

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

| | |
|---|-----------------------------|
| Reference No: HGY/2013/0745 | Ward: Tottenham Hale |
| Address: 530 - 536 High Road N17 9SX | |
| Proposal: Erection of 4 storey building comprising 3 commercial units at ground floor level and 16 residential units over first, second and third floor levels | |
| Existing Use: Vacant (former Post Office and retail) | |
| Proposed Use: Retail/Commercial and Residential | |
| Applicant: Mr David Lees | |
| Ownership: Private | |

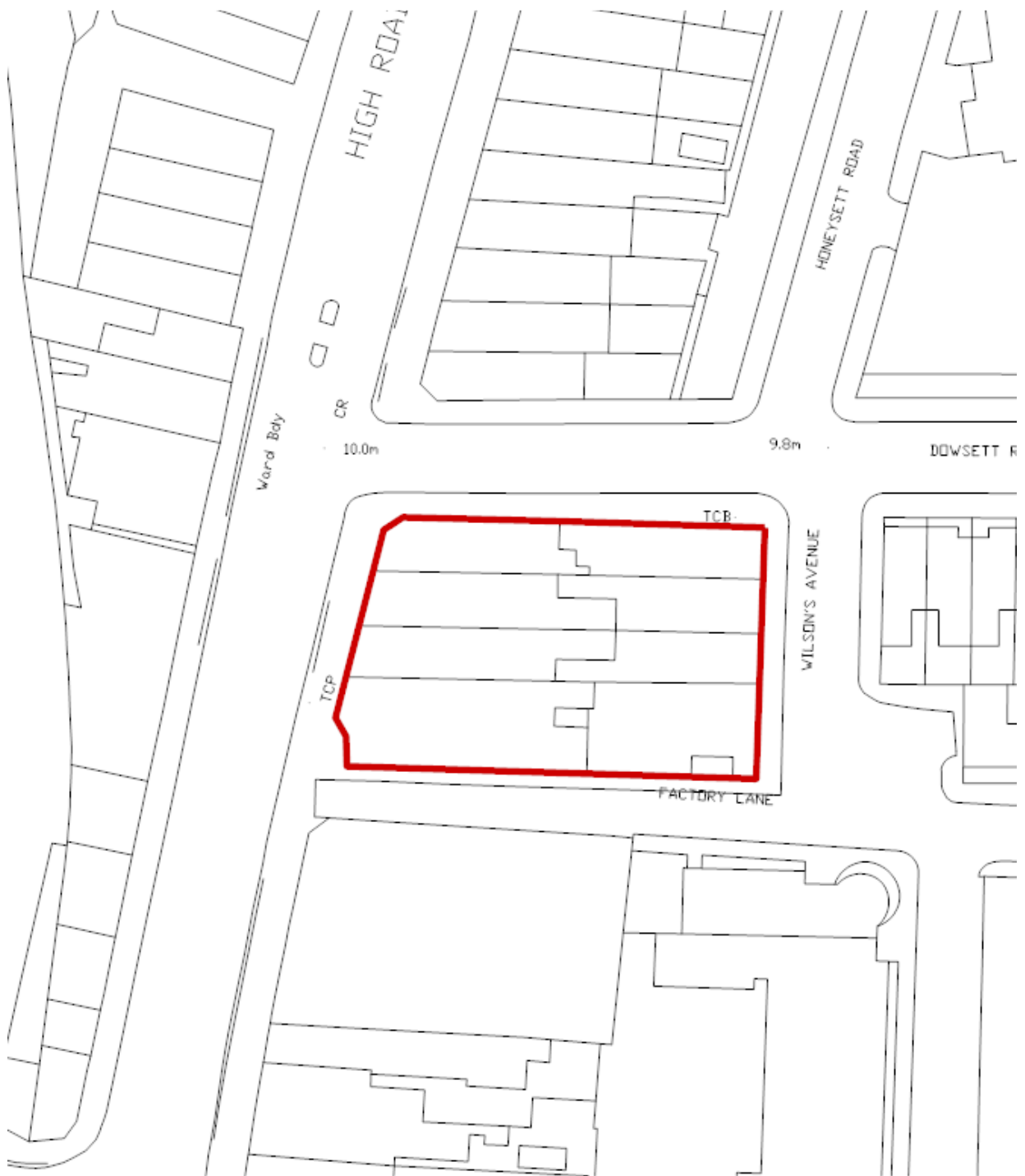
| DOCUMENTS |
|---|
| Title |
| Design and Access Statement |
| Air Quality Statement |
| Archaeological Desktop Report |
| BREEAM Preliminary Assessment |
| Daylight, Sunlight and Rights of Light Statement |
| Energy Assessment |
| Planning Stage Heritage / Conservation Area Statement |
| Environmental Noise Impact Assessment |
| Site Condition Investigation |
| Transport Statement |

| PLANS | | |
|--------------------|-------------|--------------------|
| Plan Number | Rev. | Plan Title |
| LP(0)001 | | Site Location Plan |
| L(0)001 | 04 | Ground Floor Plan |
| L(0)002 | A | First floor plan |
| L(0)003 | A | Second Floor Plan |
| L(0)004 | A | Third Floor Plan |
| L(0)005 | | Roof Plan |
| L(0)010 | 04 | Section AA & BB |
| L(0)011 | 04 | Section CC & DD |
| L(0)020 | 05 | Elevations 01 & 02 |
| L(0)021 | 05 | Elevations 03 & 04 |

| | | |
|---|---|-------------------------------------|
| C(0)002 | A | First floor front elevation windows |
| L(6)003 | | Indicative drainage strategy |
| <p>Case Officer Contact: Jeffery Holt P: 0208 489 5131 E: jeffrey.holt@haringey.gov.uk</p> | | |
| <p>PLANNING DESIGNATIONS:</p> <ul style="list-style-type: none"> ▪ Conservation Area | | |
| <p>RECOMMENDATION GRANT PERMISSION subject to conditions and the completion of a s106 legal agreement</p> | | |
| <p>SUMMARY OF REPORT</p> <p>The application proposes a 4-storey mixed use building with retail on the ground floor and residential above to replace a terrace of mixed use Georgian buildings which were damaged in the 2011 riots and later demolished.</p> <p>The proposal is a revised version of a previous scheme which was refused on three grounds: poor design and harm to the conservation area, inappropriate dwelling mix, and substandard residential accommodation. The principle of the development, impact on amenity and local traffic conditions were all considered acceptable.</p> <p>The previous scheme has been redesigned and the current proposal has received support from Haringey Design and Conservation Officers and the Haringey Design Panel. The height and massing of the development is appropriate to the town centre and its elevations are led by the features of surrounding development. The development is considered to preserve the character of the conservation area. The dwelling mix has been revised to include larger family units and the aspect and amenity spaces have been designed to provide better living conditions.</p> <p>Officers are satisfied that the three reasons for refusal have been overcome.</p> <p>Due to financial viability issues, no affordable housing or substantial s106 contributions are sought however the mix of local housing and the need for redevelopment of this riot damaged site are considered to be mitigating circumstances.</p> <p>The Council has consulted widely and responses were taken into account by officers.</p> <p>The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions and a section 106 agreement.</p> | | |

