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## Special Planning Applications Sub Committee

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MONDAY, 24TH APRIL, 2006 at 19:30 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Davidson (Chair), Bevan (Deputy Chair), Adamou, Basu, Dodds, Engert, Hare, Newton, Peacock, Rice and Santry

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### **AGENDA**

**1. APOLOGIES FOR ABSENCE**

**2. URGENT BUSINESS**

The Chair will only consider the admission of any late items of urgent business in relation to those items appearing on the agenda.

***(In accordance with Standing Order 32(6) no business other than that listed shall be transacted at the meeting)***

**3. DECLARATIONS OF INTEREST**

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest.

#### **4. PLANNING APPLICATIONS (PAGES 1 - 42)**

In accordance with Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, normally no speakers will be heard. For items considered previously by the sub committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations. Where the recommendation is to refuse permission, normally no speakers will be heard.

##### **1. 16 – 52 High Road N15**

Proposal: Demolition of existing garages and erection of a part 4/part 5 storey building comprising 6 x 1 bed, 6 x 2 bed and 4 x 3 bed, and 2 x 4 bed self contained flats with commercial units at ground floor level and parking at basement level

Recommendation : Grant permission subject to conditions and subject to sec. 106 Legal Agreement.

##### **2. 16 – 52 High Road N15**

Proposal: Conservation Area Consent for the demolition of existing garages and erection of a part 4/part 5 storey building comprising 6 x 1 bed, 6 x 2 bed and 4 x 3 bed, and 2 x 4 bed self contained flats with commercial units at ground floor level and parking at basement level

Grant CONSERVATION AREA CONSENT subject to conditions

##### **3. 12 – 14 High Road & Whymark House, Whymark Avenue N22**

Proposal: Erection of part 1/ part 2 storey extension at 1<sup>st</sup> and 2<sup>nd</sup> floor levels at rear of 12-14 High Road, N22 and at Whymark House, fronting Whymark Avenue, N22. Change of use of 1<sup>st</sup> and 2<sup>nd</sup> floors from office to residential to create 6 x 1 bed, 2 x 2 bed and 1 x 3 bed self contained flats with allocated refuse and cycle storage at ground floor level.

Recommendation : Grant permission subject to conditions and subject to sec. 106 Legal Agreement.

##### **4. Hale Wharf, Ferry Lane N17**

Proposal: Provision of 4 business barges and associated mooring facilities, landscaping and associated parking.

Recommendation: Grant planning permission subject to conditions

#### **5. SITE VISITS**

#### **6. DATE OF NEXT MEETING**

To be confirmed after the Local Government Elections on 4 May 2006

Yuniea Semambo  
Head of Member Services  
5<sup>th</sup> Floor  
River Park House  
225 High Road  
Wood Green  
London N22 8HQ

Julie Harris  
Principal Support Officer (Council)  
Tel No: 020 8489 2957  
Fax No: 0208 489 2660  
Email: [julie.harris@haringey.gov.uk](mailto:julie.harris@haringey.gov.uk)

12 April 2006

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Planning Applications Sub Committee 24 April 2006

Item No. 4.1

**REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE**

Reference No: HGY/2006/0322

Ward: Seven Sisters

Date received: 15/02/2006

Last amended date: N/A

Drawing number of plans 7117/10, 11, 12, 13, 14, 15, 16, 17 & 18.

Address: 16 - 52 High Road N15

Proposal: Demolition of existing garages and erection of a part 4 / part 5 storey building comprising 6 x one bed, 6 x two bed, 4 x three bed and 2 x four bed self contained flats with commercial units at ground floor level and parking at basement level.

Existing Use: Workshops

Proposed Use: Mixed use/residential

Applicant: Sumal & Sons Properties Ltd & Tate Developments Ltd.

Ownership: Private

**PLANNING DESIGNATIONS**

Area Plans and Planning Briefs

Conservation Area

Area of Community Regeneration

Road - Trunk

**Officer Contact:** Oliver Christian

**RECOMMENDATION**

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

**SITE AND SURROUNDINGS**

The proposal site consist of 2 individual building currently part used as a garage and workshop. It sits on the southern end of a block that front the High Road between Norfolk and Rostrevor Avenues. The rear of the site abuts the rear garden of No.1 Rostrevor Avenue.

The adjoining roads are residential in nature consisting of 2 storey terraced houses many of which have been substantially extended in the form of ground floor rear extensions and loft conversions in the form of full width dormers front and rear. This is an acceptable feature within the South Tottenham area.

On the western/opposite side of the High Road near the junction with St Ann's Road – north of the application site is the very prominent church of St Ignatius also the primary school of the same name.

The site is situated within the designated South Tottenham High Road Conservation Area and has also been designated as an Area of Community Regeneration – Haringey East.

The site is not within an area of archaeological importance or an area subject to flooding. The eastern side of the High Road is on the higher section of the main road – the road falls away westward and northward toward St Ann's Road.

### **PLANNING HISTORY**

There is no planning history that is relevant to the proposal.

### **DETAILS OF PROPOSAL**

The current proposal seeks planning permission for erection of a part 4 / part 5 storey building comprising 6 x one bed, 6 x two bed, 4 x three bed and 2 x four bed self contained flats with commercial units at ground floor level and parking at basement.

The commercial unit is capable of being split into 3 separate units and is serviced not from the High Road but from the basement area where parking for the scheme will also be provided. The basement area will be accessed from an access point on Rostrevor Avenue.

### **CONSULTATION**

98 local residents  
Transportation Group  
Legal Service  
Arboriculturist  
Crime Prevention Officer  
Conservation Advert 03/03/2006  
Major Minor 03/03/2006  
Conservation Officer  
Building Control  
Waste Management  
Ward Councillors

## RESPONSES

### Local residents

18 letters of objection and 1 letter of support received from local residents – a summary of the objections is as follows:

The height of the development is too high and out of character with the adjacent buildings – density is too great – detrimental effect on the street scene – lack of amenity and low level of parking is indicative of high density – adverse effect on views of St Ignatius church and on the character and appearance of the conservation area.

The proposal will add to the already high levels of traffic in the area – cars entering and leaving the car park will be a danger to local children. There will be increased overlooking and loss of privacy to the houses nearby.

Impact on water pressure that will be caused by this development.

Building Control – Access for fire fighting vehicles and personnel is considered satisfactory. Means of escape will be checked on submission of building regulation application.

Crime Prevention Officer – Access to underground parking needs to be made secure.

Transportation Comments - This proposed development is located near the busy bus route High Rd where the public transport accessibility level is medium and, which provides some 47 buses per hour (two-way) for frequent connection to Seven Sisters tube/over ground stations. In addition, our interrogation with TRAVL trip prediction software has revealed that based on similar sites (Albion Wharf, SW11, Frazer Close, RM1, Parliament View, and SE1 and Water gardens, SM1); the residential aspect of this development would generate a combined traffic inflow/outflow of 8 vehicles in a critical am peak hour.

Also, using comparative site (Blockbuster Video, CR0), the retail element of this development would generate some 13 car trips in/out of this development during the worst case pm peak hour. We have therefore considered that the overall 21 vehicular trips into and out of this site would not have any significant traffic impact on the adjoining highway network. Furthermore, as detailed in Basement/Ground Floor Plan No.7117/14 the applicant has also proposed some 20 car parking spaces, which is in line with the 23 maximum car parking spaces stipulated in the Council's SPG.

However, it was observed during our site visit that whilst there is traffic calming measures at the western side of the proposed vehicular access on Rostrevor Avenue, there is none immediately at the eastern side of the access to slow traffic down and minimise vehicular conflict at this point. Nevertheless, this problem can be rectified by installing a speed hump at this side of the proposed access.

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

- (1) The applicant provides 20 (twenty) bicycle racks with secure shelter.
- (2) The applicant contributes £5000 (five thousand pounds) as part of S.106 agreement, towards traffic calming measures and other highway improvement, in the vicinity of the site access on Rostrevor Avenue.

### Informative

(1) The proposed development requires a new crossover to be made over the footway. The necessary works 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.

