

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2008/2220

Ward: Tottenham Hale

Date received: 19/11/2008

Last amended date: 24 April 2009

Drawing number of plans: 08424/100 , 101, 102, 103, 110 Rev P2, 111, 112, 200, 300, 301, 400, 1000 - 1022 incl., 2000 (all Rev P1)

Address: Park Tavern Public House, 220 Park Lane, N17

Proposal: Demolition of existing buildings and erection of 4 storey building comprising 366 sqm of retail (A1) floorspace plus Kingdom Hall (D1) on the ground floor, with 34 flats, (2 x one bed, 13 x two bed, 15 x three bed and 4 x four bed flats on the upper floors), plus 22 car spaces and 44 cycle spaces.

Existing Use: vacant (formerly PH)

Proposed Use: Mixed use, retail, place of worship, residential

Applicant: Park Lane House Limited

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer contact: Stuart Cooke

RECOMMENDATION

GRANT PERMISSION subject to conditions and S106 Legal Agreement and agreements under S256 and S278 of the Highways Act 1980 relating to exchange of land and works to the highway:

SITE AND SURROUNDINGS

The application site comprises the former Park Tavern public house (PH) and car park site. The site is located next to the Northumberland Park railway station at the junction of Park Lane, Shelbourne Road and Willoughby Lane. Park Lane then leads up to the level crossing at the railway linking through to Marsh Lane and Meridian Way.

The surrounding area is generally residential. Opposite the application site is a short, two storey, mixed use terrace of local shops and cafes on the ground floor with residential accommodation above. Directly to the south of the site is Lois Court, a 3-storey block of flats built in the 1950's. Otherwise Shelbourne Road generally comprises two storey terraced Victorian housing. On the opposite side of the junction is the 3-storey block of flats, Nos. 2-12 Shelbourne Road, built in the 1970's. To the north and west between Park Lane and Northumberland Park is the Northumberland Park estate a large municipal housing estate built largely in the 1970's, comprising large blocks of flats between 4 and 17-storeys in height. Diagonally opposite the application site is a petrol filling station and bus turnaround for four bus routes.

In policy terms, the site falls within the Tottenham International Development Framework area, (SSP20), which set out a broad framework for the regeneration of a large part of Tottenham based on a comprehensive mixed use approach to development. The site area is approximately 0.26 hectares in size and is rectangular in shape with two road frontages to Shelbourne Road and Park Lane. It is now cleared.

PLANNING HISTORY

The site has been occupied by the Park Tavern public house for many years. This recently closed and the site left vacant. There is no significant planning history relating to this site.

DETAILS OF PROPOSAL

The application is submitted by Savills on behalf of Park Lane House Ltd, a wholly owned subsidiary of Tottenham Hotspur Football Club (THFC) Plc.

The application proposes the erection of 4 storey building comprising 366 sqm of A1 (retail) floorspace plus a place of worship on the ground floor, with 34 flats comprising 2 x one bed, 13 x two bed, 15 x three bed and 4 x four bed flats on the upper floors, plus 22 car spaces and 44 cycle spaces.

The retail unit will occupy the northern part of the ground floor, facing onto Park Lane, opposite the existing commercial terrace and provide 366 square metres of A1 floorspace. The shopfront will return round the corner into Shelbourne Road. The Kingdom Hall is 570 square metres and is located largely to the east side of the site, behind the retail and residential frontages with access from Shelbourne Road. The Hall is intended to replace the existing Hall in Paxton Road, opposite the THFC ground, which will be demolished as part of the Spurs redevelopment proposals.

The residential accommodation will be provided on the upper three floors, which is 100% affordable. The residential element will be owned and managed by Newlon Housing Association. The residential accommodation is arranged in a curtilage building on all four sides of the site. Access is from a main entrance in

Shelbourne Road via walkways at each level. A podium deck is provided at first floor level to provide amenity space to the residential units.

22 car spaces, including 3 disabled spaces, are provided at ground floor level below the podium accessed from Shelbourne Road, shared between the residential and Kingdom Hall uses, (9 and 8 respectively).

The scheme has been the subject of considerable negotiation and redesign with the applicant. The design of the building is modern, but utilising a palette of traditional colours selected to complement the colours and finishes of the existing buildings surrounding the site. The scheme has been assessed using the Buildings for Life criteria, developed by CABI in partnership with English Partnerships and Design for Homes.

