

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2009/0181

**Ward:** Bruce Grove

**Date received:** 23/01/2009

**Last amended date:** N / A

**Drawing number of plans:** 01, 02, 03, 04, 11, 12, 13, 14, 15, 16, PS01, PS02 & PS03.

**Address:** 579C High Road N17

**Proposal:** Demolition of existing building and erection of part two/part three storey building comprising of 1 x 3 bed, 3 x 2, 4 x 1 bed flats, 4 x B1 units at ground floor with eight car parking spaces

**Existing Use:** Commercial

**Proposed Use:** C3 / B1

**Applicant:** Tigress Properties Land

**Ownership:** Private

**PLANNING DESIGNATIONS**

Road Network: Classified Road

**Officer Contact:** Valerie Okeiyi

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and Section 106 Legal Agreement

**SITE AND SURROUNDINGS**

The application site is situated at 579 High Road, the site is located to the rear of the High Road in the Bruce Castle Conservation Areas. Some of the adjoining buildings have architectural and historical interest namely 581 High Road Charlton Cottage, 583 and 585 High Road Grade II listed Buildings and 579e High Road Pantiled Workshop and Barn and Morrisons Yard adjacent to the site which is a locally listed building. In addition the site is designated as the Tottenham High Road Regeneration Corridor. The site is also located in close proximity to the Scotland Green Conservation Area.

The application site is a three storey partially vacant building that is currently on a short lease for light industrial and commercial uses. The hard standing is used to

store vehicles and materials. The site is situated at the rear of 571 - 577 High Road and it is adjacent to a residential block of flats on Kenmare Drive off Pembury Road to the east and Morrison Yard to the west. To the rear of the site is the railway line. Access to the site is via Kenmare Drive or the side alley adjacent to 577-575 High Road.

The surrounding area is mixed, with a range of building types, ranging in height from a two storey, locally listed former barn to the east, to three-storey housing to the north, and tall industrial buildings to the south.

## **PLANNING HISTORY**

Planning-**HGY/1997/1977**-GTD-31-03-98-579D High Road London -Residential development comprising sheltered accommodation providing 12 x 1 bedroom units and 1 x 2 bedroom wardens unit, communal living, dining and laundry facilities and 4 parking spaces.

Planning-**HGY/1997/1978**-GTD-09-06-98-579D High Road London -Listed Building Consent for breaches involving demolition on sections of boundary wall. Repairs and additional elements.

Planning-**HGY/1999/0242**-APPROVED-08-08-00-579D High Road London - Approval of details of new foundation to existing wall pursuant to condition attached to HGY/54262.

Planning-**HGY/2006/2000**-REF-28-11-06-579 High Road Tottenham London - Demolition of existing buildings and erection of 1 x 2 storey and 1 x 4 storey buildings comprising a total of 330sqm of office space at ground floor level and 6 x one and 6 x two bed self contained flats at 1st, 2nd and 3rd floor levels with associated landscaping, recycling and bicycle storage.

Planning-**HGY/2006/2001**-REF-05-12-06-579 High Road Tottenham London - Conservation Area Consent for demolition of existing buildings and erection of 1 x 2 storey and 1 x 4 storey buildings comprising a total of 330sqm of office space at ground floor level and 6 x one and 6 x two bed self contained flats at 1st, 2nd and 3rd floor levels with associated landscaping, recycling and bicycle storage.

## **DETAILS OF PROPOSAL**

Demolition of existing building and erection of part two/part three storey building comprising of 1 x 3 bed, 3 x 2, 4 x 1 bed flats, 4 x B1 units at ground floor with eight car parking spaces

## **CONSULTATION**

Transportation Group  
Cleansing  
Legal Services  
Building Control  
Housing Enabling Team  
Tottenham CAAC  
Ward Councillors  
Conservation Team  
London Fire Brigade  
Andrew Snape  
1 – 15 (c) Kenmore Drive N17  
1 – 10 (c) 13a Ashling House, Kenmare Drive N17  
1 – 12 (c) Morrison Yard, High Road N17  
2 – 22 Woodside Gardens  
1 Woodside Gardens  
581 Charlton House, High Road  
511 a, b, 513 High Road  
515 – 519 High Road  
521 – 577 High Road  
530 – 536 High Road  
545a,b,c High Road  
565 a, b High Road  
25 – 37 (o) Forest Gardens  
58 – 74 (e) Newlyn Road  
7 – 27 (o) Woodside Gardens  
2 – 22 (e) Forest Gardens  
16 – 19 (o) Kenmare Drive

