

Planning Committee 9 November 2009

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/1532

Ward: Tottenham Hale

Date received: 08/09/2009

Last amended date: 15 October 2009

Drawing number of plans: 12241_00_01Rev1, 12241_10_01Rev1, 12241_10_00 Rev1, 12241_10_10 Rev1, 12241_10_11 Rev1, 12241_10_12 Rev1, 12241_20_01 Rev1, 12241_30_01Rev1, 12241_30_02Rev1 & 12241_30_03Rev1.

Address: 624 High Road N17

Proposal: Retention of the existing structural frame comprising Scotland Green House, rebuilding of the front and rear elevations, adding a fourth storey to the existing building and erection of a new four storey building to the front of the site to provide 42 residential units and one commercial unit

Existing Use: Job centre office

Proposed Use: Residential / commercial

Applicant: Mr Toni Chima A & J London Developments

Ownership: Private

PLANNING DESIGNATIONS

Officer contact: Elizabeth Ennin-Gyasi

SUMMARY

The scheme proposes 42 residential units and one commercial unit; the residential provision comprise of 13 X 1bed, 14 X 2bed, 12 X 3bed and 3 X 4bed. It provides private garden space for the ground floor units and communal amenity space for the upper floor accommodation.

The scheme would be subject to a section 106 legal agreement for affordable housing, education contribution, car free and contributions towards highway improvement in the area. The development would also be subject to a covenant in a section 106 agreement to encourage purchase of the private units by owner occupiers. The Design and Conservation Team were involved in discussions of the scheme at the pre-application stage and also during the submissions of the application. It is considered that the height, scale, massing and overall design of the proposed development is acceptable.

RECOMMENDATION

GRANT PERMISSION subject to conditions and/or subject to sec. 106 Legal Agreement

SITE AND SURROUNDINGS

The site is the former job centre office known as 'Scotland House'; located at 624 High Road. It comprises of a single storey entrance and reception area on the western boundary which is on the High Road frontage and a three storey with basement; main office building on the southern boundary fronting Scotland Green. The rear yard has a provision of 28 car parking spaces.

The site is outside any of the designated Conservation Area, but the area immediately to the south of the site lies within Scotland Green Conservation Area. The surrounding area is mixed residential and commercial, characterised by Victorian terraced houses, blocks of flats and commercial frontage on the High Road and Scotland Green. It is well located for public transport with several bus links and Bruce Grove & White Hart Lane British Railway line within close proximity.

PLANNING HISTORY

The original building was constructed to be used as a job centre and that was the last use on the site.

DETAILS OF PROPOSAL

The proposal is for part demolishing of the existing building to redevelop the site for residential and commercial comprising of 42 residential units to provide: 13 X 1bed, 14 X 2bed, 12 X 3bed and 3 X 4bed, 1 x1 commercial unit with associated car parking/cycle storage and amenity space.

The proposal involves the retention of the structural frame of the existing building on Scotland Green with a extension to the rear and an additional fourth storey and a new four - storey building towards the High Road frontage.

The residential element of the original proposal has been reduced from 43 units to 42 units.

CONSULTATION

Ward Councillors

Residents:

Tottenham CAAC
Tottenham Civic
1-15 Pembury Road
583-591, 583a, High Road

Unit 6 & 10, 34 - 560-568 High Road
570-592 High Road
614a-e High Road
551-579 High Road
570-612 High Road
628-634 High Road
Flat 1-13; 593 High Road
551-581 Charlton House, High Road
2-15, unit 2, 3, 4-7, units 1-7 silver Industrial Est.- Reform Row
Flat 1-6, 7 & 8, 10-83, 24-74, 84-87, 88-99, 100-186 Millicent Fawcett Court
614, 614a, 614b, 614c, 614d High Road
2-56 Scotland Green
7-39, 14-53 Scotland Green
2-12, 14-24 St Mary's Close
1-16, 17-40, 42-48, 63-70 Rheola Close
St Mary's Vicarage, Lansdowne Road
Flat 1-6 Marlborough Court, 3-13 Kemble Road
2-24 Lansdowne Road
5-7 Liston Road
23-31 Parkhurst Road
Mulberry School

Other:

Transportation
Cleansing
Building Control
Conservation /Design Team
Strategic & Community Housing
London Fire Brigade
Crime Prevention Officer
Thames Water

Development Control Forum

A Development Control Forum was held on 29 September 2009 at the Council's office - 639 High Road, N17. Minutes of the meeting are attached as Appendix 1.