CONSULTATION

Ward Councillors

Transportation
Waste Management
Building Control
Arboriculturist

Network Rail
Metropolitan Police
Environment Agency
LFCDA

263-271, 263a, 196-214 Park Lane
1-12 (cons) Anglia Close
2-32, 7-11, 11a, 11b, 15a, 15b, 17, 19 Shelbourne Road
1-6 Lois Court, Shelbourne Road
Wackett Timber Ltd, 5 Shelbourne Road
1-18, 2a Park Avenue Road
1-3, 2-32, 2a Willoughby Lane
GL Autocare, Willoughby Lane

RESPONSES

Cllr Amin - objects on grounds of more significant regeneration benefits required, density, open space, room sizes and access to natural light, need for retail space, inadequate car parking, juxtaposition of Kingdom Hall and residential use.

Cllr Bevan – objects on grounds of overdevelopment, inadequate room sizes, poor design, need for retail floorspace, lack of parking, lack of amenity space, noise.

Building Control – emergency vehicle access satisfactory.

LFCDA – satisfactory

Environment Agency – to be reported verbally at the meeting

Local residents – lack of parking, building too big, too dense, increase in traffic, noise.

The scheme was subject to a Development Control Forum in December 2008. The minutes of the meeting are attached to this report as appendix 1.

RELEVANT PLANNING POLICY

National Policies

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 3: Housing

Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms

Planning Policy Guidance Note 24: Planning and Noise

London Plan 2008

2A.5 Opportunity Areas

3A.3: Maximising the potential of sites

3A.10 Negotiating Affordable Housing in Private Residential and Mixed Use Schemes

3A.18: Protection and Enhancement of Social Infrastructure and Community Facilities

3C.23: Parking Strategy

4B.1: Design Principles For a Compact City

5B.2: Opportunity Areas in North London

6A.4: Priorities in Planning Obligations

Unitary Development Plan

AC2 Tottenham International

CW2 New Community/Health facilities

HSG1 New Housing Developments

HSG 4 Affordable Housing

HSG 9 Density Standards

HSG10 Dwelling Mix

TCR1: Development in Town and Local Shopping centres

EMP5: Promoting Employment Uses

M10 Parking for Development

UD2 Sustainable Design and construction

UD3 General Principles

- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations

Supplementary Planning Guidance

Housing SPD October 2008

SPG1a Design Guidance

SPG8a Waste and Recycling

SPG10a The Negotiation, Management and Monitoring of Planning Obligations

SPG10b Affordable Housing

Building for Life (BfL) assessment – this is the new national standard for assessment of new residential development. It is led by CABI and the Home Builders Federation and backed by the Housing Corporation, English Partnerships, Design For Homes and the Civic trust. The assessment consists of 20 criteria designed to reflect the partners vision of what residential development should be attractive, sustainable, and functional. Building for Life assessments are now required to be included in the Councils Annual Monitoring Reports (AMR) each year. The assessment is included in this report as appendix 2.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues relating to the proposal are:

1. Regeneration
2. The principle of mixed use
 - 2.1 Retail
 - 2.2 Employment
 - 2.3 Place of Worship
3. Density
4. Dwelling mix
5. Affordable housing
6. Size, bulk & design
7. Amenity
8. Noise
9. Private amenity space
10. Parking
11. Waste management
12. Sustainability
13. S106 – Planning Obligation

These issues are discussed below:

1. Regeneration

This scheme is directly linked to the broader proposal by THFC (plc) for the redevelopment of the football stadium site in Tottenham High Road. The

development site for the new stadium is approximately 20 acres including the industrial areas to the north of the current site. This site includes the existing Kingdom Hall in Paxton Road directly to the north of the existing stadium. In order for the stadium development to go ahead, it is necessary to relocate the Kingdom Hall. After considering a number of sites, the Park Tavern site has been identified as suitable and is acceptable to the users of the existing Kingdom Hall. As a result, THFC has acquired the site to enable the Kingdom Hall to be relocated and allow the stadium scheme to go ahead.

The stadium scheme is one of the major regenerative proposals in the borough at the current time, providing a major new economic boost for the area, a high number of new jobs and business opportunities, an improved local environment and represents a significant investment in the north Tottenham area specifically and the borough as a whole. As well as the new stadium with a capacity of 58,000 set in a new public space fronting Tottenham High Road, the scheme will include new offices, hotel, supermarket, club museum and 450 new homes.