## **RESPONSES**

### **Transportation Team**

This proposed development is located in an area with medium public transport accessibility level, with the busy bus route High Road, providing some 94 buses per hour (two-way), for frequent bus connections to and from Seven Sisters tube station. This site is also close to Bruce Grove train station which offers regular rail connections to Liverpool Street surface rail/underground stations. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from this site. In addition, this site has not been identified within the Council's UDP as that renowned to have carparking pressure.

Furthermore, our interrogation with TRAVL trip prediction software has revealed that based on similar sites (Bed Zed- SM6, Clarence Close-EN4, Riverside West-SW18 and Stanley Close- SE9), the residential part (565sqm GFA) of this development proposal would only generate 1 in and out vehicle movement during the morning or evening peak hours. Likewise, the light industrial (B1) aspect of this development (353sqm GFA) would result in the same 1 in and out vehicle

movement during the morning or evening peak hours (using comparable sites: Braitrim Ltd-NW10, Cody Road Industrial Estate-SW1 and Willow Lane Industrial Estate-CR4, as the basis of assessment). It is therefore deemed that this proposed development would not have any significant adverse impact on the existing generated vehicle movements or indeed car parking demand at this location.

Moreover, although the vehicular access off High Road is narrow, the applicant has proposed a one-way access from Tottenham High Road and a two-way access arrangement at the western end of the site, to link with Kenmare Drive. In addition, the applicant has proposed 18 secure bicycle racks and 8 car parking spaces as detailed on Plan No.12 and in line with the parking standard detailed in Appendix 1 of the UDP.

However, we do have the following concerns about this development proposal:

1. Inadequate turning area for the servicing vehicles: The applicant's proposal to construct two car parking spaces in front of Unit 3 and at the southern periphery of Kenmare Drive is unacceptable because this area should have been earmarked as a turning head to foster the manoeuvring of refuse or similar vehicles servicing the site, so that these vehicles can always enter and leave the site in forward gear. The applicant is reminded that albeit there is a turning area at the southern end of Kenmare Drive, it was observed during our site visit that vehicles generally park on this area. We would therefore suggest that the applicant removes car parking spaces 1 and 2 to enable a turning head to be created in this area and replace one of the remaining six spaces with a disabled parking.

2. Lack of a clear-cut cyclist access to the cycle storage: Since the cycle racks area arranged behind the car parking spaces 3 to 8 and no obvious path for cyclists to use these racks, we would suggest that the applicant proposes a route which would enable cyclists to access the cycle stores without conflict with vehicles parking on this site.

3. The footways in the vicinity of this development including the substandard one at the northern perimeter of Pembury Road will also require an upgrade. Hence we would ask the applicant to contribute towards the enhancement of these footways.

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

1. Contributes £40,000 (forty thousand pounds) by way of S.278 Highways Act 1980 or S.106 Town & Country Planning Act 1990 agreement, for the upgrade of the footways in the vicinity of this development including that at the northern perimeter of Pembury Road.

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

2. submits a scheme showing dedicated route to the cycle store and appropriate paving materials along the site access off High Road, typical of a shared surface,

which would enable drivers to pay specific regard to pedestrians/cyclists, to the transportation authority for approval.

Reason: To minimise conflict between pedestrians/cyclists and vehicles traversing accessing this site.

3. submits a scheme which would demonstrate that servicing vehicles can manoeuvre into and out of this site, from and onto Kenmare Drive, in forward gear.

Reason: To ensure safe access and exiting of servicing vehicles into and out of this development.

### **Network Rail comments of previously refused application**

#### **Ref:HGY/2006/2000**

##### *Demolition*

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. In particular the demolition of buildings or other structures should be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail's land. Approval must be obtained from Network Rail's Outside Parties Engineer.

