

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/1039

Ward: Seven Sisters

Date received: 18/06/2009

Last amended date: 03/08/2009

Drawing number of plans: 0891(PL)01, 02 rev C, 100A, 101A, 102A, 103, 200, 201A, 202, 203, 204A; A05 09; A05 09 FPS; A05 09 E (S1); A05 09 E (S2); SJA TPP 01

Address: Former Day Nursery Site, Plevna Crescent N15

Proposal: Erection of two x 4 bed houses, two x 5 bed houses and twelve x 2 bed flats with associated car parking, amenity space and new footpath

Existing Use: Vacant

Proposed Use: Residential

Applicant: Family Mosaic

Ownership: London Borough of Haringey

PLANNING DESIGNATIONS

Road Network: Borough Road

Officer Contact: Elizabeth Ennin-Gyasi

SUMMARY

The scheme propose 16 residential units comprising of 12 x 2 bed, 2 x 4 bed and 2 x 5 bed. It has been submitted on behalf of Family Mosaic Housing Association. It provides private garden space for the larger units and communal space for the flats.

The height, scale, massing and overall design is considered acceptable.

RECOMMENDATION

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

SITE AND SURROUNDINGS

The site is vacant and has been so for a number of years. It was formerly the 'Plevna Day Nursery'.

It is located fronting St Ann's Road; Plevna Crescent housing estate is at the rear.

It lies directly opposite the newly built 'Triangle Community Centre' which replaced many of the facilities that the former day nursery provided.

The site is bounded by a small open space area on the west side. The surrounding area is predominantly residential, characterised by Victorian terraced houses, modern built terraced houses and blocks of flats.

It is well located for public transport with several bus links on Seven Sisters Road and the High Road, as well as the tube and British Railway within close proximity.

PLANNING HISTORY

HGY2007/1951 - Planning permission refused for the Demolition of existing buildings and erection of four storey residential development to create 21 units in total: Comprising 5 x 4 bed houses fronting St Ann's Road, two separate blocks/wings to the east and west side of the site creating 6 x 3 bed flats, 6 x 2 bed flats, 4 x 1 flats with associated screen, enclosed cycle racks and refuse/recycling area – refused 4/12/2007

DETAILS OF PROPOSAL

The scheme proposes to erect two x 4 bed houses, two x 5 bed houses and twelve x 2 bed flats with associated 6 car parking spaces (including two for disabled persons), private garden space and communal amenity space and new footpath. Also communal cycle storage area and refuse storage area located close to the vehicle entrance on Plevna Crescent.

CONSULTATION

Ward Councillors
Transportation
Cleansing
Building Control
Design Team
Strategic & Community Housing
London Fire Brigade
Tree Officer
Crime Prevention Officer
Strategic & Community Housing

Residents:

38a, b, d St Ann's Road
1 - 203 Plevna Crescent
2 - 108 Plevna Crescent
1 - 149 Plevna Crescent
'Community Church of God' - Plevna Crescent
Flats 1 - 32 Latimer Road
Flats 1 - 128 Twyford House, Chisley Road
49 - 93 St Ann's Road
8 - 48 Eastbourne Road
2, 2a - 36 Howard Road
The Triangle, St Ann's Road

Development Control Forum

A Development Control Forum was held on 3rd august 2009 at The Triangle Centre, St Ann's Road.

Minutes of the meeting are attached as Appendix1.

RESPONSES

Residents:

No.99 Plevna Crescent – objects on grounds: excessive height, proposed number of units and appearance and car parking.

1 petition letter with 20 signatures – objection on grounds: four storey building, overcrowding, congestion, possible rise of crime.

One objection letter received on grounds including: height being out of keeping with adjacent buildings /four storey building, number of units/over density/ overcrowding, appearance, car parking/congestion, possible rise of crime.

Response to objections received from local residents

- The proposed development is three storeys, part single storey and not four storeys. It is considered that the proposed buildings would not be out of keeping in locality as many of the existing properties are three storeys or higher including Town Houses and block of flats in Plevna Crescent.
- The proposed density at 350 habitable rooms per hectare is within the range of 200- 450 habitable rooms per hectare specified by 'The London Plan' for a site such as this one located in urban area with PTAL rating of 3. The proposed number of units on the site is considered appropriate and has been design to minimise significant harm to neighbouring properties. Therefore it is not considered that the proposed development would create overcrowding in the area.