RESPONSES

Cllr L. Reith:

'I am writing to lodge a formal objection to the above application. I would be willing to withdraw my objection if the developers were to agree that there would be no 'buy to let' within the scheme or if they reached an agreement with the RSL that they took on the management of any other rented properties within the scheme.

I have no objection to the actual layout or number of flats proposed and provided the yellow brick is changed for red I am happy with the overall appearance. My one concern is about ongoing maintenance and management and I fear that if no conditions are attached then many of the properties would become a private rented mixture with numerous different landlords. I would like to see conditions attached to any planning permission to reflect my concerns'

(Cllr. Reith comments noted; In order to encourage purchase by owner occupiers, the section 106 agreement shall contain covenants restricting the transfer or lease of market housing units to Local Authorities, Registered Social Landlords and persons claiming job seekers allowance or housing benefit. Also the scheme would be subject to a condition for the submission of external materials for consideration by the Local Planning Authority to ensure the appearance of the building is in keeping with the surrounding area.)

Residents/Businesses:

No. 599 High Road: – concern with parking.

(The car parking provision is considered acceptable for the site and locality because of the availability of public transport. It is considered that any additional car parking problems which may result from the development would be minimal. Also the scheme would be car free to prevent future residents from obtaining parking permits to park in CPZ areas surrounding the site. Further, the site has not been identified within the UDP as that renowned to have car parking pressure.)

No. 124 Millicent Fawcett Court – no objections

Tottenham CAAC:

'a) **Principle of the uses** - Whilst the present building has some value as an example of 1950s' design (it was opened in 1960) it is no longer needed as a job centre so we would support it becoming housing with one office unit. We welcome the proposal to have housing on the ground floor which would contribute to the "village feel" of this road instead of "retail units" which usually remain empty or are occupied by bookmakers - either detracts from the appearance of the area,

b) **Size, design and density** - Retaining the existing structural frame is a sustainability bonus. The top floor is designed to be set back so it doesn't block any more light than the existing three-storey building. We have concerns about the density. It is argued that the density of 530 hr/ha is acceptable given the good transport links but although there are many buses along the High Road they are extremely crowded.

c) **Design and appearance** - The southern side of Scotland Green (in the conservation area) consists of a large number of very small buildings in a mixture of colours. We are concerned that the new building should not look monolithic - the brick and rendered sections and breaking up the frontage help to avoid this. There is a difference of opinion within the CAAC about whether yellow or red brick would be preferable. Contemporary yellow brick will not age as the original London stock brick has. Possibly both reddish and yellowish bricks could be used in different parts. But the most important factor is the quality of the brick - this will be a major determinant of the appearance of the building. If it looks cheap and nasty it will affect the whole area.

i) There should be a condition that the materials used should be agreed by conservation officers.

ii) We would also want to see opaque glass in the balconies to preserve residents' privacy.

iii) There should be assurances about landscaping and maintenance of the communal areas.

d) **Car parking** - It is effectively a "car free" development (only seven parking spaces of which four are disabled access). Is this appropriate in an area without a CPZ (it is just outside the Spurs match day CPZ) or a proposed future CPZ? ' (Tottenham CAAC comments noted, conditions attached where appropriate)

Other Respondents:

Building Control: – Access is satisfactory.

Thames Water:– No objections with regard to water infrastructure.

London Fire Brigade: – The Brigade is satisfied with the proposals.

