

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2008/1412

**Ward:** Crouch End

**Date received:** 01/07/2008

**Last amended date:**

**Drawing number of plans** 0814-98-001, 101; 0814-00-101 - 115 incl., 120, 201

**Address:** 159 Tottenham Lane N8 9BT

**Proposal:** Erection of 4 storey building over 2 basement levels comprising gym / storage at sub-basement, car parking in basement, retail unit or D1 (class XV) at ground floor level, offices at first floor level, 3 x two bed and 6 x three bed flats from first to third floor mezzanine.

**Existing Use:** Vacant

**Proposed Use:** Mixed use/Residential

**Applicant:** Crouch Properties Ltd

**Ownership:** Private

**PLANNING DESIGNATIONS**

Road Network: C Road

**Officer Contact:** Oliver Christian

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and a Section 106 agreement.

**SITE AND SURROUNDINGS**

The site is a former petrol station (now cleared) situated on the south eastern side of Tottenham Lane opposite Elmfield Avenue, between the secondary frontage of Crouch End Town Centre and the Tottenham Lane (west) local shopping centre.

The site is bounded to the south west by the former Salvation Army "Citadel", now Bar Rocca, to the north east by 2 commercial properties fronting Tottenham Lane, and further to the back of the site, by rear gardens of 2 houses in Ferme Park Road, and to the south east by the rear gardens of houses in Fairfield Road.

The boundary of the Crouch End Conservation Area runs along the back of the site, but the application site is not in the Conservation Area. There are existing vehicle access points on each side of the site.

The vacant site currently offers views of the back gardens of properties in Fairfield road. The site is prominently located and can be viewed from Tottenham Lane and from Elmfield Road directly opposite the site. Currently the boundaries with residential properties are well screened by a large brick wall on the boundary with Fairfield Road, which is supplemented by trees in the rear gardens. The rear gardens of properties in Ferme Park road are also well screened by trees in their own gardens.

155 Tottenham Lane extends to the rear into a 2-storey building that abuts the application site. This building sits on the boundary and has windows in the flank wall overlooking the site at both ground and first floors. There are also windows in the rear elevation and a sky light to the building. There are also fire escape doors in this wall from both this building and from the ground floor at 157 Tottenham Lane, exiting directly on to the application site.

157 Tottenham Lane has a 3 storey main frontage building approximately 8.5m deep with a café on ground floor and offices, with windows at the rear, over. The ground floor café has a rear extension a further 9m deep that joins the 2-storey building attached to no. 155.

## **PLANNING HISTORY**

**HGY/2004/1782** REF 05-10-04 159 Tottenham Lane London

Erection of part 3/4 storey building with gym / leisure facilities at basement and ground floor level and residential accommodation comprising 9 x 3 bed and 1 x 4 bed dwellings at 1st, 2nd and 3rd floor levels. Car parking for 17 cars at rear.

**HGY/2005/2278** GTD 27-02-06 159 Tottenham Lane London

Amendments to planning application HGY/ 2005/1129 granted on 03. 08.05 for erection of part 3/part 4 storey building with gym/leisure facilities at basement and ground floor level and 6 x two bed and 1 x three bed maisonettes and 1 x two bed and 1 x three bed flats at 1st, 2nd and 3rd floor levels, with 22 car park spaces at rear.

**HGY/2005/1129** GTD 14-09-05 159 Tottenham Lane London

Erection of part 3/ part 4 storey building with gym / leisure facilities at basement and ground floor level and 7 x 2 bed maisonettes and 1 x 2 bed and 1 x 3 bed flats at 1st, 2nd and 3rd floor level, with 22 car park spaces at rear.

**HGY/2007/0751** Refused 26/06/2007 159 Tottenham Lane London

Erection of 5 storey building over 2 basement levels comprising gym and storage at sub-basement, car parking in basement, retail unit at ground floor

level, offices and 2 x one bed and 1 x two bed flats at 1st floor level, and 5 x one bed, 7 x two bed, 2 x three bed and 5 x studio flats at 2nd, 3rd and 4th floor levels.

An informal Hearing took place on the 11<sup>th</sup> March 2008 – the Inspector dismissed the proposal.

