

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2005/2228

Ward: Noel Park

Date received: 05/12/2005

Last amended date: N/A

Drawing number of plans: 30/05 - 01,02, 03, 04, 05, 06A, 07A, 08A, 09A, 10A, 11A, 12A & 13.

Address: Land R/O 14 High Road & Adjacent To 1 Whymark Avenue N22

Proposal: Demolition of existing building and erection of a part 3 / part 4 storey building comprising office space at ground floor level and 5 x two bed and 4 x one bed self contained flats at 1st, 2nd and 3rd floor levels. Provision of cycle storage at ground floor level.

Existing Use: Commercial

Proposed Use: Office / Residential

Applicant: Spaces Property

Ownership: Spaces Property

PLANNING DESIGNATIONS

Area of Community Regeneration
Metropolitan Centre -Secondary
Road – Borough

Officer contact: Luke McSoriley

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The site is located within the Wood Green strategic centre and primary shopping frontage. It is located close to Turnpike Lane underground station and is well served by buses along the High Road. The building situated on the property is a warehouse currently in use as a furniture shop. On the opposite side of Whymark Avenue is BHS store, a modern three-storey building. The southern end of Wood Green High Road has not seen the investment that has occurred at the north end, with Spouters Corner and the Shopping City. This

end is generally characterised by smaller units in older premises. The block to the south of Whymark Avenue contains the oldest and smallest properties.

PLANNING HISTORY

Planning history dates back from 1971, most relevant relates to the following:

- HGY/1989/1077 - Demolition of existing buildings and erection of 3/4 storey building comprising 18 residential units (including 6 affordable units) and a single retail unit of 894m², plus four car spaces accessed from Whymark Avenue. (Revised Scheme) – REFUSED 13/10/89
- HGY/1991/0797 - Change of use of part of premises from B8 (storage) to B1 (business) and provision of crossover - GRANTED 24/09/91
- HGY/1992/1151 - Erection of 2 storey building for office purposes - REFUSED 01/12/92
- HGY/1993/0410 - Erection of two storey building for storage purposes - REFUSED 25/05/93
- HGY/1994/0512 - Erection of single storey detached garage – GRANTED 05/07/92
- HGY/2004/0921 - Demolition of existing buildings on site and erection of 6 x 1 bed and 7 x 2 bed self contained flats with associated parking – GRANTED subject to conditions and Section 106 Agreement.

DETAILS OF PROPOSAL

The application proposes the demolition of the existing building on the site and the erection of a part 3 / part 4 storey building in its place. The development proposes two ground floor offices in the building. Office 1 would have a floor area of 50.4 square metres and office 2 would have a floor area of 195.3 square metres. A total of nine residential flats are proposed for the upper floors of the building. Two 1 bedroom flats and two 2 bedroom flats are proposed for each of the first and second floors of the building while one 2 bedroom flat is proposed for the third floor of the building.

CONSULTATION

16/12/2005
Wood Green Town Centre Manager
4 – 26 (e) High Road, N22

1st & 2nd floor flats 4 – 26 (e) High Road, N22
17 – 35 (o) Westbury Avenue, N22
1st & 2nd floor flats 17 – 35 (o) Westbury Avenue, N22
1 – 9 (o), 24 Whymark Avenue, N22
Transportation Group
Cleansing
Legal Services
Building Control
Ward Councillors
Conservation Team
Crime Prevention Design Adviser

RESPONSES

Crime Prevention Design Adviser -

With reference to the above and request for observations. The High Road and immediate vicinity of the proposed development is a crime hotspot, particularly for violent crime. I am keen that the development incorporates measures to design out crime; otherwise it could provide an environment where crime easily occurs. There are certain aspects of the design that cause me concern and these are:

- ☐ **Restricting Access:** A mixed commercial and residential development has certain benefits but the mixed use can cause crime issues without proper safeguards. There needs to be a lockable gate at the front of the building to prevent casual trespass into the rear garden. Without a properly defined boundary and good access control the development and its grounds could easily become a venue for crime. Regardless of the Secured by Design scheme, it is crucial that the communal door entry systems are a high quality security door and / or “airlock” system; based on an electro-magnetic lock with no exposed moving parts. 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.
- ☐ **Perimeter:** The proposed planters at the front line of the building will need regular maintenance to prevent them from becoming overgrown and unsightly in such an environment. A dwarf wall and railing would create good demarcation without compromising on natural surveillance and without high maintenance costs. We can give further advice as necessary.
- ☐ I recommend careful choice in the structure of the refuse and cycle stores. These structures should be visually permeable and designed so as not to offer concealment for a criminal. Again, we can give further advice.
- ☐ The dwellings would benefit from the enhanced security standards detailed in the “Secured by Design Scheme” (www.securedbydesign.com). However, in my opinion, the current layout does not comply with the layout conditions of a Secured by Design development.