Strategic & Community Housing:

'1. Affordable Housing Provision

- 1.1 The proposed scheme has been revised to ensure the tenures are integrated within scheme and has provided larger family site units and 10% wheelchair units given the constraints of the site. The affordable units has now been evenly distributed throughout the site and not contained to one section of the site, this will ensure a mixed and balanced community.
- 1.2 It is the application's intention to negotiate the affordable housing provision as part of the s106 negotiations. Whilst this is acceptable in terms of the planning process is it desirable early discussion with an RSL to deliver the affordable housing is preferred.

2. Dwelling Mix

- 2.1 The proposed development does not comply with the recommendation dwelling mix detail in the Housing SPD. However the borough has an overriding shortage of supply for affordable rented, larger family accommodation, particular 4 beds.
This scheme has delivered larger family and wheelchair units.
- 2.2 There are a total of 143 habitable rooms on the site, the developer has now Demonstrated they can provide 73 habitable rooms (50%) for affordable housing which is in line to with council policy and meets the 30/70 split between intermediate and social rented housing.
- 2.3 Wheelchair units have been clearly identified on the floor plans. Within the affordable housing units. The units should comply with however these units are required for rent. On the plans these units are within the intermediate tenure.
- 2.4 The Council will seek to ensure that all new housing is built to ['Lifetime Homes'](#) Standards and that 10% of new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.” (see attached best practice guidance ‘wheelchair accessible’ housing)

3. Consultation

- 3.1 There has been pre-application consultation by the applicant with the Community and Strategic Housing Service and with the Conservation & design officer

CONCLUSION

It is the view of Strategic and Community Housing that the applicant should expedite the negotiation of affordable housing on this site with a registered social landlord.

The Strategic and Community Housing will require the applicant to demonstrate their management plan for the site for the private and affordable units.

The applicant will have to demonstrate they will build the wheelchair units to life homes and comply with the best practice guide for ‘wheelchair accessible’ housing.

This scheme must achieve a minimum of code for sustainability level 4

In its current form Strategic and Community Housing service supports this application for the reasons above.’

(The Strategic and Community Housing Officers points noted)

Transportation:-

'This proposed development is located in an area with a public transport accessibility level of 5 which indicates a high level of accessibility to local transport services, the applicants have submitted a site specific Ptal calculation which has been checked and approved).

The site is within walking distance the High Road which provides frequent bus services (some 67 two-way, bus trips per hour) for connections to South Tottenham, Bruce Grove, Seven Sisters and Stoke Newington Railway Stations. Scotland Green has not been identified as an area that is subject to high car parking pressure. However a site visit taken on the 22/09/2009 established that Scotland Green is subject to a high level of on street parking and vehicles were observed as not being able to find any available on street parking space available on Scotland Green.

The applicant has indicated the provision of only 7 off street parking spaces which is of concern, as this development is currently not within a CPZ where restrictions could be applied to restrain on street parking. Given the lack of onsite parking spaces and the sites location outside of a CPZ the proposed development would have an adverse impact by increasing the existing on street car parking demand in Scotland Green and the surrounding area which could have a detrimental effect on the surrounding highway network and may not be acceptable.

The site is a high area of public transport accessibility and given the sites location adjacent to several bus routes in the High Road and their connection to South Tottenham, Bruce Grove, Seven Sisters and Stoke Newington Railway Stations and the development would be ideal for car free status. Given the size of the development collection may be better served from within the curtilage of the site. The proposed refuse collection regime from would generate additional problems by causing obstructions in Scotland Green on collection days. However I have spoken to the Waste Recycling Sites Team and they confirmed that they have no objections to the proposed refuse collection regime.

Transportation Planning would have no objection to the above planning application providing the following mitigation can be agreed to lessen the impact of the development....

The applicant agrees to enter to into a car free agreement to reduce the level of additional on street parking stress that will be generated from the development. Reason: to lessen the impact of the development on the adjacent highway network and to encourage the prospective residents to use sustainable travel modes.

A Section 106 agreement to provide funding for localised highway improvements including the upgrading of the existing footway, cycle network etc. Reason: To improve conditions for pedestrians and cyclists at this location.

