scheme is considered to have an acceptable density, in compliance with the London Plan, Policy HSG9 'Density Standards' and SPG3a.

## Dwelling mix, unit and room size and layout

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and SPG3a "Density, Dwelling Mix, Floor space Minima, Conversions, Extensions & Lifetime Homes" set out the Councils standards. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

This scheme would provide 10 X1bed units, 9 X 2bed units, 3 X 3bed units, 1 X 4bed units and 4 X 5bed units, which would accords with policy guidelines. The majority of the one-bedroom units achieve 48m<sup>2</sup> floor area, which conforms to the Councils requirement. Therefore, the one-bedroom units are considered to provide a satisfactory standard of accommodation. The two-bedroom units are between 59m<sup>2</sup> and 71m<sup>2</sup>. All the two-bedroom units meet the minimum flat size requirement of 60m<sup>2</sup>. The three-bedroom units vary between 83m<sup>2</sup> and 93m<sup>2</sup>, which is in excess of the size requirements of a 73m<sup>2</sup> (4 person flat). The four- bedroom unit allow 105m<sup>2</sup> which exceeds the Council's requirement of 95m<sup>2</sup> (7-person accommodation) and all the five – bedroom units have floor area of 135m<sup>2</sup>.

The scheme maximise number of dual aspect units or provide dual aspect ventilation. As such, all units/rooms are considered to have adequate light and ventilation. The units have been designed to conform to 'Lifetime Homes Standards' by incorporating provision to meet circulation requirements etc. Also the 3bedroom unit on the ground floor is design to wheel chair standard.

Therefore the proposed units provide a satisfactory standard of accommodation and internal layout appropriate for the development. As such, the residential accommodation is found to comply with policy HSG10 and SPG3a.

### Design, bulk and massing

Policy UD3 'General Principles', UD4 'Quality Design' & CSV1 'Development in Conservation Areas' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment and the amenity of residents. These policies reflect the advice in PPS1 and PPS3.

The underlying design principal of the scheme is to create an active frontage on the existing streets through the incorporation of ground floor commercial units on the High Road and residential units along Hamden Lane, which would have direct access from the street. The development is broken up into two separate buildings to respond to the immediate surroundings of the site. The larger four storey with a set back fifth floor building fronts the High Road and the two storey with set back third floor building would front Hampden Lane. The scheme is design with a gap between these buildings to provide a clear break in the building form which then enables the creation of a courtyard between the two buildings. Also this prominent gap between Block 1 and the Hamden Lane block also serve to illustrate the change in scale and height between the blocks. The original Hampden Lane building has been reduced in height to the rear to avoid overbearing impact on the lower floor accommodation within that block.

The elevations of the corner bay of Block 1 in the street scene on High Road and Hampden Lane have been revised, so that the design treatment of balconies and fenestration pattern visually presents a uniformed, harmonises frontage. The top floor on Block 1 is set back 1.7m from both street elevations, and it is clad in lightweight paneling, in an appropriate matt mid grey colour to blend in with the sky background. It is consider that this top floor will appear appropriately subordinate as it is well set back from the frontage.

The Hampden Lane block is also considered to be successful, in terms of scale and rhythm and how its have been broken down to harmonise with the more intimate scale of the cottages along this street. The proposed five houses with their front doors and small front gardens, is consistent with the local character. The flats on the top level are well set back from the frontage and will appear subordinate. The internal courtyards and rear gardens provide

amenity space for the houses. The proposals also include the construction of a public footway on this side of Hampden Lane, which re-introduce the public footpath in front of these new houses to the north side of this street. It also provides level access to lift to all floors.

It is considered that the proposed massing and form is in keeping with the character of the area and the proposed scale would not undermine the adjacent Georgian listed buildings on the High Road. Whilst on the corner of the site the proposed building is stepped up slightly to reflect the scale of the development opposite. The proposed mass and form on Hampden Lane reflects the smaller surrounding Victorian terraced properties.

The overall scheme is satisfactory in terms of its overall site layout, and in the separation of car parking and vehicles from the houses fronting onto Hampden Lane.

Amenity space is designed into the scheme in the form of private gardens areas, balconies or roof terraces, communal amenity space and landscape areas. Overall, it is considered that the scheme provide adequate amenity space. Therefore it is considered that the scale, bulk & massing and overall design of the scheme is acceptable and will enhance this part of the High Road and the character and appearance of the North Tottenham Conservation Area.

The Conservation Officer has sent the following comments in support of the proposal: 'I consider that the overall development in terms of its height, bulk, mass of the blocks, as well as their architectural treatment facing both the High Road and Hampden Lane elevations, as well as the principal external facing materials are acceptable in principle.'