## **DETAILS OF PROPOSAL**

The current proposal seeks the erection of 4 storey building over 2 basement levels comprising gym and storage at sub-basement, car parking in basement, retail unit at ground floor level, 2 x 3 bed flats, and 6 x two bed flats on the upper floors and offices at first floor.

The scheme includes two basement level floors with a four-storey building above. The building would provide a mixed-use development with a gym for residents use only in the sub basement, commercial use on ground and part first floor with residential on the upper floors.

There are 27 parking spaces in the basement for office and residential parking, accessed from Tottenham Lane.

Ground floor parking for servicing and retail use is proposed at the rear of the site also accessed from Tottenham Lane.

The site has a length of 51.6metres (m) from the back of the pavement to the boundary with rear gardens of Fairfield Road. The width of the site at the front is 28.3m and 29.3m at the rear of the site.

There would be a substantial basement area on two floors.

The ground floor area would comprise a retail unit serviced from the rear.

The floors above would comprise the 9 residential units connected by stairs and a lift. The first floor would accommodate offices - upper floors would residential units in a mix of two and three bed flats. The flats have external amenity space in the form of balconies and amenity terraces.

Overall the ground floor would have a modern, largely glass façade to the street. The floors above would comprise a more modern design of red brick, white render, painted grey metal windows, frameless glass and metal cladding.

The proposal has been substantially amended from that previously refused in that there is no rear extension on the South West side, as a result privacy and overlooking issues are reduced - 4<sup>th</sup> storey is set back reducing the bulk and visual impact - increased detailing on the rear elevation creating visual interest – 4<sup>th</sup> floor and balconies on the 2<sup>nd</sup> and 3<sup>rd</sup> floor levels – improved design features with the use of glass adding extra interest - materials on the back elevation are more within keeping with those common in the locality. The number of flats has been reduced from 14 to 9.

## **CONSULTATION**

160 local residents that also included: - Flat 145 – 161 (odd), Tottenham Lane

Bar Rocca, “Bubbles”, Kwik Fit, and Texaco Petrol Station and YMCA,  
Flats A, B, C 195 – 205 (odd) Ferme Park Road, 20 – 32 Fairfield Road - 38 –  
51 Elmfield Road  
Hornsey CAAC  
Metropolitan Police Crime Prevention Office  
Ward Councillors  
Building Control  
Conservation Team  
Transportation Group (Highways)  
UDP Team  
Site Notice  
Waste Management

## **RESPONSES**

**Councils Tree Officer** – comments as follows

### Tree cover

There are no existing trees on the proposed development site. However, numerous trees are located in the adjacent rear gardens of 24, 26 and 28 Fairfield Road, N8.

Located in rear garden of 24, are a Plum, Hawthorn and Cypress tree. All are young specimens growing within 1m of the boundary. There is also a Mulberry growing 6m from the boundary.

Located in rear garden of 26, are a multi-stemmed Ash (less than 1m from boundary), two Cypress trees (3m from boundary) and a Eucalyptus (less than 2m from boundary)

Located in rear garden of 28, are a Eucalyptus (less than 2m from boundary) and a Yew (5m from boundary).

All the above measurements are approximate.

There is an additional brick wall in the rear gardens between the trees and the concrete boundary wall with the proposed development site.

### Proposed site layout and existing conditions

It is proposed to construct underground parking provision (approx 6m in depth) immediately adjacent to the boundary with the neighbouring properties in Fairfield Road.

There are no existing built structures in this area. The ground is covered with a concrete slab.

There is a change in levels between the proposed development site and the rear gardens of Fairfield Road. The gardens are approximately 1m below the proposed development site.

### Discussion

Tree root growth is opportunistic occurring only where the soil environment is favourable. Roots will proliferate where the soil is loosest and water, nutrients and oxygen are readily available. Unfavourable soil conditions and the presence of

barriers and obstacles will restrict root growth. The vast majority of roots are located in the upper 600mm of soil.

Taking into consideration the change in levels between the two sites, the presence the additional boundary wall and the existing concrete hard surface, it is unlikely that roots from the trees in the rear gardens would have established within the proposed development site as the conditions would appear unfavourable for root growth.

