

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2015/2321

Ward: West Green

Address: 255 Lordship Lane N17 6AA

Proposal: Demolition of existing building, construction of new road and construction of a lower ground, first, second and set back third storey building comprising of 31 new residential flats and 150 sq.m. of new office space

Applicant: Beckley Group

Ownership: Private and Homes for Haringey

Case Officer Contact: Robbie McNaugher

Site Visit Date: 09/09/2015

Date received: 10/08/2015 **Last amended date:** 06/11/2015

Drawing number of plans: A001, A100 A, A101 B, A102 A, ,A103 B, A104B, A105B, A106A, A200, A201B, A202B, A301 B, A302A, D101, EC101, EC202

1.1 This application has been brought to committee because the proposal is major development.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed use development is appropriate on this site and would provide additional employment opportunities as well as housing.
- The proposed residential accommodation would be of an acceptable layout and standard.
- The design and appearance of the proposal is acceptable.
- The less than substantial harm caused by this development adjacent to the conservation area is outweighed by the heritage benefits of the scheme.
- The impact of the development on neighbouring residential amenity is acceptable.
- There would be no significant impact on parking.
- The application is in accordance with the development plan.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 12 February 2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- 5) Contamination 1
- 6) Contamination 2
- 7) Construction dust
- 8) Boilers
- 9) Pilling method statement
- 10) Energy statement
- 11) Refuse management plan

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers

Section 106 Heads of Terms:

- 1) Affordable housing – 3 x intermediate units
- 2) Review mechanism should the development not be commenced within 18 months
- 3) Local labour
- 4) Residential and B1 travel plan
- 5) Provision of welcome residential induction packs

- 6) Establishment or operation of a car club scheme and free membership to all residents of the development for at least the first 1 year, and £50 (fifty pounds) car club credit for each unit.
- 7) £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans;
- 8) A site management parking plan .
- 9) Electric Vehicle charging points (EVCPs)

The applicant will be required to enter into a S.38/ S.278 agreement for the construction of the road and the reconstruction of the footways outside the site in accordance with the plans to be agreed as part of the S.38 agreement and the land exchange agreement.

- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
 1. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.
 2. In the absence of an agreement to work with the Haringey Employment Delivery Partnership the proposal would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population contrary to Local Plan Policies SP8 and SP9.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
 - (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted 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.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 This application proposes the demolition of all of the existing buildings and the construction of a new L-shaped block comprising 31 new residential dwellings and 250 square metres of B1(a) employment space. The scheme comprises lower ground, upper ground, first, second and set back third floor levels, as well as associated circulation spaces, plant, external gardens, terraces, balconies, 14 car parking spaces, and 44 cycle spaces.

3.1.2 The existing access road will be removed and a new road access will be built to adoptable standards which will serve both the new development and the Council maintenance depot to the rear.

3.2 Site and Surroundings

3.2.1 The site covers an area of 0.177 hectares to the south of Lordship Lane. The site contains two warehouse buildings of 390.09 sq.m. being used as a tyre repair workshop and garage and a vacant warehouse of 306.19 sq.m. plus ancillary space of 102.8 sq.m. To the front is a former petrol station canopy which is used for an improvised car washing facility.

3.2.2 There is an access road leading to the rear of the site and Haringey Homes' maintenance storage depots, and 2 vehicular accesses to the existing car wash and garage.

3.2.3 The site faces onto the Tower Gardens Conservation Area which lies to the north of the site.

3.4 Relevant Planning and Enforcement history

None

The application is subject to a Planning Performance Agreement (PPA) and a number of pre-application meetings have been held.

4. CONSULTATION RESPONSE

4.1 **Planning Committee Pre-application:** pre-application briefing was held on the 1st June 2015.

4.1.1 The notes of the meeting are set out in appendix 4 and summarised as follows:

Minutes:

The proposal had been presented to the Quality Review Panel in May to broad support subject to the provision of further architectural details and plans for the relocation of the access road.

- The applicant's early intentions in relation to affordable housing provision were questioned within the context of the Council's 50% target. The applicant advised that the viability assessment was at early stage and would need to factor in the cost of providing a new central access road to the site but that hopefully affordable housing and affordable rent workspace would be provided onsite.
- Some concern was raised over the scheme design including its height within the context of largely two storey surrounding properties and the view that some of the architectural design features were akin to those of a multi-storey car park.
- Confirmation was provided by the applicant that screening would be used to mitigate any overlooking caused by the differing ground levels between the proposed communal garden and adjacent Lido Square properties.
- The applicant outlined that the intention behind the new access road was to improve the streetscene and enhance the potential for extending redevelopment to the rear of the site which was currently occupied by a Council depot.

The Committee recommended to the applicant that invites to the planned onsite open day be extended to local ward councillors. A new Development Management Forum would also be scheduled for the application. It was anticipated that the application would come before the Committee for determination in October.

4.2 Haringey Quality Review Panel was held on 20th May 2015.

4.2.1 The minutes of the meeting are set out in appendix 3 and summarised as follows:

The Quality Review Panel thinks that the development strategy for 255 Lordship Road is sound, but that further work is needed to refine its architecture. The site layout is convincing, and relocation of the road providing access to the Council depot to the rear of the site is particularly welcome. This will both improve the quality of neighbouring gardens to the east of the site, and reduce the area given over to vehicular circulation. The four and a half storey scale of development also seems appropriate. However, the panel thinks further work is needed to achieve high quality architecture, responsive to its context. Further thought should also be given to the location of business accommodation, which may be better located on Lordship Lane. The panel would also welcome further information on landscape design at a future review. More detailed comments are provided below on: layout and massing; business accommodation and single aspect units; architectural expression; and landscape design.

4.3 Haringey Development Management Forum was held on September 2014

4.3.1 The matters raised are set out as follows:

- Queries around the office use and depot access
- Concern with the height and impact on neighbouring properties
- Queries around the mix of units and affordable housing
- Queries around the exterior materials and landscaping
- Queries on energy efficiency and renewable energy
- Queries on timescale for construction
- Concern that office use may not be occupied and then converted housing

4.4 The following were consulted regarding the application:

London Fire Brigade
LBH Housing Design & Major Projects
LBH Waste Management
LBH Economic Development
LBH Building Control
LBH Transportation
LBH Conservation
Thames Water Utilities

The following responses were received:

Internal:

1) Conservation

The heritage benefit and the enhancement to the conservation area would together outweigh the less than substantial harm caused by the scale and massing of the development.

2) Transport

No objections subject to conditions and informative

3) Head of Carbon Management

The energy statement achieves the London Plan Target and compliance with the statement should be conditioned.

4) Waste Management

Refuse vehicles should be able to collect domestic waste from the proposed development, in forward gear and leave the development in forward gear without the need to use reverse gear. Sufficient bin volume should be available to avoid side waste and wind blown litter.

Business waste must be treated separately from domestic waste and will be charged for its removal.

5) Surface Water Management and Drainage

We have reviewed the revised drainage strategy for 225 Lordship Lane and confirm we are happy with this at this stage.

External:

6) Thames Water

No objections subject to conditions and informatives

7) London Fire Authority

Satisfied with the proposal and recommend a condition relating to sprinklers

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

56 Neighbouring properties

4 site notices were erected close to the site

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 31

Objecting: 1

Supporting: 30

5.3 The following Councillor made representations:

- Cllr Adje

5.4 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Support for the proposal
- Concern with the number of units

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. Principle of the development
2. Dwelling mix and affordable housing
3. Design and density
4. Layout and standard of accommodation

5. The impact on the amenity of adjoining occupiers
6. Parking and highway safety
7. The impact on the setting of the Tower Gardens Conservation Area
8. Sustainability
9. Drainage

6.2 Principle of the development

- 6.2.1 The proposal is for a change of use from the existing garage and car wash to a mixed use residential and office development. In this respect Saved UDP Policies HSG2 and EMP3 states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 6.2.2 The existing employment use is relatively low key employing approximately 5 employees at present and 10 if fully occupied. The proposal would replace this with a mixed use development providing 250 sq.m. of B1(a) Office space and 31 residential units. The proposed office space could provide 25 jobs so would retain and increase the number of jobs of the site. It would redevelop an unattractive site with a more dense modern mixed use development which would provide significant regeneration benefits to the area.
- 6.2.3 With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which aligns with the aspirations of Policy SP2, which has a current target of providing 820 new homes a year in Haringey; which was increased to 1,502 under the London Plan (FALP) 2015' and in the draft Strategic Policies reviewed agreed by full Council for submission to the Secretary of State.
- 6.2.4 Therefore the provision of housing would in principle be supported as it would augment the Borough's housing stock in accordance with Local Plan Policies SP1 and SP2, and London Plan Policy 3.3.