### Privacy and overlooking

Policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight' seek to protect existing residential amenity and avoid loss of light and overlooking issues.

The applicant has submitted a Daylight and Sunlight Assessment, which indicates that the proposed development meets the recommendation of the BRE guidelines. It concludes that the 'proposed development will still retain a good daylight and sunlight levels to the surrounding residential properties'. Therefore it considered that the existing properties nearby would not significantly be adversely affected with regards to sunlight & daylight.

Council guidelines on privacy relates to back to back development and require that a minimum of 20m distance between two principal facing windows, with 10m added for every storey. Whilst the separation distance, has not directly been met, the proposed design, layout and set back features of the scheme ensures that individual units are orientated away from neighbouring properties to avoid overlooking into habitable rooms.

In relation to the street frontage on Hampden Lane, the existing separation distance between Munster House and 22 Hampden Lane is 11m. The proposed development does not reduce this, and in some areas increases it. A separation distance of between 11 - 13m at ground and 1st floor level will be incorporated and this increases to between 13 - 15m at 2nd floor level, which is set back. The publication 'Manual for Streets' (2007) provides the latest national guidance on street design and provides a typical separation distance of 7.5m - 12m for mews's and 12 - 18m for residential street's. This guidance from central government complements PPS3 and supersedes 'Design Bulletin 32' and its companion guide 'Places, Street and Movement', which are now withdrawn in England and Wales.

Furthermore the development along Hampden Lane has been positioned to continue the building line of the street scene as set by the adjacent buildings. This is a key urban design principle, which ensure coherent and consistency in the built form within the street scene and therefore to be in –keeping with the character and appearance of the locality. The scheme therefore complies with government guidelines and is appropriate for the existing context.

### Car parking

The London Plan advice that the provision of car parking should reflect the levels of public transport accessibility. Policies M9 'Car – free Residential Developments' and M10 'Parking for Development' deals with car parking requirement in the borough. The development proposes five car parking spaces including one disabled space, which are considered to be adequate for this location.

Transportation Group has no objections on highway and transportation grounds and has commented as follows: 'This site is located in an area where the public transport accessibility level is medium, with the busy bus route - High Road providing some 94 buses (two-way) per hour High Road also offers a fast bus connection to Seven Sisters tube/overground station. 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. ....the commercial aspect of this development, some 115sqm GFA, would not generate any significant traffic that would have an adverse impact on the adjoining roads. In addition, the applicant has proposed 5 car parking spaces in line with the maximum parking standard contained in the UDP and 19 cycle racks with secure shelter, as detailed on Plan No. (PL)04 Rev.P1.'

However, it is considered that there is a need to improve pedestrians walking conditions along Hampden Lane/High Road junction. The applicant has agreed to enter into Section 106 agreement to contribute £50, 000 towards improving the public footway at this location. Also a condition has been attached to this report requiring the applicant to provide 30 secure shelter cycle racks to encourage sustainable mode of transport.

### Waste disposal

Refuse storage and recycling areas are provided within the development with direct access for refuse collection vehicles on Hampden Lane and also the provision of individual refuse collection point for the five houses on Hampden Lane. The detailing would be subject to submission for approval.

### Sustainability

The re-use of under utilised land and the provision of affordable housing are regarded as important sustainable features of the development in themselves which comply with the thrust of both national and London wide guidance. In addition, the scheme provides reduced car parking space (with provision of 19(subject to 30) secure cycle parking bays) and the configuration of the proposed buildings, for example maximise the number of dual aspect units, providing good natural ventilation and daylighting.

In terms of assessment for new residential development, the 'Code for Sustainable Homes' launched in December 2006, replaces the 'BRE Ecohomes' Assessment. The applicant have stated their commitment to level 3, which sets a number of mandatory requirement for each dwelling including the requirement to improve on Part L compliant designs CO2 standard by at least 25%. The scheme incorporates particular features to improve its energy efficiency/sustainability including solar thermal collectors. Further, the following outlines some aspects of sustainable elements designed into the scheme:

- **Renewable Energy**  
The development will utilise a communal solar thermal hot water system that will result in a 12% reduction in CO2 emissions from the development and therefore exceeds the requirements of both the London Plan and Policy ENV10 of the UDP, which require 10% of the sites energy use to come from on-site renewable energy generation.
- **Air Quality**  
During construction, the development could potentially generate some dust, however this would be temporary and localised in nature.
- **Water Quality**  
GHG intends to incorporate a rainwater harvesting system to collect water from roofs which can be reutilised through the use of water butts to the ground floor units. Furthermore, dual flush WC's, low flow taps and showers and 'A' rated washing machines are methods considered to reduce water consumption.
- **The introduction of soft landscaping to the site will reduce the peak run off rate to the drainage system and further help reduce the possibilities of urban flooding.**
- **Noise and Vibration**  
The proposed residential development would not cause a material increase in noise and vibration when compared to the existing estate. As would be expected in any large scale project, the proposed redevelopment might generate some temporary noise and vibration during the construction process. However, any impact would be

temporary in nature. Genesis Housing Group however requires all its developments to be part of the Considerate Constructor Scheme in order to minimise disturbance to neighbours.