In terms of the Park Tavern site, the Kingdom Hall element of the scheme forms part of a broader mixed use scheme including new retail floorspace and residential accommodation. This approach is designed to maximise the potential of the site in line with advice in PPS 1 and PPS3 and provide regenerative benefit in itself through bringing new jobs and people into the local area.

2. The principle of mixed use on site

Planning Policy Statement 1: “Delivering Sustainable Development” advises that sustainable development is the core principle underpinning planning. The guidance advises, in paragraph 27 (viii), that planning should “promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings”.

National Policy Guidance PPS 3 “Housing” and the London Plan encourage the residential development of previously developed sites. In the Borough's densely developed urban fabric the opportunities for an acceptable form of development are increasingly limited as the availability of sites decrease. In considering the principle of mixed use development on this site, regard must be paid to the relevant national policy advice, based on PPS3 Housing and the London Plan.

In this case, the site comprises previously developed land site in an area identified in the UDP as an are in need of regeneration. The site is located in a generally built up urban area and therefore the principle of a mixed use approach to the redevelopment of the site is appropriate. Policy AC2 of the UDP: Tottenham International identifies this site as being suitable for regeneration as part of the wider objective of regenerating this part of the borough, centred around Tottenham Hale. This scheme will maximise the development potential of the site and and bring additional homes and jobs into the area.

2.1 Retail

The scheme also includes a small amount of retail floorspace, (366 square metres), which is to be non-food retail, which will reflect and reinforce the small commercial parade opposite. It is understood the unit will be a Spurs shop. Policy TCR2: Out of Centre Development requires that new retail floorspace outside identified shopping centres should not harm the vitality and viability of nearby shops and demonstrate need and apply the sequential approach where necessary. Given the small size of the proposed retail floorspace, the sequential test is not considered necessary in this case. The location of retail floorspace in this location close to the railway station and opposite an existing commercial terrace is considered acceptable and appropriate in terms of scale, character and function, and will support the vitality and viability of the existing shops. As such, the proposal complies with policy TCR2.

2.2. Employment

In terms of employment, policy G4: Employment seeks to provide employment opportunities for local residents. This proposal will create a number of local jobs, both full time and part time via the retail unit for the benefit of local people. Whilst it is not clear how many jobs were associated with the public house use, it is likely that the proposed use will result in a net increase in job opportunities. As such the proposal is considered to meet the requirements of policy G4.

2.3. Place of worship

In terms of the uses proposed, the scheme includes a Kingdom Hall to replace the existing Hall in Paxton Road. The hall in Paxton Road has been there for many years with a well established local congregation. Policy CW1 would support the relocation of this type of local community facility within the local area.

2.4. Residential

In terms of the residential use proposed, Council policy encourages the re-use of previously developed land in residential areas, in line with advice in PPG1 and PPG3. New residential accommodation is also recognised to have significant regenerative benefits to the surrounding area. Guidance from central government and the London Plan sets housing targets for individual Boroughs for the period up to 2016. The target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. These targets are set out in Table 3A.1 of the London Plan and reflected in Unitary Development Plan Policy G3.

This scheme proposes 34 new flatted units of between 1 and 4-bedrooms. All the units meet the Council's space standards and are designed to Code for Sustainable Homes Level 3. All the units are affordable. As such the scheme will provide a significant number of new homes of good quality and specification.

3. Density

Table 3A.2 of The London Plan 2008 sets a density of 200 – 450 habitable rooms per hectare for developments in urban areas within 10 minutes walking distance of a town centre with an accessibility index of 2 - 3. The application site falls within this band. The London Plan makes clear that, in addition to the PTAL rating, where the site has good existing or planned connectivity and capacity, the density of a scheme can be at the higher end of the appropriate density range.

In terms of local policy, policy HSG9 'Density Standards' sets a density range of 200 –700 habitable rooms per hectare. The policy requires that a 'design-led' approach is taken in the assessment of density of development proposals. Therefore matters such as the character of the local area, quality of the design, amenity standards, range and mix of housing types should also form part of the assessment to ensure proposed development relates satisfactorily with the site.