□ 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 this 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 020 8345 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.

Scientific Officer Enforcement

Can you condition HGY/2005/2228 to provide a site investigation report, risk assessment, details of present / previous usage and details of any re-mediation required.

Building Control

Access for fire fighting considered acceptable in this case.

Waste Management Comments on Planning Application

Further to your request concerning the above planning application I have the following comments to make:

- Wheelie bins or bulk waste containers must be provided for household collections.
- Wheelie bins must be located no further than 25 metres from the point of collection.
- Bulk waste containers must be located no further than 10 metres from the point of collection.
- Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.
- If waste containers are housed, housings must be enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required.

- Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.
- All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them.
- If access through security gates / doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access.
- Commercial refuse storage and collection arrangements appear to be adequate.
- Household refuse and storage collection arrangements do not appear to be adequate as currently proposed.
- Space is required for 2no. 1100 litre wheelie bins for household refuse. The proposed household refuse store may be large enough to accommodate these but the internal layout of the store means that at any one time one bin will be out of reach and, therefore, unusable. The layout of the refuse store must be re-designed such that both bins can be comfortably reached by residents at any time.
- Also, the refuse store door layout is impractical. When the store is being used by residents or being cleared by collectors, the open refuse doors will block the entrance to the flats. This is not acceptable. In addition, it would be impossible to manoeuvre bins into and out of the refuse store with the doors open as shown on the drawing. Even if the outer-most door were to swing 180 degrees it would be difficult to manoeuvre a full up, heavy bin through the 'S' shape pull that the design would require without causing injury to collectors or damage to surrounding doors and walls. The door arrangement must be redesigned. I would suggest that the access door for collectors faces directly onto the street to overcome these problems.
- There is currently no recycling storage designed in. Should it be possible to do so space would be required for 5 no. 240 litre size wheelie bins in addition to the 2 no. 1100 litre eurobins for refuse.

Conservation & Design

There are some reservations that the application is larger in scale and bulk than the previous application (HGY/2004/0921), however, the proposed building remains at 3 and 4 storey level. It would also appear that the design of the property has not been significantly altered from the previous application. As such there are no objections to the new application.

Transportation

The site is in an area with a high public transport accessibility level located within the Wood Green CPZ operating from 8:00 am to 10:00 PM. The site has not been identified by the council's SPG 3a as a site suffering from extreme parking problems. The total proposed retail space is 245.7 square meters in total which requires 1 off street parking space per 75 square meters, which equals 3 off street parking space for the entire retail development of the application. As the site is in an area with a high public transport accessibility level, the Transportation and Highways authority would require the residential aspect of the proposed development to be car free.

Consequently the Transportation and Highways authority would not object to this application subject to the following conditions.

- 1) The residential aspect of the application is car free please see informative below.
Reason: To reduce the demand for on street parking spaces.
- 2) Sheltered cycle parking facility is provided capable of storing a minimum of 5 cycles.
Reason: To increase the accessibility of the site to other mode of transport other than the car resulting in reduced traffic and demand for parking.
- 3) No more than 3 off street parking space should be provided and should only be used for retail purposes only.
Reason: To insure the development is a car free development

Informative

The residential units are defined as 'car free' and therefore no residents therein will be entitled 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 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.

Local Resident

'I deeply oppose a redevelopment on Whymark Avenue, N22 and my reasons are as below:

1. It would be over development out of keeping with the area.
2. It would be out of character with the rest of the road.

3. It would take away car parking spaces and there is already a shortage of parking spaces.
4. Aerials would be poking out of the building and roofs, aerial photographs of Wood Green High Road would not look very nice.
5. It would be a sin to take away some shopping space for just the sake of profit when we are trying to boost Wood Green High Road as one of the best places to shop in outside of Brent Cross and the West End. We should be trying to make more shops in Wood Green High Road not take away any of the ones we already have.
6. If we start letting property developers knock down shops in Wood Green High Road, where will it end? Wood Green High Road would die?
7. The flats would overlook people's gardens. They would have no privacy in their front or rear gardens.
8. It would encourage pigeons to land on the roofs and leave all their droppings all over the place.
9. The knocking down and building of the flats would cause chaos for 6 months. You would not mind that in the end, it was going to enhance the area but it will not.
10. You have many flats in the Sandlings and we do not any more in that small area, next they will be pulling down the houses.
11. They are keeping the premises empty and boarded up. They are using it as a tool so the Council will say it is better flats than the eye sore that it is now. There is no reason what's so ever that they could not let it off.