- The proposed external material would be brickwork which would conform to the appearance of existing buildings.
- The car parking provision is considered acceptable for the site and locality because of the availability of public transport. Further, the site has not been identified within the UDP as that renowned to have car parking pressure. In addition, the Council's Transportation Team considers that the level of predicted traffic for scheme: 'is significantly lower than that which would have been generated by the existing day nursery use.' They also consider that vehicle movements emanating from the proposed development would not have any significant adverse traffic impact on the adjacent roads. Therefore it is not likely that the proposed scheme would lead to congestion in the area. It is also considered that on street car parking within the estate is matter for the Estate's management.
- The proposed development would be required to comply with 'Secured by Design' and 'Designing out Crime' principles and is not considered that it would lead to crime.

Other Respondents:

London Fire Brigade: – They are satisfied with proposals.

Strategic & Community Housing: -

'1. Affordable Housing Provision

This development overall will yield 50% of its units as Affordable housing which is in keeping with the borough wide target policy to achieve 50% habitable rooms and the adopted London Plan Strategic target of 50%.

With regard to the intermediate housing to be provided, the Strategic and Community Housing's preference is for shared ownership units or Rent to homebuy as this provides an opportunity for affordable home ownership.

2. Dwelling Mix

The proposed development relative to its size offers a good supply of much needed 4 and 5 bed roomed family units. At present the Borough has an overriding shortage of 4 beds and over.

3. Wheelchair Provision

In-keeping with the SPD (10%) requirement the development yields 2 designated wheel chair units

In Conclusion:

The Strategic and Community Housing service supports this scheme it will provide the much needed large family units and wheel chair units.'

(Strategic & Community Housing Officers points noted)

Design Team: -

'We have had a look at this application and have only one objection: Flat 1, the ground floor flat on Plevna Crescent, should have an entrance from the street. This could be easily accomplished by flipping the flat plan, or the design could be amended to add an entrance. Currently the only entrance is off the private gated courtyard, leaving inactive frontage and potentially uncared for front gardens along Plevna Crescent.

Otherwise the proposal appears entirely acceptable and has the potential to be an interesting addition to the architecture of the borough.'

(The proposal has since been amended with entrance from the street on Plevna Crescent)

Transportation: –

'This site is located within a walking distance of Seven Sisters Road, High Road and on St. Ann's Road bus routes which provide some 28, 100 and 12 buses respectively (two-way) for frequent bus connection to Seven Sisters and Turnpike Lane tube stations. There are also South Tottenham and Stamford Hill surface rail stations within walking distances to the north and south of the development respectively. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site. In addition, our interrogation with TRAVL database suggests that based on comparable London sites (Bed Zed residential - SW6, Clarence Close - EN4, Riverside West - SW18, Stanley Close-SE9 and Winchester Mews - NW3), this development proposal (some 1710sqm GFA) would only generate 3 combined in and out vehicle movements during the morning or evening peak hours. We would highlight that apart from being negligible; this level of predicted traffic is significantly lower than that which would have been generated by the existing day nursery use. We have therefore accepted the applicant's consultant's (Ardent's) forecast, which is in line with ours and concluded that the supplementary vehicle movements emanating from this development proposal would not have any significant adverse traffic impact on the adjacent roads.

In addition, notwithstanding that this site has not been identified within the UDP as that renowned to have car parking pressure, the applicant has proposed 4 car parking spaces including 2 for the disabled, 12 secure cycle racks for the flats as well as integral cycle storage for the houses, as detailed on the site layout plan No.0891(PL)02B. We have also concurred with Ardent's parking survey which demonstrates that the immediate roads surrounding this site indeed have considerable spare capacity to accommodate any additional parking demand ensuing from this development. The applicant has also proposed an automatic gated access off Plevna Crescent, with the refuse bins located next to this road and separate pedestrian access running parallel to the vehicle access, for easy collection of refuse by the waste management services. However, we are concerned that the gate is sited close to the adjacent footway. Hence we will ask that it is set back to at least 6metres from the back of the footway into the site in order to create a waiting area for vehicles accessing this development to stay clear of

the adjoining footway, should the operation mechanism of this gate fails.

We also observed that the footway abutting the site on St Ann's Road and extending beyond its western periphery, is substandard and has uneven surface, with obvious cracks observed along this stretch. Furthermore, pedestrians in this area would benefit from the construction of an entry treatment at the junction of Plevna Crescent with St Ann's Road to slow vehicles down. We will therefore ask the applicant to enter into S.278 agreement under the Highways Act 1980 for the implementation of these highway safety measures.