##### *Plant, Scaffolding & Cranes*

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

##### *Excavations of footings*

Network Rail will need to be consulted on any alterations to ground levels. It should be noted that Network Rail are concerned about excavations within 10m of the boundary with the operational railway and will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. A full method statement must be supplied and agreed with Network Rail's Outside Party Engineer before consent can be granted.

##### *Amenity*

Network Rail is not aware whether any PPG24 noise and vibration assessment has been carried out for this location. Amenity will need to be addressed.

##### *Drainage*

Additional or increased flows of surface water must not be discharged onto Network Rail land nor into Network Rail's culverts or drains. In the interests of long term stability of the railway, soakaways should not be constructed within 10m of the boundary with the operational railway.

##### *Fencing*

Given the proposed use of the site a 1.8m high fence should be constructed to avoid trespass and vandalism and provide acoustic insulation for the residential units.

##### *Site Layout*

In order to ensure the proposed development can be constructed and maintained without encroachment onto the operational railway line all buildings and

structures should be set back at least 2m from the boundary with the operational railway or at least 5m for overhead power lines.

#### *Landscaping*

Details of landscaping along the railway corridor to be submitted to Network Rail, who can provide advice on appropriate planting species as well as inappropriate planting.

#### *Party Wall Act 1996*

Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with NRIL at an early stage of the preparation of details of their development on Party Wall matters.

### **Building Control**

Access for fire fighting vehicles is considered acceptable for this development provided adequate turning facilities are available within the site.

### **Waste Management**

This proposed development will require a storage facility large enough to contain 2x1100ltr refuse bins and 1x1100ltr recycling bin.

The refuse and recycling store is shown on the edge of the site behind parking space 6 but the existing one way vehicular access does not look of sufficient size to allow an RCV to enter, but this is difficult to judge due to lack of scaling facilities on the net.

Would it be possible to have a drawing indicating that this entrance is suitable and showing the vehicle movement, if this entrance is not suitable a vehicle turning facility will be required, to prevent RCV's reversing on or off the highway.

### **Environmental Health**

Can you condition HGY/2009/0181 to provide a site investigation report, risk assessment and details of any remediation required

### **Crime Prevention**

- My main concern is with the removal of the wall at the end of Kenmare Drive to allow pedestrian and vehicle traffic into this proposed scheme. I was involved several years ago with the design of Kenmare Drive as a "Secured by Design" development and the security of the homes there, including the Sheltered Housing in Ashling House has benefited from the inherent security of the cul-de-sac design of Kenmare Drive. A cul-de-sac gives less anonymity to a criminal by offering only a single access point into the estate. Removing this wall would obviously allow greater access through Kenmare Drive and give much more anonymity to any potential offenders. In my opinion, the design of this proposed scheme in removing the cul-de-sac, compromises the security of both.
- I also have concerns regarding the security of the flats directly above the vehicle parking between Unit 2 and 3. There is very poor surveillance of this area from within the scheme with no direct overlooking and natural surveillance except a very limited amount from the direction of Ashling House. This obviously creates an ideal point of concealment for anti-social

behaviour or possibly drug dealing and I also question the security of the flats above the parking should there be a vehicle fire or arson attack there.

- Regardless of the Secured by Design scheme, it is crucial that the communal door entry systems are of a high security standard. Poor quality door systems lead to crime and high maintenance costs for the owner and are not in any way part of a sustainable development.

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. The Crime Prevention Department can meet with the architect or developer to discuss the scheme as required.

### **London Fire Brigade**

The Brigade is satisfied with the proposals

### **Charlton House Medical Centre objection for the following reasons;**

Access would be an issue, as access to their car park, which is used in emergencies, is via a very narrow road which would also serve 579C High Road. The road is frequently blocked by cars accessing 579c High Road and also the mosque in front of it. Residential on the site would increase the amount of traffic which could block the road. This would restrict access and exit for the doctors in emergencies. The building works would also cause disruption to the road. They are also concerned with overlooking issues if the proposed windows are too close to the doctors surgery.