6.3 Dwelling mix and affordable housing

- 6.3.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Mayor's Housing SPG.

- 6.3.2 The Council's Planning Policies as set out in Local Plan Policy SP2 requires that, *"Subject to viability, sites capable of delivering ten or more units, will be required to meet a borough wide affordable housing target of 50%, based on habitable rooms"*. This stance aligns with London Plan Policy 3.8 which requires the provision of affordable family housing, where London Plan Policy 3.11 sets out the strategic affordable housing targets as it, *"seek to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London"*.
- 6.3.3 London Plan Policy 3.12 states that Boroughs should seek, *"the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes"*, *having regard to: their affordable housing targets; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; and the individual circumstances including development viability"*.
- 6.3.4 The policy further continues to say that, *"negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements"*.
- 6.3.5 Paragraph 173 of the NPPF seeks to ensure viability, so that, *"the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"*.
- 6.3.6 In the case this would equate to 46 affordable habitable rooms when assessed against the total number of habitable rooms proposed on the site. The applicant has offered 3 affordable units or 11 Habitable rooms out of a total of 92. All of these would be intermediate (affordable rent). Consisting of 2 x 2 beds and 1 x 4 bed. These would be maisonettes with direct access onto Lordship Lane.
- 6.3.7 The number of affordable units provided equates to 11% affordable housing which is below the local and London 50% affordable housing target. However, the applicant has submitted an economic viability assessment to justify the level of on-site affordable units offered. The report has been independently reviewed and this has demonstrated that the affordable units proposed is the maximum level of affordable housing that the site can viably support. The scheme includes the provision of a new access road as part of the land swap with the Council which adds extra cost to the scheme and reduces the potential to include affordable housing provision.

Housing mix

- 6.3.8 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector.
- 6.3.9 Officers need to be convinced that the private and affordable housing dwelling mix for all residential development proposals in the borough is acceptable in order to mixed sustainable and cohesive communities. Each individual scheme should be considered in its local context, availability of subsidy and viability.

The proposal is for 30 residential units. The general housing mix is as follows:

No. of bedrooms	No. of units	% of units
1 bed units	11	35
2 bed units	15	48
3 bed units	4	13
4 bed units	1	3
TOTAL	30	100

- 6.3.10 Although the proposed housing mix has a larger number of 2 bedroom units, this is offset by the quantum of family housing offered (16%) and mix of residential accommodation overall. Therefore, the proposed mix of housing units is considered acceptable.

6.4 Layout and standard of accommodation

- 6.4.1 London Plan Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The Mayor's Housing SPG sets out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.
- 6.4.2 Local Plan Policy SP2 'Housing' states that high quality new residential development in Haringey will be provided by ensuring that new development complies with the housing standards and range of unit sizes set out in the Council's Housing Supplementary Planning Document (SPD) 2008 and is built to 100% Lifetime Homes Standards.
- 6.4.3 In assessing the proposal against these requirements, all 30 flats will comply with the above standards. The London Plan also sets out the minimum space standards for individual rooms. All the individual rooms will be compliant to the London Plan minima with the exception of Unit 9 which has a small shortfall in the living space but has larger bedrooms than required so it is not considered to be undersized. The proposal is therefore considered to result in acceptable living conditions for future occupiers of the new development.

- 6.4.4 All the flats with the exception of Units 2 and 3 will have access to private balconies in line with the London Plan amenity standards. Those units that do not benefit from external balconies, and all the flats in general, have access to the private courtyard and roof terrace. Units 2 and 3 have also been given allocated spaces on the roof terrace to use as private amenity space. A detailed analysis has been undertaken to examine the amount of daylight enjoyed by the habitable rooms which shows that all proposed rooms would be in line with the BRE guidelines and will receive good levels of internal daylight.
- 6.4.5 All the dwellings will meet the Lifetime Homes standards; and all will be easily adaptable for wheelchair users. A noise report has been provided which demonstrates that the noise levels at the dwellings would not exceed acceptable levels. Overall the proposal provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5 and Local Plan Policy SP2.

Layout

- 6.4.6 The L shaped nature of the layout means that the relationship between the habitable windows of the units is at an oblique angle so there will be direct views between habitable rooms. All of the units except one would be dual aspect. Due to the layout of the entrance to the office accommodation the single aspect unit would be north facing onto Lordship Lane. Although the Mayor's Housing SPG resists north facing single aspect units, in this instance the unit would be a maisonette with a large area of glazing so it is considered to ensure an acceptable level of outlook, daylight and naturally ventilated rooms.

Children's play space

- 6.4.7 Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards 2009, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children's informal or formal play space. The provision of play space should integrate with the public realm without compromising the amenity needs/enjoyment of other residents and encourage children to play.
- 6.4.8 The development includes informal play spaces in the form of the private courtyard area which equates to approximately 218 sq.m. and a roof terrace of approximately 98 sq.m. The play space would be located at the south of the site with the units facing the courtyard offering natural surveillance. Based on the housing and tenure mix, the provision of play space significantly would exceed Haringey's Open Space Standards SPD (128 sqm) minimum target of 3 sqm. A 50 sq.m. area would be provided with toddler play equipment and surfacing in the rear courtyard which would be commensurate with the area required based on the child yield for the site.

- 6.4.9 Although the proposal would not meet the GLA's target 10 sq.m. benchmark (427 sqm) it would be some 300 metres from Lordship Recreation Ground which provides additional play space.
- 6.4.10 Overall, the quality of residential accommodation of the new development is acceptable for prospective occupants in meeting the policy aims and objectives of Local Plan Policies SP2 and SP13, London Plan Policies 3.5 and 3.6 and the Mayor's Housing Supplementary Planning Guidance.

6.5 Density and design

Density

- 6.5.1 The density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan
- 6.5.2 The red line site area is 0.177 hectares (including the proposed access road), the surrounding area is considered to be urban and has a PTAL of 2. The density proposed is 167 (30 units /0.18 Ha) units per hectare and 466 (84/ 0.18) habitable rooms per hectare which complies with 70–170 u/ha set out in the London Plan, although it is marginally higher when calculated in habitable rooms per hectare. Therefore, it is considered that the scheme does not constitute an overdevelopment on the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

Design

- 6.5.3 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 'Design' and Saved UDP Policy UD3 'General Principles' continue this approach. Policy DM of the draft Development Management Policies DPD, agreed for publication by full Council sets out that
All development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.5.4 An iteration of the proposed design was presented to the Council's Quality Review Panel (QRP) on 20th April 2015, the Panel's notes are set out in Appendix 3. The QRP supported the proposed layout and relocation of the road to provide access to the depot at the rear. They considered the four and half

storey scale to be appropriate. They felt that further work was needed to respond to the context and achieve a high quality of architecture. They suggested that the office accommodation should be located to Lordship Lane and single aspect flats be avoided. They raised concern that the three and a half storey framed brick bays facing Lordship Lane do not reflect the scale of the surrounding residential area, and give the appearance of office rather than residential accommodation. The panel thought that an elegantly detailed load bearing brick façade, with punched windows, could be more successful. For flats with a north south orientation, the panel think that designing the deck access facing south towards the courtyard to double as amenity space, would be preferable to balconies facing north onto Lordship Lane. They requested further information be provided on landscaping

- 6.5.5 Following the QRP, and further to the initial submission of the application, the applicant has revised the design significantly. The applicant explored providing office accommodation onto Lordship Lane however an acceptable design for this could not be found and instead maisonettes have been provided with direct access onto Lordship Lane to reflect the surrounding housing typology. A corner entrance feature has been emphasised through the scale and design of the fenestration to provide a distinction between the domestic and commercial elements of the building and an attractive commercial entrance for the office.
- 6.5.6 Amendments have been made to the roofscape to ensure that the building would not dominate the neighbouring building by setting the flank wall in from the neighbouring Lido Square development. The facade has been amended to provide a structural brick frame with punched windows as recommended. The architectural detail has also been amended to provide a more domestic scale to reflect the surrounding architecture.
- 6.5.7 The proposal includes deck access to the rear which means that all but one of the flats is dual aspect. A detailed design has been provided for the landscaped area to the rear which appears to be a high quality and pleasant space.
- 6.5.8 The design therefore addresses the concerns of the QRP and reflects the local vernacular and typography in a high quality modern design. The proposal will complement both the traditional buildings in the area and more recent additions with a high quality design which is sympathetic to its setting and the surrounding development and as such is acceptable and in line with planning policy.