The scheme proposes a total of 34 residential units. The development would provide a mix of 2 x 1-bed, 13 x 2 bed and 15 x 3 bed and 4 x 4-bed units. In total, the scheme has 123 habitable rooms. Therefore, applying the method set out in the Housing SPD October 2008 the density of the proposed development is approximately 473 habitable rooms per hectare. However, taking into account the mixed use nature of the proposal and adjusting the site area accordingly, the density is increased to 553 habitable rooms per hectare. This density is well within the range of 200 – 700 habitable rooms per hectare set out in the Unitary Development Plan. Although it falls outside the density range recommended for sites of this type in the London Plan. However, considered in the context of the surrounding area, particularly in the context of the location of the site adjacent to a railway station and a bus turnaround, and the advice in the London Plan that specific local transport provision should be taken into account when considering individual development schemes, the proposed density is considered acceptable for the site and therefore complies with the London Plan and Policy HSG9 'Density Standards' of the UDP and the Housing SPD October 2008.

4. Dwelling mix of new building

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and the Housing SPD 2008 set out the Council's standards for new residential accommodation. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

The Housing Needs Survey (2007) identifies a shortfall for all sizes of accommodation within the borough. The requirement is most acute for affordable

3- and 4-bed properties. This scheme provides 2 x 1-bed, 13 x 2-bed and 15 x 3-bed and 4 x 4-bed units, therefore providing a high level of the larger, most required units. The floor areas of the proposed units comply with the Councils standards are considered to provide a satisfactory standard of accommodation. All the units/rooms have adequate light and ventilation. In addition, the units have been designed to conform to 'Lifetime Homes Standards' and meet level 3 of the Code For Sustainable Homes. The proposed units are therefore considered to comply with policy HSG10 and the Housing SPD 2008.

5. Affordable housing

The London Plan and local policy HSG4: 'Affordable Housing' require that developments that propose 10 units and above are subject to the provision of affordable housing of up to 50% of the total units for affordable housing. In this case all of the 34 units proposed will be affordable. In order to ensure that at least the 50% included in the S106 meet the Councils requirements, the applicant has agreed to provide 2 x 2-bed, 5 x 3-bed and 4 x 4-bed for rent, and 2 x 1-bed and 3 x 2-bed for intermediate tenure.

6. Size, bulk & design

Policy UD3 'General Principles' and UD4 'Quality Design' require that new buildings are of a good standard of design in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment in the local area. The scheme is considered to represent an acceptable approach to the development of this site, in terms of the uses proposed, the scale of the development and the design, appearance and materials of the building.

The approach to the design is modern, using modern materials selected to reflect the colours and textures of the existing buildings, helping the proposed building to blend in with its surroundings. The character of the surrounding area is very mixed, ranging from the two storey brick Victorian terraces in Shelbourne Road, more modern small infill developments close by to the large rectangular, flat roofed blocks of the Northumberland Park estate including a 17- storey tower block, Kenneth Robbins House. Given the mix of housing type, size, age and appearance, a modern approach to the design of this site is considered appropriate. The use of materials to blend in with the surrounding area is important to allow the building to blend in to the surrounding area.

The scheme is designed as a perimeter block within the site creating a courtyard amenity area in the centre of the site onto which all of the residential units face. The reason for this approach is twofold, first to create strong street frontages to Park Lane and Shelbourne Road, and second to create a noise barrier along the east edge of the site to protect the proposed courtyard from noise and disturbance from the railway. The courtyard is at podium level above the commercial uses and the parking area on the ground floor. Access to the residential units is via a single entrance from Shelbourne Road with lifts to the upper floors and walkways around the inside overlooking the courtyard area.

The proposed development is between 3 and 4-storeys in height with commercial and community uses on the ground floor and residential accommodation on the upper floors. The proposed building line of the development fronting Shelbourne Road is set back from the site boundary to line through with the existing properties in Shelbourne Road, creating an enhanced public space in front of the building and improving its setting in the street scene. The building frontage then returns round the corner with Park Lane creating a new retail façade facing the existing commercial terrace opposite.

The scheme has also been assessed under the Building For Life standard developed by CABI in association with English Partnerships, (see below). The scheme is assessed as achieving a score of 13.0 which is regarded as satisfactory. The full assessment is included as appendix 2 below. As such the proposal complies with the aims of policies UD3 'General Principles' & UD4 'Quality Design'

7. Amenity

Policy UD3 'General Principles' seeks to protect existing residential amenity and avoid loss of light and overlooking issues. In terms of sunlight and daylight, the applicant has prepared a Daylight/Sunlight study to assess the effect of the development on the surrounding properties based on the BRE guidelines: Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice. This Study concludes that all residential windows of properties surrounding the application site will continue to receive daylight and sunlight levels in excess of the BRE guidelines with the exception of the block of flats opposite, Nos. 2-12 Shelbourne Road, which will receive 2% below the suggested amounts.