### **RELEVANT PLANNING POLICY**

#### **Central Government Guidance**

Planning Policy Guidance 1 'Delivering Sustainable Development'  
Planning Policy Guidance 13 'Transport'

#### **Haringey Council Unitary Development Plan 2006**

UD2 'Sustainable Design and Construction'

UD3 'General Principles'

UD4 'Quality Design'

UD6 Mixed Used Development

UD7 'Waste Storage'

UD8 'Planning Obligations'

HSG1 New Housing Developments

HSG2 Change of Use to Residential

HSG10 Dwelling Mix

HSG9 Density Standards

ENV3 'Water Conservation'

ENV9 'Mitigating Climate Change: Energy Efficiency'

ENV10 'Mitigating Climate Change: Renewable Energy'

M3 'New Development Location and Accessibility'

M4 'Pedestrians and Cyclists'

M5 'Protection, Improvement and Creation of Pedestrian and Cycle Routes'

M10 'Parking for Development'

CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest

CSV1 Development in Conservation Areas

EMP5 Non Employment Generating Uses

### Supplementary Planning Guidance

SPG 1a 'Design Guidance and Design Statements'

SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'

Housing SPD (October 2008)

SPG7a Vehicle and Pedestrian Movement

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

The proposed scheme does raise a number of issues and these can be considered under the following headings;

- Principle of mix use development at the site
- Design & appearance and effect upon character and appearance of the local area
- Layout
- Secured by Design
- Dwelling Mix
- Density
- Residential Impact
- Parking and Transportation
- Energy Efficiency & Renewable Energy
- Planning Obligations/Section 106

### **Principle of mixed use development at the site**

The proposal seeks to demolish the existing 3 storey building that is partially vacant and currently on a short lease for light industrial and commercial uses and erect a mixed used development comprising of a three storey building with residential on the first and second floor and 2 x B1 units on the ground floor. The proposal will also include the erection of a 2 storey building on the western part of the site in close proximity to the barn comprising of 2 x B1 units on the ground floor and residential on the first floor.

### ***Residential***



The Council recognises that there is an increasing demand for non-employment generating uses, especially on surplus employment land. Therefore, alternative uses including residential may be appropriate.

With regards to policy HSG1 of the adopted Haringey Unitary Development Plan, this development will contribute towards the Council meeting its housing target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly most appropriate for housing development

It is considered that the site provides the opportunity to provide much needed new housing in the borough. The proposal accords with the aim of policy HSG2 in that the building does not fall in a defined employment area. Although the site has previously been in commercial use, the area to the rear of the High Road is predominantly residential in character i.e. the three storey building that adjoins the site is residential and overall the scheme will provide an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed and accessible land for housing purposes complies to PPS3

### ***Employment***

EMP 4 states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided the land or building is no longer suitable for business or industry use and the redevelopment would either retain or increase the numbers of jobs permanently provided on the site.

The redevelopment of the site will allow the provision of a mixed use scheme that would provide housing and also offer 353sqm of new office space on ground floor level in order to create local employment opportunities in the area

Overall it is considered that the scheme would provide a satisfactory mixed use development located in a town centre in an area with high public transport accessibility in close proximity to commercial and residential uses. As the employment generating use is located amongst a residential area i.e. 1 – 15 Kenmare Drive, it is considered that the employment use should be small scale and co-exist harmoniously with the residential use.

### **Design & appearance and effect upon character and appearance of the local area**

Policies UD3 General Principles and UD4 Quality Design, CSV1 Development in Conservation Areas and SPG 1a Design Guidance and Design Statement require that new buildings are of an acceptable standard of design and are sympathetic with the surrounding built form.

The existing building to be demolished, is not of particular architectural quality especially at ground floor level, although the materials used on the upper floor are attractive. The previously refused application in 2006 proposed two buildings that were excessive in bulk and scale and the materials proposal were inappropriate. The current scheme however proposes a building which is lower in height and of a similar building profile to the existing. It will reflect the form and materials of the adjacent locally listed building at Morrison's Yard and therefore further enhance the character of the conservation area.

### **Layout**

As previously discussed the proposed scheme will include 8 residential units comprising of 1 x 3 bed and 3 x 2 bed and 4 x 1 bed. All the unit sizes and room sizes are consistent with the floor minima identified in the Housing SPD 2008.