### **Design Panel** – comment as follows:-

#### Positives

The Panel considered that the proposed design is a strong urban form of development fronting onto the High Road. It is 4 storeys high with a distinctive corner bay rising up to 5 floors on the junction of Tottenham High Road and Rostrevor Avenue. It establishes an architectural vocabulary and built form which potentially may be continued in a future development adjacent on its northern side.

The development proposes commercial at ground floor level with residential units which are notably spacious internally.

The design is well modelled, however to be successful the proposals for the scheme need to be very well detailed, with facing materials of a high standard. All elements of the structure need to be well articulated, the individual bays, the balconies, cantilevered roof, etc. Brick sample board should be erected on site and agreed with planning



## Negatives

The side elevation to Rostrevor Avenue appears to be dominated by the large service entrance, the effect of which seriously diminishes the scheme. The relationship between the ramp and the adjoining house in Rostrevor Avenue is unsatisfactory. The new building reduces in scale as it approaches the house, but it is too close to the neighbouring house and the ramp dominates the street.

The ramp appears to be far too wide and far too dominant. The panel suggested that this needs to be reconsidered. Rather than taking cars and deliveries through an arch why not a form a gap with the existing terrace along Rostrevor Avenue? or create a larger gap between the new build and the house.

The main entrance to the flats in Rostrevor Avenue is very poorly detailed and needs improvement. The drawings shown to the panel included photovoltaic panels on the roof facing south on a pitched plane, which would be visible, but are not, showed on the elevation drawings. Also guard railing to roof (for maintenance) needs to be detailed on the drawings.

The panel raised the issue of archaeological investigation, officers have subsequently checked and the site is not designated in the Unitary Development Plan as an area of archaeological interest.

English Heritage – response is in respect of archaeological works (it should be noted that the site is not in a designated area of archaeological importance).

Waste Management – no objection to the proposed location for waste storage.

Ward Councillors – 1 letter of support received.

## **RELEVANT PLANNING POLICY**

### **National Policies**

The policies relevant to the current proposal are as follows:

Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. PPG3 states that Local planning authorities should:

Plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing;

Secure an appropriate mix of dwelling size, type and affordability in both new developments and conversions to meet the changing

composition of households in their area in the light of the likely assessed need;

Avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes;

Introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

Local Planning Authorities should therefore:

Seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.

Para 61 recommends that local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments in locations, where services are readily accessible by walking, cycling or public transport.

PPG13 provides further guidance on the relationship between the residential development and transport provision, indicating that when considering planning applications, local authorities should:

“accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling” (para.6)

## **THE LONDON PLAN**

The London Plan has now been adopted by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2017. The original target for Haringey was 19370 additional ‘homes’ (970 per year) out of a target for London of 457950 (23000 per year). This target has subsequently been reduced to 6200 (620 per year). However, future target will include the more efficient use of existing stock as well as new-build.

## **LOCAL POLICIES**

Policy HSG1.3 Changes of Use to Residential refers to changes of use where the buildings or sites concerned are, or have been, in B1, B2 or B8 use and specifies when a change can be allowed i.e. if the site does not lie within a Defined Employment Area, where there would be no serious adverse impact on the local environment or traffic conditions, if the land or buildings are no longer considered suitable on economical, environmental, amenity or transport grounds for continued employment and there would be no loss of urban space.

Policy EMP1.1 Employment protection relates to: Land or buildings in employment generating use, for which there is a clear demand, will be retained in that use.

Policy DES1.1 Good Design and How Design Will Be Assessed states that the Council will require development to be of good design and set out how design quality will be assessed. In particular development should relate to site character and its potentiality and should seek to improve the quality of the local environment and urban landscape.

Policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, sets out the criteria for assessing design quality.

Policy DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale state how the Council assess the design of development schemes in relation to the following: Enclosure, height, scale and human scale.

Policy DES1.9 Privacy and Amenity of Neighbours refers to the protection of amenity of neighbours in respect of proposed developments or change of use and the criteria that should be met.

Policy HSG2.2 Residential Densities refers to the density consideration of applications for residential development (including redevelopments, conversions and mixed-used schemes) the density of the development should normally be in the density range of 175 hrh- 250 hrh (70 hra-100 hra).

Policy TSP7.1 Car Parking Standards – outlines the car parking required for differing developments and locations.

## **Emerging UDP Policies**

UD3 Quality Design – Sets the standard of design required on all new development within the borough.

UD6 Waste Storage – requires accessible and appropriate storage facility to be provided on all schemes.

HSG4 Affordable housing – Housing development capable of providing 10 or more units will be required to provide a proportion of affordable housing to meet the borough target of 50%.

HSG8 Density Standards – The Council will allow higher density within the main town centres.

### **ASSESSMENT**

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with good public transport links that accord with many of the development principles being espoused by central government. However, the redevelopment of the site does raise a number of issues and these can be considered under the following headings:

- i) Principle of residential use on the site.
- ii) Design
- iii) Density
- iv) Amenity
- v) Parking
- vi) Response to objector comments
- vii) Affordable housing
- viii) Section106 obligations

#### **i) Principle of residential use**

It is proposed that the ground floor of the development to be retained in potential employment creating use in the form of commercial use.

The proposed use of the building for commercial use of the ground floor will help to re-animate this end of the High Road. The proposed ground floor will help reinforce the streetscape and allow for the commercial space to be independent and legible. It is proposed that the commercial frontage has integrated signage and lighting, whilst the entrance to the residential element is well defined.

Planning permission has been granted on a number of similar sites along the High Road incorporating commercial use on the ground and basement floors with residential use on upper floors; as such it is considered that residential development of the site is therefore acceptable in principle.

#### **ii) Design, Bulk, Massing & Height**

The design of the development will be assessed against the criteria included in Policy DES1.1. The existing building is poor in quality but the site is an

important three-dimensional node; being on the corner it is the first/last of the block between Norfolk and Rostrevor Avenues.

The height of the proposed building especially on the corner where it rises from 4 to 5 storeys is taller than that of the neighbouring buildings except for the church. However it is considered that it contrasts well to the site's setting, the streetscape, scale and architecture of the existing buildings. It is considered that the proposed elevation treatment enhances the street scene. The proposed commercial frontage/shop-front will provide a considerable improvement to the existing situation thereby improving the positive impression of the surrounding area.

The proposed development takes its theme from the existing street scene and has been configured to respect the surrounding built form. Meeting the aim of the draft UDP policy UD3 Quality Design, UDP policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area also DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale: These policies set the standard of design required on all new development within the borough and PPG3.

The proposed scheme was brought before the Design Panel who were on the whole satisfied with the scheme however they were concerned that the proposed ramp appears to be far too wide and far too dominant. The panel suggested that this needs to be reconsidered. Rather than taking cars and deliveries through an arch why not a form a gap with the existing terrace along Rostrevor Avenue? or create a larger gap between the new build and the house.

The width and height of the ramp is necessitated by the fact that servicing of the commercial unit will be from the basement parking area and the height allows delivery vans to access the site.

In respect of the gap between the properties – there is a change in level and a massive retaining wall between the site and the end property on Rostrevor Avenue that is best served by the building being brought as close to the boundary as possible.

Additionally in order to meet the requirement of 'Secure by Design' the access to the parking area will be gated and controlled.

The Panel also considered that the main entrance to the flats in Rostrevor Avenue is very poorly detailed and needs improvement.

This has been addressed in that additional glazing and more detailing has been added to accentuate the access point.

It is considered that the proposed development provides an appropriate frontage having regard to the surrounding street scene, and reinstates the 'historic' building line.

**iii) Density.**

The site is within Tottenham High Road Corridor where there is good accessibility to local shopping facilities: policy HSG8 Density Standards and the London Plan states higher densities are acceptable in townscape terms. In addition, the proposal incorporates commercial and residential uses; the scheme is of high quality design and will enhance the street scene and the immediate locality.

The site covers an area of 0.1260hectares, the proposed scheme is a mix of commercial on the ground floor and residential on the upper floors and proposes a density of 554 habitable rooms to the hectare (hrh). The density is outside the Emerging UDP recommended density of 450hrh but within the London Plan guidance for sites with good design and high public transport accessibility. The density for this mixed use scheme is considered appropriate for the location.

