

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2005/2278

Ward: Crouch End

Date received: 14/12/2005

Last amended date: N/A

Drawing number of plans 05-10-622-PD01, PD2, PD3 & PD4.

Address: 159 Tottenham Lane N8

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

Existing Use: Vacant/ former petrol station

Proposed Use: Gym/residential

Applicant: Yade Reality Ltd.

Ownership: Private

PLANNING DESIGNATIONS

Local Shopping Centre
Road - Metropolitan

Officer Contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

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

SITE AND SURROUNDINGS

The site is a former petrol station (now cleared) situated on the south eastern side of Tottenham Lane opposite Elmfield Avenue, between the secondary frontage of Crouch End Town Centre and the Tottenham Lane (west) local shopping centre. The site is bounded to the south west by the former Salvation Army "Citadel", now Bar Rocca, to the north east by 2 commercial properties fronting Tottenham Lane, and further to the back of the site, by rear gardens of 2 houses in Ferme Park Road, and to the south east by the rear gardens of houses in Fairfield Road. The boundary of the Crouch End Conservation Area runs along the back of the site, but the application site is

not in the Conservation Area. There are existing vehicle access points on each side of the site.

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

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

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

PLANNING HISTORY

In 2001 an application was submitted for a new part 3, part 4-storey building comprising a 360 sq. m. retail unit on the ground floor and 18 flats above with 31 parking spaces. This was subsequently withdrawn.

In 2004 an application (HGY/2004/ 1782) for the Erection of part 3/4 storey building with gym/leisure facilities at basement and ground floor level and residential accommodation comprising 9 x 3 bed, and 1 x 4 bed dwellings at 1st, 2nd and 3rd floor levels. Car Parking for 17 cars at rear was refused on the 06th October 2004 for the following reasons:

The proposed development on 5 floors including a substantial basement with both basement and ground floors extending 30 metres into the site, involves excessive bulk, massing and overall height and includes incongruous features to the detriment of the immediate locality and the character of the street scene and represents overdevelopment in relation to the area of the site and properties in the locality. The scheme is therefore contrary to policies DES 1.1 DES 1.3 and DES 1.10 of the Council's Unitary Development Plan.

The proposal due to its height and proximity to the north east boundary of the site and the inclusion of roof terraces is detrimental to the amenities of adjoining by blocking off windows and creating unnecessary problems of overlooking and loss of privacy contrary to policy DES 1.9 of the council's Unitary Development Plan.

The proposed development does not make adequate provision for the parking of vehicles within the curtilage of the site, contrary to Policy TSP 7.1 Parking for Development and is therefore likely to give rise to conditions prejudicial to the free flow of traffic and to general safety on the neighbouring highways.

In June 2005 an application for the erection of part 3/ part 4 storey building with gym / leisure facilities at basement and ground floor level and 7 x 2 bed maisonette and 1 x 2 bed and 1 x 3 bed flats at 1st, 2nd and 3rd floor level, with 22 car park spaces at rear was approved at Planning Application Sub Committee on 30th August 2005 subject to Section 106 & conditions.

Other planning history relates to the petrol station use.

DETAILS OF PROPOSAL

The proposal relates to modification to the approved scheme HGY/2005/1129, it involves alteration to the basement level footprint by reducing its width and increasing the depth. This is the only alteration proposed to the approved scheme, which will enable ground level vehicular & pedestrian access and fire escape to be maintained for adjoining properties currently using the site service road. The floor area remains the same as the approved scheme.

The scheme includes basement level floor with a part three and part four-storey building above. The building would provide a mixed-use development with a keep-fit centre on the ground and basement and residential on the upper floors. There would be 22 parking spaces at rear with an access driveway along the boundary with 157 Tottenham Lane. There would be an entrance for the gym and residential on the front elevation ground floor.

The site has a length of 51.6metres (m) from the back of the pavement to the boundary with rear gardens of Fairfield Road. The width of the site at the front is 28.3m and 29.3m at the rear of the site. There would be a substantial basement measuring 27.3m in width and 33m in length. The basement would contain a swimming pool, plant room, changing facilities and a fitness studio.