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1.0 SITE PLAN



2.0 IMAGES

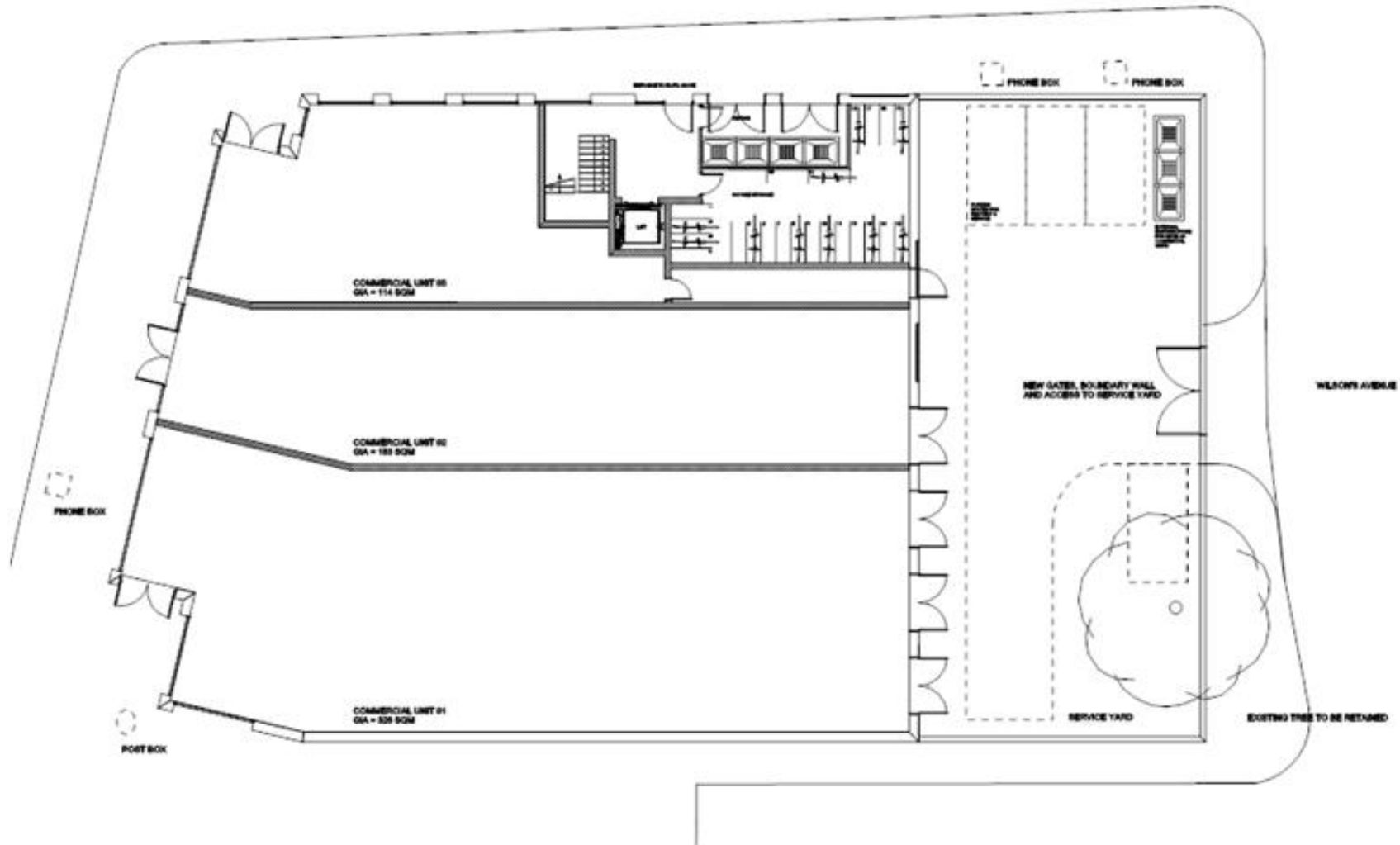


View north along High Road



View South along High Road

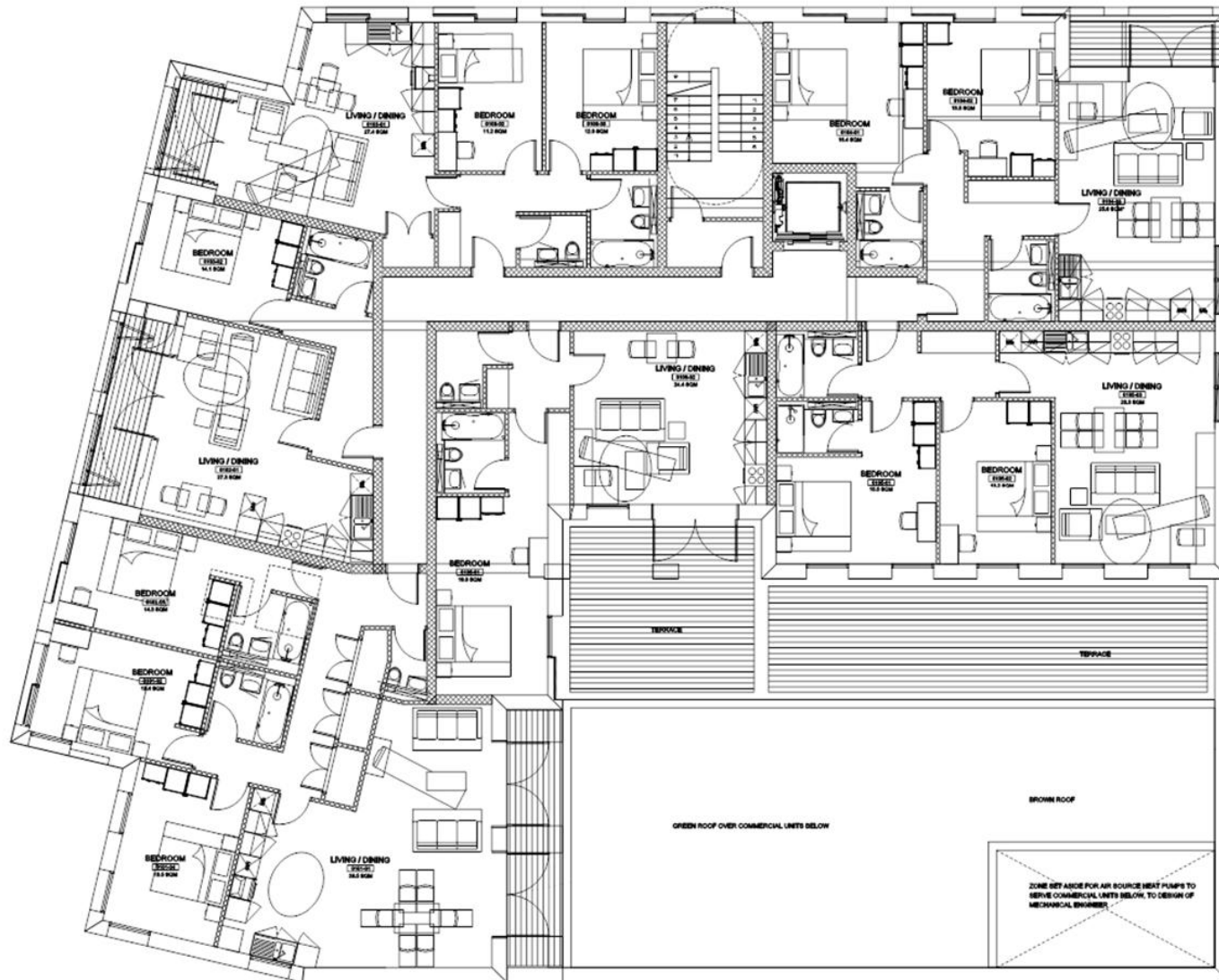
Ground Floor Plan



For Sub Committee

OFFREPC
Officers Report

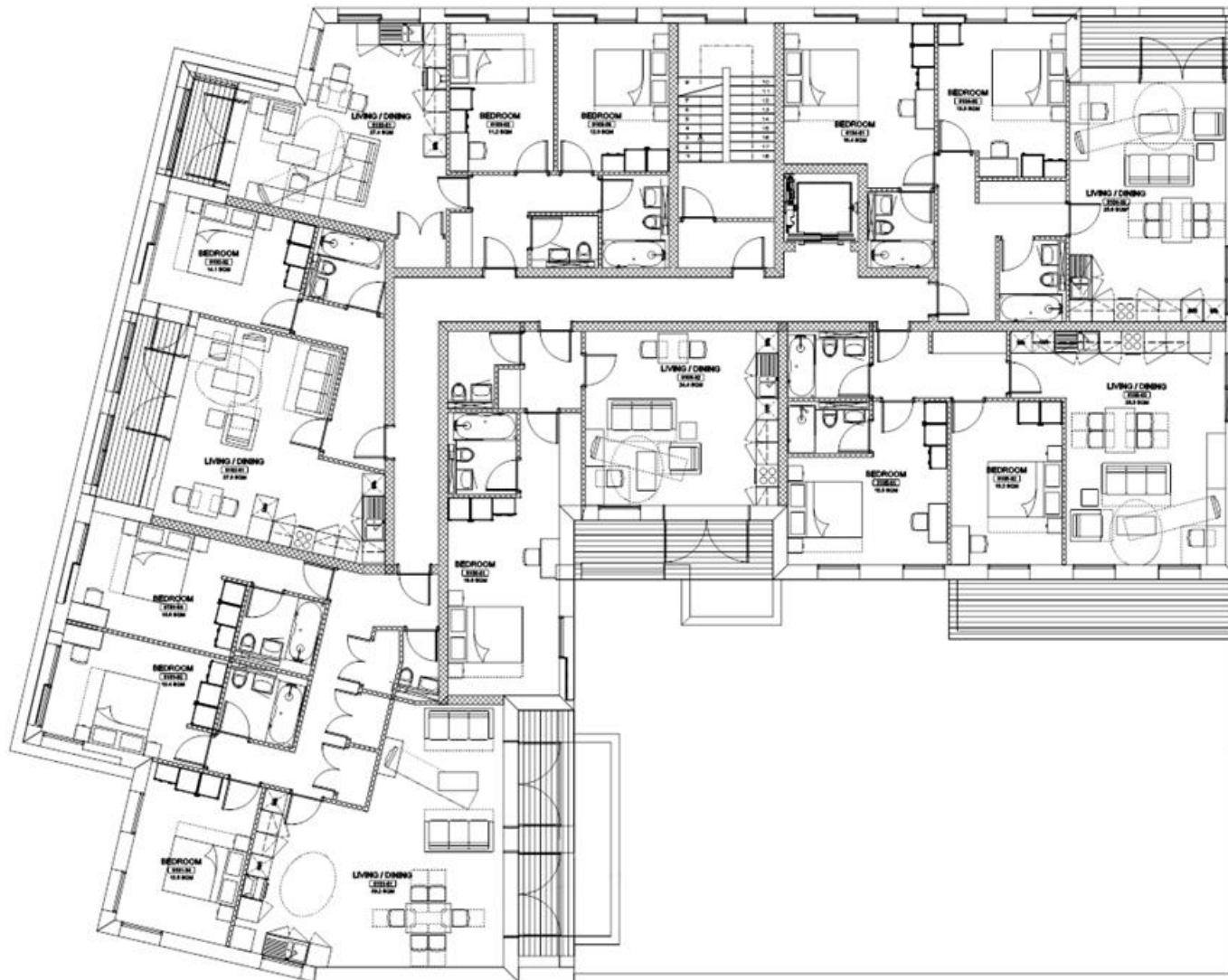
First Floor Plan



For Sub Committee

OFFREPC
Officers Report

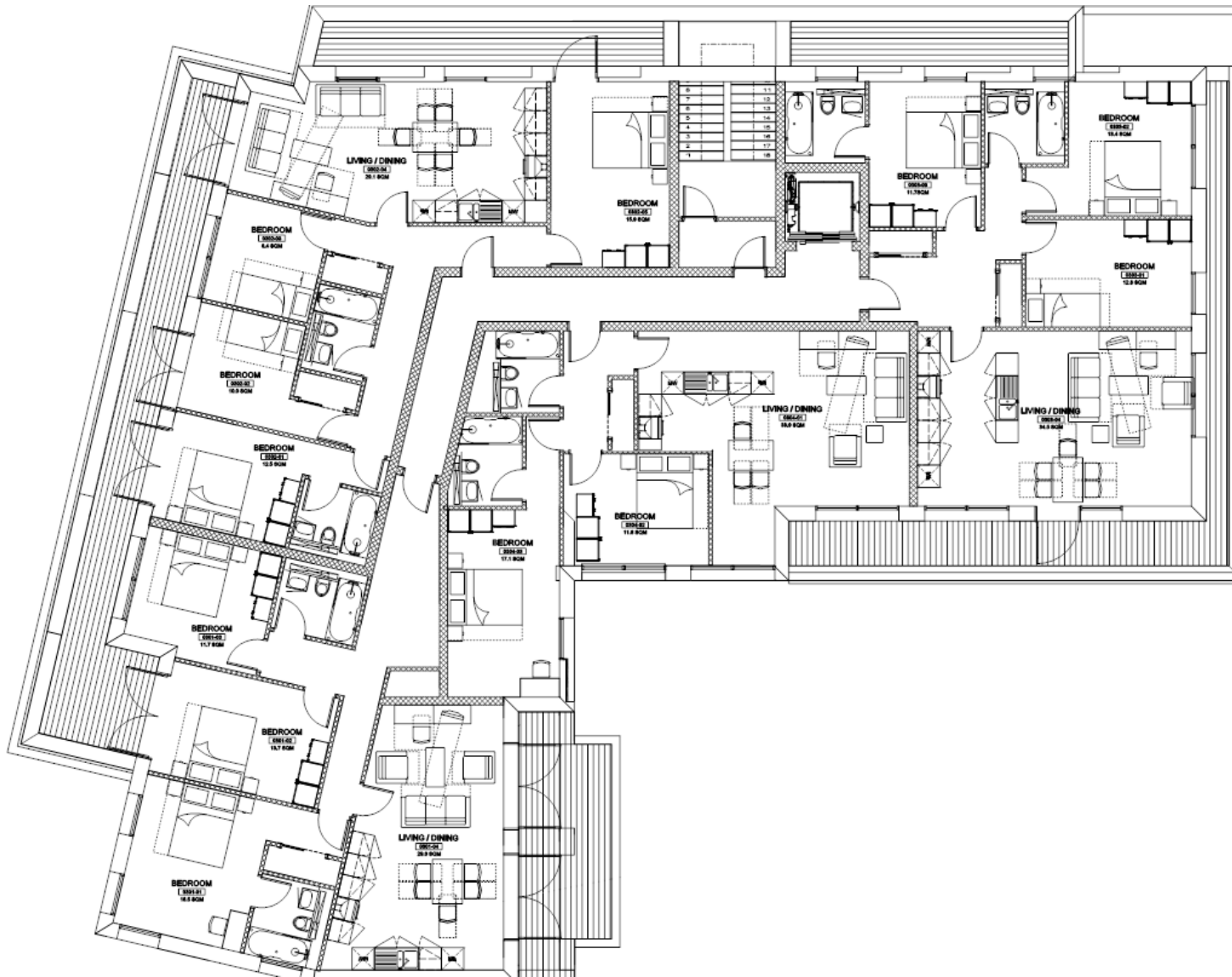
Second Floor Plan



For Sub Committee

OFFREPC
Officers Report

Third Floor Plan



For Sub Committee

OFFREPC
Officers Report

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is a 0.1081 ha island site bounded by Tottenham High Road to the west, Dowsett Road to the north, Wilson's Avenue to the east and Factory Lane to the south. The site was once occupied by a terrace of four Georgian 3-storey buildings. Historically they were dwellinghouses but in the later 19th Century the front gardens were built over with single storey shop extensions fronting onto the High Road.
- 3.2 These buildings were Locally Listed due to their attractive period features but were damaged during the riots of August 2011. The buildings were declared unsafe and demolished soon after.
- 3.3 The site is in Bruce Grove Town Centre and surrounding development is characterised by 3- and 4-storey Victorian development with retail and commercial uses on the ground floor and residential above. The site is in Bruce Grove Conservation Area and Bruce Grove Rail Station is to the south.

4.0 PLANNING HISTORY

- 4.1 An application for a development of similar size was refused in March 2013 for the following reasons:
- The proposed development, due to its bulk, massing, detailing and materials, would be overbearing and out of keeping with the scale, form and character of surrounding development. The proposal would fail to preserve or enhance the character and appearance of the Conservation Area contrary to London Plan Policies 3.5 'Quality and Design of Housing Developments', 3.8 'Housing Choice', 7.4 'Local Character', 7.6 'Architecture' and 7.8 'Heritage Assets and Archaeology' as well as Haringey UDP Policies UD3 'General Principles', UD4 'Quality Design', HSG10 'Dwelling Mix' and CSV1 'Development in Conservation Areas'.
 - The proposed development of 1- and 2-bed dwellings fails to provide a mix of dwellings to address the Borough's housing needs contrary to London Plan Policy 3.8 'Housing Choice' and UDP Policy HSG10 'Dwelling Mix' having regard to the Haringey Housing SPD.
 - The proposed development would provide a number of residential units which are north facing single aspect or have poor quality private amenity space. This is contrary to London Plan Policy 3.5 'Quality and Design of Housing Developments' and UDP Policy UD3 'General Principles' having regard to the Mayor's Housing SPG 2012.