However, to determine if tree roots are present, I would recommend that a number of trial pits are excavated immediately adjacent to the trees. If any significant roots are found, it may be necessary to revise the layout of the underground parking provision.

### Conclusions

In my opinion, it is unlikely that roots from the trees in the rear gardens would have established within the proposed development site, therefore the proposed new development would have no impact on their future health or life expectancy.

**Building Control** – No objection received.

**Conservation Officer** – No comment received.

**Local residents** have commented as follows:-

Thank you for your letter concerning the above application. I do want a development on this site and was reconciled to the existing approved application which expires in August 2008.

Throughout the long history of planning applications on this site, I have consistently objected to the height and mass of the proposed buildings as representing overdevelopment of this site. The existing application approved in 2005 does have four storeys, to which we objected at the time, however the fourth storey is set back a long way from properties at the rear and as such the impact of a fourth storey on the local community is minimised.

This proposal still has four storeys and therefore I do object to this on principle. However, I recognise the planning precedent and the Inspector's comments and, unlike previous applications since August 2005, application HGY/2008/1412 has been developed in consultation with the local community and the architects have taken the views of the local community into account in several ways. Whilst I still believe that four floors is too high for this site and the building is still of too great a mass, it is an improvement on the previous application, HGY/2008/0215, turned down by the Council on 1 April 2008.

Specific improvements are:

&#61656; there is no rear extension on the South West side, so that privacy and overlooking issues are lessened

&#61656; the fourth storey is set back somewhat, lessening its impact

&#61656; the rear elevation has more interest and is not a flat vertical wall, with both the fourth floor and the balconies set back on the second/third floor level and the use of glass adds extra interest

&#61656; the materials of the back elevation are in keeping with the area and are visually appealing, constituting a mixture of red brick and glass. The red

brick is in keeping with the area and glass will reflect light, giving the rear elevation a bright appearance  
&#1656; as there are fewer, larger flats than the previous application, there should be less noise disturbance from the building

Having said the above, I am concerned about the raised area in the middle of the building for the? mezzanine floor? This raises the height of the building even higher (by 2 metres) than the approved plan and previous application HGY/2008/0215, although the curved roof and the fact it extends over only part of building combine to lessen the visual impact. The developers have said they? need? This mezzanine level to make the whole building work however I feel this makes this part of the building much too high, and would ask the Council to say no to this aspect of the building. In the event it is approved, the height it reaches should be seen as an anomaly and in no way a precedent to the height of any other proposal or building on this site or the immediate area.

I also still do not believe that it is appropriate to use the ground floor as a retail site, as Crouch End already has more than enough retail space and the creation of e.g. a supermarket here could put other businesses which are teetering on collapse anyway in jeopardy. Also, the height of the overall building is much greater than would be the case if the ground floor were given over to residential accommodation.

Having said all of the above, if this building is approved and built it will be a relief that the personal stresses of the succession over the last 7 years of unsuitable planning applications and our battles against them are over.

**Transportation Group** – comment as follows - This proposed development is located on Tottenham Lane bus route, which provides some 44 buses per hour (two-way), for frequent connection to Finsbury Park and Turnpike Lane tube stations. We have therefore considered that majority of the prospective residents/staff/patrons of this development would use sustainable travel modes for their journeys to and from the site. In addition, notwithstanding that this site has not been identified within the Council's Adopted 2006 UDP as that renowned to have car parking pressure, the applicant has proposed 30 basement car parking spaces (including 4 disabled parking) plus 10 secure and 4 short-term cycle racks within the curtilage of this development, as detailed on Plan Nos. 0635\_00\_102b / 0635\_00\_103b. Furthermore, we have accepted the applicant's consultant's (Tranzcon's) forecast that this development proposal would only generate some of 17 vehicle movements in and out of this development combined during the critical evening peak hour and that this level of generated vehicle trips is significantly less than of the former use of this site as a petrol filling station. We are also satisfied with the further analyses of the capacity of the surrounding junctions, carried out by Tranzcon, which demonstrate that these intersections have enough spare capacity to accommodate the supplementary traffic associated with this development proposal. We also feel that the inclusion of retail/gym facilities within this development would reduce the prospective residents' needs to

travel.