The ground floor would measure 22.5m - 25m in width allowing for a vehicular access along the side of the building. The length of the building would be 31m in length. The ground floor would contain the following fitness studios, restaurant, treatment rooms, and offices.

The floors above would comprise the 9 residential units connected by stairs and a lift. The first and second floors would comprise 7 two bedroom plus a small study maisonettes. The first and second floors would cover the full width of the front of the property and extend 24.2m in length, set back in a stepped form a minimum of 7m from the rear of the building. The first floor would also comprise a common terrace and roof garden to the edge of the rear of the building.

The third floor would contain 1 x 2 and 1 x3 bedroom units and would be set back from the front elevation by 7metres and set back an additional 3.5m to the floor below at the rear. These properties would benefit from rear and front terraces.

Overall the ground floor would have a modern, largely glass façade to the street with some interesting features such as a centrally located stone pediment. The floors above would comprise a more traditional design such as brick, sash window with detailing. The top floor is set back at the front and rear. The rear of the building has windows and extensions extending to differing depth with terraces and balconies.

CONSULTATION

Flat 145 – 161 (odd), Tottenham Lane
Bar Rocca, “Bubbles” and Kwik Fit, and Texaco petrol station and YMCA,
Flats A,B, C 195 – 205 (odd) Ferme Park Road
20 – 32 Fairfield Road
38 – 51 Elmfield Road

Hornsey CAAC

Metropolitan Police Crime Prevention Office

Ward Councillors

Building Control
Conservation Team
Transportation Group (Highways)
UDP Team
Waste Management

RESPONSES

Building Control – no observations.

Transportation Group – ‘ (Our interrogation with TRAVL database suggested that, based on car trips generated by similar site 'Holmes Place Health & Fitness Club, Crouch End' with Green Travel Plan, the 'Gym/Leisure' part of the development (1500 sq.m) would require some 20 car parking spaces at peak demand hour. Using the 2003 SPG, the residential element would require 10 car parking spaces hence a total of 30 car parking spaces would need to be provided.

However, considering the medium public transport accessibility level for this site, it is considered that the applicant's provision of 22 car parking spaces and 12 cycle racks (with secure shelter) would suffice for this development proposal.

Consequently, the highways and transportation authority would not object to this application.

Informatives

(1) Work involving alteration to existing highway must be carried out by the Council at the expense of the developer. The developer is advised to contact 020 8489 1316.

(2) The new development will require numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.'

Waste Management – comments received

None from local residents

RELEVANT PLANNING POLICY

DES 1.1 Good Design & How Design Will Be Assessed

DES 1.2 Assessment Of Design Quality: Fitting New Buildings Into The Surrounding Area.

DES 1.3 Assessment Of Design Quality: Enclosure, Height & Scale

DES 1.4 Assessment Of Design Quality: Building Lines, Layout, Form, Rhythm & Massing

DES 1.5 Assessment Of Design Quality: Detailing & Materials

DES 1.9 Privacy & Amenity Of Neighbours

DES 1.10 Overdevelopment

EMP 1.2 New Employment Uses

HSG 1.1 Strategic Housing Target

HSG 2.1 Dwelling Mix For New Build Housing

HSG 2.2 Residential Densities

TSP 7.1 Parking For Development

TSP 7.2 Parking For People with Disabilities

LEI 3.3 New Leisure & Recreational Facilities

DES 2.2 Preservation & Enhancement Of Conservation Areas

DES 6.4 Design Of Shopfronts In New Buildings

SPG 2.3 Standards Required In New Residential Development

Haringey Unitary Development Plan Revised Deposit Consultation 2004:

UD2 General Principles

UD3 Quality Design

UD5 Mixed Use Developments

UD 8 New Development Location and Accessibility
UD 9 Parking for Development
UD 10 Planning Obligations
HSG 1 New Housing Developments
HSG 8 Density Standards
HSG 9 Dwelling Mix
EMP 5 Promoting Employment Uses
TCR 1 Development in Town Centres
CSV 1 New Development In Conservation Areas

ANALYSIS/ASSESSMENT OF THE APPLICATION

The site has been granted planning permission for a similar proposal on 30 August 2005. The current proposal seeks to alter the approved scheme by reducing the width of the basement level footprint, but at the same time increasing its depth. The proposed alterations will enable ground level vehicular & pedestrian access and fire escape to be maintained for adjoining properties currently using the site service road. The floor area would remain the same as for the approved scheme.