8. Noise

The applicant has also submitted a Noise Survey prepared by Buro Happold Ltd. This survey identifies the site as Noise Exposure Category C in accordance with PPG24. It identifies the main sources of noise as being road and rail traffic. The Report concludes that with suitable noise mitigation measures, the site is suitable for residential development. The scheme has been designed to minimise the noise levels penetrating into the site particularly from the railway to the east. In particular, the central courtyard is protected from outside noise by the general layout of the proposed buildings. As such, it is considered that the proposal complies with the aims of policy UD3.

9. Private Amenity Space

The Housing SPD 2008 sets out the amount of private amenity space to be provided in new build residential development. In the case of flatted developments, a minimum of 50 square metres is required plus an additional 5 square metres per flat over 5 units. On this basis, the policy requirement for communal space for this development is 195 square metres. In this case, the principal amenity space for the development comprises a central courtyard at podium level. All units overlook this courtyard and have access to it. Additionally, all units have private balconies giving additional private amenity space. The courtyard is 30 x 18 metres in total resulting in an open area, (i.e. not including the areas under the walkways) of 364 square metres. In addition, each flat has a private balcony which, in total provide 308 square metres of private amenity space. As such, the development meets and exceeds the policy requirement for communal space as set out in the SPD.

A childrens play space of 40 square metres is included in the central courtyard area which will be available to all residents. Details of the play equipment to be included in the play area are required by condition.

10. Parking

Following the results of the views expressed at the DC Forum and via the consultation process, the amount of parking provided in the scheme has been increased. The scheme now incorporates a total of 22 spaces, including 3 disabled spaces, of which 5 spaces are provided on street. 8 of these spaces are for use by the Kingdom Hall.

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

The application site is within an area of relatively low car ownership and car dependency. The Transport Assessment submitted with the application show that only 59% of properties in the area own a car. In terms of traffic impact, the Assessment concludes the development will generate 11 morning and 14 evening peak 2-way vehicle trips. This is considered not to be significant in terms of the effect on the surrounding highway network. The amount of additional traffic anticipated as a result of the proposal is not considered to have a significant effect on either road safety or air quality in the local area based on TfL data. The site has a PTAL rating of 2 which is a poor/medium classification. It is however directly adjacent to the Northumberland Park railway station and the bus turnaround for routes W3, 341, 476 and the N76 night bus is opposite.

In terms of existing parking restrictions, there are double yellow lines outside the site and on both sides of Shelbourne Road and Park Lane. Single lines continue north and south along Shelbourne Road and west along Park Lane. Within these restriction there are marked residents parking bays. The site is also within the Tottenham Hotspur Match Day CPZ which restricts unauthorised parking on designated match days. These restrictions prevent unlawful on-street car parking near the development site and will therefore avoid any additional on-street parking which may be detrimental to highway conditions as a result of the proposed development.

The applicant has submitted information relating to the Kingdom Hall which demonstrates that most of the congregation, which averages approximately 159, are local and will travel to the site either on foot or by public transport. In addition, the scheme includes 44 secure sheltered bicycle parking spaces which also complies with the Councils requirements. Subject to the provision of a satisfactory Travel Plan, this level of provision is considered to represent a satisfactory balance between the operational demand for parking associated with the development and the policy requirement that parking provision is not excessive. A condition is attached requiring the submission of a satisfactory Travel Plan prior to the occupation of the development.

The scheme also requires works to be carried out to the public highway under a S278 Highways Act 1980 agreement. A separate condition is attached requiring details of these works to be agreed prior to the commencement of the development.

11. Waste Management

The scheme has been designed with a refuse management system that allows for the external waste collection and the internal storage of recyclable waste products. The refuse strategy for the development is provides separate bulk waste storage for each element of the scheme, (retail, Kingdom Hall and residential). The storage spaces are located for ease of access, particularly for the residents, positioned directly adjacent to the stair core to avoid the need to leave the building to use the storage facility.

The 10 metre minimum requirement for collection of bulk waste containers for residential refuse is met. For the Kingdom Hall and retail unit, a private lock-away wheelie bin collection point is located within the 25 metre travel distance to the collection vehicle. The number and position of the bulk storage containers has been discussed and agreed with the Waste Management Service.