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).

In addition, the London Plan sets affordable housing targets for individual boroughs. The target for Haringey is 50%. This figure should include a range of affordable housing following the guide of 70:30 for social rented to intermediate housing. However, the actual proportions for any individual site will depend on the boroughs housing needs priorities, the characteristics of the residential proposal, the level of affordable housing in the surrounding area and the economic viability of the scheme including the availability of public subsidy.

UDP Policy

HSG 1.1 'Strategic Housing Target'
HSG 2.1 'Dwelling Mix For New Build Housing'
HSG 2.2 'Residential Densities'
HSG 2.23 'Affordable Housing'
HSG4: 4.15 'Affordable Housing'
HSG 8 'Density Standards'
DES 1.1 'Good Design & How Design Will Be Assessed'
DES 1.2 'Assessment of Design Quality' (1): Fitting New Buildings into the Surrounding Area
DES 1.3 'Assessment of Design Quality' (2): Enclosure, Height and Scale and
DES 1.4 'Assessment of Design Quality' (3): Building Lines, Layout, Form, Rhythm and Massing.
DES 1.9 'Privacy & Amenity of Neighbours'
TSP 7.1 'Parking for Development'
RIM 1.7 'Designing Out Crime'
Supplementary Planning Guidance 11 'Affordable Housing'
Supplementary Planning Guidance 12 'Education Needs Generated by New Housing Development'

ANALYSIS/ASSESSMENT OF THE APPLICATION

Previous Application

A previous approved scheme for the site (HGY/2004/0921) proposed a building of similar scale and design to the current scheme. The approved application included the use of part of the adjoining property at the rear of 12 - 14 High Road, N22. Part of this property would have been used to provide vehicle access to the rear of the new development. This would have allowed for the formation of car parks on the application site behind the proposed new building. The current application relates to one property only and no off street car parks are proposed. The current application proposes office use on the ground floor where as the approved scheme proposed residential use for the whole building. The approved scheme and the current application also have slightly different outlines on the site with the current application proposing a building that would be situated closer to the rear boundary of the property.

Scale, Bulk and Height of Building

The proposed development would be situated between a terrace of residential dwellings to the east and the rear of a number of commercial properties that front the High Road to the west. To the south of the application site is a terrace of buildings fronting Westbury Avenue. These buildings contain a number of different commercial uses on the ground floor and residential flats on the upper floors. The rear wall of the development at ground floor level would be situated 8.45 metres from the nearest rear wall of the buildings situated to the south. To the east the new building would be situated 4.8 metres from the end of terrace dwelling situated at No. 1 Whymark Avenue. While to the west the side-wall of the proposed building would be positioned against the rear wall of No. 14 The High Road. The proposed building would be 9.4 metres in height at its highest point.

The design of the proposed building conforms to the established building line present in Whymark Avenue. The proposed development would be 3 storeys in height adjacent to the residential terrace to the east of the property and would be only slightly higher than the highest point of the buildings in this terrace at this end of the development. The proposed building rises to four storeys to the west where it adjoins the rear of the commercial properties leading to the High Road. The design of the building with a 3-storey element consistent with the scale of the residential terrace on Whymark Avenue, rising to 4-storeys toward the High Road is considered appropriate for the site. The scale height and bulk of the development relates well to both the existing residential and commercial buildings surrounding it and is similar to the scheme already approved for the site.

Design

The design of the proposed building is based very closely on the approved scheme for 14 flats (HGY/2004/0921). It bears no relation, in terms of either design or materials, to the adjacent terrace of two storey Edwardian housing in Whymark Avenue; and is higher than the adjacent block to the west which fronts the High Road. There is no justification, in context of the surroundings for a building, which is almost entirely metal-clad. However the architect has chosen a design, which is modern with a strong horizontal emphasis, using contemporary aluminium and glass finishes. Amenity space has been designed into scheme in the form terraces and landscaped areas which, incorporate new tree planting ensuring that future occupiers have access to direct or communal amenity space.