PPG3 Paragraph 54 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas. In seeking to achieve these objectives, local planning authorities and developers should think imaginatively about designs and layouts which make more efficient use of land without compromising the quality of the environment. Local planning authorities should therefore: Seek greater intensity of development at places with good public transport accessibility such as local centres or along good quality public transport corridors.

It is considered to be acceptable in that the proposed development fits well onto the site.

Policy HSG2.2 Residential Densities also states that in considering the density of all schemes the Council will have particular regard to the overall design and layout of the development, availability and capacity of Statutory Undertaker Services, the amenities of adjacent proposal and the area as a whole. It is considered that the proposed development has no adverse impact upon the amenity of adjacent occupiers and the locality.

In accordance with PPG3 states - "planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling".

The proposed density promotes sustainable patterns of development and makes the best use of previously developed urban land. It is maintained that the proposed scheme is wholly appropriate in terms of height and density. It also accords with the emerging Unitary Development Plan and London Plan policies, which promote higher densities for developments that are attractive and well designed.

**iv) Amenity**

It is considered that the proposed scheme has no detrimental impact on the existing privacy enjoyed by the adjoining residents of Rostrevor Avenue, the neighbouring and surrounding properties and as such is not contrary to policy DES1.9 Privacy and amenity in that the windows at the rear of the proposal that have the potential for overlooking are all bedroom or bathroom windows – additionally there is only one property namely No.1 Rostrevor that is likely to suffer overlooking of its rear garden – it is considered that although the potential for overlooking exists it is unlikely to cause sufficient harm to warrant refusal of the proposal.

In terms of individual amenity of the occupiers of the proposed flats, the units provided are spacious unit well above the required space standard; additional external amenity is provided in the form of secure balconies.

The overall height of the frontage building and the close proximity to the rear gardens of No.1 Rostrevor Avenue and No. 2 Norfolk Avenue means that there is some degree of overshadowing in the late afternoon. However, it is considered that there would not be severe or detrimental loss of light to the garden sufficient to warrant a recommendation for refusal.

The site is well serviced by local amenities shops, religious facilities, buses, a local park located within a short distance that will provide additional amenity facility for residents.

**v) Parking and Waste Management.**

There is a dedicated and accessible waste storage facility proposed at ground floor level.

It is considered that the site is well placed, being a previously used site with strong public transport links that accord with many of the development principles being espoused by central government.

The Council's Transportation Group supports redevelopment in this location in conjunction with the basement parking provided.

It was considered that the proposal would not lead to additional on street car parking pressure.

**vi) Response to objector comments**

The height of the development is too high and out of character with the adjacent buildings – density is too great – detrimental effect on the street scene – lack of amenity and low level of parking is indicative of high density – adverse effect on views of St Ignatius church and on the character and appearance of the conservation area.

Response: It is considered that the density of the scheme is in accordance with Council and Government policy additionally the design is of high quality appropriate for the location and will enhance rather than detract from the street scene. The Council's Conservation Officer and the Design Panel assessed the proposal in terms of adverse impact on St Ignatius Church – It was concluded that the church and its setting was not adversely affected.

The proposal will add to the already high levels of traffic in the area – cars entering and leaving the car park will be a danger to local children. There will be increased overlooking and loss of privacy to the houses nearby.

Response: Transportation considers that the proposal will generate lower levels of traffic than the existing situation and will have no adverse impact on pedestrian safety. The access point is considered to be acceptable for the development and the location.

Impact on water pressure that will be caused by this development.

Response: This issue will be addressed by the applicant and Thames water and is not considered highly relevant to the recommendation of the proposal.

**vii) Affordable housing**

HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing. The proposed development provides affordable units in the form of 2 x 4 bed and 4 x 3 bed units (the larger units within the scheme meeting Council needs) equating to approximately 47% of the habitable rooms within the development. This is in line with Council policy and supplementary planning guidance<sup>11</sup>.

**vii) Section 106 obligations - Education – Transport and Administrative Charges.**

Under the terms of Circular 1/97 Planning Obligations, and in line with Supplementary Planning Guidance Note 10, The Negotiation, Management and Monitoring of Planning Obligations, it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size and scale of the development. The Council therefore proposes to enter into an agreement under S106 of the Town and Country Planning Act 1990 to provide the following benefits as part of the proposal.



These are principally - The proposed development is made up of six 1 bedroom units, six x 2 bedroom units, 2 x 4 bedroom units and four x 3 bedroom units and would result in a total of 18 residential units.

- An education contribution of £108,909.57 in accordance with the formula in SPG12

2 x 4 bedroom flats = 3.82 Children  
6 x 2 bedroom flats = 1.972 Children  
4 x 3 bedroom flats = 4.448 Children  
Total = 11.226 Children

Primary contribution:  $11.226 / 16 \times 7$  (number of years of primary education) = 4.911

$4.911 \times £10,378.00$  (three year average amount of DfEE primary funding 05/06) = 50,970.24

Secondary contribution:  $11.226 / 16 \times 5$  (number of years of secondary education) = 3.508

$3.508 \times £16,297.00$  (three year average amount of DfEE secondary funding 05/06) = £57,171.91  
 $£50,970.24 + £57,171.91 = £108,142.15$   
Total Contribution = £108,142.15

The applicant has agreed to enter into an agreement to contribute £108,142.15 toward education facilities in line with the requirements of Supplementary Planning Guidance 12.

Additionally the applicant has agreed to Transportation request to contribute £5000 toward traffic calming measures and £9,000 toward environmental infrastructure plus administrative charges of £3,664.26.

The total financial contribution amounts to £125,806.41

## **SUMMARY AND CONCLUSION**

It is considered that the proposed development would not be detrimental to the amenity of nearby and adjoining residents especially properties situated to the rear of the proposed development site.

The proposed development is considered consistent with Policy DES 1.9. 'Privacy & Amenity of Neighbours' and Supplementary Planning Guidance 3b 'Privacy and Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The design is modern with strong vertical and horizontal emphasis, using a mix of traditional and contemporary materials.

Amenity space has been designed into scheme in the form balconies at the front.

The scheme is in accordance with Council policies in terms of design, height, bulk and massing.

The proposed development is located in an area of High Transport Accessibility and is considered to be of a high quality design.

The density of the proposed development is 554 habitable rooms per hectare is considered consistent with the Governments Planning Policy Guidance 3, London Plan also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan which recommends that good design can overcome high density.

Car Parking has been proposed within the site which is also it is situated in an area with High Public Transport accessibility and is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

### **RECOMMENDATION 1**

That planning permission be granted in accordance with planning application no. HGY2006/0322, 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 & Country Planning Act 1990 (As Amended). The Agreement or Agreements is necessary in order to secure the provision of 4 x 3 bed and 2 x 4 bed units equating to 47% of the habitable rooms hereby approved to be affordable housing accommodation.

The report also recommends that under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of £108,142.15 toward local education facilities, £5000 toward Transportation works in the form of traffic calming in the locality and £9,000 for environmental improvements and £3664.26 toward administrative charges.

### **RECOMMENDATION 2**

(i) That planning permission be granted in accordance with planning application reference number HGY/2006/0322 subject to a pre-condition that the applicant shall first have entered into an Agreement 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] in order to secure: the units 2 x 4 bed and 4 x 3 bed as affordable housing units having a 70/30% (Shared ownership/Rented), education contribution of £108,142.15 and £9,000 for environmental improvement of the local area.

ii). That the Agreements referred to in Resolution (1) above is to be completed no later than 5/5/2006 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole discretion allow; and

iii). That in the absence of the Agreements referred to in resolution (i) above being completed within the time period provided for in resolution (ii) above, the planning application reference number HGY2006/0322 be refused for the following reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 'Affordable Housing' attached to the emerging Haringey Unitary Development Plan.

vi). 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 HGY2006/0322 & applicant's drawing Nos. 7117/10 to 18 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. That not more than 18 separate units, whether flats or houses, shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

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. 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.

7. 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'.

8. 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.