Submits a scheme for the management of the construction traffic associated with implementing this scheme, to the transport team for approval
Reason: To minimise the impact of construction vehicles on the adjoining roads.

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.’
(Transportation Officer’s points noted and incorporated in a legal agreement and conditions as appropriate)

Conservation /Design Team:

‘The previous massing of the proposals appeared too monolithic and over dominant. The revisions to the massing and modelling have been significantly improved by indenting the junction of High Road Block and the Scotland Green Block. Accentuating the vertical bays visually, effectively ‘breaks up’ the overall massing and the apparent scale of the development. This is a very significant improvement.

*The first and second floor plan layouts are noted to be the same with matching window positions – this would result in a regular fenestration pattern with windows aligned vertically over each other on the High Road Block on both first and second floor levels – their elevations need to be amended accordingly.

If this scheme is to be favourably recommended I recommend detailed approval of the following conditions apply:

Samples of all external facing materials

Fully annotated and dimensioned elevation and section drawings of typical bay of the High Road and Scotland Green elevations at a scale of 1:20, showing details of roof, facing materials, windows, balcony, walls.

Fully annotated and dimensioned details of front boundary treatment to High Road at a scale of 1:10.

Reason for conditions; To ensure that the development is of a high standard as it affects the setting of Scotland Green Conservation Area

Informative: The applicant is advised that only the highest quality facing brickwork, in terms of materials, colour, texture, bond, and pointing, to the main elevations facing the High Road and Scotland Green will be acceptable

(Conservation /Design Officers points noted and incorporated in conditions)

RELEVANT PLANNING POLICY

PPS1 Delivering Sustainable Development

PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.

PPS3 Housing

PPS3 2006 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is committed to maximising the re-use of previously developed land -brownfield land in order to promote regeneration. PPS3 also sets out the Governments commitment to concentrating additional housing developments in urban areas, new emphasis on providing family housing with consideration given to the needs of children to include gardens & play areas. Also, the importance of ensuring housing schemes is well-designed and creates sustainable communities. The need for development to include affordable housing is also set out in PPS3.

The London Plan

The current London Plan issued in February 2008 by the Greater London Authority, forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital.

The London Plan sets housing targets for individual boroughs for the period up to 2016/2017. The target for Haringey is 6,800 additional 'homes' (680 per year).

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. The PTAL rating for this site as set out in the Council's Unitary Development Plan (adopted in 2006) is 3. However, the applicant has undertaken a public transport accessibility analysis current to the site based on the methodology set out in the 'Transport Assessment Best Practice Guidance' (TfL, May 2006). In consultation with the Council's Transportation Officers, it has been confirmed that the updated PTAL rating for the site should be 5. The London Plan states that for a site such as this one with PTAL rating 4 to 6, within urban setting; the density range suggested is 200 – 700 habitable rooms per hectare.

The London Plan encourages residential developments to have lower car parking provision in areas with high PTAL scores and /or close to town centres. Also an element of car-free housing should be included where accessibility and type of housing allows.

With regards to affordable housing provision; the strategic target is 50 per cent, within which the London wide objective is 70 per cent for social housing and 30 per cent for intermediate housing provision.

G3 Housing Supply

UD1 Planning Statements

UD2 Sustainable Design and construction

UD3 General Principles

UD4 Quality Design

UD7 Waste Storage

UD8 Planning Obligations

M9 Car-Free Residential Developments

M10 Parking for Development

HSG1 New Housing Developments

HSG 4 Affordable Housing

HSG 7 Housing for Special Needs

HSG10 Dwelling Mix

CSV1 Development in Conservation Areas

SPG1a Design Guidance

Housing Supplementary Planning Documents (adopted October 2008)

SPG8a Waste and Recycling

SPG10a The Negotiation, Management and Monitoring of Planning Obligations

SPG10b Affordable Housing

SPG10c Education needs generated by new housing

ANALYSIS/ASSESSMENT OF THE APPLICATION

The application is seeking permission to erect 42 residential units to provide: 13 X 1bed, 14 X 2bed, 12 X 3bed and 3 X 4bed; 1 x1 commercial unit with associated car parking/cycle storage and amenity space.