Full History

- HGY/2013/0033 - Erection of 4 storey building to provide 16 residential units including 3 commercial units at ground floor level – REFUSED
- HGY/2009/0746 - Display of 1 x freestanding, internally illuminated advertising panel and public payphone attached to the reverse side of the panel – REFUSED
- HGY/2007/2006 - Replacement of BT payphone kiosk – REFUSED
- HGY/2007/2005 - Display of 1 x internally illuminated poster sign on BT payphone kiosk – REFUSED
- HGY/1997/0515 - Alterations to the appearance of existing telephone kiosks – GRANTED
- HGY/1996/0550 - Display of internally illuminated fascia sign – GRANTED
- HGY/1996/0541 - Installation of new shopfront and other external alterations – GRANTED
- HGY/1991/0353 - Display of illuminated projecting box sign – GRANTED
- OLD/1973/0533 - Change of use of 2 rooms on 1st floor from residential to bank use - GRANTED
- OLD/1972/0939 - Change of use of part of 1st floor from residential to bank use – GRANTED
- OLD/1971/0791 - Change of use of part of first floor from residential to bank use – GRANTED
- OLD/1963/0305 - Installation of two illuminated box sign – GRANTED
- OLD/1951/0207 - Alterations & extensions to the bank premises – GRANTED

5.0 PROPOSAL DESCRIPTION

- 5.1 Permission is sought for the erection of a 4-storey building to provide 16 residential units and 3 commercial units on the ground floor. The building replaces a terrace of four 3-storey Georgian buildings which were damaged during the riots of 2011.
- 5.2 The replacement building is roughly rectangular in shape and is a maximum 32.8m deep and 26.2m wide. It occupies the front three-quarters of the site with the rear used as a service yard with parking spaces for four vehicles. The

building is contemporary in style with red brick, pre-cast concrete and aluminium windows on the exterior.

- 5.3 The three commercial units together provide 623m² of floorspace and front onto the High Road. Each has access to the rear service yard. The upper three floors are smaller in plan, with the building mass kept to the northern and western sides and the top floor set back slightly. These floors contain 4 x 1-bed and 7 x 2-bed, 4 x 3-bed and 1 x 4-bed flats. The entrance to these flats is on Dowsett Road.
- 5.4 No residential parking is provided but secure storage for 19 cycles is provided on the ground floor.

6.0 RELEVANT PLANNING POLICY

National Planning Policy Framework

London Plan 2011

Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing Choice
Policy 3.9 Mixed and Balanced Communities
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable Housing thresholds
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.9 Small shops
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.17 Waste capacity
Policy 6.1 Integrating transport & development
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
Policy 7.9 Heritage-led regeneration
Policy 8.3 Community infrastructure levy

Haringey Local Plan

SP0 Presumption in Favour of Sustainable Development
SP1 Managing Growth
SP2 Housing
SP4 Working Towards a Low Carbon Haringey
SP6 Waste and Recycling
SP7 Transport
SP8 Employment
SP9 Improving Skills and Training to support access to jobs and community
cohesion and inclusion
SP10 Town Centre
SP11 Design
SP12 Conservation

Unitary Development Plan 2006

UD3 General Principles
UD7 Waste Storage
UD8 Planning Obligations
ENV6 Noise Pollution
ENV7 Air, Water and Light Pollution
ENV11 Contaminated Land
M9 Car free residential developments
M10 Parking for Development
CSV8 Archaeology

Supplementary Planning Guidance

SPG1a 'Design Guidance'
SPD - Housing ('Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes')
SPG7a 'Parking Standards'
SPG8a 'Waste and Recycling'
SPG8f 'Land Contamination'
SPG9 'Sustainability Statement'
SPG10a 'The negotiation, management and monitoring of planning obligations'
SPG10b 'Affordable Housing'
SPG10c 'Educational Needs generated by new housing development'

Mayor's Housing SPG
Draft Planning Brief: 530-536 High Road January 2012

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

7.1.1 Internal Consultees

- LBH Highways and Transportation
- LBH Waste Management
- LBH Building Control
- LBH Tottenham Team
- LBH Conservation and Design

7.1.2 External Consultees

- Ward Councillors
- LB Waltham Forest
- Metropolitan Police
- London Fire Brigade
- Tottenham CAAC
- Tottenham Civic Society

7.1.3 Local Residents and businesses

- Residents and business occupiers of 1251 properties were consulted in the surrounding area of the application site.

7.1.4 Details of all consultation responses received are set out in Appendix 1 of this report.

7.1.5 Any comments since this report has been published received will be reported to the subcommittee. A development Management Forum was held 04th June 2013.

8.0 ANALYSIS / ASSESSMENT OF APPLICATION

8.1 Presumption in favour of sustainable development

8.1.1 Haringey Local Plan SP0 states that:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or*

- *Specific policies in the NPPF indicate that development should be restricted.*

8.1.2 The proposal can be considered as an example of sustainable development in that it seeks to make more intensive use of a site to provide residential and accommodation and commercial space in a highly sustainable town centre location. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration.

8.1.3 There are a number of benefits to this scheme that outweigh any perceived disbenefits. The following analysis clearly explains these.

8.2 Principle of Development

8.2.1 The proposed development provides the same amount of A1 retail space as the demolished building but increases the number of residential units from eight to sixteen.

8.2.2 The replacement of the A1 retail space would support the viability and vitality of the Bruce Grove Town centre and is supported by London Plan Policies 4.7 'Retail and Town Centre Development' and 4.8 'Supporting a Successful and Diverse Retail Sector' as well as Local Plan Policy SP10 'Town Centres'.

8.2.3 The principle of additional housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'.

8.2.4 The principle of the development is acceptable.

8.3 Density

8.3.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.

8.3.2 Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is considered to be in an 'urban' context and has a PTAL of 5, thus development should be within the density range of 200 to 700 habitable rooms per hectare (hr/ha). Accounting for the retail uses on the ground floors, the proposed development has a density of 668 hr/ha, which is acceptable having regard to the site's accessibility and urban context.

8.4 Dwelling Mix

- 8.4.1 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 Council's Housing SPD.
- 8.4.2 The previous proposal was refused due to a dwelling mix which comprised only of 1- and 2-bed dwellings. The current proposal is for 4 x 1bed (25%) and 7x 2bed (43%), 4 x 3-bed (25%) and 1x4-bed (6%). Although, it still deviates from the required dwelling mix for a private market development of 37% 1bed, 30% 2bed, 22% 3bed and 11% 4 bed, the proposed mix provides family accommodation which is in short supply in the borough. The low provision of 4-bed units is considered acceptable in this instance due to the town centre location of the development.
- 8.4.3 The proposed mix is considered acceptable.

8.5 Affordable Housing

- 8.5.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 8.5.2 Similarly, The London Plan (2011), Policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".
- 8.5.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%.
- 8.5.4 The previous proposal did not include any affordable housing or payment in lieu. This was considered acceptable as it was demonstrated through a 3 Dragons Toolkit Assessment that it would not be financially viable on a scheme of this size and in this location to provide affordable housing and substantial s106 contributions. This area also has a high proportion of Haringey's social rented housing stock and almost 500 units of affordable housing are due to be delivered in the Ward. The site is a key regeneration site and it is important that development is brought forward.

8.5.5 The development is therefore considered to be in compliance with Policy 3.12 “Negotiating affordable housing on individual private residential and mixed use schemes” of the London Plan.

8.6 Standard of Accommodation

8.6.1 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.

8.6.2 The proposed flats meet or exceed the floorspace standards in the Mayor’s Housing SPG.

8.6.3 The previous application was refused partly on grounds that the residential accommodation was substandard due to a number of north facing flats and poorly designed amenity space.

8.6.4 The flats identified as single aspect and north facing have been amended to include a substantial window to the east, thereby providing an alternative aspect.

8.6.5 The amenity space has been redesigned so that balconies which face onto the High Road are now designed as winter gardens with closable windows. This provides some protection to the noise of the High Road and thus encourages their use. Most flats have generous private amenity areas. The amenity space for two flats in the North West corner are slightly below the standard but on balance acceptable considering the new winter garden design.

8.6.6 The scheme has been designed in accordance with Lifetime Homes and a condition will be applied to ensure continued compliance.

8.6.7 The proposed residential accommodation is therefore considered acceptable and the previous reason for refusal addressed.

8.7 Child playspace

8.7.1 London Plan Policy 3.6 ‘Children and young people’s play and informal recreation facilities’ requires developments make provision for play and informal recreation, based on the expected child population generated by the scheme. The London Plan SPG “Shaping Neighbourhoods: Play and Informal Recreation” 2012 provides minimum standards for the provision of children’s play space. The Haringey Open Space and Recreation Standards SPD sets out the Council’s own play space standards under the Local Plan.

8.7.2 Using the formula set out in the above SPG, the development will have a child yield of 2.06. According to the SPG, where child yield is less than 10 children, no on-site child playspace provision is required. However, most flats have access to large balconies/terraces, providing doorstep playspace for children

under 5 years old, which is the most likely age of children occupying the development.