**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:** A separate application will be required for either the installation of a new shopfront or the display of any illuminated signs.

**INFORMATIVE:** Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such works commence.

**INFORMATIVE:** The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

**INFORMATIVE:** That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

### **REASONS FOR APPROVAL**

It is considered that the proposed development would not be detrimental to amenity of nearby and adjoining residents especially properties situated to the rear of the proposed development site. The proposal accords with policies HSG1.3 Change of use to residential, EMP1.1 Employment Protection, DES1.1 Good Design, DES1.2 Assessment of Design Quality (1), DES 1.3 Assessment of Design Quality (2), and DES 1.9. 'Privacy & Amenity of Neighbours', UD3 Quality Design, UD6 Waste Storage, HSG4 Affordable Housing also Policy HSG 8 'Density Standards' of the Emerging Haringey Unitary Development Plan. Appropriate car parking has been proposed on site which is situated in an area with High Public Transport accessibility and is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

The proposal is in accordance with Supplementary Planning Guidance especially 1a design guidance, 3a Density , dwelling mix, 3b'Privacy and Overlooking, 4 Access for all, 7a Parking standards, 10 Negotiation and monitoring of obligations, 11 Affordable housing, 12 educational needs generated by new housing development and 8a waste and recycling.

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Planning Applications Sub Committee 24 April 2006  
No.4. 2

Item

**REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE**

**Reference No:** HGY/2006/0323      **Ward:** Seven Sisters

**Date received:** 15/02/2006      **Last amended date:** N/A

**Drawing number of plans** 7117/10; 11; 12; 13; 14; 15; 16; 17 & 18

**Address:** 16 - 52 High Road N15

**Proposal:** Conservation Area Consent for the demolition of existing garages and erection of a part 4 / part 5 storey building comprising 6 x one bed, 6 x two bed, 4 x three bed and 2 x four bed self contained flats with commercial units at ground floor level and parking in basement.

<b>Existing Use:</b>	Workshop	<b>Proposed Use:</b>	
Commercial/Residential			

**Applicant:** Sumal & Sons Properties Ltd & Tate Developments Ltd

**Ownership:** Private

**PLANNING DESIGNATIONS**

Road - Trunk  
Area Plans and Planning Briefs  
Conservation Area  
Area of Community Regeneration

**Officer Contact:** Oliver Christian

**RECOMMENDATION**

GRANT CONSERVATION AREA CONSENT subject to conditions

**SITE AND SURROUNDINGS**

The proposal site consist of 2 individual building currently part used as a garage and workshop. It sits on the southern end of a block that front the High Road between Norfolk and Rostrevor Avenues. The rear of the site abuts the rear garden of No.1 Rostrevor Avenue.

The adjoining road are residential in nature consisting of 2 storey terraced houses many of which have been substantially extended in the form of ground floor rear extensions and loft conversions in the form of full width dormers front and rear. This is an acceptable feature within the South Tottenham area.

On the western/opposite side of the High Road near the junction with St Ann's Road – north of the application site is the very prominent church of St Ignatius also the primary school of the same name.

The site is situated within the designated South Tottenham High Road Conservation Area and has also been designated as an Area of Community Regeneration – Haringey East.

The site is not within an area of archaeological importance or an area subject to flooding. The eastern side of the High Road is on the higher section of the main road – the road falls away westward and northward toward St Ann's Road.

## **PLANNING HISTORY**

There is very little relevant recorded planning history.

## **DETAILS OF PROPOSAL**

The current proposal seeks Conservation Area Consent for the demolition of existing garages and erection of a part 4 / part 5 storey building comprising 6 x one bed, 6 x two bed, 4 x three bed and 2 x four bed self contained flats with commercial units at ground floor level and parking in basement.

## **CONSULTATION**

Conservation Advert 03/03/2006  
Conservation officer  
Ward Councillors

## **RESPONSES**

Conservation Officer – no objection to the proposed demolition.

## **RELEVANT PLANNING POLICY**

**Unitary Development Plan**



DES2.4 Demolition Partial Demolition & Changes to the Appearance of Buildings in Conservation Areas.

DES2.3 Applications in Conservation Areas

### **Emerging Unitary Development Plan**

UD2 General Principles

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

The existing building are in the form of 11/2 storey workshop building currently in use as car repairs and clutch centre.

The buildings are of no architectural merit and are considered not to be worthy of retention.

The proposed demolition should be viewed in conjunction with the full application HGY2006/0322.

### **SUMMARY AND CONCLUSION**

The buildings are of no architectural interest and do not contribute positively to the street scene and as such their demolition will be of no loss. As such the proposed demolition accords with policies DES 2.4 Demolition Partial Demolition & Changes to the Appearance of Buildings in Conservation Areas, DES2.3 Applications in Conservation Areas of Haringey Unitary Development Plan and UD2 General Principles of the Emerging Unitary Development Plan.

It would therefore be appropriate to recommend that consent be granted for demolition.

### **RECOMMENDATION**

**GRANT CONSERVATION AREA CONSENT**

Registered No. HGY/2006/0323

Applicant's drawing Nos. 7117/10; 11; 12; 13; 14; 15; 16; 17 & 18.

Subject to the following condition:

1. The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works for redevelopment of the site has been made

and planning permission granted for the redevelopment for which the contract provides.

Reason: In order to ensure that the site is not left open and vacant to the detriment of the character and visual amenities of the locality.

### **REASONS FOR APPROVAL**

The existing building are of no architectural merit and the proposed demolition accords with policies DES 2.4 Demolition Partial Demolition & Changes to the Appearance of Buildings In Conservation Areas, DES2.3 Applications In Conservation Areas of Haringey Unitary Development Plan and UD2 General Principles of the Emerging Unitary Development Plan.

Planning Applications Sub Committee 24 April 2006  
No. 4.3

Item

**REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE**

**Reference**                      **No:**    **Ward:** Noel Park  
HGY/2006/0358

**Date received:** 21/02/2006

**Last amended date:** N/A

**Drawing number of plans:** E/101 - E107 incl.; PA/201 - PA/207 incl.

**Address:** 12 - 14 High Road & Whymark House, Whymark Avenue N22

**Proposal:** Erection of part 1 / part 2 storey extension at 1st and 2nd floor levels to rear of 12-14 High Road, N22 and at Whymark House, fronting Whymark Avenue, N22. Change of use of 1st and 2nd floors from office to residential to create 6 x one bed, 2 x two bed and 1 x three bed self contained flats with allocated refuse and cycle storage at ground floor level.

**Existing Use:** Vacant (office)

**Proposed Use:** Residential (9 units)

**Applicant:** Wood Green Investments Ltd.

**Ownership:** Private

**PLANNING DESIGNATIONS**

Road - Metropolitan  
Tube Lines  
Area of Community Regeneration  
Metropolitan Centre

**Officer contact:** James McCool

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and Section 106 Legal Agreement.

**SITE AND SURROUNDINGS**

The application site comprises the first and second floors of the property on the southern corner of High Road and Whymark Avenue in Wood Green Town Centre near Turnpike Lane Tube Station. The property's upper floors are currently vacant but were most recently in office use. Planning permission

has recently been granted to amalgamate and extend the existing ground floor retail premises to create a single (large) retail unit.

12-14 High Road consists of a pair of former three storey semidetached Victorian houses which have been significantly extended to the front and rear to extent that buildings now entirely occupy the houses' former gardens. To the front is a single storey addition, which forms part of the ground floor retail space and to the rear is a two storey mid twentieth century addition, formerly is commercial use. Whymark House, an earlier two storey commercial building adjoins to the rear.

An alley providing access to nearby flats and a shop abut the application site to the south. Bounding the property to the north is a single storey warehouse where planning permission has recently been granted to erect a part 3/part 4 storey mixed use scheme. On the opposite side of Whymark Avenue is BHS store, a modern three-storey building.

## **PLANNING HISTORY**

Extensive including

17/03/2005 – Conditional Consent – HGY/2005/2168 – Amalgamation of existing ground floor retail premises and erection of a single storey rear extension to create a single (large) retail unit. Associated works to include the creation of vehicular crossover to Whymark House and alterations to elevations at Whymark House.