The proposed three storey block will have external terraces at the rear on first and second floor level and the proposed two storey block will have a large roof terrace. The proposed amenity space provided is considered suitable for this type of development.

### **Secured by Design**

Whilst the comment of the Crime Prevention Officer are noted, the use and opening up of the cul-de-sac at Kenmare Drive seems to provide the best means of access to the site, and is a natural continuation of Kenmare Drive; the new flats will enable good surveillance of this area.

### **Dwelling Mix**

In terms of the dwelling mix policy HSG10 seeks to ensure a mix of housing types and sizes within developments to meet the range of housing needs in the borough.

The scheme provides an appropriate mix of dwelling types that will meet the housing need for private housing and affordable housing

## **Density**

Density control can help ensure that developments make the best use of the land available, avoid significant loss of dwellings and yet provide an acceptable residential environment. Policies HSG 9 'Density Standards' sets out the density range for the Borough. The Adopted Unitary Development Plan sets a density range of 200-700 habitable rooms per hectare.

Applying the method of calculation set out in SPG 3a on Residential Densities, the site covers an area of 0.103 hectares and proposes a density of 200 hrh

## **Residential Impact**

Policy UD3 states that the Council will require development proposals to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of light, privacy and overlooking.

The proposed development will not be visible from the High Road as the site is set well back and located behind other buildings. The residents living in the adjacent residential block will not be adversely affected.

## **Parking and Transportation**

Policy M10 states that the development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted.

The site is in an accessible location, within close proximity of Bruce Grove Railway Station reasonable access to Seven Sisters tube station and several bus stops.

The applicant has provided 8 car parking spaces with the scheme, this will include one disabled parking space and 18 cycle racks. The existing access to the site via the side alley adjacent to 577-575 High Road will be maintained. The proposal would also involve the partial demolition of the front wall to Kenmare Drive to enable two way access and egress from and onto the site for both vehicles and pedestrians.

Whilst the transportation team have not decided to oppose the scheme the main concerns are with the inadequate circulatory area along the car parking area.

## **Energy Efficiency & Renewable Energy**

The proposed accommodation will utilise sustainable energy efficient lighting (solar panels), a condensing type gas fired boiler and double glazed windows to achieve a U-value of 1.8. External walls and roof will be fully insulated.

## **Planning Obligations/Section 106**

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial

contributions towards a range of associated improvements immediately outside the boundary of the site.

#### Transportation contribution

The applicant has agreed to contribute a sum of £40,000 towards upgrading the pedestrian crossing to a raised crossing and improving road visibility at Wilton Road junction and, the construction of footway at the eastern side of this road towards Trott Road.

#### Recovery Costs

As part of the S106, it is recommended that a financial contribution is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.

The applicant has agreed to a contribution of £2000 towards recovery costs/administration.

### **SUMMARY AND CONCLUSION**

The proposed scheme is considered acceptable for the following reasons: the 8 units will assist in meeting the boroughs housing targets. The site will provide an acceptable environment for residential use with sufficient amenity space. A level of employment will still be retained on the site to create employment opportunities in the area.

The proposed three and two storey block is of an appropriate scale and design using appropriate materials that would enhance the conservation area. There would be no adverse impact on neighbouring properties and the site is within an accessible location. As such the proposal would be contrary to UD3 General Principles, UD4 Quality Design, CSV1 Development in Conservation Areas, CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest, HSG1 New Housing Developments

HSG2 Change of Use to Residential, HSG10 Dwelling Mix, HSG9 Density Standards, ENV3, ENV10 'Mitigating Climate Change: Renewable Energy' and EMP4 Non Employment Generating Uses of the adopted Haringey Unitary Development Plan and SPG 1a Design Guidance and Design Statement, Housing SPD (October 2008), It is therefore appropriate to recommend that planning permission be GRANTED.

### **RECOMMENDATION 1**

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2009/0181, subject to a pre-condition that MDC Limited and [the owner (s)] of the application site shall have first entered into an Agreement of Agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London

Council (General Powers) Act 1974 in order to secure £40,000 as transportation contributions and £2,000 towards recovery costs. The overall total is £42,000

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) 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/2009/0181 be refused for the following reason:

The proposal fails to provide a Transportation Contribution in accordance with the requirements set out in Supplementary Planning Guidance 7a Vehicle and Pedestrian Movement attached to the Haringey Unitary Development Plan.