8.8 Inclusive Design and Access

- 8.8.1 London Plan Policy 7.2 'Inclusive Environment' requires development to follow the principles of inclusive design and to meet the highest standards of accessibility and inclusion. Haringey Local Plan Policy SP11, Haringey UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" all seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties are considered.
- 8.8.2 The building is fully accessible with level access for both commercial and residential entrance and a lift serving all floors.

8.9 Design and Impact on Conservation Area

- 8.9.1 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 7.8 'Heritage Assets and Archaeology' of the London Plan requires development to conserve the significance of the heritage asset. Haringey Local Plan Policy SP12 seeks to ensure that proposals affecting Conservation Areas preserve or enhance the historic character of the Conservation Area.
- 8.9.2 The previous proposal was refused due to its appearance and harm to the Tottenham High Road Conservation Area. The scheme has been substantially redesigned in response.
- 8.9.3 The design of the building retains a contemporary approach, avoiding pastiche, but seeks to pick up the significant features of neighbouring buildings so that it may sit more harmoniously on the street scene.
- 8.9.4 The base of the building comprises the shop fronts to the retail units on the ground floor. This arrangement is typical of the town centre and the shop fronts are placed in line with those in neighbouring buildings.
- 8.9.5 The upper floors are residential and the height of the building is intended to be comparable to adjacent buildings. The highest point of the building is lower than the ridge of Windsor Parade and slightly higher than the top of 522-528 High Road. However, the top floor is set back so that the foremost edge of the building is in line with the eaves of Windsor Parade. In this way the height of the building appears in keeping with the adjacent development.
- 8.9.6 Windsor Parade and 522-528 High Road were built at different times and are of very different styles as a result. The proposed building seeks to mediate

between these two by picking up on their common features and rhythms. From the cornices and the brick banding of these neighbouring buildings, the proposed building continues this horizontality with its pre-cast concrete fascias for the shop fronts and cornices on the upper floors. In addition, the building makes a strong statement of verticality with portrait windows and brick pillars at ground floor level to pick up the strong vertical emphasis of Windsor Parade and most other buildings in the town centre.

- 8.9.7 Decorative panels are proposed to the front and north elevations. These panels will have a cloud motif as a reference to Luke Howard, known as the namer of clouds, who lived and died in Bruce Grove between 1772 to 1864. In addition to breaking up the facade and adding visual interest, the panels reflect the use of decorative panels on Windsor Parade and soften the transition between this building and the more extensive use of brick on the proposed building.
- 8.9.8 The brick is proposed to be a multi-red brick to match that used on Windsor Parade however a glazed brick is proposed on the ground floor to differentiate the ground floor from the upper floors and to be more hard wearing. The windows and shop fronts are proposed to be aluminium double glazed units and all rainwater goods are hidden behind the facade.
- 8.9.9 The current design received broad support from the Haringey Design Panel with the overall design approach, internal planning, proportions of openings, windows and decorative panels receiving praise. The panel recommended that a first floor cornice be removed and the top cornice amended to appear less heavy. These recommendations were accepted and the plans amended.
- 8.9.10 The design also received support from Haringey's Conservation and Design officers.
- 8.9.11 The majority of local resident objections and those made by Ward Councillor Lorna Reith and the Tottenham Conservation Area Advisory Committee are on grounds of poor design and harm to the Conservation Area. This general view was also held by those who attended the Development Management Forum. Many argue that the building is too large, appears too heavy or blocky, has a poor choice of materials, and is not in keeping with the character of either neighbouring building.
- 8.9.12 Officers have considered these objections but consider that the design makes adequate provisions to maintain the character of the Bruce Grove town centre and to preserve the significance of the Conservation area. The height and massing sits well within scope of the urban form, filling an area which can support a building of this size. The design of the facade does not detract from the character of Windsor Parade or 522-528 High Road but presents a strong but restrained presence on the streetscene which is considered appropriate in a historic town centre. As advised earlier, the scheme was broadly supported by the Haringey Design Panel.

8.9.13 On balance the design is considered to be acceptable and would be in compliance with the above policies.

8.10 Trees and Landscaping

8.10.1 Under Policy OS17 'Tree Protection, Tree Masses and Spines' of the Haringey UDP, the Council will seek to protect and improve the contribution of trees to local character. London Plan Policy 7.4 'Trees and Woodlands' states that existing trees of value should be retained and any loss as the result of development should be replaced.

8.10.2 There is a large mature tree in the south-eastern corner of the site and the proposed development seeks to retain this tree although no details of landscaping have been submitted. Conditions can be applied to ensure that a detailed landscaping scheme be submitted for approval and that adequate tree protection measures will be implemented during construction.

8.11 Impact on Amenity

8.11.1 Policy 7.6 of the London Plan and Policy UD3 of the Haringey UDP require development proposals to have no unacceptable harm on residential amenity in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise pollution.

8.11.2 Daylight/Sunlight

8.11.3 The impact on residential amenity caused by the previous scheme was considered to be acceptable given the location of the site. The building envelope of the proposed development is similar to that previously proposed but there is additional building mass towards the south-west corner and on front of the third floor to accommodate the additional rooms required by the larger unit sizes in the scheme. Despite this additional volume, there would be no greater impact on the daylight/sunlight for the neighbouring properties.

Privacy

8.11.4 Similarly, the previous scheme would not have caused overlooking for surrounding properties and this holds true for the current scheme. There are neighbouring facing windows to the north and west, these windows face the street and would have already been subject to mutual overlooking when the previous buildings were on site. Given the town centre context, a degree of overlooking is expected. There are no sensitive windows to the east or south which would suffer overlooking.

8.11.5 Similarly, the large roof terraces on the south side of the proposed building would not provide views to any private amenity area or sensitive facing

windows.

- 8.11.6 As for the previous proposal, the proposed development, having regard to the site's town centre context, is considered to cause no significant harm to the amenity of nearby residential properties in compliance with the above policies.

8.12 Traffic and Parking

- 8.12.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the Parking Policies in the London Plan 2011 and Haringey Local Plan Policy SP7 and more generally in Policy UD3 of the UDP 2006.
- 8.12.2 The Council's Highways and Transportation team have assessed the proposal and do not object. The site has a high Public Transport Accessibility Level (PTAL) of 5. It has access to the Tottenham High Road bus corridor and is close to Bruce Grove Rail Station. There is also a Controlled Parking Zone operating 08:30 to 18:30 on weekdays.
- 8.12.3 The proposal results in no increase in retail floor space over the demolished building but adds a further eight dwellings to the site, providing sixteen in total. There would be no increase in vehicle movements from the commercial element of the scheme and the additional residential trips are likely to be made by sustainable modes of transport. However, to ensure this, the development will be designated as car-free, prohibiting residents from obtaining parking permits.
- 8.12.4 Four service vehicle parking spaces for the retail element are provided at the rear and 19 cycle parking spaces are provided within the building. This level of provision is in compliance with the London Plan and Haringey's UDP parking standards.
- 8.12.5 The proposed development would therefore cause no harm to local highway conditions in compliance with London Plan Policies 6.3 'Assessing effects of development on transport capacity', 6.9 'Cycling' and 6.11 'Smoothing traffic flow and tackling congestion', Local Plan Policy SP7, and saved UDP Policies UD3 'General Principles' and M10 'Parking for Development'.

8.13 Energy & Sustainability

- 8.13.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 8.13.2 The development employs energy efficiency measures, air tightness, heat recovery mechanisms and photovoltaic panels to achieve 33.06% carbon emissions saving over the 2010 Building Regulations baseline. This exceeds

the target set out London Plan Policy 5.2 'Minimising carbon dioxide emissions'.

8.13.3 There will be a green/brown roof on the first floor.

8.13.4 The retail element of the scheme achieves BREEAM 'Very Good' standard in line with the above London Plan policy and Haringey Local Plan Policy SP4.

8.14 Ground Conditions and Contamination

8.14.1 London Plan Policy 5.21 'Contaminated Land' requires that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. This is continued in Haringey UDP Policy ENV11.

8.14.2 Apart from the demolished buildings which were built c1835, the site has not been previously developed. Consequently, there would be a low risk of site contamination. The site has been substantially cleared but there remains a possibility of asbestos being found, as is common with old buildings, but any found will be removed by a specialised contractor.

8.14.3 The development is in compliance with the above policies.

8.15 Air Quality

8.15.1 Policy ENV7 of the Haringey Unitary Development Plan and Policy 7.14 'Improving Air Quality' of the London Plan seek to minimise harm to air quality resulting from development.