The main issues in this case are considered to be:

1. The principle of a mixed use scheme
2. The impact on the amenities of adjoining residents
3. The appearance of the development (design)
4. Density
5. Dwelling Mix
6. Residential environment of future occupiers
7. Parking issues

The Principle of the Mixed - Use Development.

The principle of mixed –use development on the site has been agreed through the granting of planning permission of a similar scheme on 30 August 2005 (HGY/2005/1129). Also the site lies just outside the Crouch End Town Centre but is linked commercially by its close proximity. Mixed-use development is considered to be appropriate in this location and should assist in promoting the viability and vitality of the northern part of the shopping centre and also the adjoining commercial units in Tottenham Lane. The proposals would involve a considerable investment adjacent to the Town centre and within the Tottenham Lane Design Framework. The framework itself encourages a mixed-use development and suggests shopping and housing as appropriate uses.

In this case no shopping is provided however leisure uses are appropriate for this type of location adjacent to the Town centre. Policy UD5 (2003 UDP Consultation) encourages mixed-use developments in town centres and within

areas of high accessibility. In this case the accessibility level is a medium level, however the site is well located to other facilities and close to a large residential population.

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

THE IMPACT ON THE AMENITIES OF ADJOINING RESIDENTS.

Impact on the Residential Amenities of Fairfield Road.

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

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

The upper floors (1st and 2nd) at rear would be set back an additional minimum of 7m giving a total distance of 26m to the boundary from the habitable windows. The third floor would be set an additional 3.5m as a minimum. The upper floors are stepped and many of the habitable windows are set back further. The window to window distances would satisfy the requirements of SPG 3b Privacy and Overlooking, Aspect/ Outlook, and Daylight /Sunlight. The minimum distance required would be 40m for the upper floor; in this case 46 m is achieved.

The rear of the properties would also have balconies set back a minimum of 19m from the rear gardens and increasing on the floors above, subject to appropriate landscaping and screening the balconies and terraces would have an acceptable relationship, particularly bearing in mind the presence of a sizeable wall along the boundary.

Taking into account the distance of the building from the rear of the gardens some 19m and the stepped design of the proposals the outlook from the rear of the properties would not be unduly dominated by the development.

The Car-Parking area is located to the rear of the site adjacent to the rear gardens of Fairfield Road subject to the maintenance of the existing wall and the imposition of a planning condition regarding hours of use this relationship would be acceptable.

Impact on the Residential Amenities of Ferme Park Road.

201 and 203 Ferme Park Road would bound the site to the east, the main issue for these properties would be overlooking from the balconies, it is considered by suitable design and planting and screening that any overlooking could be kept to an acceptable level.

Impact on the amenities of 155 and 157 Tottenham Lane

The building has now been set back 5.5m from the boundary with 155 and 157 Tottenham Lane to allow for an access road. In addition screening could be provided to the balconies to reduce any overlooking to an acceptable level.

DESIGN AND APPEARANCE.

The front elevation would repeat some of the traditional features seen in this part of Crouch End. Namely, four storey buildings with commercial on the ground floor and residential above. The commercial ground floor would be predominantly glazed with a stone cladding. The building would appear to be sub-divided through the use of stone clad columns on the central part of the building. This would give the building appropriate proportion.

The scale of the building would appear three storeys with the fourth floor set back from the street. This is similar to another development taking place along the Broadway. However in this case the set back is more generous. This section of Tottenham Lane is clearly mixed in design form, with the YMCA building a mixture of 4 and 5 storey. The appeal inspector in the Texaco appeal opposite this site described the location as 'disjointed and eclectic'.

The upper floors would have sash windows, with stone detailing and be constructed in brick.

This part of Crouch End does have a mixture of buildings but it is considered the design picks up on some of the more important detailing within the conservation area such as the fenestration and stone detailing and the use of brick work.

The Conservation Area bounds the rear boundary of the site, the proposals are set back some 19m from the rear boundary. There is built form along this section of Tottenham Lane and development which extends to the rear. It is considered the proposals would preserve the character and appearance of the conservation area.