- **Designing Out Crime**  
Instances of antisocial behaviour are likely to be reduced by enhancing the current site. Personal security and safety are likely to be improved in the area through the introduction of active frontages and good street lighting and the scheme will be designed to the principals of Secure by Design Certification.
- **Code for Sustainable Homes**  
The applicant is committed to meeting The Code Level 3 standard. Level 3 sets a number of mandatory requirements for each dwelling, the toughest of which being the requirement to improve on a Part L compliant designs CO2 standard by at least 25%.
- **Waste Management**  
Each of the kitchens within the proposal will be provided with an 'Eco' bin in addition to a standard waste bin. This bin is compartmented to allow for ease of segregation of waste for recycling. External recycling facilities are provided on site, available for the local authority's regular collection

#### Comments received from consultation and the Council's Response

There have seven letters of objection received on the following grounds:

- Demolition of local listed building;

Response:

The site has been subject to an appeal, progressed under a public inquiry, which the Inspector concluded that: 'alterations have eroded the special architectural and historic interest of No 658. For this reason I do not consider that the appeal building makes such a positive contribution to this conservation area as to rule out its demolition and replacement.' For this reason the Council considers demolition acceptable.

- Over-scale development;

Response:

The scale of the proposed development is considered to relate well with existing buildings and would not be harmful to the locality in general. It is considered to be well- design, with set back features which reduces the bulk and results in subordination and consistency with existing buildings in terms of scale.

- Privacy & overlooking/ loss light,

Response:

The applicant has submitted a Daylight and Sunlight Assessment, which indicates that the proposed development meets the recommendation of the BRE guidelines. It concludes that the 'proposed development will still retain a

good daylight and sunlight levels to the surrounding residential properties'. Therefore it considered that the existing properties nearby would not significantly be adversely affected with regards to sunlight & daylight. Council guidelines on privacy require that a minimum of 20m distance between two principal facing windows, with 10m added for every storey. Whilst the separation distance, has not directly been met, the proposed design, layout and set back features of the scheme ensures that individual units are orientated away from neighbouring properties to avoid overlooking into habitable rooms.

- Increase in an over-crowded area;

Response:

The redevelopment of the site for mix residential and commercial purposes will contribute toward the Council meeting its housing targets, as advice in the London Plan. It is not considered that the proposed development would result in over-crowding in the area

- Increase traffic / parking problems;

Response:

The Council's Transportation Group considers the scheme acceptable in relation to highways, parking provision and transportation matters. Also the proposed development will contribute towards highways and footway improvements in the vicinity of the site.

- Style not in keeping;

Response:

The Conservation Officer considers: 'This design scheme is a major improvement on the previous scheme. I consider that the overall development in terms of its height, bulk, mass of the blocks, as well as their architectural treatment facing both the High Road and Hamden Lane elevations, as well as the principal external facing materials are acceptable in principle.'

- Lack of schools/doctors surgeries to meet the needs of new residents.

Response:

It is considered that, the issue of school/doctor surgery provision is not a direct planning matter.

S106 AGREEMENT

Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b Affordable Housing set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate, in line with the national guidance set out in Circular 1/97.

The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 to include provision to achieve improvements to the local environment and facilities in the borough. The main features of the S106 Agreement are:

- The provision of affordable housing at 50% of the total units (44 habitable rooms), to achieve: 22 habitable rooms for shared ownership units and 22 habitable rooms for renting.
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £166,000 .00
- A contribution of £50,000 towards footway/highway improvements in the vicinity of the site.
- A cost recovery charge of £6,480- 3% of the total value of the S106.

## **SUMMARY AND CONCLUSION**

The redevelopment of this site will bring about the re-use of a brown-field land in line with advice in PPS3, The London Plan and G3 Housing Supply of the Unitary Development Plan.

The scheme proposes a total of 27 residential units which results in a density of 571 habitable rooms per hectare.

The underlying design principle of the scheme is to create an active frontage on the existing streets, interpreting the traditional pattern of development in the area in a modern way. The use of high quality brick work for the elevational treatment would link in with existing buildings. The development will reinstate the pavement area for pedestrian safety at the junction on the High Road and Hampden Lane.