The scheme is in accord with the previous approval in design and bulk terms.

Privacy and Overlooking

The proposed development would be situated slightly closer to the buildings situated to the rear of the property fronting Westbury Avenue than the approved scheme. SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' states that all rear facing habitable rooms directly opposite

one another should be a minimum of 20 metres apart for two storey development. This minimum requirement is the distance measured between the two closest points of each building including any balconies. The current application originally detailed a measurement of 17.4 metres from the rear elevation of the first floor to the closest point of the first floor of the adjoining buildings to the south fronting Westbury Avenue. The previous approved scheme was consistent with SPG3b and met the minimum 20 metre distance. As a result amended plans detailing a development that met the 20 metre requirement for SPG 3b were requested and received. The amendments setting the development back further from the south boundary at first and second floor level has meant that the proposed two bedroom flats situated at the rear of the first and second floor of the building have both been reduced to 1 bedroom flats. The second and third floors of the proposed building are positioned 20 metres from the rear elevation of the existing properties in Westbury Avenue.

It is considered that the proposed development would not be detrimental to the amenity of the residents of the upper floor flats of the properties situated to the rear of these buildings. The proposed development is considered consistent with Policy DES 1.9. 'Privacy & Amenity of Neighbours' and Supplementary Planning Guidance 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

Density

The London Plan sets higher densities for development in urban areas. The London Plan recommends a density range of 450 – 700 habitable rooms per hectare for flatted developments in urban areas close to town centres such as this one. The Adopted Unitary Development Plan sets a density range of 175 – 250 habitable rooms per hectare for residential developments such as the proposed one. Policy HSG 8 of the Draft 2004 Haringey Unitary Development Plan and Supplementary Planning Guidance 3a sets a minimum density of 200 hrh and a maximum density for non- family housing of 400hrh.

Applying the method of calculation for mixed use schemes as set out in Supplementary Planning Guidance 3a 'Density', the proposed scheme has a density of 385 habitable rooms per hectare. This is in excess of the current Unitary Development Plan density range set out in policy HSG 2.2 Residential Densities. The density of the proposed development is however consistent with the density levels recommended in Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan and also the densities outlined in the London Plan. The proposed development would also be situated within an area of High Transport Accessibility. PPG3 encourages Local Planning Authorities to accept higher density schemes where appropriate, particularly where the standard of design is high and it is considered that the proposed development is a high quality design.

The proposed development would be located in an area of High Transport Accessibility and is considered to be of a high quality design. The density development is 385 habitable rooms per hectare and this is considered

consistent with the Governments Planning Policy Guidance 3 and also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan.

Parking

The approved scheme proposed five car-parking spaces in the area to the rear of the site. No car parking spaces are proposed in the current application.

The application site is in an area with a high public transport accessibility level located within the Wood Green Controlled Parking Zone which operates from 8:00 AM to 10:00 PM. The site has not been identified by the council's SPG 3a as a site suffering from extreme parking problems. The total proposed office space is 245.7 square meters. Under the Revised Deposit 2004 Haringey UDP 1 off street parking space per 750 square meters is required where a proposed development is located within a CPZ and is situated in an area of high Public Transport Accessibility. As such no off street parking spaces are required for the office part of this development.

As the site is in an area with a high public transport accessibility level, the Transportation and Highways Authority require the residential aspect of the proposed development to be car free. No car parking is proposed and therefore the proposed development is consistent with both PPG3 Housing and PPG13 Transport which encourage Local planning Authorities to reduce the dependency on the private car. The scheme provides a large secured undercover cycle storage area.

The proposed development is a car free development 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'.

Waste Disposal

There are a number of outstanding issues relating to the disposal of waste at the proposed development. While the commercial refuse storage and collection arrangements are adequate the residential are not. It is therefore recommended that if the application is approved a condition requiring details of the redesigned waste storage area are supplied to and approved by the Council prior to any building works commencing on the site.

The layout of the residential refuse store needs to be redesigned so that residents can comfortably reach both 1100 litre bins at any one time. In addition the refuse door layout is currently impractical as the store doors when in use would block the entrance to the flats. The doors are also impractical due to the difficulty of manoeuvring in and out of the store. The current door arrangement would not allow enough room for the movement of heavy bins without causing injury to collectors or damage to surrounding doors and walls. It is suggested that the access door for the collectors faces directly onto the street this could overcome these problems.