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

1. enters into S.278 agreement under the Highways Act 1980 for the implementation of works associated with upgrading the footway abutting the site and stretching beyond its western end on St Ann's Road and, an entry treatment at this road's junction with Plevna Crescent.

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

2. submits a scheme for the setting back of the gate to at least 6metres into the site.

Reason: To prevent any obstruction to the pedestrian movements along the adjoining footway by vehicles accessing this development.

Informatives

1. The necessary works to alter the existing vehicle crossover, will be carried out by the Council at the applicant's expense, once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

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

(Transportation Officers points noted and conditions attached)

RELEVANT PLANNING POLICY

PPS1 Delivering Sustainable Development

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

PPS3 Housing

PPS3 2006 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is

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

London Plan

The current London Plan issued in February 2008 by the Greater London Authority, forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital.

The London Plan sets housing targets for individual boroughs for the period up to 2016/2017. The target for Haringey is 6,800 additional 'homes' (680 per year).

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. For a site such as this one with PTAL rating of 2 to 3, within urban setting; the density range suggested is 200 – 450 habitable rooms per hectare.

The London Plan encourages residential developments to have lower car parking provision in areas with high PTAL scores and /or close to town centres. Also an element of car-free housing should be included where accessibility and type of housing allows.

With regards to affordable housing provision; the strategic target is 50 per cent, within which the London wide objective is 70 per cent for social housing and 30 per cent for intermediate housing provision.

G3 Housing Supply

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

- M9 Car-Free Residential Developments
- M10 Parking for Development
- HSG1 New Housing Developments
- HSG 4 Affordable Housing
- HSG 7 Housing for Special Needs
- HSG10 Dwelling Mix

OS10 Other Open Space

SPG1a Design Guidance

Housing Supplementary Planning Documents (adopted October 2008)

SPG8a Waste and Recycling

SPG10a The Negotiation, Management and Monitoring of Planning

Obligations

SPG10b Affordable Housing

SPG10c Education needs generated by new housing

ANALYSIS/ASSESSMENT OF THE APPLICATION

The application is seeking permission to erect two x 4 bed houses, two x 5 bed houses and twelve x 2 bed flats with associated 6 car parking space (including two for disabled persons), private garden space and communal amenity space and new footpath. Also communal cycle storage area and refuse storage area located to the vehicle entrance on Plevna Crescent. The original proposal has been revised by locating the entrance door on Flat 1 to the street on Plevna Crescent to create an active frontage. The main issues relating to the proposal are:

- Principle of residential use
- Size, bulk and design,
- Density
- Dwelling mix and room sizes
- Loss of light and loss of privacy
- Amenity provision
- Waste disposal
- Sustainability
- Parking
- Section 106 Agreement

Principle of residential use

The site is located in a predominantly residential area and is a previously developed land, consequently its re-use for residential would be in line with PPS3. It states that the Government is committed to maximising the re-use of previously developed land -brownfield land in order to promote regeneration. Also the London Plan sets housing targets for Local Authorities for the period up to 2016/17. The target for Haringey is 6,800 additional 'homes' (680 per year). These targets are generally reflected in Unitary Development Plan policy G3 'Housing Supply'. In principle the redevelopment of this site for residential purposes will contribute toward the Council meeting its housing targets, in line with policies G3 'Housing Supply' and HSG1 'New Housing Developments'.

The strategic target for affordable housing provision as set out in the London Plan is 50 per cent, within which the London wide objective is 70 per cent for social housing and 30 per cent for intermediate housing provision. This is

reflected in the Council's Unitary Development Plan policy HSG4 'Affordable Housing' and HSPD which requires 10 or more units to provide 50% affordable housing and a borough wide tenure of 70% social rented and 30% intermediate housing.

The proposed scheme would create 16 residential units and the applicant has agreed to enter into Section 106 Agreement to secured 50% for affordable housing. Also within the overall 50% to achieve 50% intermediate housing and 50% social rented. This would achieve 20% more intermediate housing, which is considered to be suited to the site and locality. Accordingly the proposed development would meet guidelines as set out in the London Plan and Unitary Development Plan policy HSG4 'Affordable Housing'.