The proposal involves the retention of the structural frame of the existing building on Scotland Green with a extension to the rear and an additional fourth storey. Also a new four - storey building towards the High Road frontage.

The residential element of the original proposal has been revised from 43 units to 42 units.

The main issues relating to the proposal are:

- Principle of residential use
- Size, bulk and design,
- Density
- Dwelling mix and room sizes

- Loss of light and loss of privacy
- Amenity provision
- Waste disposal
- Sustainability
- Parking
- Section 106 Agreement

Principle of residential use

The site is located in a predominantly residential area and is a previously developed land, consequently its re-use for residential would be in line with PPS3. It states that the Government is committed to maximising the re-use of previously developed land -brownfield land in order to promote regeneration. Also the London Plan sets housing targets for Local Authorities for the period up to 2016/17. The target for Haringey is 6,800 additional 'homes' (680 per year). These targets are generally reflected in Unitary Development Plan policy G3 'Housing Supply'. In principle the redevelopment of this site for residential purposes will contribute toward the Council meeting its housing targets, in line with policies G3 'Housing Supply' and HSG1 'New Housing Developments'.

The strategic target for affordable housing provision as set out in the London Plan is 50 per cent, within which the London wide objective is 70 per cent for social housing and 30 per cent for intermediate housing provision. This is reflected in the Council's Unitary Development Plan policy HSG4 'Affordable Housing' and HSPD which requires 10 or more units to provide 50% affordable housing and a borough wide tenure of 70% social rented and 30% intermediate housing.

The proposed scheme would create 42 residential units and the applicant has agreed to enter into Section 106 Agreement to secured 50% for affordable housing. Also within the overall 50% to achieve 30% intermediate housing and 70% social rented. Accordingly the proposed development would meet guidelines as set out in the London Plan and Unitary Development Plan policy HSG4 'Affordable Housing'.

Size, bulk and design

Policy UD3 'General Principles', UD4 'Quality Design' & CSV1 'Development in Conservation Area' require that new buildings are of an acceptable standard of design and be 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 and the amenity of residents. These policies reflect the advice in PPS1 and PPS3.

The scheme retains the structural frame of the existing building and proposed a development which is three – storey with a set back fourth floor. The original proposal has been subject to amendments to improve the scale, massing and overall design. The current scheme is therefore considered to reflect the overall height, mass and scale of the existing buildings. The revised proposal presents

a 'break up' of the scheme avoiding a monolithic building. The top floor is well set back to reduce visibility on the street, which visually presents a three-storey building in keeping with the existing buildings on Scotland Green.

The underlying design principal of the scheme is to create an active frontage on the existing streets through the introduction of mix commercial and residential on the ground floor of the High Road building. The north elevation has been designed to address a communal landscaped courtyard and to maximize visual surveillance. The south and western elevations have been designed to mitigate the visual and busy junction of the High Road with Scotland Green and feature a new landmark building fronting the High Road.

Staircases have been located at regular distances through out the development and accessed from the south and west elevations. They would be well illuminated because of the design of the windows, which are wide and allow good light penetration. The design of the staircases would enable ease of access to each part of the building retaining privacy for the residents and reducing the length of internal corridors. The scheme provides a lift for the front section of the development, which accommodates the majority of the larger units. A second lift would have been preferable to access the units on the fourth floor on the other side of the building. However, the applicant has stated that it would lead to an un-proportional burden because of the use of the existing concrete frame which makes penetration virtually impossible by the nature of the construction.

The external materials would be brickwork/render with timber composite /white painted aluminium widows. However, the scheme would be subject to a condition for details of external materials to ensure the appearance of the development is appropriate to the locality.

The proposed development has been designed to be fully compliant to 'Lifetime Homes' standards and would provide in excess of 10% wheelchair accessible housing.

Therefore the proposed scheme is considered to be sensitively designed to fit in well within the existing street & townscape and as such minimise any adverse effect on the surrounding area consistent with policies UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas' and SPG1a.