DENSITY

The formula:

The density calculation is based on the proportions of the floorspace used for the various uses. In this case the floorspace (including parking areas) for the

residential would be 50% of the total development. Using the formula advised by SPG3a the density would be 400 habitable rooms per hectare. (hrph) based on 36 hrph.

London Plan

The London Plan sets a range of 200-450 hrph , this scheme would fall within these limits

Haringey Unitary Development Plan (1998)

In relation to the local planning policies the 1998 UDP gives a maximum figure of 210 hrph for family housing this development would have a figure of 400 hrph.

Haringey Unitary Development plan revised Deposit Consultation Draft September 2004.

Policy HSG 8 gives a range of 200-400 hrph. However SPG3a still refers to a density of 300 hrph for family accommodation.

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

1. The proportion of the site area for the calculation is only 50% due to the high level of commercial floorspace within the basement.
2. The density calculations include 8 small study rooms.
3. The site is located adjacent to a Shopping centre and local facilities.

For these reasons the density is not considered to be excessive. In particular as no significant or justifiable harm has been demonstrated.

DWELLING MIX.

Policy HSG 9 Dwelling Mix of the revised UDP encourages a mix of dwelling types. This proposal would provide 8 x2 bedroom units and 1-x 3 bedroom units. This does not conform with mix encouraged by SPG3a namely 37% -1 bedroom: 30% -two bedroom: and 22% for three bedroom units.

While this a shortcoming of the scheme, it would achieve in excess of the two bedroom standard. The scheme would also provide study rooms to allow working from home. In relation to need, there is a shortfall in family accommodation.

In relation to the size of the units, the scheme would comply with Table 4 of SPG3a.

RESIDENTIAL ENVIRONMENT FOR FUTURE OCCUPIERS:

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

In relation to amenity space there would be a communal area of some 100m² on the first floor. In terms of communal areas 220m² would be required, however 5 of the units have their own private amenity space. On balance the mix of private and communal terraces are considered to be sufficient to provide sufficient amenity space for the flats and provide some playspace for children.

PARKING ISSUES.

Highways advise that interrogation with TRAVL database suggested that, based on car trips generated by similar site ' Holmes Place Health and Fitness Club Crouch End with Green Travel Plan the leisure part of the development would require some 20 parking spaces at peak hour, the residential element would require 10 spaces. Hence a total 30 parking spaces.

However considering the medium public transport accessibility level for this site it is considered that the provision of 22 parking spaces and 12 cycle racks with shelter would be satisfactory for this development.

Section 106 matters:

The planning application is in excess of 5 units and therefore requires a contribution towards local education provision. This has been calculated at £17,267.

The site also lies within the Tottenham Lane Design Framework Area, this document does refer to various environmental improvements required for Tottenham Lane. It is considered that bearing in mind the mixed use nature of the proposals including a sizeable leisure facility that a contribution of £42,733 should be made to Environmental Improvements.

A sum of £3,000 has also been attached for administrative costs.

Other Issues:

Appropriate conditions have applied to ensure the plant room is sound proofed and that appropriate hours of use are adhered to. Soundproofing will also be required to the building.

SUMMARY AND CONCLUSION

The site has previous approval for a similar scheme granted on 30 August 2005 (HGY/2005/1129). The proposals would provide considerable investment adjacent to the Crouch End Town Centre and also a local shopping Parade. The proposals are likely to increase the vitality and viability of these areas.

The proposal is of an acceptable design consistent with Unitary Development Plan Policies DES 1.2 Assessment of Design Quality: Fitting New Buildings Into Surrounding Area and would preserve the character and appearance of the adjoining Crouch End Conservation Area consistent with Policy DES 2.2 Preservation and Enhancement of Conservation Areas.

The proposals would have an acceptable relationship with adjoining properties consistent with requirements of the Unitary Development Plan Policies DES 1.9 Privacy and Amenity of Neighbours.

The proposals would provide sufficient parking and be of an appropriate density consistent with London Plan Policy 4B.1 Maximising the Potential of Sites.

