

Application Number:	HGY/2023/1869
Application Type:	Full planning permission
Address:	67, Sterling House, Lawrence Road, Tottenham, London, N15 4EY
Proposal:	Installation of vehicle and pedestrian security gate between 67 Lawrence Road and 45-63 Lawrence Road, N15 4EY
Case Officer:	Valerie Okeiyi
Valid Date:	14/07/2023
Applicant:	3
Agent:	Vabel Lawrence Limited Lucy Slater

RECOMMENDATION

Approve with Conditions

1. SUMMARY OF RECOMMENDATION

GRANT PERMISSION subject to conditions

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

2.1. This is an application for the installation of a vehicle and pedestrian security gate between 67 Lawrence Road and 45-63 Lawrence Road. The gate is proposed to provide increased security and safety to residents, properties, bicycles and vehicles within the development

2.2 The location of the proposed gate is entirely on land associated to 67 Lawrence Road which is formed of a paved pedestrian walkway and paved vehicle route from the public highway to the private car park and courtyard.

2.3 The gate will be fob controlled for access by residents and will be fitted with a video entry system to allow access for deliveries and maintenance, as well as the inclusion of an emergency override for use by the emergency services. Following installation, a trial period will be enacted to keep the gate open during daylight hours and closing at dusk to address potential safety issues that could arise at nighttime.

2.4 The gate has been designed to continue the slimline, vertical finned aesthetic that is already present in the balustrades of 67 Lawrence Road as well as in neighbouring properties 50 and 52 Lawrence Road. The steel gates will be polyester powder coated to RAL 8022 also matching the windows and metal work of 67 Lawrence Road.

Site and Surroundings

2.2 The site is located at the northern end of Lawrence Road on the west side of the street. The north boundary of no. 45 - 63 Lawrence Road which is furthest north adjoins the existing play area and open space of Elizabeth Place Park which falls within a designated Significant Local Open Land (SLOL) and its south boundary adjoins no. 67 Lawrence Road. The site adjoins but is not within the Clyde Circus Conservation Area to the east which also includes the rear gardens of the properties on Bedford Road. The surrounding area is mixed residential and commercial, characterised by Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent development at 50-56 Lawrence Road on the eastern side of the road and the Bellway's development at the southern end of the road. The site falls within Site Allocation SS2 as identified in the Tottenham Area Action Plan.

Relevant Planning and Enforcement history

2.6 The most relevant planning history in relation to the site and its neighbours is as follows;

HGY/2016/1212 – 67 Lawrence Road - Demolition of the existing buildings and redevelopment of the site to provide a 7-storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works (Revised parking and landscaping arrangement) – Granted 17 January 2018

HGY/2016/1213 - 45-63 Lawrence Road - Demolition of the existing buildings and redevelopment of the site to provide one interconnected new building ranging from the to seven storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works - – Granted 17 January 2018

HGY/2019/3287- 67 Lawrence Road - Non-material amendment following a grant of planning permission HGY/2016/1212 in order to amend the approved description of development for: Demolition of existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and 6 B1 commercial units on the ground floor with residential on first floor level, including 7 disabled parking spaces and associated works (Revised parking and landscaping arrangement) – Granted 19 December 2019

HGY/2018/3655 - Variation of Condition 2 of planning permission HGY/2016/1212 in order to substitute the drawing numbers – Granted 23 December 2019

3 CONSULTATION RESPONSE

3.1 The responses below were received following consultation on the application:

Internal:

1) LBH Design officer:

a) It is disappointing that the open vehicular gate will create a 1m wide, 2.4m long “corridor” for pedestrians, between the iron railings of the gate and a solid brick wall, but I understand their explanation why they cannot open all of the vehicular gate to the other side and therefore why this is the best available solution, though I find that regrettable. There are no other solutions I can think of.

b) I am very happy with the design of the pedestal. However, the plan “LR2_VAB_AA_00_DR_A_3501_.pdf” shows two pedestals, one for each development; surely the

two developments can share a single pedestal! (Officers comments: The applicant has confirmed that only 1 pedestal is provided for vehicle access and for use by both schemes. The second rectangle is wall mounted for the pedestrian gate and again is for use by both schemes)

c) I am happy with the description given for the pedestrian access controls, including that wiring will be concealed within walls/driveway.

d) I am very happy with the proposal for the timing of when the gates will be open and the proposal that it be for a 6-month trial period.

e) I am very happy to have it confirmed that Magic Homes' residents will have access to the gates.

2) LBH Transportation Team: No objection

External

Secure by Design- have had detailed discussions on this issue and support the current proposals.

4 LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of letters. 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: 0

Objecting: 0

Supporting:0

5 MATERIAL PLANNING CONSIDERATIONS

5.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and impact on the conservation area;
3. Impact on neighbouring amenity;
4. Parking and Highways;
5. Conclusion

5.2 Principle of development

5.2.1 London Plan Policy D11 sets out that development proposals should maximise building resilience and minimise potential risks. Policy D11 sets out that development should include measures to design out crime. Local Plan Policy DM2 sets out that proposals should ensure developments protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes. Additionally, proposals should have regard to the principles set out in secured by design.