6.6 Impact on the setting of the Tower Gardens Conservation Area

- 6.6.1 The site is located opposite the Tower Gardens Conservation Area. The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides:

“In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

6.6.2 The *Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council* case tells us that *“Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”*

6.6.3 The *Queen (on the application of The Forge Field Society) v Sevenoaks District Council* says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in *Barnwell*, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in *Barnwell*, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.6.4 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given “considerable importance and weight” in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.6.5 London Plan Policy 7.8 requires development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets.
- 6.6.6 The Council's Conservation Officer has been consulted and advises that the level of assessment included in the revised Heritage Statement is satisfactory. She considers that the development would cause some harm to the setting of the Tower gardens Conservation area by virtue of its scale, bulk and massing compared with the 'cottage' style design of the estate. As per the Council's statutory duty this less than substantial harm is given great weight. She notes that the current site detracts greatly from the setting of the conservation area and the new development would provide considerable heritage benefit by removing an unkempt site from within the setting of the conservation area. She notes that the design and materiality would be a positive response to the established terraces in the area and as such would be considered an enhancement to the setting of the conservation area. As such the heritage benefit and the enhancement to the conservation area would together outweigh the less than substantial harm caused by the scale and massing of the development.
- 6.6.7 The proposal would therefore satisfy the statutory duties set out in Sections 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and accord to the design and conservation aims and objectives as set out in the NPPF, London Plan Policies 7.4, 7.5 and 7.6, saved UDP Policy UD3, Local Plan Policies SP11 and SP12.

6.7 Impact on the amenity of adjoining occupiers

- 6.7.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.7.2 With regard to the impact on Lido Square, the development would abut the flank of the front block at this development. The depth of the development would match that of the existing block so there would be no significant loss of daylight or sunlight or an overbearing appearance. There would be some roof terraces alongside the building but these would have privacy screens on their flanks to prevent overlooking to the gardens of these properties. To the rear at the closest point the development would be some 18 metres from the rear of the Lido Square properties. The separation distance between the properties is considered acceptable to prevent a significant loss of privacy to these properties. There would be terraces for the ground floor units but the upper floor units would only

be afforded views from the access decking at the rear. The application has provided a daylight and sunlight assessment which shows that the impact on these properties would comply with BRE guidance, and the separation distance would ensure that there would not be a significant overbearing appearance.

6.7.3 To the south of the site is a further terrace of properties which are part of the Lido Square Development. No. 56 is a terraced property adjacent to the site. The daylight and sunlight assessment demonstrates that the impact on these properties would comply with BRE guidance and there would be no flank windows in the development to impact on the privacy of this or the other properties in the terrace. The development would be 1 metre from the side boundary of this property and would extend some 3 metres to the rear of this property at 2 storeys in height. This would have a somewhat overbearing appearance when viewed from the garden area of this property but is not considered to result in an unacceptable sense of enclosure given the outlook to the rear would be retained. There would be a small terraced area in the flank elevations adjacent to this terrace which would be small scale and screened. The proposal is therefore not considered to result in a significant loss of privacy to this terrace of properties.

6.7.4 With regard to the properties to the west, there is a residential development under construction adjacent to 257 Lordship Lane. The proposed buildings would be set back from the boundaries of this site due to the proposed access road so would not result in a significant loss of sunlight, daylight or an overbearing appearance to this property. There would be some overlooking and loss of privacy to the rear garden at this property, and some increase in traffic noise due to the location of the access road. However given the screening provided by the building itself it is considered that the loss of privacy and noise impact would not result in a significant loss of amenity. The daylight and sunlight assessment shows that the impact on these properties would comply with BRE guidance.

6.7.5 The proposal includes a roof garden and private amenity space on the roof. This will be set back some 2 metres from the edge of the roof and surrounded by solar panels so are not considered to result in a significant loss of privacy to the surrounding properties. Overall the proposal does not result in any material loss of amenity to neighbouring properties.

6.8 Parking and highway safety

6.8.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport.

- 6.8.2 The Council's Transportation Team has been consulted and advises that the site is located and accessed via Lordship Lane the A105 which links Wood Green to the west to Tottenham High Road in the east, Lordship Lane also provides access to the A10 via Bruce Grove and The Roundway. The site was formerly used a petrol station and is currently used as a car wash and tyre fitter, the site is accessed via two existing crossovers which are approximately 5.6 metres in width and operates, in via one access and out via the other in respect to the carwash, with the tyre fitters utilising the access to the east to facilitate in/out movements.
- 6.8.3 The site is located in an area with a low public transport accessibility level (PTAL 2) and is served by several bus routes including the: 243, 123, and 318 bus routes which when combined provides some 20 bus per hour, we have therefore considered that although the PTAL of the site is low, the site has relatively good public transport connectivity as Brue Grove rail station, Wood Green and Turnpike Lane underground stations are all within some 10 minutes by bus from the site. The site is not located within a CPZ, but is located on the edge of the recently implemented Tower Gardens Event Day Control Parking Zone, which operates Monday to Friday from 5:30pm to 8:30 pm and Saturday Sunday and public holidays from noon to 8pm.
- 6.8.4 The applicant is proposing to redevelop the site to provide, 30 residential units, and some 405 sqm of B1 office, the proposal will also include the relocation of a service road which provides access to the Home for Haringey's maintenance Depot, the existing road is some 4.3 metres in width, before reaching the depot the road bends 90 degrees which makes it difficult for large articulated vehicles to deliver to the site. The access road will be relocated to the western boundary of the site with a carriageway width of 5.5 metres and a 2 metres wide footway; the new road will provide access to the Council's depot and the proposed residential development.
- 6.8.5 The applicant has reviewed the last 3 years accident data up to September 2014, the results of the data suggest that over the last 3 year there has been a total of 40 recorded accidents of these accidents 6 were recorded as serious and 34 were recorded as slights accidents. Of the serious accidents only one involved a pedestrian who ran out into the path of a vehicle; the other accidents were vehicular/ vehicular accidents only one of the accidents was recorded close to the entrance of the development, this involved a passenger falling down the stairs of a bus resulting in slight injury. On reviewing the accident data we have considered that given the distribution of the accidents, there is no common contributing factor and that the redevelopment of the site would not potentially worsen the existing situation.
- 6.8.6 The applicant's transport consultant has conducted traffic surveys of the existing highways network, including traffic counts and average speed data, the results of the survey concluded that during the AM period there are some 474 PCU

(passenger car units) travelling east and 557 PCU travelling west, the PM peak hour has similar numbers with 544 PCU travelling east and 509 PCU travelling west. The survey also included the trips in/and out of the site. During the AM period the site only generated 1 in/out trip and 20 in out trips during the PM peak period, however the 12 hour ATC recorded some 213 vehicles entering and exiting the site over a 12 hour period. I would therefore conclude that the majority of the trips generated by the existing use occur outside the highways network peak period hours (8am-9am and 5pm-6pm).

- 6.8.7 The applicant's transport consultant has forecasted the trips that are likely to be generated by the proposed development using sites from the TRICS trip prediction database. The applicant has predicted that the proposed residential and B1 development proposal combined will generate some 27 in/out person trips during the AM peak of which there are 5 in/out vehicular trips, 30 in/out persons trips during the PM peak period of which there are 4 in/out vehicular trips and 276 in/out persons trips over a 12 hour period including 61 in/out vehicular trips. On reviewing the trip generation analysis it has been concluded that although the proposed development will increase vehicular trips by some 4 vehicles during the AM peak hour this is insignificant when compared to the existing traffic flow on the network of some 1031-1053 PUC during the peak hours. It is also to be noted that the development will reduce the traffic generated by the site by 13 vehicular movements in the PM peak hour and 152 vehicles over a 12 hour period. We have therefore concluded that the net traffic generated by the proposed development will be less than the traffic that is currently being generated by the existing use.
- 6.8.8 The applicant has conducted a parking survey as part of the Transport Statement the surveys were conducted on 22nd and 24th of October 2014, the surveys were conducted in line with the Lambeth Methodology and assessed the number of car parking spaces available on street over the two surveyed nights, the survey covered a 200 metre radius of the site which is considered the reasonable distance a resident will be willing to walk to park their car over night. The results of the survey concluded that over the two surveyed nights there was a total of 266 car parking spaces available in the surveyed area, with between 49 and 59 car parking spaces free.
- 6.8.9 The applicant is proposing to provide 14 car parking spaces for the proposed 30 residential units which equates to 0.47 car parking spaces per unit; the proposed car parking provision is in line with the maximum car parking standard set out in saved UDP Policy M10 and the London Plan. The applicant has provided vehicle swept path analysis as per Drawing 16321-06 which demonstrates that cars can enter and leave the site in forward gear. In addition the applicant is proposing to provide 7 motorcycle spaces and 50 secure sheltered cycle parking spaces, the motorcycle and cycle parking provision in line with the London Plan. In addition 20% of car parking spaces must have active electric charging facility with a further 20% passive electric charging provision.