Size, bulk and design

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

The proposed development which is generally three – storey comprise of two x 4 bed houses, two x 5 bed houses and twelve x 2 bed flats. The units have been arranged in a U –shape with the flatted accommodation fronting St Ann's Road and Plevna Crescent and the four houses on the western side of the site fronting the open space area. The original proposal has been revised by locating the entrance door on Flat 1 to the street on Plevna Crescent to create an active frontage.

The scale and massing of the scheme has been designed to be in keeping with the existing buildings in the immediate surrounding area which are predominately three -storey high. Also House 1 has been design to steps down to 1 storey towards the boundary with 149 Plevna Crescent to minimise overshadowing and overlooking of that property and its garden. Similarly House 4 steps down to 1 storey where it turns at the corner and joins the proposed flats on St Ann's Road to allow sunlight in the rear gardens of the new houses. The massing of the flats is broken down by having a lower, flat roof over the communal stairs to break the buildings into four separate elements. The scheme has been design with pitched roof which would link with existing surrounding buildings. The roof is pitched north-south to allow for the installation solar panels on the south facing roofs in order to maximise solar energy and at 27 degrees to minimise the building height and overshadowing.

The external materials would be brickwork with aluminium/ timber composite widows and zinc-coated aluminium finish for the roof. The roof has been designed to have parapet walls with hidden gutters, rather than overhanging eaves to create a modern appearance for the development. The capping to the parapet walls will also be in zinc-coated aluminium to match. However,

the scheme would be subject to a condition for details of external materials to ensure the appearance of the development is appropriate to the locality.

The applicant has commissioned a tree survey and arboricultural report, which indicates that the design of the development would minimise the effect on the trees on the existing open space. Also whilst the scheme proposed the removal of trees on the site, there would be new tree planting and some trees will be retained with enforced protective fencing for the root areas.

The proposed development has been designed to accord to the Council's policies for wheelchair accessible housing, 'Lifetime Homes' and 'Building for Life' standards. The applicant has undertaken their own informal assessment on the 'Building for Life' criteria and scored 15.5 points out of 20 points.

Therefore the proposed scheme is considered to be sensitively designed to fit in well within the existing street & townscape and as such minimise any adverse effect on the surrounding area consistent with policies UD3 'General Principles', UD4 'Quality Design' and SPG1a.

Density

The current Council's policy on density has been superseded by regional advice from 'The Greater London Authority' as set out in 'The London Plan' dated February 2008. In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. For a site such as this one with PTAL rating of 2 to 3, within urban setting; the density range suggested is 200 – 450 habitable rooms per hectare.

The proposed scheme would provide two x 4 bed houses, two x 5 bed houses and twelve x 2 bed flats. This would have 60 habitable rooms and create a density of 350 habitable rooms per hectare. The proposed density therefore accords with current requirement as specified by the 'The London Plan'.

Dwelling mix and room sizes

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and Housing Supplementary Planning Documents (adopted October 2008) set out the Council's standards. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers are protected. In particular HSPD encourages affordable housing of three and four bedroom properties to meet the Borough's need for large units. This is based on 'The Housing Needs Survey' undertaken in 2007 which identifies a shortfall for all sizes of accommodation but particularly affordable housing for three and four bed properties.

The recommended percentage dwelling mix for new residential development as stated in HSPD for affordable housing, allows 19% for 1 bed, 26% for 2 bed, 27% for 3 bed and 28% for 4+ bed units. This scheme would provide

75% for 2 bed and 25% for 4+ beds. Although not entirely as recommended in guidelines set out in HSPD, it is considered that the proposed dwelling mix is suited to the particular site and nature of the scheme, which is relatively small-scale. Furthermore the scheme would provide four large units in the form of two x 4 bed houses and two x 5 bed houses, which would meet the need in the Borough for larger units.

It is therefore considered that the proposed dwelling mix would be appropriate to the scheme and site.

The two-bedroom units internal floor area would range from 68m² to 86m² and generally conforms to the Councils standard as set out HSPD. The four-bedroom & five-bedroom units would allow well over 100m², which would exceed the Councils standard as set out HSPD.

The unit sizes are considered to provide a satisfactory standard of accommodation.

All the units/rooms are considered to have adequate light and ventilation. As such the proposed units are considered to comply with policy HSG10 and HSPD (adopted October 2008).

Loss of light and loss of privacy

Policy UD3 'General Principles' and Housing Supplementary Planning Documents (adopted October 2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.