5.2.2 Within the planning statement it states that anti-social behaviour has been occurring and safety issues have been encountered by residents of the development at the neighbouring site at 50 Lawrence Road on the opposite side of the road, specifically within the communal gardens. There are concerns that further anti-social behaviour issues will occur at this development and the adjoining development at 45-63 Lawrence Road once completed.

5.2.3 The proposed development seeks to enhance security through the installation of the vehicle and pedestrian gate between 67 Lawrence Road and 45-63 Lawrence Road. This has been a particularly important objective given the safety and security issues on the site. The development has been designed with input from the Designing Out Crime Officer of the Metropolitan Police. A trial period is proposed to keep the gate open during daylight hours and closing at dusk when safety issues are increased throughout the night. Whilst there is a preference for the developments on Lawrence Road to be non-gated, given the current safety and security issues and the support from the Designing Out Crime Officer of the Metropolitan Police, the principle of development is strongly supported by policy subject to other policies and material considerations.

5.3 Design and impact on the conservation area

5.3.1 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 of the London Plan 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

5.3.2 Local Plan Policy SP11 (2017) and Policy DM1 of the DM DPD seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. Policy DM1 'Delivering High Quality Design' of the DM DPD requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

5.3.3 Policy HC1 of the London Plan seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Policy SP12 of the Local Plan and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.

5.3.4 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset Planning Sub-Committee Report and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that could be sensitive to their impact.

5.3.5 The gate between 67 Lawrence Road and 45-63 Lawrence Road has been designed to integrate into the existing development through the selection of matching material and coating to the existing windows, balustrade and metal work of 67 Lawrence Road as well as in neighbouring properties at 50 and 52 Lawrence Road on the western side of the road to maintain consistency along Lawrence Road and ensure the design quality is appropriate to the context. As such the proposal is considered acceptable.

5.3.6 Overall the proposed development is considered acceptable and of a high quality design that would not be harmful to the adjoining Clyde Circus Conservation Area.

5.4 Impact on neighbouring amenity

5.4.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

5.4.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

5.4.3 Officers consider the proposed development would not adversely affect the residential amenities of the neighbouring occupiers in terms of daylight, outlook, loss of privacy/overlooking and overshadowing.

5.5 Parking and Highways

5.5.1 Local Plan Policy SP7 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. This approach is continued in Policies DM31 and DM32 of the DM DPD.

5.5.2 Local plan policy DM33 states that the Council will only support a proposal for a new vehicular access where it is demonstrated that the proposal does not result in a visual intrusion to the street scene.

5.5.3 The design, operation and location of the vehicle and pedestrian gate has been considered and the Technical Note prepared by Markides dated 23 June 2023 sets out further details regarding access to the development and includes tracking of vehicles entering and exiting the development utilising the proposed gates.

5.5.4 Regarding the operation of the gate, the gate will be controlled via a fob for access by residents. Additionally, the gate will be fitted with a video entry system to allow access for deliveries and maintenance, as well as the inclusion of an emergency override for use by the emergency services.

5.5.5 The design, operation and positioning of the door has been considered by the Transportation team who raise no objection to the proposal.

5.5.6 Overall it is considered that the application is acceptable in transport, and in terms of its impact on the public highway.

5.6 Conclusion

5.6.1 The proposed development is considered acceptable in principle. The design quality is appropriate within the context along Lawrence Road. It would not be harmful to the setting of the adjoining Clyde Circus Conservation Area. The changes will not materially impact on the amenity of neighbouring occupiers. The proposal will not have an adverse impact on the surrounding highway network.

5.6.2 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. RECOMMENDATION

GRANT PERMISSION subject to conditions

Conditions:

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

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

- 2 The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Drawings

LR2_VAB_00_00_DR_A_0101 Rev P02);
LR2_VAB_00_00_DR_A_0001 Rev P04;
LR2_VAB_00_XX_DR_A_0400 Rev P01;
LR2_VAB_00_XX_DR_A_0401 Rev P01;
LR2_VAB_00_XX_DR_A_0402 Rev P01);
LR2_VAB_00_XX_DR_A_2060 Rev P01;
LR2_VAB_AA_00_DR_A_3501 Rev P1;
LR2_VAB_ZZ_ZZ_SH_A_9990

Documents

Vehicle & Pedestrian Gate Design Document prepared by Vabel dated 16 June 2023;
Vehicle and Pedestrian Gate Technical Note prepared by Markides Associates dated 23 June 2023; and Planning Statement prepared by Savills Planning dated 12 July 2023

- 3 Prior to occupation of the development in consultation with the Designing Out Crime Officer of the Metropolitan Police a management plan for the operation of the vehicle and pedestrian security gate shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The Management Plan must include:
a) Details of the opening and closing times of the vehicle and pedestrian security gate
b) Monitoring of the vehicle and pedestrian security gate for the first year submitted at least 3 months after the development is occupied

Reason: In the interest of creating safer, sustainable communities