8.15.2 The Council's Commercial Environmental Health Officer has assessed the scheme and does not object subject to conditions. The submitted air quality states that the concentrations of NO₂ will not meet air quality objective, this can be mitigated through mechanical ventilation or filtration. Accordingly, a condition will be applied to required a building ventilation strategy.

- 8.15.3 Conditions will also be applied to mitigate the impact of construction dust and to ensure the boilers used in the building meet the relevant air quality standards.

8.16 Flood Risk

- 8.16.1 The site is not in Flood Risk zones 2 or 3 and a flood risk assessment is not required under the NPPF, London Plan or Local Policy.

8.17 Archaeology

- 8.17.1 London Plan Policy 7.8 'Heritage assets and archaeology', Local Plan Policy SP12 'Conservation' and UDP Policy CSV8 'Archaeology' seek the protection and management of archaeological remain where development is proposed. The site is not in an area of archaeological importance as identified in the Local Plan.

8.18 Environmental Impact Assessment

- 8.18.1 The proposed development is not development requiring an Environmental Impact Assessment under the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 as the site area is less than 0.5 hectares.

8.19 Waste Management

- 8.19.1 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.
- 8.19.2 The proposed waste management arrangements are very similar to those proposed previously and the Council's Waste Management team have no objection.
- 8.19.3 The building has an integral refuse store for the residential element, which is accessed from Dowsett Road, and an external store for the commercial element in the rear service yard. Previously, the commercial refuse store was located near the building but now it towards the rear so that is further away from the residential properties, minimising issues of noise or smells.
- 8.19.4 The development makes sufficient provision for refuse storage in compliance with the above policies.

8.20 Planning Obligations, Community Infrastructure Levy (CIL) and other community benefits

- 8.20.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development.
- 8.20.2 As discussed in an earlier section, it has been demonstrated through a Three Dragons toolkit assessment that the scheme is unable to affordable housing or significant s106 contributions due to the size of the scheme and its location.

Transport

- 8.20.3 Haringey's Highway and Transportation team require a contribution of £3,000 to cover costs relating to travel plan monitoring and the amendment of the Traffic Management Order (TMO) to designate the development as car free.
- 8.20.4 The applicant will be required to enter into a s278 agreement to relocate the existing vehicular crossover to the centre of the site on Wilson's Avenue.

CIL

- 8.20.5 The development provides 2201 sqm of floorspace. At £35 per sqm, the total CIL contribution would be £77,035.

Other Community Benefits

- 8.20.6 Conditions will be applied requiring local employment during construction of the scheme.

9.0 SUMMARY AND CONCLUSION

- 9.1 The application proposes a 4-storey mixed use building with retail on the ground floor and residential above to replace a terrace of mixed use Georgian buildings which were damaged in the 2011 riots and later demolished.
- 9.2 The proposal is a revised version of a previous scheme which was refused on three grounds: poor design and harm to the conservation area, inappropriate dwelling mix, and substandard residential accommodation. The principle of the development, impact on amenity and local traffic conditions were all considered acceptable.
- 9.3 The previous scheme has been redesigned and the current proposal has received support from Haringey Design and Conservation officers and the Haringey Design Panel. The height and massing of the development is appropriate to the town centre and its elevations are led by the features of surrounding development. The development is considered to preserve the character of the conservation area. The dwelling mix has been revised to include larger family units and the aspect and amenity spaces have been designed to provide better living conditions.

- 9.4 Officers are satisfied that the three reasons for refusal have been overcome.
- 9.5 Due to financial viability issues, no affordable housing or substantial s106 contributions are sought however the mix of local housing and the need for redevelopment of this riot damaged site is considered to be mitigating circumstances.
- 9.6 The Council has consulted widely and responses were taken into account by officers.
- 9.7 The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions and a section 106 agreement.

10.0 RECOMMENDATION

GRANT PERMISSION

Subject to the following conditions and a s106 Agreement to secure the provision of financial contribution towards car-free housing designation.

IMPLEMENTATION

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans: LP(0)001, L(0)001 rev 04, L(0)002A, L(0)003A, L(0)004(A), L(0)005, L(0)010 rev 04, L(0)011 rev 04, L(0)020 rev 05, L(0)021 rev 021, C(0)002A and L(6)003.

Reason: To avoid doubt and in the interests of good planning.

EXTERNAL APPEARANCE

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should

include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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

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

LANDSCAPING

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours, means of enclosure, car parking layout, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting etc.), retained historic landscape features and proposals for restoration where relevant, and thereafter retained in perpetuity.

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

BOUNDARY TREATMENT

5. No development shall be commenced until precise details of the siting and design of all walls, gates, fencing, railings or other means of enclosure to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: To ensure a satisfactory appearance to the development.

LOCAL EMPLOYMENT

6. Except as otherwise agreed by the LPA, not less than 20 percent (20%) of onsite workforce (excluding managers and supervisors) employed during the construction of the proposed development comprise of 'local residents'. In the event that achieving 20% proves impracticable for reasons notified in writing to and approved by the Council then another figure agreed by the relevant parties concerned (acting reasonably) may be acceptable.

Reason: In order to provide employment opportunities for local residents in accordance with Policy SP9 'Improving skills and training to support access to jobs and community cohesion and inclusion' of the Haringey Unitary Development Plan and Policy 4.12 'Improving Opportunities for All' of the London Plan.

7. Except as otherwise agreed by the LPA not less than 10 percent (10%) of the onsite 'local' workforce (excluding managers and supervisors) employed during the construction of the proposed development comprise of trainees, but in the event that achieving 10% proves impracticable for reasons notified in writing to and approved by the Council then another figure agreed by the parties concerned acting reasonably may be acceptable. These trainees can be self employed or sourced from 'local' Small and Medium size Enterprise's.

Reason: In order to provide employment opportunities for local residents in accordance with Policy SP9 'Improving skills and training to support access to jobs and community cohesion and inclusion' of the Haringey Unitary Development Plan and Policy 4.12 'Improving Opportunities for All' of the London Plan.

LOCAL EMPLOYMENT

8. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the High Road A10 and A1010 and Dowsett Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. The plans must also include measures to safeguard and maintain the operation of the adjacent bus stand.

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

VENTILATION

9. Prior to the commencement of development:

a) A building ventilation strategy shall be carried out which shall consider natural ventilation, mechanical ventilation and mixed-mode ventilation and identify the best available ventilation mode to reduce exposure to air pollution and sent to the LA for approval. The strategy should take into account the Building Regulations 2000, Approved Document F (Ventilation) and the Domestic Ventilation Compliance Guide, as well as guidance provided by the Chartered Institution of Building Services Engineers (CIBSE), including Guide A: Environmental Design and Minimizing Pollution at Air Intakes. A balance must be struck between

ventilation to improve air quality indoors versus air tightness to improve energy efficiency performance. The ventilation must address the pollutants of concern of PM10 and nitrogen dioxide.

b) Using the information in the ventilation strategy and prior to the commencement of works on the development, details of the ventilation or other plant shall be submitted to and approved by the Local Planning Authority prior to installation. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reasons: To protect the amenity of future occupants against poor air pollution

LAND CONTAMINATION

10. 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. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company 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.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

BOILER

11. Prior to installation, details of the 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 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by UDP Policy ENV7 and The London Plan Policy 7.14.

SATELLITE AERIALS

12. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and

permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

LIFETIME HOMES

13. That all the residential units with the proposed development shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Councils Standards in relation to the provision of Lifetime Homes.

SECURED BY DESIGN

14. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the Police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

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

ENERGY EFFICIENCY

15. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) of 'Excellent' or 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the Local Planning Authority before any of the building hereby approved is first occupied.

Reason: To ensure that the proposal complies with the principles of sustainable development.

SHOPFRONTS

16. Detailed plans of the design and external appearance of the shopfronts, including details of the fascias, shall be submitted to and approved in writing by the Local Planning Authority before any shopfront is installed.

Reason: In the interest of visual amenity of the area.

INFORMATIVES

The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £77,035 (2201sqm x £35). This will be collected by Haringey after the scheme is 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.

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.

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573).

For the avoidance of doubt, 'Local' is defined as employees preferably within the Haringey confines, but where not practicable, will include North London Sub-Region. This is consistent with Construction Web's approach.