## **RECOMMENDATION 2**

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/2009/0181

### **GRANT PERMISSION**

Registered No. HGY/2009/0181

Applicant's drawing No.(s) 01, 02, 03, 04, 11, 12, 13, 14, 15, 16, PS01, PS02 & PS03.

Subject to the following condition(s)

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. The applicants submits a scheme showing dedicated route to the cycle store and appropriate paving materials along the site access off High Road, typical of a shared surface, which would enable drivers to pay specific regard to pedestrians/cyclists, to the transportation authority for approval.

Reason: To minimise conflict between pedestrians/cyclists and vehicles traversing accessing this site.

5. The applicants submit a scheme which would demonstrate that servicing vehicles can manoeuvre into and out of this site, from and onto Kenmare Drive, in forward gear.

Reason: To ensure safe access and exiting of servicing vehicles into and out of this development.

6. Fully annotated and dimensioned drawings of elevational features, shopfronts at a scale of 1:10, including the type/style of window, shall be submitted to and approved by the LPA prior to commencement of development.

Reason: To ensure that the development is of a high standard to preserve the character and appearance of Bruce Castle Conservation Area.

7. 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.

8. 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.

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. Details of roof terrace, including surfacing and guard rails/parapet walls, shall be submitted to and approved by the LPA prior to commencement of development.

Reason: To protect amenity and safety of the occupiers.

11. 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'.

12. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

13. 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.

14. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

**INFORMATIVE: Demolition** Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. In particular the demolition of buildings or other structures should be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail's land. Approval must be obtained from Network Rail's Outside Parties Engineer.

**INFORMATIVE: Plant, Scaffolding & Cranes** Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

**INFORMATIVE: Excavations of footings** Network Rail will need to be consulted on any alterations to ground levels. It should be noted that Network Rail are

concerned about excavations within 10m of the boundary with the operational railway and will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. A full method statement must be supplied and agreed with Network Rail's Outside Party Engineer before consent can be granted.

INFORMATIVE: Amenity Network Rail is not aware whether any PPG24 noise and vibration assessment has been carried out for this location. Amenity will need to be addressed.

INFORMATIVE: Drainage Additional or increased flows of surface water must not be discharged onto Network Rail land nor into Network Rail's culverts or drains. In the interests of long term stability of the railway, soakaways should not be constructed within 10m of the boundary with the operational railway.

INFORMATIVE: Fencing given the proposed use of the site a 1.8m high fence should be constructed to avoid trespass and vandalism and provide acoustic insulation for the residential units.

INFORMATIVE: Site Layout In order to ensure the proposed development can be constructed and maintained without encroachment onto the operational railway line all buildings and structures should be set back at least 2m from the boundary with the operational railway or at least 5m for overhead power lines.

INFORMATIVE: Landscaping Details of landscaping along the railway corridor to be submitted to Network Rail, who can provide advice on appropriate planting species as well as inappropriate planting.

INFORMATIVE: Party Wall Act 1996 where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with NRIL at an early stage of the preparation of details of their development on Party Wall matters.

## REASONS FOR APPROVAL

The proposed scheme is considered acceptable for the following reasons: the 8 units will assist in meeting the boroughs housing targets. The site will provide an acceptable environment for residential use with sufficient amenity space. A level of employment will still be retained on the site to create employment opportunities in the area. The proposed three and two storey block is of an appropriate scale and design using appropriate materials that would enhance the conservation



area. There would be no adverse impact on neighbouring properties and the site is within an accessible location. As such the proposal would be contrary to Policies UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas', CSV3 'Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', HSG1 'New Housing Developments', HSG2 'Change of Use to Residential', HSG10 'Dwelling Mix', HSG9 'Density Standards', ENV3 'Water Conservation', ENV10 'Mitigating Climate Change: Renewable Energy' and EMP4 'Non Employment Generating Uses' of the adopted Haringey Unitary Development Plan and SPG 1a 'Design Guidance and Design Statement', Housing SPD (October 2008).