Density

The current Council's policy on density has been superseded by regional advice from 'The Greater London Authority' as set out in 'The London Plan' dated February 2008. In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. For a site such as this one with PTAL rating of 4 to 6, within urban setting; the density range suggested is 200 – 700 habitable rooms per hectare.

The proposed scheme would provide 42 residential units comprising of 13 X 1bed, 14 X 2bed, 12 X 3bed and 3 X 4bed. This would have 145 habitable rooms and create a density of 552 habitable rooms per hectare. The proposed density therefore accords with current requirement as specified by the 'The London Plan'.

Dwelling mix and room sizes

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and Housing Supplementary Planning Documents (adopted October 2008) set out the Council's standards. 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. In particular HSPD encourages affordable housing of three and four bedroom properties to meet the Borough's need for large units. This is based on 'The Housing Needs Survey' undertaken in 2007 which identifies a shortfall for all sizes of accommodation but particularly affordable housing for three and four bed properties.

The recommended percentage dwelling mix for new residential development as stated in HSPD for private market housing, allows 37% for 1bed, 30% for 2bed, 22% for 3bed units and 11% for 4+ bed. This scheme would provide 31% for 1bed, 33% for 2bed, 29% for 3bed and 7% for 4bed. Although not entirely as recommended in guidelines set out in HSPD, it is considered that the proposed dwelling mix is suited to the particular site and nature of the scheme, which retains the structural frame of the existing building. Further the scheme would provide fifteen large units in the form of twelve x 3 bed and three x 4 bed flats, which in consultation with Council's Strategic & Community Housing Officer would meet the need in the Borough for larger units.

Therefore it is considered that the proposed dwelling mix would be appropriate to the scheme and site.

A typical one- bedroom units internal floor area would be 47m²; for two-bedroom units internal floor area would be 70.5m² and for the three-bedroom units internal floor area would be 95m². The four-bedroom units would allow well over 104m², which would exceed the Council's standard as set out HSPD. These room sizes generally conform to the Council's standard as set out HSPD. Therefore the units' sizes are considered to provide a satisfactory standard of accommodation. All the units/rooms are considered to have adequate light and ventilation. Therefore the proposed units are considered to comply with policy HSG10 and HSPD (adopted October 2008).

Loss of light and loss of privacy

Policy UD3 'General Principles' and Housing Supplementary Planning Documents (adopted October 2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.

The proposed development has been designed with consideration for the adjacent properties regarding daylight /overshadowing and loss of privacy. To this effect, the positioning of the new building in relation to existing properties means that none of the nearby properties would be significantly overlooked or be adversely affected by overshadowing/loss of light.

Further, the applicant has undertaken a 'Daylight and Sunlight Study' in relation to nearby properties. The study indicated that, whilst the proposed additional floor over the existing building would result in a degree of shadowing on the proposed courtyard, the adjacent properties would not be affected by loss of light.

Amenity provision

Amenity space has been designed into scheme in the form of private gardens for the larger ground floor flats, communal garden space to the rear, balconies and roof terraces for the upper floor flats. It is considered that the combined amenity provision which is approximately 869m² is sufficient and acceptable, given the availability of public open space in the locality including Kemble Green Park and with close proximity at Bruce Castle Park. Therefore on balance the proposed amenity space provision is considered to meet guidelines set out in HSPD (adopted October 2008).

Waste disposal

The scheme has been design with a refuse management system that allows for internal storage of recyclable waste products and external waste collection accessible from Scotland Green. However, to ensure that the Council's standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

Sustainability

The re-use of brownfield land is regarded as an important sustainable feature of the development which complies with the thrust of both national and London wide guidance. In addition, the scheme provides secure bicycles storage for all of the units.