12. Sustainability

The scheme proposes the re-use of previously developed land located adjacent to a main line railway station and bus turnaround, giving reasonable access to public transport. Reduced car parking is therefore provided with a good provision of secure cycle parking.

The proposed development has been designed to achieve minimum level 3 Code for Sustainable Homes and includes the following sustainable features:

- Reuse of previously developed land
- Affordable housing
- Level access with three Wheelchair units
- All units to Lifetime Homes standards
- Buildings are orientated to maximise natural light and ventilation
- Solar preheating of water included in scheme
- 10% on site renewable energy provision
- Lifetime Home Standards compliance
- Timber from approved and sustainable sources as approved by FSC
- Low Energy light fittings
- External insulated building envelope to high levels of U Values.
- Creation of local permanent jobs in the retail element

In terms of energy efficiency and renewable energy, the applicant has submitted an energy statement by Buro Happold. This report concludes the scheme will achieve a site wide 9.9% reduction in energy consumption along with a 7.86% reduction in carbon dioxide emissions through improvements to the building fabric and systems. A 19.5% site wide reduction in total energy consumption can be achieved through improvements to the building fabric and systems and installation of the proposed renewable energy solutions. When the savings from energy efficiency are used to recalculate the base line energy consumption, the solar thermal panels will provide 10.6% of the total site energy, therefore meeting the required target of 10%.

13. S106 Planning Obligations

The applicant has agreed to enter into a S106 agreement in line with national guidance and advice in SPG10a. The agreement includes contributions towards:

- Affordable housing
The scheme is submitted on the basis of 100% affordable housing. In order to ensure that at least 50% provision is achieved, the applicant has agreed to provide 2 x 2-bed, 5 x 3-bed and 4 x 4-bed for rent, and 2 x 1-bed and 3 x 2-bed for intermediate tenure.
- Monitoring charge to a maximum 5% of total value - £5000.

GLA Toolkit Assessment

The applicant has submitted a GLA Toolkit assessment of the scheme to demonstrate the schemes viability and its ability to support additional contributions. The GLA toolkit is recognised as a material consideration in the determining of planning applications involving affordable housing and can be used to justify planning applications to ensure that S106 requirements do not make a scheme unviable. The London Plan acknowledges that the 50% affordable housing target has to be considered on a sites ability to deliver. This is assessed deducting the cost of development from the value of the scheme as

built. The principle of the GLA toolkit is that if the residual land value of a scheme falls below a benchmark value, the scheme is not technically viable. The approach allows for a reasonable level of commercial development profit as one of the several development cost components. It should be borne in mind that this approach involves variables and judgements must be made when considering the outputs. The toolkit includes suggested guideline figures for the various components of the assessment.

In this case, the analysis of the viability of the scheme includes the provision of 100% affordable housing as part of the assessment. The Toolkit analysis considers the site area and location, the nature of the scheme, acquisition costs and build cost assumptions. These costs are provided by consultants Stace LLP. In terms of the retail use, it factors in known variables from other local retail sites in the vicinity. It also factors in known costs relating to the affordable housing and the Kingdom Hall. The toolkit concludes that the residual value of the scheme is - £125,000 and is therefore not viable, (i.e. the development will be built at a loss). It also concludes that even when reducing the developers profit, professional fees and marketing costs, the scheme does not generate a residual value equal to or above the acquisition cost. Therefore any further planning obligations would make the scheme less viable.

A summary of the GLA Toolkit is attached as appendix 3.

SUMMARY AND CONCLUSION

The application site comprises the former Park Tavern PH and car park site. The PH recently closed and the site left vacant. There is no significant planning history relating to this site.

The application proposes the erection of 4 storey building comprising 366 sqm of A1 (retail) floorspace plus Kingdom Hall on the ground floor, with 2 x one bed, 13 x two bed, 15 x three bed and 4 x four bed flats on the upper floors, plus 22 car spaces and 44 cycle spaces.

This proposal is directly linked to the broader proposal by THFC (plc) for the redevelopment of the football stadium site in Tottenham High Road in that the stadium site includes the existing Kingdom Hall in Paxton Road. THFC has acquired the Park tavern site to enable the Kingdom Hall to be relocated and allow the stadium scheme to go ahead. The stadium scheme is one of the major regenerative proposals in the borough at the current time, providing a major new economic boost for the area, a high number of new jobs and business opportunities, an improved local environment and represents a significant investment in the north Tottenham area specifically and the borough as a whole.