There is also the concern that pedestrians and cyclists are hindered by the general lack of highway safety features, to assist them while traversing along Tottenham Lane. As part of the cycling study for this area, we have identified a series of measures geared towards enhancing the conditions for pedestrians and cyclists, with the appropriate costs already documented. We will therefore be seeking some financial contribution towards executing these works, which are predominantly in the immediate vicinity of this development.

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

1. Making a significant contribution towards schemes aimed at assisting pedestrians and cyclists, in the vicinity of this proposed development.

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

2. providing 20 (twenty) cycle racks, fourteen (14) of which shall be enclosed within a secure shelter for the residential part of the development and the remaining six (6) under cover, to be earmarked for the patrons/staff of the business aspect of the development.

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

3. Submitting a plan which shall demonstrate that delivery or similar servicing vehicles shall enter and leave the site in forward gear, to the Transportation Team, for approval.

Reason: To minimise the disruption to traffic along Tottenham Lane and ensure that vehicles enter and leave this site safely.

4. Submitting a scheme for the management of construction traffic associated with implementing this scheme, to the Transportation Team, for approval.

**Waste Management** – No objection to the proposed waste storage and recycling facility.

## **RELEVANT PLANNING POLICY**

UD3 General Principles

UD4 Quality Design

UD6 Mixed Use Developments

M10 Parking for Development

HSG1 New Housing Developments

HSG9 Density Standards

EMP5 Promoting Employment Uses

TCR 1 Development in Town Centres

G2 'Development and Urban Design',

UD2 'Sustainable Design and Construction',

UD7 'Waste Storage',

UD8 'Planning Obligations',

HSG2 'Change of Use to Residential',  
HSG10 'Dwelling Mix',  
M10 'Parking for Development'

### **Supplementary Planning Guidance**

SPG1a 'Design Guidance',  
SPG3a 'Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes',  
SPG3b 'Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight',  
SPG7a 'Parking Standards',  
SPG8a 'Waste and Recycling',  
SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development',

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

The main issues in this case are considered to be:

1. The principle of a mixed use scheme
2. The impact on the amenities of adjoining residents
3. The appearance of the development (design)
4. Density
5. Dwelling Mix
6. Trees in neighbouring gardens
7. Residential environment of future occupiers
8. Parking issues
9. Sustainability
10. Waste Management

#### **The Principle of Mixed - Use Development.**

The principle of mixed –use development on the site has been agreed through the granting of planning permission for a mixed use scheme on 30 August 2005 (HGY/2005/1129).

Additionally the site lies just outside the Crouch End Town Centre but is linked commercially by its close proximity. Mixed-use development is considered to be appropriate in this location and should assist in promoting the viability and vitality of the northern part of the shopping centre and also the adjoining commercial units in Tottenham Lane. The proposals would involve a considerable investment adjacent to the Town centre and within the Tottenham Lane Design Framework.

The framework itself encourages a mixed-use development and suggests shopping and housing as appropriate uses.

In this case shopping is provided, appropriate for this type of location adjacent to the Town centre. Policy UD5 encourages mixed-use developments in town centres and within areas of high accessibility. In this case the accessibility

level is a medium level; however the site is well located to other facilities and close to a large residential population.

Policy LEI 3.3 New Leisure and Recreational Facilities encourages new leisure uses in appropriate and accessible location and where there is a proven need and an under provision. It is noted there are other similar facilities in the Crouch End Town Centre.

### **Impact on residential amenities of adjoining residents.**

24, 26, 28 and 30 Fairfield Road lie directly to the rear of the site. The residential gardens abut the rear of the site, with the houses set back between 17 – 20m from the boundary.

In relation to noise from the commercial element, the building would be a minimum of 19m from the rear boundary of properties in Fairfield Road. This would be sufficient distance taking into account noise precaution measures such as sound proofing to avoid any undue noise from the ancillary plant rooms and air conditioning units.

The upper floors (4<sup>th</sup>) at rear would be set back, giving a total distance of 26m to the boundary from the habitable windows. The upper floors are equidistance and many of the habitable windows are set back behind the terraced balconies. The window to window distances would satisfy the requirements of SPG 3b Privacy and Overlooking, Aspect/ Outlook, and Daylight /Sunlight. The minimum distance required would be 40m for the upper floor; in this case it is achieved.