6.8.10 The proposed development will require changes to the highways layout and the relocation of the access road which currently serves the Council's Homes for Haringey's depot which is to the rear of the site. The road has been designed with a width of 5.5 metres, with a 2 metres wide footway on the eastern side of the proposed access road. The road width is in line with the widths recommended by Manual for Street and is sufficient to provide vehicular access to the depot for deliver vehicles including articulated vehicles and large rigid vehicles. We have considered that given the strategic importance of this new road the road will be adopted as public highway following the land swap which is currently been undertaken by the Council's Property Team. We will therefore require the applicant to enter into a S.278 /S.38 agreement to allow the construction of the new road and its adoption as public highways. As party to the S.38 process the Council must agree and approve the detailed specification, design and construction of the new road, the Council will also be required to inspect the construction of the new road at the developer's expense.

6.8.11 The applicant is proposing to provide refuse collection via the new access road this will require refuse vehicles to reverse into the new access road, we have considered that as it is not possible to provide a turning head within the site and as the reversing distance is only some 25 metres this is considered accessible as the residential element of the development will only generate some 2-3 refuse collections per week. Light goods vehicles and cars will be able to enter and leave the site in forward gear.

6.8.12 We have reviewed the proposed application and consider that the proposed demolition of the existing garages and work shop and the construction of residential units and B1 units would not generate a significant increase in trips or parking demand when compared to the existing use which would have any adverse impact on the highways and transportation planning network subject to the following, planning conditions, S.106, S.38 and S.278 obligations.

6.9 Waste storage

6.8.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection. The Council's waste management team raise no objections and waste storage areas are shown in the basement car parking area. Given these are stored within the car park it is considered necessary to impose a condition requiring a refuse management plan to demonstrate that the waste can be collected without harming the amenity of the area.

6.10 Sustainability

- 6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).
- 6.9.2 The applicant's energy statement states that the energy hierarchy set out within the London Plan has been followed for this development to firstly reduce the energy demand by the incorporation of improved insulation and efficient systems before the incorporation of decentralised and renewable technologies. The proposal will incorporate energy efficiency measures, CHP and 35 kWp of solar panels and meets the 35% London Plan target.

6.11 Drainage

- 6.10.1 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:
- 1 store rainwater for later use
 - 2 use infiltration techniques, such as porous surfaces in non-clay areas
 - 3 attenuate rainwater in ponds or open water features for gradual release
 - 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
 - 5 discharge rainwater direct to a watercourse
 - 6 discharge rainwater to a surface water sewer/drain
 - 7 discharge rainwater to the combined sewer.
- 6.10.2 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SuDS scheme for a site. The SPG advises that if Greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to Greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated Greenfield rate. The SPG also advises that drainage designs

incorporating SuDS measures should include details of how each SuDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.10.3 The applicant has provided a drainage strategy which states that the proposal will utilise SUDS and conform to the London Plan hierarchy. The Council's SUDS officer is satisfied with the strategy subject to further details of the emergency plan should pumps fail and a management and maintenance plan for the lifetime of the development, management by the Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will be secured by condition.

6.10.4 The proposal will therefore provide sustainable drainage and will not increase floor risk in accordance with London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

6.12 Conclusion

6.12.1 The proposal would increase employment provision and assist regeneration. The proposal is a high quality sustainable design that respects the surrounding development and will not have a significant impact on neighbouring properties or result in overdevelopment. The less than substantial harm to the setting of the conservation area would be outweighed by the heritage benefits of the proposal. The proposal would not impact on parking, highway safety or drainage.

6.12.2 Therefore, subject to the imposition of conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses and a Section 278/section 38 agreement, the planning application for the proposed development is recommended for approval

6.12.3 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

6.6 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £68,705 (sqm x £35) and the Haringey CIL charge will be £20,532 (1,368 sqm x £/15). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) A001, A100 A, A101 B, A102 A, ,A103 B, A104B, A105B, A106A, A200, A201B, A202B, A301 B, A302A, D101, EC101, EC202

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 accordance with the following approved plans and specifications:

A001, A100 A, A101 B, A102 A, ,A103 B, A104B, A105B, A106A, A200, A201B, A202B, A301 B, A302A, D101, EC101, EC202

Reason: In order to avoid doubt and in the interests of good planning.

3. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 months (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians on Lordship Lane and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and of the development in a way such that the Councils depot will always have unrestricted access. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.

4. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and

Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

5. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy

5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.
7. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

8. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

9. The development hereby permitted shall be built in accordance with the approved renewable energy statement and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the

commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

11. No construction works (excluding demolition) shall commence until further details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Details of an emergency plan should the pumps fail.

(b) Management and maintenance plan for the lifetime of the development, management by Residents

Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

12. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed

13. Completion and Maintenance of Sustainable Drainage – Shown on Approved Plans No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

Informatives:

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £68,705 (sqm x £35) and the Haringey CIL charge will be £20,532 (1,368 sqm x £/15). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE :

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>The site is located and accessed via Lordship Lane the A105 which links Wood Green to the West to Tottenham High Road in the east, Lordship Lane also provides access to the A10 via Bruce Grove and The Roundway. The site was formally used a petrol station and is currently used as a car wash and tyre fitter, the site is accessed via two existing crossovers which are approximately 5.6 metre in width and operates, in via one access and out via the other in respect to the carwash, with the tyre fitters utilising the access to the east to facilitate in/out movements.</p> <p>The site is located in an area with a low public transport accessibility level (PTAL 2) and is served by several bus routes including the: 243, 123, and 318 bus routes which when combined provides some 20 bus per hour, we have therefore considered that although the PTAL of the site is low, the site has relatively good public transport connectivity as Bruce Grove rail station, Wood Green and Turnpike Lane underground stations are all within some 10 minutes by bus from the site. The site is not located within a CPZ, but is located on the edge of the recently implemented Tower Gardens Event Day Control Parking Zone, which operates Monday to Friday from 5:30pm to 8:30 pm and Saturday Sunday and public holidays from noon to 8pm.</p> <p>The applicant is proposing to redevelop the site to</p>	Noted conditions and S106 attached.

Stakeholder	Question/Comment	Response
	<p>provide, 30 residential units, and some 405 sqm of B1 office, the proposal will also include the relocation of a service road which provides access to the Home for Haringey's maintenance Depot, the existing road is some 4.3 metres in width, before reaching the depot the road bends 90 degrees which makes it difficult for large articulated vehicles to deliver to the site. The access road will be relocated to the western boundary of the site with a carriageway width of 5.5 metres and a 2 metres wide footway; the new road will provide access to the Council's depot and the proposed residential development.</p> <p>The applicant has reviewed the last 3 years accident data up to September 2014, the results of the data suggest that over the last 3 year there has been a total of 40 recorded accidents of these accidents 6 were recorded as serious and 34 were recorded as slight accidents. Of the serious accidents only one involved a pedestrian who ran out into the path of a vehicle; the other accidents were vehicular/ vehicular accidents only one of the accidents was recorded close to the entrance of the development, this involved a passenger falling down the stairs of a bus resulting in slight injury. On reviewing the accident data we have considered that given the distribution of the accidents, there is no common contributing factor and that the redevelopment of the site would not potentially worsen the existing situation.</p> <p>The applicant transport consultant has conducted traffic surveys of the existing highways network, including</p>	

Stakeholder	Question/Comment	Response
	<p>traffic counts and average speed data, the results of the survey concluded that during the AM period there are some 474 PCU (passenger car units) travelling east and 557 PCU travelling west, the PM peak hour has similar numbers with 544 PCU travelling east and 509 PCU travelling west. The survey also included the trips in/and out of the site. During the AM period the site only generated 1 in/out trip and 20 in out trips during the PM peak period, however the 12 hour ATC recorded some 213 vehicles entering and exiting the site over a 12 hour period. I would therefore conclude that the majority of the trips generated by the existing use occur outside the highways network peak period hours (8am-9am and 5pm-6pm).</p> <p>The applicants transport consultant has forecasted the trips that are likely to be generated by the proposed development using sites from the TRICS trip prediction database. The applicant has predicted that the proposed residential and B1 development proposal combined will generate some 27 in/out person trips during the AM peak of which there are 5 in/out vehicular trips, 30 in/out persons trips during the PM peak period of which there are 4 in/out vehicular trips and 276 in/out persons trips over a 12 hour period including 61 in/out vehicular trips. On reviewing the trip generation analysis we have concluded that although the proposed development will increase vehicular trips by some 4 vehicles during the AM peak hour this is insignificant when compared to the existing traffic flow on the network of some 1031-1053 PUC during the peak hours. It is also to be noted that the</p>	