28/06/2004 - Conditional Consent - HGY/2004/0911 - Demolition of existing building and erection of part 3 and part 4 storey building comprising 1 x 2 bed and 4 x 1 bed self contained flats on second and third floors and retail (A1)

## **DETAILS OF PROPOSAL**

The application proposes to extend the existing building at first and second floor levels and to change the use of the upper floors of the building to nine residential flats (6 x one bed, 2 x two bed and 1 x three bed)

A second storey would be added to the existing rear addition at 12-14 High Road. An additional floor would also be erected to Whymark House as well as a first floor extension. Fenestration and elevational treatments of the existing structures would be altered to integrate with the proposed extensions.

The flats would be accessed from Whymark Avenue, where an entrance door would lead to an internal stairwell. From this stairwell, most of the flats would be entered via a partially enclosed deck access at the rear of the buildings. Refuse and cycle storage facilities would be at ground floor level adjacent to the entrance. Parking is not proposed

## **CONSULTATION**

LBH – Transportation Group  
LBH – Cleansing  
LBH – Building Control  
Ward Councillors  
Wood Green town Centre manager  
4 – 26 (even) High Road N22  
1<sup>st</sup> and 2<sup>nd</sup> Floor Flats 4 – 26 (even) High Road N22  
17-35 (odd) Westbury Avenue, N22  
1<sup>st</sup> and 2<sup>nd</sup> floor flats 17-35 (odd) Westbury Avenue, N22  
1-9 (consecutive) 24 Whymark Avenue  
14 Shropshire Road

## **RESPONSES**

One neighbour objection has been received on the following grounds:

- Height
- Parking pressure
- It would be out of line with the rest of the street.

LBH – Transportation Group – The proposed development is in an area with high public transport accessibility level and abuts Turnpike lane tube station. It is also with Wood Green CPZ operating from Monday to Sunday between 0800hrs and 2200hrs. We have therefore considered that this development proposal would not have any significant adverse impact on the existing generated traffic or indeed car parking demand at this location. In addition, the applicant has proposed nine bicycle racks with secure shelter as detailed on Plan No. PA201. Nevertheless, it is deemed that taking into account the site's characteristics, a development of this nature can be dedicated as 'car-free', in line with the Council's emerging policy UDP Policy M6

Consequently, there are no objections on highways and transportation grounds.

No further responses were received.

## **RELEVANT PLANNING POLICY**

### **National Policy**

#### **PLANNING POLICY GUIDANCE 3 - HOUSING**

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular

6/98 *Planning and Affordable Housing* will continue to apply, within the framework of policy set out in this guidance.

PPG3 states that Local planning authorities should:

- plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing;
- provide wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available, and seek to create mixed communities;
- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;
- promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

Para 54 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas.

Para 61 recommends that local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments in locations such as town centres, where services are readily accessible by walking, cycling or public transport.

## PLANNING POLICY GUIDANCE 13 - TRANSPORT

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people and for moving freight
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- Reduce the need to travel especially by car.

## **The London Plan**

The London Plan has now been adopted and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

Wood Green is identified in the London Plan as an Area for Intensification in the north London sub-region. Para 2B.10 states, " Opportunities should be taken to redevelop parts of wood Green town centre for high-density, mixed use schemes.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional 'homes' (970 per year) out of a target for London of 457950 (23000 per year).

## **UDP Policy**

### HARINGEY UNITARY DEVELOPMENT PLAN (1998)

- HSG 1.1 'Strategic Housing Target'
- HSG 1.3 'Changes of Use to Residential'
- HSG 2.1 'Dwelling Mix For New Build Housing'
- HSG 2.2 'Residential Densities'
- DES 1.1 'Good Design & How Design Will Be Assessed'
- DES 1.3 'Assessment of Design Quality' (2): Enclosure, Height and Scale and
- DES 1.9 'Privacy & Amenity of Neighbours'
- DES 1.11 'Design of Alterations and Extensions'
- EMP 1.1 'Employment Protection'
- STC 3.3 'Access to Upper Floor Accommodation'
- RIM 1.7 'Designing Out Crime'

### SUPPLEMENTARY PLANNING GUIDANCE (2003)

- SPG 3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'
- SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'
- SPG12 'Education Needs Generated by New Housing Development'

### HARINGEY UNITARY DEVELOPMENT PLAN REVISED DEPOSIT CONSULTATION DRAFT (2004)

- UD2 'General Principles'
- UD3 'Quality Design'
- UD6 'Waste Storage'
- M6 'Car-Free Residential Development'

UD10 'Planning Obligations'  
HSG1 'New Housing Developments'  
HSG2 'Change of Use to Residential'  
HSG8 'Density Standards'  
HSG9 'Dwelling Mix'  
EMP3R 'Non Employment Generating Uses'

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

This application proposes to extend the existing building at first and second floor levels and to change the use of the upper floors of the building to nine residential flats (6 x one bed, 2 x two bed and 1 x three bed)

The main issues are:

**Appropriateness of Use** – The upper floors of the application property were most recently in commercial use and have been vacant for some time. Planning approval HGY/2004/0911 established that residential accommodation would be appropriate at this location. Planning approval HGY/2005/2168 gave consent to create a large retail unit at ground floor level which should preserve significant employment on the application site and maintain active street frontages. It appears unlikely that there would be significant demand for upper floor commercial accommodation in the foreseeable future, therefore the change of use is considered to be appropriate and would comply with Council policies EMP 1.1 'Employment Protection' of the adopted UDP and EMP3R 'Non Employment Generating Uses' of the emerging UDP.

**Design/ Appearance** – The proposed development would retain all existing structures on the site. These would be extended and altered in a way that would give the property a more coherent appearance. At present the property consists of an amalgam of adjoining structures that have an extremely poor relationship to one another. It is considered that the current proposal would improve the appearance of the property significantly.

Whymark House and the rear addition at 12-14 High Road would gain an additional storey, bringing their height closer to that of surrounding buildings, which are predominantly three to four storeys in height. It is considered that the extended building would reflect the scale and bulk of neighbouring buildings and would enhance enclosure to the street scene at Whymark Avenue. The existing setback to Whymark Avenue would be retained, as would the second floor setback to the original Victorian element thereby breaking up the bulk of the extended building.

The façade of Whymark House would be rendered and the second floor fenestration would match that of the first floor. The fenestration of the rear addition at 12-14 High Road would be changed significantly.



The second floor of this element would be clad in light timber with the lower floors would rendered. The second floor flank wall of the original Victorian element facing Whymark Avenue would be clad in dark timber. There would be no significant changes to the High Road elevation. It is considered that the alterations would improve the architectural character of the building and would be in keeping with the character of the area. The proposal is considered to comply with Council policies DES 1.1 'Good Design & How Design Will Be Assessed', DES 1.3 'Assessment of Design Quality' (2): Enclosure, Height and Scale and DES 1.11 'Design of Alterations and Extensions' of the adopted UDP.

**Impact on the Amenity of Neighbours** – There are a number of residential flats to the rear of 10 High Road. These flats would experience a moderately increased sense of enclosure however their privacy would be maintained by the proposed privacy screen. The impact on these properties would be no greater than that of the previously approved scheme (HGY/2004/0911). There would be no significant impacts to any other properties. The proposal is considered to comply with Council policy DES 1.9 'Privacy and Amenity of Neighbours'

**Standard of Accommodation** – The proposed flats would provide a good standard of accommodation. Although the floor area of some units would come just under the relevant Council standard, the flats would be well laid out and all rooms would be of adequate size with satisfactory outlook and light. The accommodation is appropriately stacked and arranged to minimise noise transmission between flats. Access to the flats would be by means of a deck to the rear. While this is not ideal, it is considered necessary given the constraints of the site.