201 and 203 Ferme Park Road bound the site to the east, the main issue for these properties would be overlooking from the balconies, and it is considered that the design, screening and set back proposed, overlooking has been kept to an acceptable level.

The building has now been set away from the boundary with 155 and 157 Tottenham Lane by 5.5metres to allow an access road.

### **DESIGN AND APPEARANCE.**

The proposed development on 4 floors includes a substantial double basement with both basement and ground floors extending almost full width of the site.

It is considered that the proposed bulk is not excessive, the massing and overall height is marginally increased from the approved scheme and although the design includes has changed to a more modern approach.

The front elevation as previously stated would be modern and contrasts with the traditional features seen in this part of Crouch End. The commercial ground floor would be predominantly glazed with grey cladding, stock bonded red brick.

The scale of the building would appear three storeys with the fourth floor set back from the street. The building would not appear bulky and out of context with the neighbouring properties.

The upper floors would have large frameless/painted metal windows, with strong detailing and be a mix of brick and render finish.

Crouch End Conservation Area bounds the rear boundary of the site, although there is built form along this section of Tottenham Lane and development which extends to the rear; it is considered the proposal would not have an adverse impact on the character and appearance of the conservation area.

The basement area is on 2 levels – it should be reminded that the existing planning permission granted a basement level and as such no additional harm results.

It is considered that the overall scale and appearance is not detrimental of the immediate locality or the mixed character of the street scene and as such does not represent overdevelopment in relation to the area of the site and properties in the locality. The scheme is as such not contrary to policies UD3 and UD4 of the Council's Unitary Development Plan.

## **DENSITY**

The density calculation is based on the proportions of the floor space used for the various uses. In this case the floor space (including parking areas) for the residential would be 50% of the total development. Using the formula advised by SPG3a the density would be 340 habitable rooms per hectare (hrh) based on 33 habitable rooms.

The density level is considered to be appropriate for this location for the following reasons:

1. The proposal is for a mixed use scheme – adequate commercial floor space and the basement area.
2. The provision of accessible external amenity space for the residential occupiers.

For these reasons the density is considered to be appropriate.

## **DWELLING MIX.**

Policy HSG 9 Dwelling Mix encourages a mix of dwelling types. This proposal would provide 6 x 3 bedroom units and 3 x 2 bedroom units. The mix is encouraged by SPG3a in that larger family units are proposed.

In relation to the layout and floor area of the units, the scheme complies with SPG3a.

2 bed units – 110sqm

3 bed units – 125sqm.

### **Trees in neighbouring gardens - effect of basement excavation.**

There are no trees within the former petrol station site but there are a number of trees in the neighbouring rear gardens.

The Council's arboriculturalist was consulted and concluded that it is unlikely that roots from the trees in the rear gardens would have established within the proposed development site, therefore the proposed new development would have no impact on their future health or life expectancy.

There is an existing planning permission on the site that includes a substantial basement area – it was considered that the neighbouring trees would not be adversely affected – as such the additional excavation proposed by this scheme was considered to cause no additional harm. It should also be taken into consideration that the site having been a petrol station has a number of quite deep storage tanks.

### **Residential environment for future occupiers.**

The site is well located to shops, schools, other services and the bus network. In this respect the housing would have a number of significant benefits. The residential accommodation on the whole benefits from well-lit main habitable rooms. The building has a front access and a lift.

In relation to amenity space there would be a communal area in the form of a roof garden.

On balance the mix of private terraces and communal area is considered to be sufficient to provide adequate amenity space for the flats and provide some play space for children.

### **Affordable housing**

Current policies on the provision of affordable are contained in the adopted London Plan and the revised deposit draft of the Unitary Development Plan.

These policies indicate that housing developments capable of providing 10 or more units should include a proportion of affordable housing to meet an overall borough target of 50%.

The scheme is below the threshold and as such does not generate affordable units.

## **Parking**

Policy M10 sets out current parking requirements.

The proposal includes servicing and a fully accessible basement area for parking.

The Council's Transportation Group has no objection to the proposal.

The applicant has agreed to make a significant contribution towards schemes aimed at assisting pedestrians and cyclists, in the vicinity of this proposed development.