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	<p>development will reduce the traffic generated by the site by 13 vehicular movements in the PM peak hour and 152 vehicles over a 12 hour period. We have therefore concluded that the net traffic generated by the proposed development will be less than the traffic that is currently been generated by the existing use.</p> <p>The applicant has conducted a parking survey as part of the Transport Statement the surveys were conducted on 22nd and 24th of October 2014, the surveys were conducted in line with the Lambeth Methodology and assessed the number of car parking spaces available on street over the two surveyed nights, the survey covered a 200 metre radius of the site which is considered the reasonable distance a resident will be willing to walk to park their car over night. The results of the survey concluded that over the two surveyed nights there was a total of 266 car parking spaces available in the surveyed area, with between 49 and 59 car parking spaces free.</p> <p>The applicant is proposing to provide 14 car parking spaces for the proposed 30 residential units which are 0.47 car parking spaces per unit; the proposed car parking provision is in line with the maximum car parking standard set out in saved UDP Policy M10 and the London Plan. The applicant has provide vehicle swept path analysis as per Drawing 16321-06 which demonstrates that car can enter and leave the site in forward gear. In addition the applicant is proposing to provide 7 motorcycle spaces and 50 secure sheltered cycle parking spaces, the motorcycle and cycle parking</p>	

Stakeholder	Question/Comment	Response
	<p>provision in line with the London Plan. In addition 20% of car parking spaces must have active electric charging facility with a further 20% passive electric charging provision.</p> <p>Highways layout The proposed development will require changes to the highways layout and the relocation of the access road which currently serves the Council's Homes for Haringey's depot which is to the rear of the site. The road has been designed with a width of 5.5 metres, with a 2 metres wide footway on the eastern side of the proposed access road. The road width is in line with the widths recommended by Manual for Street and is sufficient to provide vehicular access to the depot for deliver vehicles including articulated vehicles and large rigid vehicles. We have considered that give the strategic importance of this new road the road will be adopted as public highways following the land swap which is currently been undertaken by the Council's Property Team. We will therefore require the applicant to enter into a S.278 /S.38 agreement to allow the construction of the new road and its adoption as public highways. As part to the S.38 process the Council must agree and approved: the detail specification, design and construction of the new road, the Council will also be required to inspect the construction of the new road as the developer expense.</p> <p>The applicant is proposing to provide refuse collection via the new access road this will require refuse vehicles to reverse into the new access road, we have considered</p>	

Stakeholder	Question/Comment	Response
	<p>that as it is not possible to provide a turning head within the site and as the reversing distance is only some 25 metres this is considered accessible as the residential element of the development will only generate some 2-3 refuse collection per week. Light goods vehicles and car will be able to enter and leave the site in forward gear.</p> <p>We have reviewed the proposed application and have considered the proposed demolition of the existing garages and work shop and the constriction of residential unit and B1 units would not generate and significant increase in trips or parking demand when compared to the existing use which would have any adverse impact on the highways and transportation planning network subject to the following, planning conditions, S.106, S.38 and S.278 obligations.</p> <p>1) A residential travel and B1 plan must be secured by way of the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>A) The applicant submits a full Travel Plan for each aspect of the Development 3 months after the development is occupied (70% occupation or more) and appoints a travel plan co-coordinator for the B1 and residential aspect of the development who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.</p> <p>B) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's transportation planning team.</p>	

Stakeholder	Question/Comment	Response
	<p>Cycle parking to be provide in line with the London Plan (2013)</p> <p>C) Establishment or operation of a car club scheme, the developer must offer free membership to all residents of the development for at least the first 1 year, and £50 (fifty pounds) car club credit for each unit. Evidence of which must be submitted to the Transportation planning team.</p> <p>D) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans; this must be secured by S.106 agreement.</p> <p>E) A site management parking plan. The plan must include, details on the allocation and management of on-site car parking spaces in order to maximise use of public transport. Electric Vehicle charging points (EVCPs) must be provided in accordance with the London Plan (FALP 2015)</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highway network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>2) The applicant will be required to enter into a S.38/S.278 agreement for the construction of the road and the reconstruction of the footways outside the site in accordance with the plans to be agreed as part of the S.38 agreement and the land exchange agreement.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: to secure the construction of the new road and access to the depot.</p> <p>Pre-commencement conditions; 1). The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 months (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians on Lordship Lane and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and of the development in a way such that the Councils depot will always have unrestricted access. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>Informative The new development will require naming and numbering. The applicant should contact the Local Land Charges section on 020 8489 5573.</p>	
Conservation Officer	I have reviewed the revised Heritage Statement as submitted by the applicant in response to my previous concerns regarding the above development. I consider the level of assessment included in the revised document to be satisfactory.	Noted.

Stakeholder	Question/Comment	Response
	<p>The development, in my opinion would cause some harm to the setting of the Tower gardens Conservation area by virtue of its scale, bulk and massing compared with the 'cottage' style design of the estate. As per Council's statutory duty, I have given great weight to this less than substantial harm.</p> <p>The current site detracts greatly from the setting of the conservation area. The new development would provide considerable heritage benefit by removing an unkempt site from within the setting of the conservation area. The design and materiality, following several rounds of discussions with the applicant has resulted in somewhat positive response to the established terraces in the area and as such would be considered an enhancement to the setting of the conservation area. As such the heritage benefit and the enhancement to the conservation area would together outweigh the less than substantial harm caused by the scale and massing of the development.</p> <p>The scheme is therefore acceptable from a conservation point of view.</p>	
EH Pollution	<p><u>CON1:</u></p> <p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a</p>	Noted, conditions and informative attached

Stakeholder	Question/Comment	Response
	<p>diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior</p>	

Stakeholder	Question/Comment	Response
	<p>to that remediation being carried out on site.</p> <p><u>And CON2 :</u></p> <p>Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason</p> <p>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Construction Dust</p> <p>No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p>Combustion and Energy Plant:</p>	

Stakeholder	Question/Comment	Response
	<p>Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 20 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>As an informative:</p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Head of Carbon Management	<p>The energy statement would meet the London Plan requirements. A condition should ensure that they should deliver the energy strategy as set out and that any alterations need to be approved by the Council prior to installation.</p>	<p>Noted and condition attached.</p>
Waste Management	<p>Refuse vehicles should be able to collect domestic waste from the proposed development, in forward gear and leave the development in forward gear without the need to use reverse gear. Sufficient bin volume should be available to avoid side waste and wind blown litter.</p> <p>Business waste must be treated separately from domestic waste and will be charged for its removal.</p>	<p>Noted.</p>
Surface Water and	<p>We have reviewed the revised drainage strategy for 225</p>	<p>Noted conditions attached.</p>

Stakeholder	Question/Comment	Response
<p>Drainage Engineer</p>	<p>Lordship Lane and confirm we are happy with this at this stage subject to the following conditions:</p> <p>1) No construction works (excluding demolition) shall commence until further details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-</p> <p>(a) Details of an emergency plan should the pumps fail.</p> <p>(b) Management and maintenance plan for the lifetime of the development, management by Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.</p> <p>2) No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30%</p>	

Stakeholder	Question/Comment	Response
	<p>for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.</p> <p>Explanation: Mechanism for the detailed drainage proposals to be approved as the scheme is developed</p> <p>3) Completion and Maintenance of Sustainable Drainage – Shown on Approved Plans No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.</p> <p>Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.</p>	
EXTERNAL		
London Fire Brigade	Is satisfied with the proposal, recommends that an informative is attached related to sprinklers.	Noted, informative attached.
Thames Water	Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that	Noted, conditions and informatives attached.

Stakeholder	Question/Comment	Response
	<p>storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>No impact piling shall take place until a piling method</p>	

Stakeholder	Question/Comment	Response
	<p>statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the</p>	

Stakeholder	Question/Comment	Response
	<p>Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."</p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<p>NEIGHBOURING PROPERTIES</p>	<p>Support</p> <ul style="list-style-type: none"> • This is much needed • Will benefit Haringey • May prove a great Hub for residents living around Lordship Lane and potential businesses • This is an excellent idea • It's much needed mix tenure development that will provide brand new homes at a reasonable rent • Will help to bring architectural character and design to an area that needs it 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Will bring the community together • The road opening access to what is behind is great • Will make a positive difference within the community in terms of regeneration • It is a modern but very environmentally friendly design with loads of greens • The inclusion of 3 intermediate units in the proposal will no doubt assist the Council in meeting its Housing targets in the future • The mixture of 1, 2 and 3 bedroom units will provide a good mix of singles couples and family accommodation • The proposal would bring a derelict site back into positive use • The removal of the existing buildings would improve the visual appearance of the area as the buildings are in significant disrepair • The proposed dwellings would overlook an area of public open space which I believe would increase natural surveillance of the area and would deter anti-social behaviour <p>Query over the number of units? If 34 units then object to the proposal</p>	
<p>Cllr Charles Adje</p>	<p>The proposed development will contribute immensely to the enhancement of the area. It will create a vibrant community and further provide a much needed and better infrastructure for the area which is well served with good transport links to Tottenham Hale, Bruce Grove, Turnpike Lane and Wood Green train and tube stations.</p>	