Further, the proposed development has been designed to achieve a code for Sustainable Homes Level 4 and includes the following sustainable features:

- Specify insulation that avoids the use of ozone depleting substances
- Combined heating power
- Timber windows
- Specify low energy appliances in kitchens
- Specify low energy light fittings
- Reduce/delay surface run off by specifying a soil based or part soil based roof
- Specify 3MP a shower/tap flow rate

- Specify recycled/reused timber from responsible forest source
- Recycled bin storage
- Maximise natural light and ventilation in the proposed units
- Renewable energy in the form of solar thermal domestic hot water
- Photo voltaic – generation of electricity from sunlight
- Re use of the structural frame of the existing building

Car parking

National planning policy seeks very clearly 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 policies M9: 'Car –Free Residential Developments' & M10: 'Parking for Development' sets out the Councils requirements for parking for this type of use.

The proposal incorporates 7 parking spaces including two for wheelchair users. The scheme is car-free; however, this is not an issue, because of the closeness of the site to public transport links. This is because the site benefits from several bus links, on the High Road, as well as the tube and British Railway line within close proximity at Bruce Grove, White Hart Lane and Seven Sisters stations. In addition, the site has not been identified within the UDP as that renowned to have car parking pressure. Also the scheme provides bicycle storage space for all the units to give a sustainable option for travelling to and from the site. Vehicle access will be from Stroud Green.

Further, the Council's Transportation Team has no objection to the proposed development subject to the scheme being car-free. The proposed scheme would be subject to a section 106 agreement which include car-free.

Section 106 Agreements

Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b Affordable Housing set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate, in line with the national guidance set out in Circular 1/97.

The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980 to include provision to achieve improvements to the local environment and facilities in the Borough. The main features of the S106 Agreement and Section 278 are:

- The provision of affordable housing at 50% of the total habitable rooms (total habitable rooms =145) = 73 habitable rooms to achieve 61 habitable rooms for social rented and 12 habitable rooms for intermediate housing.
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £183,109.52
- An agreement under section 278 of the Highway Act 1980 for localised

highway improvements including the upgrading the existing footway and cycle network.

- Car-free development
- A covenant restricting the transfer or lease of any private market housing unit to Local Authority, Registered Social Landlord, and the lease to persons claiming job seekers allowance or housing benefit
- An administration cost of £5,000 .00

SUMMARY AND CONCLUSION

The scale and position of the proposed buildings is such that, any loss of amenity to the neighbouring occupiers would be minimised. The proposed height of the buildings at three storey with a set back fourth floor would conform to the predominate height of existing buildings in the locality and the overall design would not comprise the character and appearance of the Conservation Area or the local area in general. The Council's Conservation and Design Team has commented on the current amended scheme as follows: 'the revisions to the massing and modelling has been significantly improved by indented the junction High Road Block and the Scotland Green Block. Accentuating the vertical bays visually this effectively 'breaks up' the overall massing and the apparent scale of the development. This is a very significant improvement.'

The proposed density conforms to current guidelines set out in The London Plan and the proposed housing provision would contribute the Council's housing target.

The provision of car parking is considered acceptable given the site's closeness to public transport links.

Therefore it is considered that the proposal is acceptable and consistent with the following Unitary Development Plan policies: UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas', UD7 'Waste Storage', M10 'Parking for Development', HSG1 'New Housing Developments', HSG10, HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', M9 'Car-Free Residential Developments' and SPG1a 'Design Guidance', SPG10c 'Education needs generated by new housing' and 'Housing Supplementary Planning Document ' (adopted October 2008).

RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY2009/1532 ("the Planning Application"), subject to a pre-condition that [the applicant and] [the owner(s)] of the application site shall first have entered into an agreement or agreements with the Council [under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974] [and] [under Section [278] of the Highways Act 1980] in order to secure:

- The provision of affordable housing at 50% of the total habitable rooms (total habitable rooms =145) = 73 habitable rooms to achieve 61 habitable rooms for social rented and 12 habitable rooms for intermediate housing.
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £183,109.52
- An agreement under section 278 of the Highway Act 1980 for localised highway improvements including the upgrading the existing footway and cycle network.
- Car-free development
- A covenant restricting the transfer or lease of any private market housing unit to Local Authority, Registered Social Landlord, and the lease to persons claiming job seekers allowance or housing benefit
- An administration cost of £5,000 .00