It is considered that the proposed development has been designed to minimise loss of light and privacy to adjacent properties and also within the new scheme. This includes stepping down to 1 storey of House 1 towards the boundary with 149 Plevna Crescent to minimise overshadowing and overlooking of that property and its garden. Similarly House 4 steps down to 1 storey where it turns at the corner and joins the proposed flats on St Ann's Road to allow sunlight in the rear gardens of the new houses. The design of the scheme means none of the existing properties nearby would be significantly overlooked. Additionally the proposal has been design to avoid habitable rooms directly facing to reduce overlooking and loss privacy within the development.

In addition the applicant has undertaken a 'Daylight and Sunlight Study' in relation to nearby properties and the existing open space and concluded that there will be a 1% reduction in sunlight availability. This is better than the 'Building Research Establishment' (BRE) minimum requirement which permits a loss of up to 20%. Therefore the proposed development will have a low impact on the light currently received by neighbouring properties and would passed the BRE overshadowing to gardens and open space test. The study's findings also concluded that the proposal has been designed to satisfy all the requirements set out in BRE Digest 2009' Site Layout Planning for Daylight and Sunlight Study'.

Amenity provision

Amenity space has been designed into scheme in the form of private gardens for the housing and communal rear garden space for the flats. Also Flat1 which is designed for a disabled person would have private patio space accessible to a wheelchair user. It considered that the combined amenity provision is sufficient and acceptable, given the availability of public open space in the local area. Therefore on balance the proposed amenity space provision is considered to meet guidelines set out in HSPD (adopted October 2008).

Waste disposal

The scheme has been design with a refuse management system that allows for the external waste collection and the internal storage of recyclable waste products. However, to ensure that the Council's standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

Sustainability

The re-use of brownfield land is regarded as an important sustainable feature of the development which complies with the thrust of both national and London wide guidance. In addition, the scheme provides secure bicycles storage for all of the units.

Sustainable features include:

- Renewable energy in the form of solar hot water panels to provide 50% of the domestic hot water demand (together with passive design measures, to reduce CO₂ emissions by 32%.
- Composting facilities for each house
- Home office within each unit
- Rain water butts for each house and 2 for the communal garden
- Low u-values for walls, roofs and floors

Car parking

National planning policy seeks very clearly to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS3 'Housing' and PPS13 'Transport' make clear recommendations to this effect. This advice is also reflected in the London Plan and the local policies M9: 'Car-Free Residential Developments' & M10: 'Parking for Development' sets out the Councils requirements for parking for this type of use.

Residents on the Plevna Housing estate raised concerns regarding the increase in on street parking. The roads on the estate are under the control of

the Council's Housing Service and as such it is considered that on street car parking within the estate is matter for the Estate's management.

The proposal incorporates 6 parking spaces including two for people with disabilities. The site benefits from several bus links on Seven Sisters Road and the High Road as well as the Tube and British Railway line within close proximity. In addition: The site has not been identified within the UDP as that renowned to have car parking pressure. Also the scheme provides bicycle storage space for all the units to give a sustainable option for travelling to and from the site. Vehicle access will remain as existing from Plevna Crescent.

Further, the Council's Transportation Group considers that the level of predicted traffic for scheme 'is significantly lower than that which would have been generated by the existing day nursery use. We have therefore accepted the applicant's consultant's (Ardent's) forecast, which is in line with ours and concluded that the supplementary vehicle movements emanating from this development proposal would not have any significant adverse traffic impact on the adjacent roads'.

Section 106 Agreements

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

The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980 to include provision to achieve improvements to the local environment and facilities in the Borough. The main features of the S106 Agreement and Section 278 are:

- The provision of affordable housing at 50% of the total units = 8 units to achieve 4 x 2bed flats for intermediate housing and 2 x 4bed + 2x 5bed for social rented.
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £95, 307.00
- A contribution of £20,000 toward highway works, cycle routes within the vicinity of the development,
- An agreement under section 278 of the Highway Act 1980 for implementation of works associated with upgrading the footway abutting the site and stretching beyond its western end on St Ann's Road and, an entry treatment at this road's junction with Plevna Crescent.
- An administration/recovery cost of £3,000

SUMMARY AND CONCLUSION

The scale and position of the proposed buildings is such that, any loss of amenity to the neighbouring occupiers would be minimised. The proposed height of the buildings at three storey would conform to the predominate height of existing buildings in the locality and the overall design would not comprise the local area in general. The proposed density conforms to current guidelines set out in The London Plan and the proposed housing provision would contribute the Council's housing target.