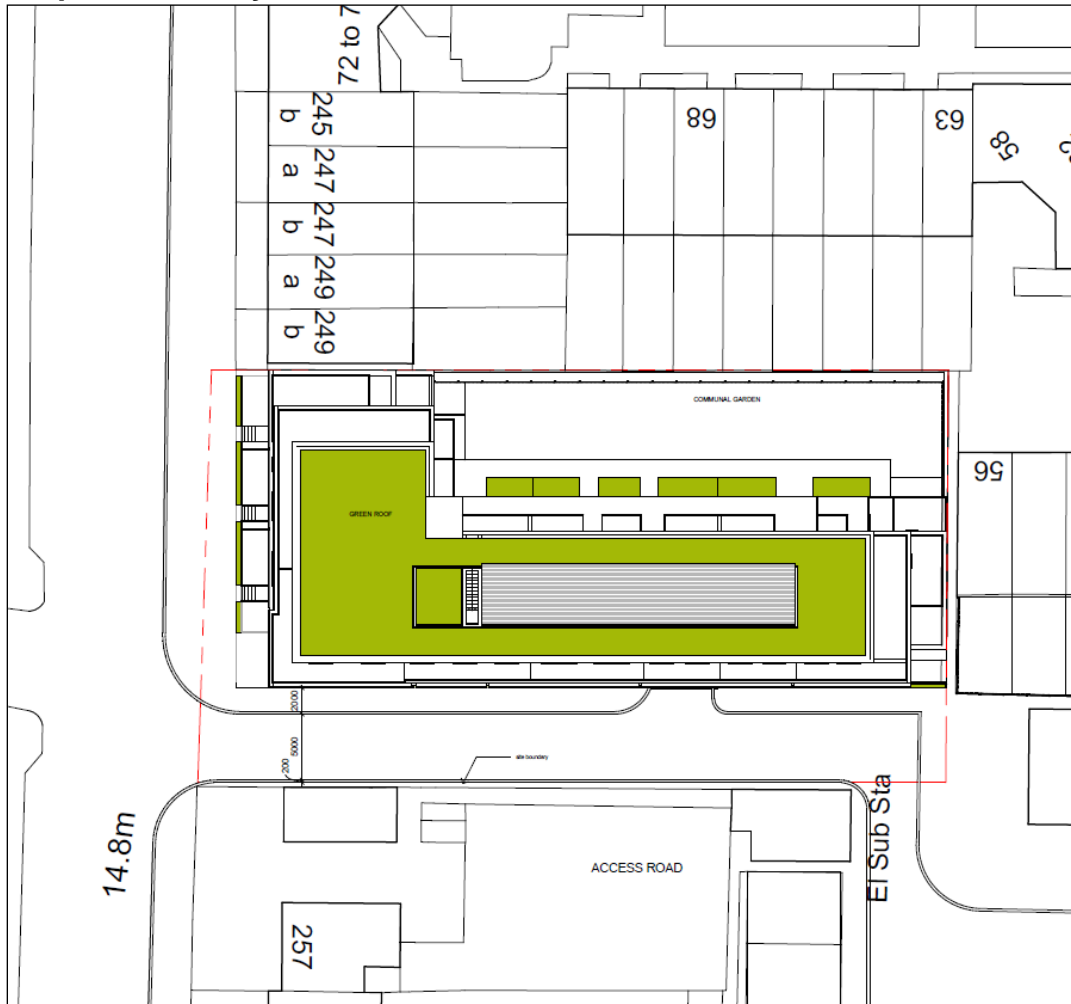
Neighbouring property- Lido Square



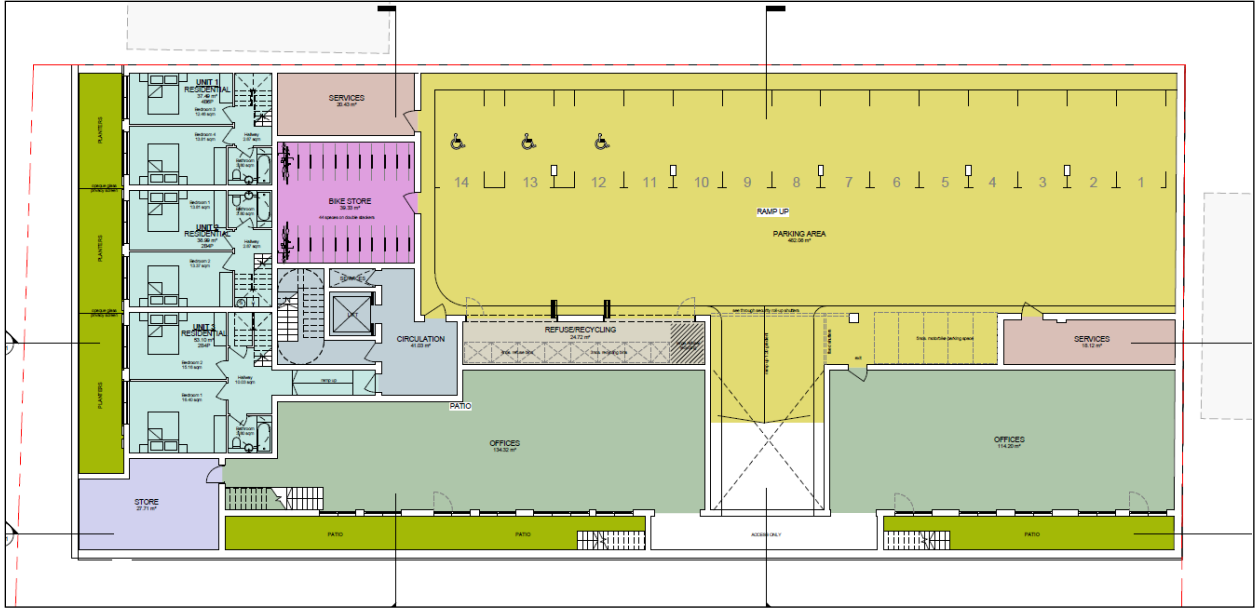
Existing access lane to Homes for Haringey Depot