For the avoidance of doubt, the ten percent (10%) trainees is included in the 20 percent (20%) figure of 'local employees' and not the percentage of the workforce on-site as a whole.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The scheme is considered to be of a high-quality design in respect of the town centre and would preserve the character of the conservation area. It would provide good quality residential accommodation and cause no significant harm to residential amenity, local transport networks or
- c) The Planning Application has been assessed against and on balance is considered to comply with the:
 - o National Planning Policy Framework;

- o London Plan Policies 3.3 'Increasing housing supply', 3.4 'Optimising housing potential', 3.5 'Quality and design of housing developments', 3.6 'Children and young people's play and informal recreation facilities', 3.8 'Housing choice', 3.9 'Mixed and balanced communities', 3.12 'Negotiating affordable housing on individual private residential and mixed use schemes', 4.7 'Retail and town centre development', 4.8 'Supporting a successful and diverse retail sector', 4.9 'Small shops', 4.12 'Improving opportunities for all', 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and Construction', 5.7 'Renewable energy', 5.14 'Water quality and wastewater infrastructure', 5.15 'Water use and supplies', 5.21 'Contaminated land', 6.3 'Assessing effects of development on transport capacity', 6.5 'Funding Crossrail and other strategically important transport infrastructure', 6.12 'Road network capacity', 6.13 'Parking', 7.1 'Building London's neighbourhoods and communities', 7.2 'An inclusive environment', 7.3 'Designing out crime', 7.4 'Local character', 7.5 'Public realm', 7.6 'Architecture', Policy 7.8 'Heritage assets and Archaeology', 7.9 'Heritage-led regeneration'; and
- o Haringey Local Plan Policies SP0 Presumption in Favour of Sustainable Development, SP1 Managing Growth, SP2 Housing, SP4 Working Towards a Low Carbon Haringey, SP6 Waste and Recycling, SP7 Transport, SP8 Employment, SP9 Improving Skills and Training to support access to jobs and community cohesion and inclusion, SP10 Town Centre, SP11 Design, SP12 Conservation; and
- d) Saved Haringey Unitary Development Plan (UDP) 2006 Policies UD3 'General Principles', UD7 'Waste Storage', CSV8 'Archaeology', M9 'Car-Free Residential Developments', M10 'Parking for Development' and ENV11 'Contaminated Land'.

11.0 APPENDICES

APPENDIX 1 - CONSULTATION RESPONSES

| No. | Stakeholder | Question/Comment | Response |
|-----|-----------------------|---|-------------------------------------|
| | INTERNAL | | |
| | LBH Transportation | <p>The application site is situated on the junction of Tottenham High Road with the junction of Dowsett Road. The site is located in an area that has a high public transport accessibility level (PTAL 5) and abuts the busy bus corridor on Tottenham High Road, which offers 68 buses per hour (two-way) for frequent connection to Seven Sisters rail and underground stations. In addition the site is within 125metres of Bruce Grove Rail station, which provides connection to London Liverpool Street Station to the south and Cheshunt and Enfield Town to the north.</p> <p>The roads surrounding the site are subject to on-street parking restrictions, with double yellow lines on the High Road, Wilson Avenue and Dowsett Road close to the junctions with High Road. The site is also located within the Tottenham Hale controlled parking zone (CPZ), which restricts parking between the hours of 08:30 to 18:30 hours Monday to Friday.</p> <p>The development proposal is for the replacement of 623sqm of retail floor space subdivided into 3 units and the construction of 16 residential units, which involves the creation of 8 additional units. The applicant is not proposing to increase the floor area of the commercial element of the proposed development compared to that of the previous development site. As 8 of the proposed 16 units previously existed on this site any increase in the generated trips will be as a result of trips generated by the additional 8</p> | Noted. Conditions attached and s106 |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>residential units. We have undertaken a review of the trips that are likely to be generated by this development based on a similar development from the TRAVL trip generation database, (Albion Wharf, SW11). The analysis suggested that this development proposal would generate some 40 trips daily by all modes of transport including 2 trips by car. The proposed additional 8 residential units are expected to generate an additional 1 vehicular trip during the critical AM peak hour.</p> <p>The applicant is proposing to provide 4 off street car parking spaces for the retail aspect of the development proposal. In addition the applicant is proposing to provide 19 sheltered and secure cycle parking spaces for the residential aspect of the development proposal. The parking proposed is in line with the London Plan and Haringey Councils parking standard as per the saved policy within the Haringey Council UDP Policy M10.</p> <p>It is considered that the characteristics of this development proposal complies with UDP policy M9, which states that new development without the provision of car parking will be permitted in a locations where, there are alternatives and accessible means to transport available, (public transport is good), and a controlled parking zone exists or will be provided prior to occupation of the development. As the site has a high PTAL and the proposed development is located within the Tottenham Hale CPZ. We will therefore require the residential aspect of this development to be dedicated as a “car free development”.</p> | |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>The applicant is proposing to relocate the existing vehicular crossover to the centre of the sites frontage onto Wilson Road as per Drawing No L (0)001, the applicant will be required to enter into a S.278 agreement for the completion of the works prior to the occupation of the development.</p> <p>The proposed development would not result in any significant increase in generated vehicular trips or parking demand as the majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.</p> <p>On reviewing this application the highways and transportation authority would not object to this application subject to the imposition of the following S.106 obligations and planning conditions:</p> <p>S.106 obligations:</p> <p>1) A residential travel plan must be secured by the S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of public transport:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information like 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> <p>b) Establish or operate a car club scheme. The developer</p> | |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>must offer free membership to all residents of the development for at least the first 2 years, 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). This must be secured by S.106 agreement.</p> <p>2) The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. This should be including in all rental, lease or tenancy agreement.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>3) The applicant/ Developer will be required to enter into a S.278 agreement for the proposed relocation and construction of the vehicular crossover to access the development.</p> <p>Reason: In order to facilitate access to proposed car park and provide effective service of the retail aspect of the development.</p> | |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>Conditions:</p> <p>1). The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the High Road A10 and A1010 and Dowsett Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. The plans must also include measures to safeguard and maintain the operation of the adjacent bus stand.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573).</p> | |
| | Tottenham Team | <p>Having reviewed the plans submitted the Tottenham Team would like to make the following comments on the application.</p> <p>We welcome the redevelopment of this site for both commercial and residential use as it is an important site</p> | Noted. |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>along the High Road. It is one of the key objectives for the regeneration of Tottenham High Road to deliver a high quality mix of uses which enhance the historic setting and revitalise the streetscape. The Tottenham Team support this scheme as it is considered it will deliver against the objectives and aspirations of the wider Tottenham High Road regeneration. This application is an improvement on the previous application which was refused.</p> <p>We support the Design Officer, Conservation Officer and Design Panel comments relating to the proposed design.</p> | |
| | LBH Design Officer | No objection | Noted. |
| | LBH Conservation Officer | <p>As noted in several earlier comments on the proposals, I have provided extensive input on the design as it has evolved over the past few months. I have provided this input after regularly consulting Richard Truscott, Design Officer. Consequently, I will not make further comments now and will refer to Richard's views, as I concur with his ideas. Please ensure that there will be no UPVC throughout, including all fenestration and water goods (and any other fittings). UPVC is not suitable for use in conservation areas, as it is aesthetically very ugly and it is environmentally damaging as it cannot be recycled.</p> | Noted. Conditions attached. |

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| | | <p>Recommendation: No objections, subject to conditions (see below). The new building would blend in with the character of the street scene and would have a neutral impact on the appearance of the conservation area. Much of the success of the scheme will depend on high quality design detailing and materials.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. Samples of all materials to be provided, including brick panels. 2. The brick must be similar to that of the adjacent Windsor Parade, in terms of size, colour and texture. 3. The mortar should be a lime-based composition, pale in colour, with pointing that is flush and slightly concave/recessed. 4. No UPVC used throughout the site. | |
| | | | |
| | EXTERNAL | | |

| No. | Stakeholder | Question/Comment | Response |
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| | Cllr Lorna Reith | <p>Extra flats will put pressure on services such as refuse collection</p> <p>If there were fewer flats, larger amenity spaces could be provided and away from the High Road</p> <p>The building is too dark and heavy, out of keeping with the neighbouring art deco building and ornate frontage to the north. Red brick is overused and the building appears too functional.</p> <p>Reform Row should be reconsidered for a CPZ to protect residents there from parking.</p> | <p>Most flats have large amenity spaces</p> <p>The building does not try to compete with the more gestural neighbouring buildings. The red brick is broken up with windows and panels</p> <p>The existing CPZ is considered sufficient to control parking for this development</p> |
| | Tottenham CAAC | <p>In the CAAC's response to the earlier proposal for this site (HGY/2013/0033) we described its vital importance for the High Road conservation area as it lies between the architecturally important Windsor Parade and Wilson's building. Although some design modifications have been made we remain unhappy with the "blocky" style, the large areas of exposed red brick and the concrete panels and strips. The only illustrations provided are from the north and the south so there is no illustration of what the building will look like from the front where its full impact would be seen.</p> <p>We also objected to HGY/2013/0033 on grounds of overdevelopment. This proposal is even worse with the same number of housing units but more rooms. At the</p> | <p>The design has received support from LBH officers and Design Panel members. The building is modern and rectilinear in massing but is considered acceptable in a Conservation Area</p> <p>The density of the scheme is 668 hr/ha, which within the 200-700 acceptable range.</p> |