The site is located in a generally built up urban area and therefore the principle of a mixed use approach to the redevelopment of the site is appropriate. In the context of the surrounding area, particularly considering the location of the site adjacent to a railway station and a bus turnaround, and the advice in the London Plan that specific local transport provision should be taken into account when

considering individual development schemes, the proposed density is considered acceptable for the site and therefore complies with the London Plan and Policy HSG9 'Density Standards' of the UDP and the Housing SPD October 2008.

The scheme provides 2 x 1-bed, 13 x 2-bed and 15 x 3-bed and 4 x 4-bed units, therefore providing a high level of the larger, most required units. The floor areas of the proposed units comply with the Councils standards are considered to provide a satisfactory standard of accommodation. In the scheme is considered to represent an acceptable approach to the development of this site, in terms of the uses proposed, the scale of the development and the design, appearance and materials of the building. The scheme has also been assessed under the Building For Life standard developed by CABI in association with English Partnerships. The scheme is assessed as achieving a score of 13.0 which is regarded as acceptable. In order to ensure that at least the 50% included in the S106 meet the Councils requirements, the applicant has agreed to provide 2 x 2-bed, 5 x 3-bed and 4 x 4-bed for rent, and 2 x 1-bed and 3 x 2-bed for intermediate tenure.

Following the results of the views expressed at the DC Forum and via the consultation process, the amount of parking provided in the scheme has been increased. The scheme now incorporates a total of 22 parking spaces, including 3 disabled spaces, of which 5 spaces are provided on street. The applicant has submitted information relating to the Kingdom Hall which demonstrates that most of the congregation are local and will travel to the site either on foot or by public transport. Subject to the provision of a satisfactory Travel Plan, this level of provision is considered acceptable.

The scheme has been designed with a refuse management system that allows for the external waste collection and the internal storage of recyclable waste products. The number and position of the bulk storage containers has been discussed and agreed with the Waste Management Service.

The applicant has agreed to enter into a S106 agreement in line with national guidance and advice in SPG10a. The agreement includes contributions towards:

- Affordable housing
The scheme is submitted on the basis of 100% affordable housing. In order to ensure that at least 50% provision is achieved, the applicant has agreed to provide 2 x 2-bed, 5 x 3-bed and 4 x 4-bed for rent, and 2 x 1-bed and 3 x 2-bed for intermediate tenure.
- Monitoring charge to a maximum 5% of total value - £5000.

On the basis of the above considerations, the application is recommended for approval subject to a S106 agreement and conditions.

RECOMMENDATION

GRANT PERMISSION subject to a S106 legal agreement and agreements under S256 and S278 of the Highways Act 1980 relating to exchange of land and works to the highway:

Registered No. HGY/2008/2220

Applicant's drawing Nos. 08424/100, 101, 102, 103, 110, 111, 112, 200, 300, 301, 400, 1000 - 1022 incl., 2000 (all Rev P1)

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

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

4. 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.

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

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

6. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

7. 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. That not more than 34 separate units, whether flats or houses shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

9. 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.

10. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

11. 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.

12. In order to ensure that the shop is accessible to people with disabilities and people pushing double buggies, the door must have a minimum width of 900mm, and a maximum threshold of 25mm.

Reason: In order to ensure that the shop unit is accessible to all those people who can be expected to use it in accordance with Policy RIM 2.1 'Access For All' of the Haringey Unitary Development Plan.

13. No detriment to the amenity of the neighbourhood shall be caused by noise or other disturbance than is reasonable as a result of the use of the Kingdom Hall hereby authorised.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

14. Notwithstanding the details submitted, full details of the play equipment to be installed in the childrens play area shown on drawing no. 08424/400/P1 shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation of the residential units.

Reason: to ensure a satisfactory standard of play provision in the development.

15. That full details of a scheme for works to the public highway to be carried out under S278 of the Highways Act 1980 shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development, the full cost of such works to be borne by the applicant.

Reason: to ensure that the necessary works to the public highway as required by the development hereby approved are satisfactory implemented.

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: 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

The application is considered to meet the requirements of the relevant policies contained in national guidance, the London Plan 2008 and the Unitary Development Plan 2006, and is therefore considered to be a satisfactory development for the site.