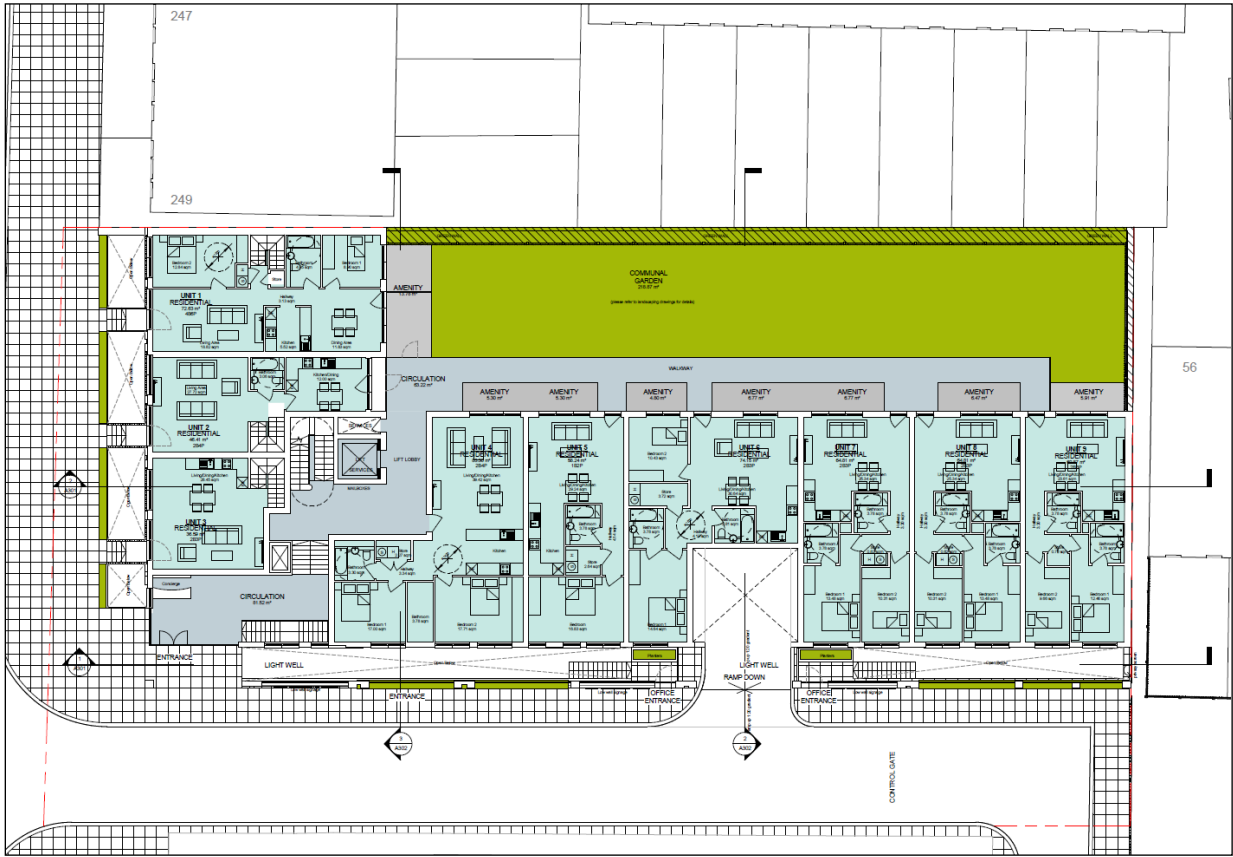
Proposed site layout



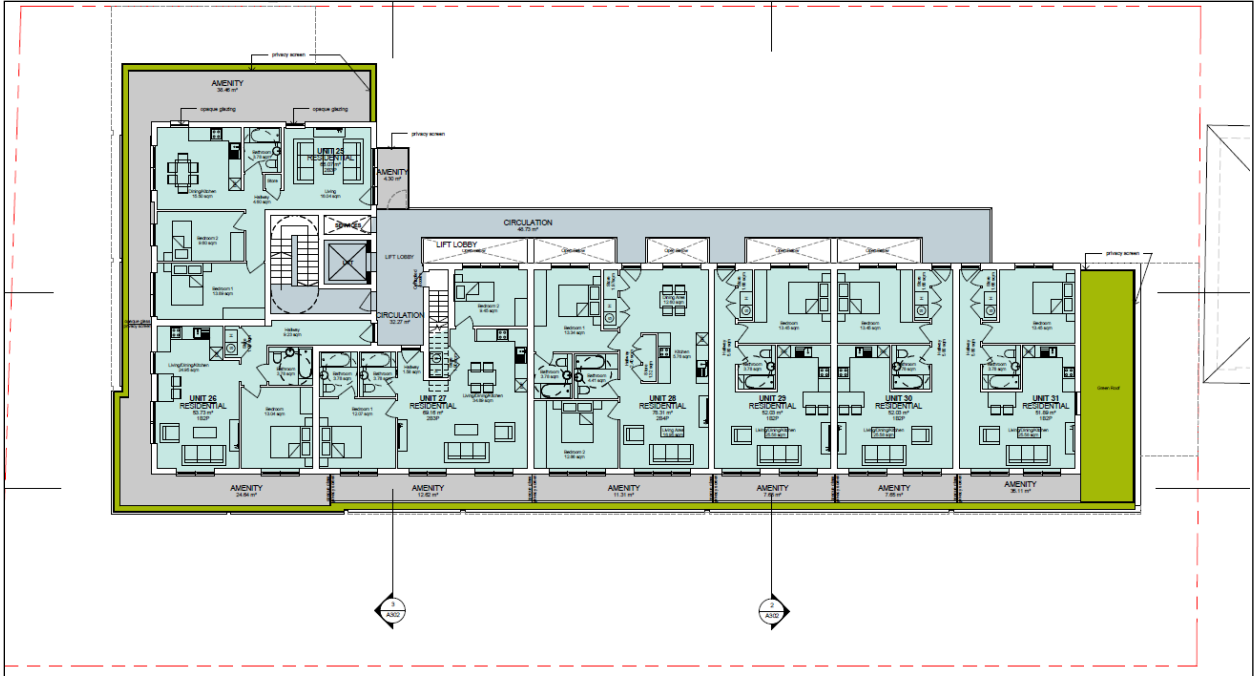
Proposed lower ground floor plan



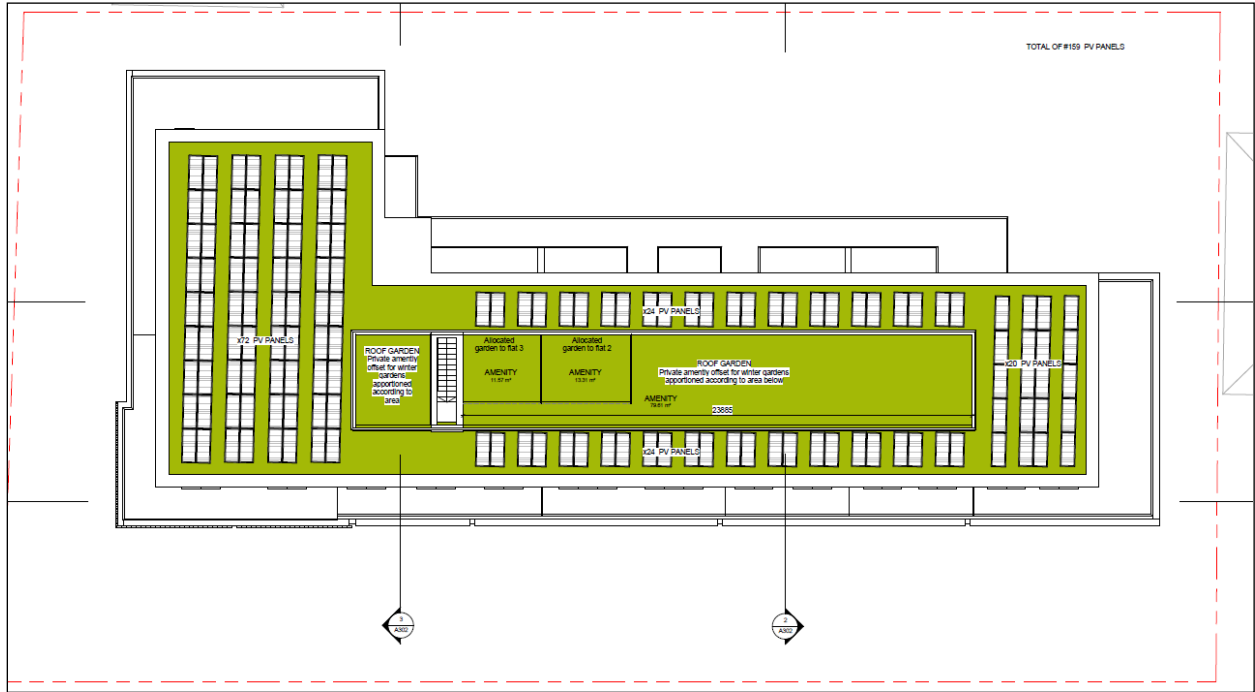
Proposed ground floor plan



Proposed 1st floor plan



Proposed roof plan



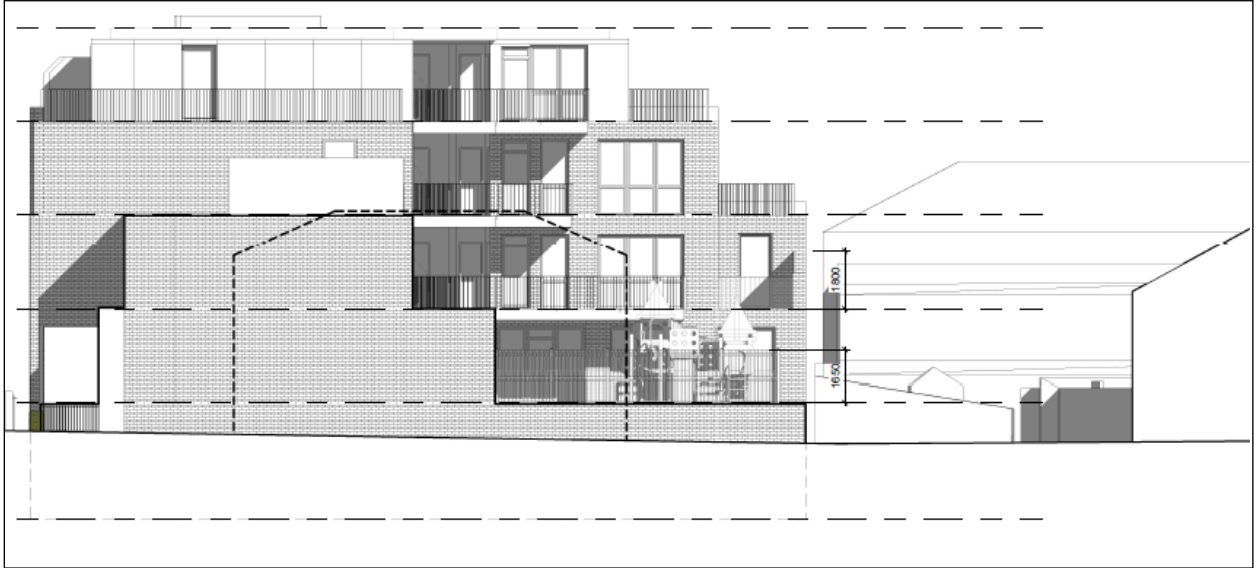
Proposed front elevation



Proposed west elevation



Proposed south elevation



Proposed east elevation



Visual along Lordship Lane looking east



Visual along Lordship Lane looking west



Visual looking south from Tower Garden Conservation Area



Visual looking north along the proposed access road



Appendix 3 QRP Note

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Blossom Lodge, 255 Lordship Lane