RECOMMENDATION

- (1) That planning permission be granted in accordance with planning application reference number HGYP/2005/2278 subject to a pre-condition that Yade Reality Ltd shall first have entered into an Agreement under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure the following benefits:
 - A) A contribution of £17,267 towards local education facilities.
 - B) A contribution of £42,733 towards environmental improvements including three street trees.
 - C) A contribution of £3,000 towards recovery costs.
- (2) That the Agreement(s) referred to in resolution (1) above (are to be completed no later than the 14th March 2006 or within such time as extended time as the Council's Assistant Director (PEPP) shall in her discretion allow : and
- (3) That, following completion of the agreement(s) referred in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with planning application

HGY/2005/2278 & applicants drawing Nos. 05-10-622-PD01, PD2, PD3 & PD4

Subject to the planning conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development (such details should also include details of the hardsurfacing for the access road and car park) hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

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

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

5. The use hereby permitted shall not be operated before 0630 am or after 11.00 pm on any day. The car park shall not be used before 0730 am or after 10.00 pm by commercial users. No deliveries using the rear car park shall take place before 0800 or after 7.00 pm.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

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. An enclosure for dustbins in accordance with guidance issued by the Local Planning Authority shall be provided prior to the occupation of the building. Details of design, materials and location of the dustbin enclosure shall be agreed in writing prior to the occupation of the building.
Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.

8. That the parking spaces shown on the approved drawings shall be constructed to the satisfaction of the Local Planning Authority and shall be permanently retained and used in connection with the dwellings forming part of the development. The siting of the storage area for the bicycles shall be submitted and agreed with the Local Planning Authority.
Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained.

9. The rear wall on the rear boundary of properties in Fairfield Road shall not be demolished and shall be retained at all times.
Reason: To protect the amenities of adjoining residents.

10. All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used by reason of the granting of this permission shall be so installed, maintained and operated as to prevent the transmission of noise and vibration into any neighbouring premises. Details of all installations shall be submitted prior to the commencement of work and approved by the Local Planning Authority. The proposal shall be implemented in accordance with the approved details.
Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

11. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the premises shall be used as a gym and health club only and shall not be used for any other purpose including any purpose within Class D2 unless approval is obtained to a variation of this condition through the submission of a planning application.
Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

12. 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.

13. 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. first floor terrace (screening measures and planting)
- b. area to the rear of site adjacent to rear gardens of Fairfield Road (Planting).

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.

14. 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.

15. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1.The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2. a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central

heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (ie after c. is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

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 involving alterations to the highway must be carried out by the Council at the full expense of the developer. The developer is advised to contact 0208 489 1316.

INFORMATIVE: The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'. You are advised to contact the Crime Prevention Office on 0208 345 12 12.

Reasons For Approval

The site has previous approval for a similar scheme granted on 30 August 2005 (HGY/2005/1129). The proposals would provide considerable investment adjacent to the Crouch End Town Centre and also a local shopping Parade. The proposals are likely to increase the vitality and viability of these areas.

The proposal is of an acceptable design consistent with Unitary Development Plan Policies DES 1.2 Assessment of Design Quality: Fitting New Buildings Into Surrounding Area and would preserve the character and appearance of

the adjoining Crouch End Conservation Area consistent with Policy DES 2.2 Preservation and Enhancement of Conservation Areas.

The proposals would have an acceptable relationship with adjoining properties consistent with requirements of the Unitary Development Plan Policies DES 1.9 Privacy and Amenity of Neighbours.

The proposals would provide sufficient parking and be of an appropriate density consistent with London Plan Policy 4B.1 Maximising the Potential of Sites.

(4) That, in the absence of the agreement (s) referred to in resolution (1) above being completed within the time period for in resolution (2) above, the planning application be refused for the following reason:

The proposal fails to provide a contribution towards education in accordance with requirements set out in Supplementary Planning Guidance Note 10b Educational Needs Generated by New Housing Developments attached to the Emerging Haringey Unitary Development Plan

(5) In the event that the Planning application is refused for the reasons set out in resolution (4) above the Assistant director (PEPP) in consultation with Chair of PASC is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (1) there has not been any material change in circumstances in the relevant planning considerations, and
- (2) the further application for planning permission is submitted and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal,
- (3) the relevant parties shall have previously entered into the agreement (s) contemplated in resolution (1) above to secure the obligations specified therein.