The applicant has submitted amended plans providing 20 (twenty) cycle racks, fourteen (14) that are enclosed within a secure shelter for the residential part of the development and the remaining six (6) under cover, to be earmarked for the patrons/staff of the business aspect of the development.

The applicant has submitted a plan which shall demonstrate that delivery or similar servicing vehicles shall enter and leave the site in forward gear to the Transportation Team.

## **Sustainability**

The scheme proposes a number of sustainability elements - the provision for solar hot water panels - rain water harvesting, grey water – recycling.

The energy assessment carried out shows that the development will achieve a 10.4% energy saving per annum.

Building materials – some to be recycled and where possible sourced from sustainable sources.

## **Waste Disposal**

Adequate bin storage/recycling have been allocated for the scheme that is easily accessible in line with Council standards and requirements.

## **Section 106 Legal Agreement**

This scheme is subject to a legal agreement:

In line with SPG10c a £67,100 contribution towards education;

The applicant is willing to make a £44,000 contribution towards environmental/transport improvements in the immediate locality;

The proposal generates a £3,900 contribution towards administration and recovery costs.

## **SUMMARY AND CONCLUSION**

It is considered that the proposed development is of a type and scale which is appropriate to this location. The scheme meets the relevant policy requirements for sites of this type as well as being in line with general National Policy and The London Plan.

The position of the buildings on the site means surrounding occupiers will not suffer detrimental loss of amenity as a result of additional overlooking or loss of daylight or sunlight. The design approach is modern which fits in with the surrounding area, adequate amenity space is provided and the scheme includes sufficient on-site parking.

The proposal has an acceptable relationship with adjoining properties consistent with requirements of the Unitary Development Plan Policies and supplementary guidance.

The current proposal is of an acceptable design consistent with Unitary Development Plan Policies especially UD3 and UD4 that require Design Quality, requiring buildings that fit in with the surrounding area and that would preserve the character and appearance of the locality also adjoining Crouch End Conservation Area.

The design and the building, overall fits in to the street scene and represents an acceptable form of development.

The proposed uses are acceptable in principle at this location - the current scheme is not considered over bulky or creates adverse overlooking.

The proposal provides adequate servicing and off-street car parking.

Accordingly, planning permission is therefore recommended subject to a legal agreement and conditions.

## **RECOMMENDATION 1**

The Sub-Committee is recommended to **RESOLVE** as follows:

- (1) That Planning permission be granted in accordance with Planning application no. HGY/2008/1412, subject to a pre-condition that the owners 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) in order to secure a contribution of £67,100 toward educational facilities within the Borough, an environmental contribution of £44,000 towards environmental/highway infrastructure within the Borough and a contribution of £3,900 for administration costs.

- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 23 September 2008 or within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his discretion allow; and

That following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2008/1412 and drawing No.(s) 0814-98-001, 101; 0814-00-101 - 115 incl., 120, 201 for the following reason:

The proposed development for complies with Policies, UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', HSG1 'New Housing Developments', HSG2 'Change of Use to Residential', HSG9 'Density Standards', HSG10 'Dwelling Mix', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG1a 'Design Guidance', SPG3a 'Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes', SPG3b 'Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight', SPG7a 'Parking Standards', SPG8a 'Waste and Recycling', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development' and SPG10e 'Improvements to Public Transport Infrastructure and Services'.

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.  
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.  
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials 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.  
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. Surface water drainage works and source control measures shall be carried out in accordance with details which have been submitted to

and approved in writing by the local planning authority before development commences.

Reason: To prevent the increased risk of flooding.

5. 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.

6. An enclosure for dustbins in accordance with guidance issued by the Local Planning Authority shall be provided prior to the occupation of the building as flats. Details of design, materials and location of the dustbin enclosure shall be agreed in writing prior to the occupation of the building.

Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.

7. 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.

8. 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.

(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.(c)

Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% 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. 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.

9. 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.
10. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. Reason: In order for the Local Planning Authority to ensure the site is contamination free.
11. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority. Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

**INFORMATIVE:** The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'.

**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:** - In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant: a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution, b) check the proposals

are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils and c) looks to ensure the separation of foul and surface water sewerage on all new developments.

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