There is also no recycling storage proposed. Storage space should be provided for five 240 litre size wheelie bins in addition to the space for the two 1100 litre eurobins. A condition requiring this is also recommended.

It is considered that through appropriate conditions amendments to the approved scheme can be undertaken to ensure that the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

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 five 1 bedroom units and four 2 bedroom units and would result in a total 9 of residential units with a total of 14 bedrooms.

- An education contribution of £23,909.57 in accordance with the formula in SPG12

4 x 2 bedroom flats = 1.972 children

5 x 1 bedroom flats = 0.50 children

Total = 2.482 children

Primary contribution: $2.482 / 16 \times 7$ (number of years of primary education) = 1.085875

$1.085875 \times £10,378.00$ (three year average amount of DfEE primary funding 05/06) = £11269.21

Secondary contribution: $2.482 / 16 \times 5$ (number of years of secondary education) = 0.775625

$0.775625 \times £16,297.00$ (three year average amount of DfEE secondary funding 05/06) = £12640.36

£11,269.21 + £12,640.36 = £23,909.57

Total Contribution = £23,909.57

The applicant will need to enter into an agreement to contribute £23,909.57 to education facilities in line with the requirements of Supplementary Planning Guidance 12 prior to the 03/03/06.

SUMMARY AND CONCLUSION

It is considered that the proposed development would not be detrimental to the amenity of the residents of the upper floor flats of the 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/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The design of the proposed building is based very closely on the approved scheme for 14 flats (HGY/2004/0921). It bears no relation, in terms of either design or materials, to the adjacent terrace of two storey Edwardian housing in Whymark Avenue; and is higher than the adjacent block to the west which fronts the High Road. There is no justification, in context of the surroundings for a building, which is almost entirely metal-clad. However the architect has chosen a design, which is modern with a strong horizontal emphasis, using contemporary aluminium and glass finishes. Amenity space has been designed into scheme in the form terraces and landscaped areas which, incorporate new tree planting ensuring that future occupiers have access to direct or communal amenity space. The scheme is in accord with the previous approval in design and bulk terms.

The proposed development would be 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 385 habitable rooms per hectare and this is considered consistent with the Governments Planning Policy Guidance 3 and also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan.

The proposed development is a car free development 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'.

Through the use of appropriate conditions it is considered that the development can be amended to meet the requirements of SPG 8a 'Waste and Recycling'.

RECOMMENDATION

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

1. That planning permission be granted in accordance with planning application no. HGY/2005/2228, 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 £23,909.57 toward local education facilities. Plus an administrative charge of £1195.48 (5% x £23,909.57) for cost recovery, giving a total figure of £25,105.00.

2. That the Agreements referred to in Resolution (1) above is to be completed no later than 03/03/06 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/2005/2228 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/2005/2228 & applicant's drawing Nos. 30/05 - 01,02, 03, 04, 05, 06A, 07A, 08A, 09A, 10A, 11A, 12A & 13

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. Suitable space is required for the two 1100 litre wheelie bins proposed for household refuse. The proposed household refuse store detailed on the plans appears to be large enough to accommodate these bins but the internal layout of the store means that at any one time one bin will be out of reach and, therefore, unusable. The layout of the refuse store must be re-designed to ensure that both bins can be comfortably reached by residents at any time. A detailed scheme for the redesign of the wheelie bin storage area 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 and to ensure that waste disposal arrangements are adequate and meet the requirements of SPG 8a 'Waste and Recycling'.
4. The proposed refuse store door layout is impractical. When the store is being used by residents or being cleared by collectors, the open refuse doors will block the entrance to the flats. In addition, it would be impossible to manoeuvre bins in and out of the refuse store with the doors open as shown on the drawing. The door arrangement must be redesigned. It is suggested that the access door for collectors opens directly onto the street to overcome these problems. A detailed scheme for the redesign of the door layout of the refuse and waste storage area 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 and to ensure that waste disposal arrangements are adequate the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.
5. The proposed refuse store door layout is impractical. When the store is being used by residents or being cleared by collectors, the open refuse doors will block the entrance to the flats. In addition, it would be impossible to manoeuvre bins in and out of the refuse store with the doors open as shown on the drawing. The door arrangement must be redesigned. It is suggested that the access door for collectors opens directly onto the street to overcome these problems. A detailed scheme for the redesign of the door layout of the refuse and waste storage area

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 and to ensure that waste disposal arrangements are adequate the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

6. There is currently no recycling storage detailed in the proposed development. Storage space is required for five 240 litre size wheelie bins. A detailed scheme for the provision of storage space for five 240 litre size wheelie bins 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 and to ensure that waste disposal arrangements are adequate and to ensure that the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

7. Wheelie bins or bulk waste containers must be provided for household collections. Wheelie bins must be located no further than 25 metres from the point of collection. Bulk waste containers must be located no further than 10 metres from the point of collection. The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.