**Dwelling Mix** – Two thirds of the units would be one bedroom units. While this is a higher proportion than what would be normally encouraged, it is considered to be appropriate in this instance. The application site is situated in a busy town centre location and is not particularly suited to the provision of a significant number of family units. The provision of three family units is considered appropriate. The proposal is considered to comply with HSG 2.1 'Dwelling Mix for New Build Housing'

**Density** – The proposed residential density is appropriate for a town centre location. The proposal complies with Council policy HSG8 'Density Standards' of the emerging UDP

**Amenity Space** – Two of the first floor flats would have private terraces on the roof of the ground floor retail unit. These would be surrounded by 1.6m high privacy screens. A communal terrace of 65m<sup>2</sup> would be provided for the remaining flats. The proposed amenity space provision is considered to be appropriate given the constraints of the application site

**Parking/ Servicing/ Refuse** – No car parking spaces are to be provided. The application site is situated in an area with high public transport accessibility which is designated a controlled parking zone. It is an ideal location for a Car Free development. The proposal fulfils the requirement of Council policy M6 'Car-Free Residential Developments of the emerging UDP. The applicant has proposed nine bicycle racks with secure shelter as detailed on Plan No. PA201

A small off-street service area is provided within the site. However, the site benefits from a long road frontage in Whymark Avenue which is also relatively wide which will allow for the loading and unloading of vehicles without prejudicing the free flow of traffic in the area. The scheme provides refuse storage area near to the access for the development.

**Affordable Housing** - HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing. The proposed development details 9 units and as such the provision of affordable housing is not required.

**Education & S106 Agreement** - Under the terms of Circular 1/97 Planning Obligations, and in line with Supplementary Planning Guidance Note 10, The Negotiation, Management and Monitoring of Planning Obligations, it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size of and scale of the development. The Council therefore proposes to enter into an agreement under S106 of the Town and Country Planning Act 1990 to provide the following benefits as part of the proposal. These are principally:

The proposed development is made up of six 1 bedroom units, two 2 bedroom units and 1 three bedroom unit and would result in a total 9 of residential units with a total of 13 bedrooms.

An education contribution of £23,009.22 in accordance with the formula in SPG12

6 x 1 bedroom flats = 0.612 children  
2 x 2 bedroom flats = 0.986 children  
1 x 3 bedroom flats = 1.112 children

Total = 2.71 children

Primary contribution:  $2.71 / 16 \times 7$  (number of years of primary education) = 1.185625

$1.185625 \times £10,378.00$  (three year average amount of DfEE primary funding 05/06) = £12304.42

Secondary contribution:  $2.71 / 16 \times 5$  (number of years of secondary education) = 0.846875

$0.846875 \times \text{£}16,297.00$  (three year average amount of DfEE secondary funding 05/06) =  $\text{£}10704.80$

$\text{£}12304.42 + \text{£}10704.80 = \text{£}23,009.22$

Total Contribution =  $\text{£}23,009.22$

The applicant will need to enter into an agreement to contribute  $\text{£}23,009.22$  to education facilities in line with the requirements of Supplementary Planning Guidance 12.

## **SUMMARY AND CONCLUSION**

The site has previous approval for complete redevelopment. The current proposal seeks to retain the existing structure on the site to provide nine flats at first and second floor level. Generally the proposed scheme meets current national & regional guidelines and local policies in the UDP. The proposal would significantly improve the appearance of the existing building and will contribute towards the Boroughs strategic housing target.

## **RECOMMENDATION**

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

1. That planning permission be granted in accordance with planning application no. HGY/2006/0358, 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 & Country Planning Act 1990 (As Amended). The Agreement or Agreements are necessary in order to secure the provision an education contribution. Under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of  $\text{£}23,009.22$  toward local education facilities. Plus an administrative charge of  $\text{£}1150.46$  ( $5\% \times \text{£}23,009.22$ ) for cost recovery, giving a total figure of  $\text{£}24,159.68$ .

2. That the Agreement referred to in Resolution (1) above is to be completed no later than 05/05/06 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole discretion allow; and

3. That in the absence of the Agreements referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the planning application reference number HGY/2006/0358 be refused for the following reason:

The proposal fails to provide an education contribution in accordance with the requirements set out in Supplementary Planning Guidance 12 'Educational Needs Generated by New Housing Development' attached to the emerging Haringey Unitary Development Plan.

4. 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/2006/0358 & applicant's drawing Nos. E/101 - E107 incl.; PA/201 - PA/207 incl.

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. Notwithstanding the description of the privacy screen in the application, no development shall be commenced until precise details of the privacy screen 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.

5. That a detailed scheme for the provision of refuse, waste storage and recycling 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.

INFORMATIVE: The residential units are defined as 'car free' and therefore therein will be entitle to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

INFORMATIVE: The proposed development requires a new crossover to be made over the footway. The necessary works 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.

INFORMATIVE: 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 1380) to arrange for the allocation of a suitable address.'

INFORMATIVE: The new residential units would benefit from the enhanced security standards detailed in the 'Secured By Design Scheme' ([www.securedbydesign.com](http://www.securedbydesign.com)). The Crime Prevention Department can meet with the architect or client to discuss security measures and 'Designing Out Crime'. Our advice is given free of charge with the aim of preventing the future users of the building from becoming victims of crime. It is the mission of the Metropolitan Police to work together with partners and citizens for a safer London. We can be contacted on 0208 345 2164. The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community.

#### REASONS FOR APPROVAL

The Council has had regard to the development plan (in particular Policies HSG 1.1, HSG 1.3, HSG 2.1, HSG 2.2, DES 1.1, DES 1.3, DES 1.11, EMP 1.1, STC 3.3 & RIM 1.7) and to other material planning considerations. The proposal is substantially in accordance with the development plan.



Planning Applications Sub Committee 24 April 2006  
4.4

Item No.

**REPORT FOR CONSIDERATION AT PLANING APPLICATIONS SUB COMMITTEE**

**Reference**    **Ward:** Tottenham Hale  
**No:**  
HGY/2005/  
1036

**Date received:** 09/06/2005

**Last amended date:** 02/02/2006

**Drawing number of plans:** HWCB/P3758/01

**Address:** Hale Wharf, Ferry Lane N17

**Proposal:** Provision of 4 business barges and associated mooring facilities, landscaping and associated parking.

**Existing Use:** N/A

**Proposed Use:** B1

**Applicant:** British Waterways

**Ownership:** Public

**PLANNING DESIGNATIONS**

Road - Metropolitan  
Area Plans and Planning Briefs  
Flood Plain  
Area of Archaeological Importance  
Area of Community Regeneration  
Defined Employment Area  
East London Lee Valley Regen  
Lee Valley Regional Park

**Officer contact:** James McCool

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions

## **SITE AND SURROUNDINGS**

Hale Warf is a defined employment area located on an Island on the River Lea Navigation System, accessible from Ferry Lane close to the borough boundary with Waltham Forest. The business barges would be moored on the western side of Hale Wharf on the eastern bank of the River Lea Navigation 140m north of Tottenham Lock (Ferry lane). The River Lea Navigation is 26m wide at this location.

## **PLANNING HISTORY**

There is extensive planning history related to Hale Wharf however no previous application is directly relevant to this application

## **DETAILS OF PROPOSAL**

Provision of 4 business barges and associated mooring facilities, landscaping and associated parking.

The (identical) barges would measure 5.2m x 25.4m and would be moored end to end in line parallel to, and c. 4m from the eastern bank of the River Lea navigation. The barges would be accessed by a floating, hardwood finished pontoon, two metres wide, positioned along side the barges and two metres from the bank. A cantilevered steel bridge would connect the pontoon to the bank. Six parking spaces would be provided on the bank adjacent to the cantilevered steel bridge including two disabled spaces.

## **CONSULTATION**

LBH – Transportation Group  
UDP Team  
Thames Water  
Ferry Lane Residents Association  
Environment Agency  
Lee Valley REGNL Park

## **RESPONSES**



Lee Valley REGNL Park – No objection subject to the following conditions:

- Approval be limited to 3 years; and
- If temporary permission is not acceptable then the Authority objects to this proposal on the basis that this application will prejudice the satisfactory future development of Hale Wharf in this section of the Park

Lee Valley Estates – Fully support the project

LBH – Strategic Division – Fully support the project

LBH – Transportation - No comment has been prepared for this yet owing to the fact that the applicant has failed to supply us with detailed information (perhaps planning statement) which would assist us in understanding the nature of the business.