The applicant will enter into a S106 Agreement of the Town and Country Planning Act 1990 covering in particular affordable housing, education and highway improvements.

Therefore it is considered that overall the proposed scheme is acceptable and complies with national, regional and relevant local policies G3 'Housing Supply', UD1 'Planning Statements', UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas', UD7 'Waste Storage', UD8 'Planning Obligations', M10 'Parking for Development', HSG1 'New Housing Developments', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', HSG 9 'Density Standards' and HSG10 ' Dwelling Mix', SPG 3a 'Density, Dwelling Mix, Floor space Minima & Lifetime Homes' and SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'

## **RECOMMENDATION 1**

(1) That planning permission be granted in accordance with planning application reference number HGY2007/2245 subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the Council [under Section 106 of the Town and Country Planning Act 1990 (as amended)] in order to secure:

- The provision of affordable housing at 50% of the total units (44 habitable rooms), to achieve: 22 habitable rooms for shared ownership units and 22 habitable rooms for renting.
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £166,000 .00
- A contribution of £50,000 towards footway/highway improvements in the vicinity of the site.
- A cost recovery charge of £6,480- 3% of the total value of the S106.

and

(2) That the agreement referred to in resolution (1) above is to be completed no later than 28 January 2008 or within such extended time as the Council's Assistant Director (PEPP) shall in his/her sole discretion allow; and

## **RECOMMENDATION 2**

(3) That, following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the planning application.

## **GRANT PERMISSION**

Registered No. HGY/2007/2245

Applicant's drawing No.(s) (PL)00 rev P, 01 rev P, 02 rev P, 03 rev P1, 04 rev P1, 05 rev P1, 06 rev P1, 07 rev P1, 08 rev P1, 09 rev P1, 10 rev P2, 11 rev P2, 12 rev P1, 13 rev P1, 14 rev P1, 15, 16 & 17.

Subject to the following condition(s)

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. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

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

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

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. 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.

9. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

10. That the provision of 30 cycle racks in a secure shelter shall be constructed on the site.

Reason: In order to promote sustainable mode of travel.

11. That the detailing of all the sustainable features which form part of the approved scheme including solar thermal collectors, low technology passive equipment etc shall be submitted for approval by the Local Planning Authority and implemented thereafter.

Reason: To ensure the development is sustainable.

12. That details of a scheme of the layout of the hard surface to be permeable to allow rain water to run through the surface to the soil underneath shall be submitted and approved by the Local Planning Authority before commencement of works.

Reason: In order to ensure rainwater is able to soak away into the soil rather than become surface water running off into the public drainage system.

13. 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' and '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'.

14. That fully annotated and dimensioned elevation and section drawings of the front elevation end bay abutting the listed building No 662 High Road, as well as the corner bay of Block 1, at a scale of 1:20, including details of top floor accommodation, roof, parapet, facing materials, windows, inset balconies, walls shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works.

Reason: To ensure that the development is of a high standard as it affects the setting of the Grade II listed Georgian terrace, to preserve the character and

appearance of North Tottenham Conservation Area, and in the interest of quality of amenity of residents.

15. That fully annotated and dimensioned details of front boundary treatment to Hampden Lane, including low level wall / gates at a scale of 1:10 shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works.

Reason: To ensure that the development is of a high standard as it affects the setting of the Grade II listed Georgian terrace, to preserve the character and appearance of North Tottenham Conservation Area, and in the interest of quality of amenity of residents.

16. That fully annotated and dimensioned details of boundary treatment to the parking area, including railing and gates, including a secure lockable pedestrian access gate, at a scale of 1:10 shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works.

Reason: To ensure that the development is of a high standard as it affects the setting of the Grade II listed Georgian terrace, to preserve the character and appearance of North Tottenham Conservation Area, and in the interest of quality of amenity of residents.

17. That full details of artificial lighting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works.

Reason: To ensure that the development is of a high standard as it affects the setting of the Grade II listed Georgian terrace, to preserve the character and appearance of North Tottenham Conservation Area, and in the interest of quality of amenity of residents.

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: The applicant is advised that only the highest quality yellow stock facing brickwork, in terms of materials, colour, texture, bond, and pointing, to the frontage building facing the High Road will be acceptable.

## REASONS FOR APPROVAL

The scheme complies with the national and strategic guidance and the relevant policies of the adopted and emerging Unitary Development Plan and Supplementary Planning Guidance. As such approval is recommended.

- (4) That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Policy HSG4 'Affordable Housing' and Supplementary Planning Guidance 10b 'Affordable Housing' of Unitary Development Plan

- (5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) 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.