If waste containers are housed, housings must be enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them.

Reason: In order to protect the amenities of the locality and ensure adequate disposal of waste.

8. If access through security gates / doors is required for household waste collection, codes, keys, transponders or any other type of access

equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access.
Reason: To ensure that waste disposal arrangements are adequate and to ensure that the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

9. The office use of the ground floor is to be confined to B1 office use only.
Reason: In the interests of town centre vitality.
10. The communal door entry systems are to be high quality security door and / or "airlock" systems; based on an electro-magnetic lock with no exposed moving parts. Details of the door system are to be supplied to the Council and approved prior to any works on the site commencing.
Reason: Poor quality door systems can lead to crime and high maintenance costs.
11. Lockable gates at the front and along the side of the building are to be installed. Details of the gates are to be supplied to and approved by the Council prior to any works on the site commencing.
Reason: To prevent casual trespass into the rear garden.
12. The residential aspect of the application is to remain car free. No more than three off street parks are to be supplied and they are to be for office use only.
Reason: To reduce the demand for on street parking spaces and to ensure the residential development remains car free.
13. The sheltered cycle parking facility for 15 cycles detailed on the approved plans is to be retained permanently for cycle storage.
Reason: To increase the accessibility of the site to other modes of transport other than the car resulting in reduced traffic and demand for parking.
14. 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'.

15. A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.
Reason: In order to protect the health of future occupants of the site.
16. 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.
17. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.
1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:
2. a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.
- b) Explanation of how total energy demand will be reduced by 20% relative to the baseline developed in a), through improvements to building energy efficiency standards.
- c) The strategy must examine the potential use of CHP to supply thermal and electrical energy to the site. The scale of the CHP generation and distribution infrastructure to be determined through agreed feasibility studies. Resulting carbon savings to be calculated.
- d) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (ie after b. and c. are accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.
3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.
- Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to

contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

18. 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.
19. 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.
20. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:
 - a. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

Transportation Informatives

INFORMATIVE: The residential units are defined as 'car free' and therefore no residents therein will be entitled 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 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.

Crime Prevention Informatives

INFORMATIVE: The proposed planters at the front line of the building will need regular maintenance to prevent them from becoming overgrown and unsightly in such an environment. A dwarf wall and railing would create good demarcation without compromising on natural surveillance and without high maintenance costs. The Council's Crime Prevention Department can give further advice if necessary.

INFORMATIVE: The refuse and cycle store structures should be visually permeable and designed so as not to offer concealment for criminals. The Council's Crime Prevention Department can give further advice if necessary.

INFORMATIVE: The new residential units would benefit from the enhanced security standards detailed in the "Secured by Design Scheme" (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 020 8345 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

It is considered that the proposed development would not be detrimental to the amenity of the residents of the upper floor flats of the 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/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The design of the proposed building is based very closely on the approved scheme for 14 flats (HGY/2004/0921). It bears no relation, in terms of either design or materials, to the adjacent terrace of two storey Edwardian housing in Whymark Avenue; and is higher than the adjacent block to the west which fronts the High Road. There is no justification, in context of the surroundings for a building, which is almost entirely metal-clad. However the architect has chosen a design, which is modern with a strong horizontal emphasis, using contemporary aluminium and glass finishes. Amenity space has been designed into scheme in the form terraces and landscaped areas which, incorporate new tree planting ensuring that future occupiers have access to direct or communal amenity space. The scheme is in accord with the previous approval in design and bulk terms.

The proposed development would be 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 385 habitable rooms per hectare and this is considered consistent with the Governments Planning Policy Guidance 3 and also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan.

The proposed development is a car free development 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'.

Through the use of appropriate conditions it is considered that the development can be amended to meet the requirements of SPG 8a 'Waste and Recycling'.