Environment Agency – The agency initially objected on the following grounds

- The application is not accompanied by a Flood Risk Assessment as required by PPG25
- Landworks associated with the proposed barges are in close proximity to the top of the bank of the River Lea Navigation. The proposal will prejudice flood defence interests, restrict necessary access to the watercourse to carry out maintenance works, adversely impact upon any future river improvement schemes, have a negative impact upon the character of the river corridor and may cause the river's bank to become destabilised consequently increasing the risk of erosion.

Following negotiation with British Waterways, the Environment Agency can now support the application subject to the following conditions being imposed:

Condition 1: External artificial lighting as part of the development shall be directed away from the River Lee Navigation and shall be focused with cowlings.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.

Condition 2: There shall be no permanent storage of materials related to the development within five metres of the River Lea Navigation along the entire length of the site. This area must be suitably marked and protected during development.

Reason: To reduce the impact of the proposed development on the river buffer zone and the movement of wildlife along the river corridor.

Condition 3: Before development commences, an ecological enhancement plan, including long term design objectives, management responsibilities and maintenance schedules for all enhancement areas, shall be submitted to and improved in writing by the Local Planning Authority

Reason: To protect and enhance the natural features and character of the area

Condition 4: All planting carried out as part of the ecological enhancement plan shall be of locally native plant species only, of UK genetic origin.

Reason: Use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that native plants provide – introduced plants usually offer little of our native wildlife.

The following informative should be attached to any planning permission Granted:

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed or structures in under, over or within 8 metres of the brink of the River Lee (Navigation) main river. Contact John Thurlow on 01707 632403 for further details.

## **RELEVANT PLANNING POLICY**

### **HARINGEY UNITARY DEVELOPMENT PLAN (1998)**

EMP 1.2 "New Employment Uses"

EMP 1.3 "Defined Employment Areas"

EMP 3.4 "Environmentally Sensitive Employment Activity"

OP 5.4 "Enhancing the Water Environment"

OP 5.6 "Works Affecting Watercourses"

DES 1.1 "Good Design and how Design will be assessed"

DES 8.6 "River Lee and lee Navigation Area of Special Character (SAC )

RIM 1.2 "Upgrading Areas in Greatest Need"

### **SUPPLEMENTARY PLANNING GUIDANCE (2003)**

SPG 8g "Ecological Impact Assessment"

**ANALYSIS/ASSESSMENT OF THE APPLICATION**

This application seeks the provision of 4 x business barges and associated mooring facilities, landscaping and associated parking. This project is being led by British Waterways and has attracted funding to the European Regional Development Fund.

This is an unusual proposal to provide a new employment use on the River Lea Navigation, adjacent to Hale Wharf Defined Employment Area, that would preserve the special riparian character of the waterway by being accommodated on purpose built traditional-style canal barges. In principle, this proposal is strongly supported by Council policy, in particular policies EMP 1.2 "New Employment Uses", EMP 1.3 "Defined Employment Areas" and RIM 1.2 "Upgrading Areas in Greatest Need".

The primary planning consideration here is the impact of the proposal on the waterway itself and local ecology. The Environment Agency have been consulted and they have provided a list of conditions to be imposed in the event of an approval (see above), that would serve to mitigate any unacceptable impact on the waterway or local ecology. These conditions, which are agreeable to British Waterways, are considered to be both necessary and reasonable and would ensure that the proposal satisfies Council's environmental policies.

The proposed barges, pontoon and cantilevered steel bridge are considered to be of a sensitive design, which would enhance the character of the area and which would satisfy Council policy DES 1.1 "Good Design and how Design will be assessed" The proposal would not hinder movement along the waterway or banks and would satisfy Council policies EMP 3.4 "Environmentally Sensitive Employment Activity" and DES 8.6 "River Lee and Lee Navigation Area of Special Character (SAC)"

It is noted that the Lee Valley Regional Park Authority (LVRPA) have concerns that the proposal, if implemented, would prejudice the satisfactory future development of Hale Wharf, and accordingly that approval be limited for a period of three years. It is also noted that British Waterways state that the feasibility and funding of the project is dependent on a twenty five year time horizon, and that the imposition of condition limiting the period of approval would not allow the development to go ahead.

Government Planning Circular 11/95 states *"that a temporary permission will normally only be appropriate either where the applicant proposes temporary development, or where a trial run is needed in order to assess the effect of the development on the area"*. The planning officer at Lea Valley Park is of the view, that the land based elements of the scheme would be out of place and detrimental to the amenities of the area in the future context of a redeveloped

Hale Wharf and a leisure based riverside. The proposed land based elements comprise eight parking spaces and a Mechanical and Electrical kiosk. It is considered that these elements would not prejudice the satisfactory future development of Hale Wharf. Refuse storage, details of which have not been yet been provided, can be required to be set well back from the waterway, to protect the amenities of the area and to prevent any hindrance to movement along the bank.

## **SUMMARY AND CONCLUSION**

This proposed development would be of great benefit. It would provide new employment and enhance the special character of the River Lee. The proposal complies with the Unitary Development Plan in particular policies EMP 1.2 "New Employment Uses", EMP 1.3 "Defined Employment Areas", EMP 3.4 "Environmentally Sensitive Employment Activity", OP 5.4 "Enhancing the Water Environment", OP 5.6 "Works Affecting Watercourses", DES 1.1 "Good Design and how Design will be assessed", DES 8.6 "River Lee and Lee Navigation Area of Special Character (SAC)", RIM 1.2 "Upgrading Areas in Greatest Need"

## **RECOMMENDATION**

### **GRANT PERMISSION**

Registered No. HGY/2005/1036

Applicant's drawing no. HWCB/P3758/01

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. External artificial lighting as part of the development shall be directed away from the River Lee Navigation and shall be focused with cowlings.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.

4. There shall be no permanent storage of materials related to the development within five metres of the River Lea Navigation along the entire length of the site. This area must be suitably marked and protected during development.

Reason: To reduce the impact of the proposed development on the river buffer zone and the movement of wildlife along the river corridor.

5. Before development commences, an ecological enhancement plan, including long term design objectives, management responsibilities and maintenance schedules for all enhancement areas, shall be submitted to and improved in writing by the Local Planning Authority

Reason: To protect and enhance the natural features and character of the area

6. All planting carried out as part of the ecological enhancement plan shall be of locally native plant species only, of UK genetic origin.

Reason: Use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that native plants provide - introduced plants usually offer little of our native wildlife.

7. That a detailed scheme for the provision of refuse, waste storage and recycling 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.

INFORMATIVE: Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed or structures in under, over or within 8

metres of the brink of the River Lee (Navigation) main river. Contact John Thurlow on 01707 632403 for further details.

INFORMATIVE: 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.

#### REASONS FOR APPROVAL

The Council has had regard to the development plan (in particular policies EMP 1.2, EMP 1.3, EMP 3.4, OP 5.4, OP 5.6, DES 1.1, DES 8.6 and RIM 1.2) and to other material planning considerations. The proposal is substantially in accordance with the development plan.