The provision of car parking is considered acceptable given the site's closeness to public transport links and the assessment by the Council's Transportation Team that the level of predicted traffic from the scheme would be 'significantly lower than that which would have been generated by the existing day nursery use.' They also consider that vehicle movements emanating from the proposed development would not have any significant adverse traffic impact on the adjacent roads.

The proposal is acceptable in that it is considered consistent with Unitary Development Plan policies especially: UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', M10 'Parking for Development', HSG1 'New Housing Developments', HSG10, HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', M9 'Car-Free Residential Developments' and SPG1a 'Design Guidance', SPG10c 'Education needs generated by new housing' and 'Housing Supplementary Planning Document ' (adopted October 2008).

RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY2009/1039 ("the Planning Application"), subject to a pre-condition that [the applicant and] [the owner(s)] of the application site shall first have entered into an agreement or agreements with the Council [under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974] [and] [under Section [278] of the Highways Act 1980] in order to secure:

- Affordable housing at 50% of the total of the total units = 8 units to achieve 4 x 2bed flats for intermediate housing and 2 x 4bed + 2x 5bed for social rented.
- Education contribution of £ 95, 307
- A contribution of £20,000 toward highway works, cycle routes within the vicinity of the development
- Footway improvement under Section 278 Agreement
- Recovery/administration costs of £3,000

RECOMMENDATION 2

That, in the absence of the agreement(s) referred to in resolution (1) above being completed by 16 September 2009, planning application reference number HGY/2009/1039 be refused for the following reasons:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education provision the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and SPG10c 'Education needs generated by new housing'

RECOMMENDATION 3

In the event that the Planning Application is refused for the reasons set out in resolution (2) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

That following completion of Agreement referred in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2009/1039 and applicant's drawing No.(s): Applicant's drawing 0891(PL)01, 02 rev C, 100A, 101A, 102A, 103, 200, 201A, 202, 203, 204A; A05 09; A05 09 FPS; A05 09 E (S1); A05 09 E (S2); SJA TPP 01
Subject to the following condition(s)

GENERAL

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

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

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

MATERIALS AND LANDSCAPING:

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

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

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

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

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

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

OTHERS:

6. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays. Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

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

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

8. The 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'.

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

Reason: To avoid overdevelopment of the site.

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

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

11. A scheme for the setting back of the gate to at least 6metres into the site shall be submitted to, approved in writing by, and implemented in accordance with the requirements of the Local Planning Authority.

Reason: To prevent any obstruction to the pedestrian movements along the adjoining footway by vehicles accessing the development.

12. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1). The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2). (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical

energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

2). (b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site: Resulting carbon savings to be calculated.

2). (c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 20% subject to feasibility studies carried out to the approval of LB Haringey.

3). All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2) consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

13. The proposed development must achieve level 4 Code for Sustainable Homes.

Reason: To ensure that development is in line with National Policy and Local Policy Guidance.

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

INFORMATIVE: The necessary works to alter the existing vehicle crossover will be carried out by the Council at the applicants expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

REASONS FOR APPROVAL

The scale and position of the proposed buildings is such that, any loss of amenity to the neighbouring occupiers would be minimised. The proposed height of the buildings at three storey would conform to the predominate height of existing buildings in the locality and the overall design would not comprise the local area in general. The proposed density conforms to current guidelines set out in The London Plan and the proposed housing provision would contribute the Council's housing target. The provision of car parking is considered acceptable given the site's closeness to public transport links and the assessment by the Council's Transportation Team that the level of predicted traffic from the scheme would be 'significantly lower than that which would have been generated by the existing day nursery use.' They also consider that vehicle movements emanating from the proposed development would not have any significant adverse traffic impact on the adjacent roads. Therefore it is considered that the proposal is acceptable and consistent with the following Unitary Development Plan Policies: UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', M10 'Parking for Development', HSG1 'New Housing Developments', HSG10 'Dwelling Mix', HSG4 'Affordable Housing', HSG7 'Housing for Special Needs', M9 'Car-Free Residential Developments' and SPG1a 'Design Guidance', SPG10c 'Education Needs Generated by New Housing' and 'Housing Supplementary Planning Document ' (adopted October 2008).