Wednesday 20 May 2015

River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)

Hari Phillips

Attendees

John McRory London Borough of Haringey

Nairita Chakraborty London Borough of Haringey

Maurice Richards London Borough of Haringey

Deborah Denner Frame Projects

Apologies / report copied to

Stephen Kelly London Borough of Haringey

Emma Williamson London Borough of Haringey

Malachy McGovern London Borough of Haringey

Richard Truscott London Borough of Haringey

1. Project name and site address

Blossom Lodge – 255 Lordship Lane, London N22 6AA

2. Presenting team

Iskandar Karam Beckley Group Limited

Raymond Lam Oculus Architects

Daniel Kaye Beckley Group Limited

Chris Marsh Beckley Group Limited

Kola Williams Beckley Group Limited

3. Planning authority's views

Planning officers have been involved in pre-application discussions about development of 255 Lordship Lane for about a year. During this time, the scale and massing of development proposed has been significantly reduced. The design team have also responded positively to the suggestion that an existing road should be relocated to the west of the site. This improves access to a Haringey Council depot to the rear of the site. In terms of the mix of uses proposed, planning policy requires the area of employment space to be reprovided, and the scheme will need to be tested against this.

4. Quality Review Panel's views

Summary

The Quality Review Panel thinks that the development strategy for 255 Lordship Road is sound, but that further work is needed to refine its architecture. The site layout is convincing, and relocation of the road providing access to the Council depot to the rear of the site is particularly welcome. This will both improve the quality of neighbouring gardens to the east of the site, and reduce the area given over to vehicular circulation. The four and a half storey scale of development also seems appropriate. However, the panel thinks further work is needed to achieve high quality architecture, responsive to its context. Further thought should also be given to the location of business accommodation, which may be better located on Lordship Lane. The panel would also welcome further information on landscape design at a future review. More detailed comments are provided below on: layout and massing; business accommodation and single aspect units; architectural expression; and landscape design.

Layout and massing

- The panel supports the three and a half storey scale of development proposed, plus a set back top floor, and semi basement level
- This scale achieves an appropriate balance between maximising the development potential of the site, and responding to the site context.
- The site layout is based on a clear rationale, in terms of access and the quality of residential accommodation.
- Relocating the road that gives access to the Council depot to the rear of the site improves access to this land, which could facilitate future redevelopment.
- It also removes vehicular traffic from the eastern boundary of the site, which adjoins private gardens, and reduces the site area given over to vehicular circulation.
- The L-shaped residential block proposed creates dual aspect deck access flats, with the exception of a small number of units at lower ground and ground level.
- The two aspects of the layout that the panel think should be given further thought are: the location of business accommodation; and the single aspect units.

Business accommodation and single aspect units

- The panel is not convinced that the new side street to the west of the site is the best location for the business accommodation.
- This will be a relatively quiet street, even with the current land use of the small Council depot to the rear of the site – which generates light traffic, with vans and only very occasional lorries.
- Relocation of the access road to this site may increase the opportunities for redevelopment of this site in the longer term, as well as giving potential shared access to the site to the west for future residential development.
- In the panel's view, this side street would be an ideal location for duplex family units, which could benefit from direct access to the communal garden.
- This would be more appropriate than single aspect flats (unlikely to be occupied by families) facing directly onto the communal garden, including play facilities.
- The panel thinks the business accommodation would be better located on Lordship Lane – facing north, towards a busy road.

- However, if it is decided to retain the business use in its current location it should be designed flexibly to enable its future conversion to residential use should all the adjoining sites ultimately be redeveloped for residential use.
- Some dedicated car parking is likely to be necessary for the business use if it to be commercially viable.

Architectural expression

- The panel does not think the architecture of the scheme is successful in responding to its context.
- The three and a half storey framed brick bays facing Lordship Lane do not reflect the scale of the surrounding residential area, and give the appearance of office rather than residential accommodation.
- These brick bays frame recessed balconies, and which will cut out light to the north facing living accommodation behind.
- The bays also have the effect of bringing forward the building line, in front of neighbouring buildings.
- For all of these reasons, the panel recommend that the framed brick bays should be omitted.
- A drawing or collage of the existing buildings on Lordship Lane, extending 100 metres either side of the site, could help inform more contextual architecture.
- The panel think that an elegantly detailed load bearing brick façade, with punched windows, could be more successful.
- For flats with a north south orientation, the panel think that designing the deck access facing south towards the courtyard to double as amenity space, would be preferable to balconies facing north onto Lordship Lane.
- Projecting balconies on the west façade could enjoy afternoon sun – and give interest and variety to the architecture of this elevation.
- It may also be appropriate to drop the apparent scale of development on this side street, with a two storey set back above a two and a half storey base.

Landscape design

- Limited information on landscape design was provided, and the panel would welcome further detail on this as part of a future review.
- The design of the communal garden will be crucial to the success of this dense residential development.
- Relocation of the side street also gives an opportunity to create high quality public space.

Next steps

The panel would welcome a further opportunity to comment on this scheme, prior to a planning submission, particularly in relation to architectural expression and landscape design.

Appendix 4 DM Forum Notes

DEVELOPMENT MANAGEMENT FORUM MINUTES

Meeting	:	Development Management Forum- 255 Lordship Lane N17 6AA
Date	:	Thursday 17th September 2015
Place	:	Bruce Castle Museum & Archives, Lordship Lane,
Present	:	Emma Williamson(Chair), Robbie McNaugher, Tay Makoon
Minutes by	:	Robbie McNaugher

Emma Williamson welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. She explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, she explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.

Presentation by Raymond Lam Oculus architects ltd

Q & A

Q: Will the depot access be gated:

A: Yes Closed after working hours

Q: And weekends?

A: Unsure of operations of Homes for Haringey

Q: It could attract anti social behaviour

A: The scheme would provide 'passive surverylence' of the access lane

Q: Is there office space proposed?

A: Community office space is proposed other uses will be considered

Q: Will the access road be lit?

A: The access road will be adopted by the Council so will have to be lit.

Q: Will the proposal affect the gardens of Lido Square?

A: The existing access road will become the garden for the proposal so there will be a green area alongside the gardens of Lido Square.

Q: The development is taller than the existing development and that in the Conservation Area will it affect light?

A: A BRE report has been carried out with shows no significant impact and a heritage consultant has been employed.

Q: Is there a plan showing the impact on the Conservation Area?

A: The assessment is online, it will be more than 20 metres from the Conservation Area

Q: Will the 30 flats all be the same size?

A: There will be 1,2 and 3 beds

A: Proportion of family units? There is a need for 3 bed + units.

A: There is a mix but most and 1 & 2 bed.

Q: Will there be affordable housing?

A: Subject to viability but there will be some

Q: Note the proposal for black painted railings? Will these be wrought iron? Could be a maintenance issue?

A: Could be iron the site will be well maintained.

Q: Will the garden be maintained above the car park?

A: It will be above a car park with 1 metre of top soil.

Q: Parking for all units?

A: 1 per family unit 0.5 per other unit, subject to LBH Transportation

Q: How energy efficient will it be?

A: There have be changes to requirements but it will be the equivalent of Code 3/4 with high levels of insulation, renewable and reuse of rainwater.

Q: Glass is a poor insulator

A: The policy requirement is for 35% below part L of Building Regulations, heating will not be an issue but cooling can be. The materials will be high quality.

Q: Duration of building works?

A: If approved will prepared further plans 3-6 months before works start of site, 12-18 month build period.

Q: Late 2017 finish? Working hours?

A: Likely, 8-5 and 8- 1 on Saturday.

Q: Target market for the proposal?

A: Housing led proposal, no. of units has been reduced.

Q: Old petrol tanks removed?

A: Contaminated land studies have found little contamination

Q: Taken account of tanks?

A: Yes but uncertain with ground works.

Q: Code level 3 or 4?

A: Residential will be commercial will be BREAM. Major development so London Plan compliant.

Q: Will the heating be communal or individual?

A: Individual boilers and cross ventilation

Q: Office on lower floor what is 'plan B' for this in terms of use?

A: Partnership with the Local Authority and community groups and open marketing.

Q: in 2 years time what will happen?

A: Put to the market but not retail.

Q: Housing?

A: Doubt they will be empty.

End of meeting