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**Site plan**  
**16 - 52 High Road N15**

*Item*  
*4.1*

**HARINGEY COUNCIL**  
**Directorate of**  
**Environmental**  
**Services**

Shifa Mustafa  
 Assistant Director  
 Planning, Environmental Policy & Performance  
 639 High Road  
 London N17 8BD  
 Tel 020 8489 0000  
 Fax 020 8489 5525

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Site plan

16 - 52 High Road N15

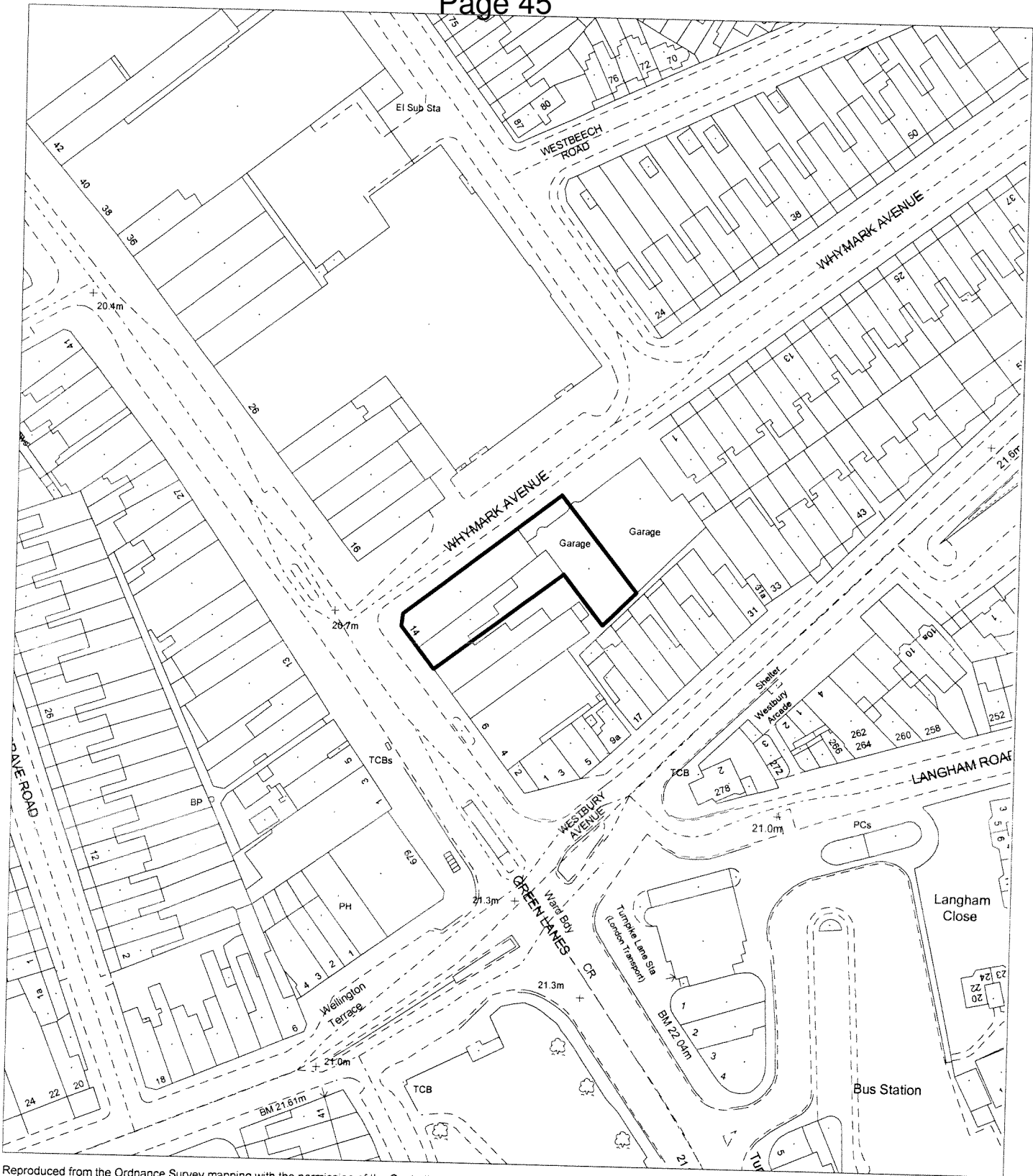
*Item 4.2*

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**Directorate of Environmental Services**

Shifa Mustafa  
 Assistant Director  
 Planning, Environmental Policy & Performance  
 639 High Road  
 London N17 8BD  
 Tel 020 8489 0000  
 Fax 020 8489 5525

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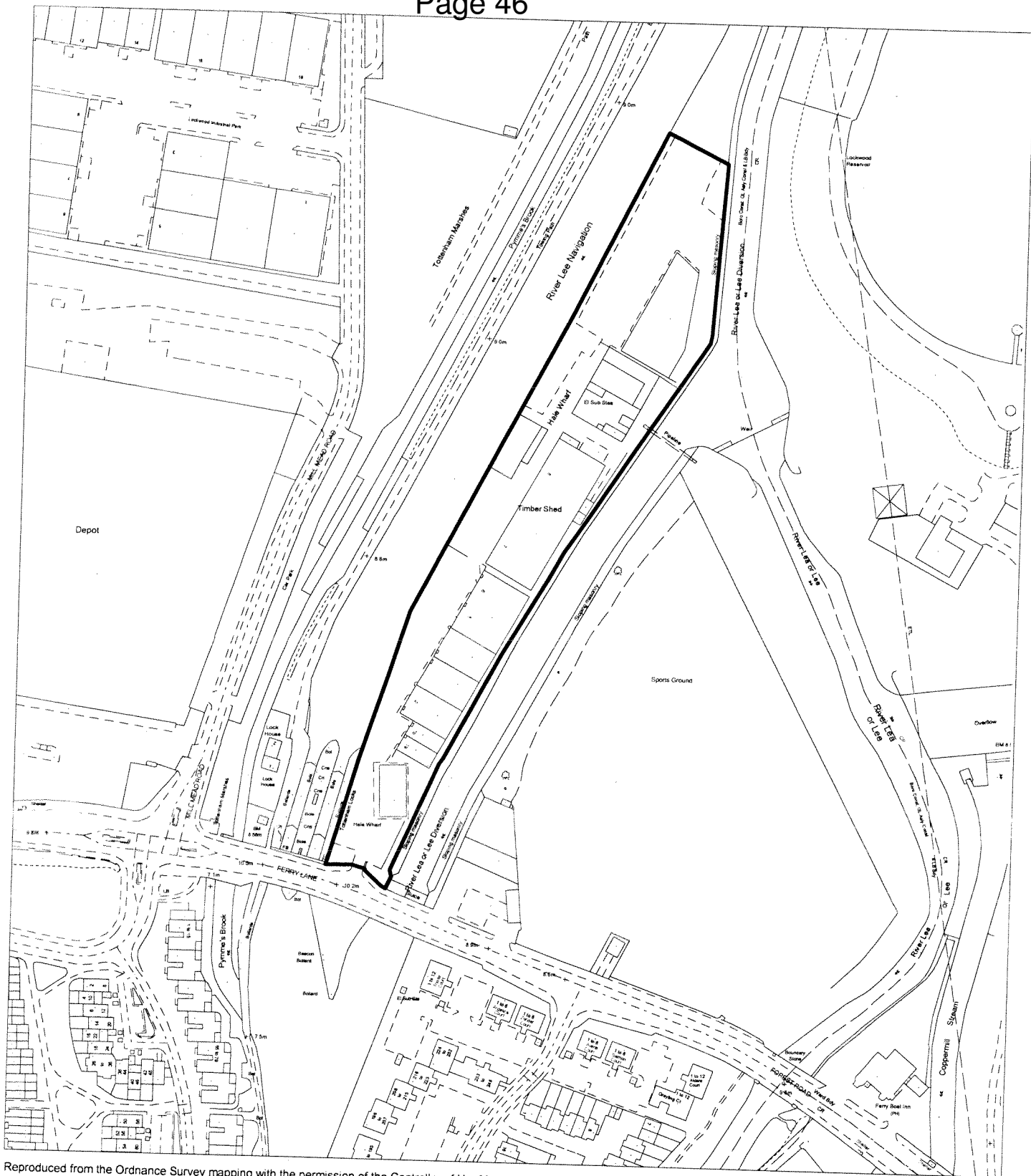
Site plan  
**12 - 14 High Road & Whymark House, Whymark Avenue N22**

*Item 4.3*

**HARINGEY COUNCIL**  
**Directorate of Environmental Services**

Shifa Mustafa  
 Assistant Director  
 Planning, Environmental Policy & Performance  
 639 High Road  
 London N17 8BD  
 Tel 020 8489 0000  
 Fax 020 8489 5525

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Site plan  
Hale Wharf, Ferry Lane N17

*Item 4.4*

**HARINGEY COUNCIL**  
**Directorate of Environmental Services**

Shifa Mustafa  
Assistant Director  
Planning, Environmental Policy & Performance  
639 High Road  
London N17 8BD  
Tel 020 8489 0000  
Fax 020 8489 5525

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