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| | | Management Development Forum we were informed that the density was "about 700 hrh" - the maximum level the council allows. This is much too high a density in the High Road setting. | |
| | Thames Water | On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application. | Noted. |
| | Metropolitan Police | <p>No objection.</p> <p>The homes and businesses would benefit from the Secured by Design standards and I urge the Developer to consider this. Communal door security is key here (the street door that leads to the flats) and I can give any advice necessary on this and other security issues as required (including shutters).</p> | Noted. |
| | RESIDENTS | | |
| | 6 objections | <p>The area has very little green space and a memorial garden in response to the riots would be appropriate</p> <p>The area suffers from a high vacancy rate and the additional shops would struggle.</p> | <p>There is a requirement to re-provide the lost floorspace and there are no open space designations on this site</p> <p>There is a requirement to re-provide the lost floorspace due to lease obligations</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>The development should not be bigger than the destroyed building. It is overdevelopment and too dense.</p> <p>The building overshadows the pavement</p> <p>Insufficient amenity space</p> <p>Residential over commercial would dissuade owner-occupiers</p> <p>The flats are too small and too many</p> <p>The balconies on the High Road would encourage antisocial behaviour/interaction with the street below.</p> <p>The balconies would be used to store items or dry clothing</p> <p>The communal areas would become nuisance areas to</p> | <p>The development is within the acceptable density range and of a height and bulk comparable to nearby buildings.</p> <p>The massing of the development follows that of other buildings in the town centre</p> <p>Most flats have large private amenity spaces. Two are slightly under but this is considered acceptable overall.</p> <p>Modern building regulations would minimise noise transmission. Residential over commercial is successful elsewhere</p> <p>The flats and density meet their respective standards</p> <p>The Met Police have no objection to the design. Balconies facing streets are successful elsewhere</p> <p>The balconies/winter gardens would not be transparent. Stored items would not be visible</p> <p>There are no communal amenity areas</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>neighbours</p> <p>Bins would be left on the pavement</p> <p>The low wall at the rear would become a place for street drinkers</p> <p>Traders should not be able to put wares onto the pavement</p> <p><i>Appearance</i></p> <p>The building is too high</p> <p>It would overshadow Factory Lane and make it feel unsafe.</p> <p>The building has too much red brick. There should be rendered panels to break it up</p> <p>A good quality brick should be used all over rather than using two types</p> <p>Poor quality materials</p> | <p>A fully enclosed refuse area is provided</p> <p>The rear would be enclosed by a high wall/fence. Details to be approved by condition.</p> <p>The shops will not have a pavement area to place goods on as it is on the back edge of the pavement.</p> <p>The top floor of the building is set back. The top of the second floor is in line with the eaves of Windsor Parade</p> <p>Factory Lane would receive passive surveillance.</p> <p>The red brick is broken up by windows and the concrete panel</p> <p>The brick on the ground floor is glazed to achieve a contrast but also to be hardwearing</p> <p>The materials will be agreed by condition</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>The pavement should be widened rather than have the shops at the back edge of the pavement. The street is congested at this point.</p> <p>Out of keeping with the curves of 522-528 High Road and ornate facade of Windsor Parade.</p> <p>The building appears too heavy and angular/blocky/clunky.</p> <p>The residential accommodation should be set back from the front like the previous buildings to minimise overshadowing and prevent conflict between the residential and commercial</p> <p>The flats should not overhang the pavement</p> <p>The development does not enhance the Conservation area</p> <p><i>Transport</i></p> <p>Local parking controls are limited. There would be further parking pressure due to additional flats</p> | <p>The pavement will remain 4.4m wide as was the case previously. Transportation have not identified an issue in this location</p> <p>The design is intended to not compete with the more gestural buildings on either side</p> <p>The building is a modern design with a bulk to match adjoining building and is considered appropriate</p> <p>The site is considered to be suitable for more intense development due to its location. There is a need to provide more housing</p> <p>There are no overhanging elements</p> <p>The development is considered to preserve the significance of the Conservation area</p> <p>The majority of the surrounding area is covered by the Tottenham Hale CPZ and residents will not be permitted to have parking permits. LBH Transportation do not object.</p> |

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| | <p>Development Management Forum 4th June 2013</p> | <p>A forum was held 4th June 2013 and was attended by 13 local residents, including ward councillors.</p> <p>The full minutes are available in appendix 2:</p> <p><i>Design</i></p> <ul style="list-style-type: none"> • Although a better scheme, it still has a heavy appearance on the street scene • The design is too rectilinear, rounded corner were suggested • The tone of brick appears to be too dark • Stone should be used instead of pre-cast concrete for the panels • The cloud motif is not apparent on the cgi and the idea is a bit contrived • The building compares poorly with the more ornate Windsor parade • A flat roof is in appropriate • The building should not be higher than the adjacent | |

| No. | Stakeholder | Question/Comment | Response |
|-----|-------------|--|----------|
| | | <p>buildings</p> <ul style="list-style-type: none"> • It was not clear how the 'winter gardens' would work (we did not have a floor plan to hand) • A cgi should be provided of the front elevation <p><i>Other issues</i></p> <ul style="list-style-type: none"> • The density is too high, there should be less development • 'Car-free' is not practical in this location • With a revised dwelling mix, it was asked how the extra rooms were fitted into the scheme (where did the extra bulk go?) | |

Appendix 2 - Development Management Forum



PLANNING & REGENERATION

DEVELOPMENT MANAGEMENT TEAM

MINUTES

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|--------------|---|--|
| Meeting | : | Development Management Forum - 530-536 High Road, N17 |
| Date | : | 4 th June 2013 |
| Place | : | 639 High Road, N17 |
| Present | : | Ransford Stewart (Chair) , Cllr Peacock, Cllr Reith, Cllr Rice, Cllr Brabazon, approx 13 attendees including local councillors, Jeff Holt (Planning Case Officer) |
| Minutes by | : | Tay Makoon |
| Distribution | : | |

Ans: Previously it was 700 before. I do not have the exact figure.

Statement: I have real problems with not having the original building be put in its original footprint; it wasn't mixed as this new scheme is. I think there are dis-advantages of mixed schemes – On the High Road if you take the footprint and build, 1,2,3 storeys buildings, you cause a narrow effect to the High Road and it gives a very pinched feel in this location and does not fit in the high road corridor.

Q4: Issues with design, it doesn't fit in with the surrounding buildings

Q5: Cllr Brabazon: Is the roof flat? Would it not be better to have a sloping roof? Flat roofs are a nightmare to maintain, it causes flooding etc.

Ans: They are providing a flat roof on their own design and the design and materials make it easy for maintenance.

Statement: I think it is fair to say we are very annoyed that the applicants are not here to answer all our concerns.

Q6: Cllr Rice: The previous example had gardens in the internal courtyard.

Ans: The present scheme has balconies.

Q7: Cllr Reith: It is not usable amenities space, where you can go out and enjoy; you are facing a main high road full of traffic and car pollution. They tick the boxes in terms on the application form all amenity space but in really they are not usable. The ones over the car park are useable because it is quiet and not so polluted.

Q8: Are you telling that all the flats have balconies? How many flats have access to the garden area?

Ans: Yes, every flat has a balcony. The larger roof terraces are also private four

out of 16 flats have larger roof terraces.

Q9: What safety measures have they put in place?

Ans: All safety measures meet all the guide lines.

Q10: Not happy with the geometric designs of the balconies, the brick is too dark, out of step and out of keeping with the corporate feel of the high road.

Statement: Local traders stand alone shops would be welcomed. Currently, residential above causes local traders a lot of problems with noise, flooding etc.

Statement: It is better to have something there rather than the hoardings up, at the moment it is an eyesore, empty space. We want a permanent building but not just any building, one that respects what is already there.

End of Meeting

Ransford Stewart reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

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