RECOMMENDATION 2

That, in the absence of the agreement(s) referred to in resolution (1) above being completed by 7 December 2009, planning application reference number HGY/2009/1532 be refused for the following reasons:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education provision the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and SPG10c 'Education needs generated by new housing'

RECOMMENDATION 3

In the event that the Planning Application is refused for the reasons set out in resolution (2) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

RECOMMENDATION 4

That following completion of Agreement referred in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2009/1532 Applicant's drawing No.(s)
 12241_00_01Rev1,12241_10_01Rev1, 12241_10_00 Rev1, 12241_10_10 Rev1,
 12241_10_11 Rev1, 12241_10_12 Rev1, 12241_20_01 Rev1, 1
 2241_30_01Rev1,12241_30_02Rev1,12241_30_03Rev1

Subject to the following condition(s)

GENERAL

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.

MATERIAL AND LANDSCAPING

3. Samples of all materials to be used for the external surfaces including balconies 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, windows 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.

ENERGY STRATEGY/SUSTAINABILITY

6. 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.

2). (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.

2). (c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 20% 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.

OTHER

7. Before the commencement of any works on site, a fence or wall, materials to be agreed with the Local Planning Authority, shall be erected and permanently retained for the boundary fronting the High Road.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development.

8. 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.

9. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

10. 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'.

11. 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.

12. A scheme for the management of the construction traffic associated with implementing this scheme shall be submitted for approval by the Local Planning Authority prior to the commencement of the works.

Reason: To minimise the impact of construction vehicles on the adjoining roads.

13. Fully annotated and dimensioned elevation and section drawings of typical bay of the High Road and Scotland Green elevations at a scale of 1:20, showing details of roof, facing materials, windows, balcony, walls.

Reason: To ensure that the development is of a high standard as it affects the setting of Scotland Green Conservation Area.

14. Fully annotated and dimensioned details of front boundary treatment to High Road at a scale of 1:10.

Reason: To ensure that the development is of a high standard as it affects the setting of Scotland Green Conservation Area.

15. Elevation drawings to match fenestration pattern of first and second floor layout drawings of proposal shall be submitted to and approved by the Local Planning Authority before development is commenced.

Reason: To ensure consistency in the appearance of the building.

16. The development hereby permitted shall construct the Wheelchair housing units in accordance with the Design and Quality Standards laid down by Greater London Authority 'Best Practice Guidance' September 2007.

Reason: To ensure the wheelchair units meet the appropriate standard for wheelchair users.

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: The applicant is advised that only the highest quality facing brickwork, in terms of materials, colour, texture, bond, and pointing, to the main elevations facing the High Road and Scotland Green will be acceptable

REASONS FOR APPROVAL

The scale and position of the proposed buildings is such that, any loss of amenity to the neighbouring occupiers would be minimised. The proposed height of the buildings at three storey with a set back fourth floor would conform to the predominate height of existing buildings in the locality and the overall design would not comprise the character and appearance of the Conservation Area or the local area in general. The Council's Conservation and Design Team has commented on the current amended scheme as follows: 'the revisions to the massing and modelling has been significantly improved by indented the junction High Road Block and the Scotland Green Block. Accentuating the vertical bays visually this effectively 'breaks up' the overall massing and the apparent scale of the development. This is a very significant improvement.'

The proposed density conforms to current guidelines set out in The London Plan and the proposed housing provision would contribute the Council's housing target.

The provision of car parking is considered acceptable given the site's closeness to public transport links.

Therefore it is considered that the proposal is acceptable and consistent with the following Unitary Development Plan Policies: UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas', UD7 'Waste Storage', M10 'Parking for Development', HSG1 'New Housing Developments', HSG10, HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', M9 'Car-Free Residential Developments' of the Haringey Unitary Development Plan and SPG1a 'Design Guidance', SPG10c 'Education Needs Generated by New Housing' and 'Housing Supplementary Planning Document ' (adopted October 2008).