

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/1447

Ward: Northumberland Park

Date received: 24/08/2009

Last amended date: 16/10/09

Drawing number of plans: 100C, 101, 110A, 111A, 112A & 113A.

Address: Garage Colony, Waverley Road N17

Proposal: Demolition of existing garages and construction of 6 x four bed and 6 x three bed dwellinghouses, with associated landscaping, access road and parking.

Existing Use: Garages

Proposed Use: Residential

Applicant: Ms Katie Bond - London & Quadrant Housing Association

Ownership: London Borough of Haringey

PLANNING DESIGNATIONS

Road Network: Borough Road

Officer Contact: Michelle Bradshaw

RECOMMENDATION

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

SITE AND SURROUNDINGS

The application site is a rectangular shaped site (just in excess of 0.2 ha) located to the north of a four storey block of flats on the Northumberland Park Estate and next to the rear garden boundaries of properties which front onto Farningham Road (No's 4 to 16) and the side garden boundary of No 255 Waverley Road. The site is currently occupied by four separate garage blocks, each 3 metres high, comprising a total of 29 lock up garages, together with an area of car parking along the northern boundary of the site. Lea Valley Infant School is located immediately to the rear (west) of the site. The site is not within a Conservation Area.

PLANNING HISTORY

HGY/1999/0062 – Demolition of 26 garages and the erection of 6 x 3 bed (5 person) houses and 2 x 4 bed (6 person) houses, with associated landscaping and new access road – Not Determined.

DETAILS OF PROPOSAL

This application seeks planning permission to demolish the existing garages and construct 6 x 4 bed and 6 x 3 bed houses, with associated landscaping, access road and parking.

CONSULTATION

London Fire Brigade
Thames Water
Crime Prevention

Haringey Transportation
Haringey Cleansing
Haringey Legal Services
Haringey Building Control

Ward Councillors
Lea Valley Primary School, Somerford Grove, N17
1 – 259 (o), 44 – 62 (e) Waverley Road, N17
1 – 19 (c) Scotswood Walk, Northumberland Park, N17
2 – 24 (e) Farningham Road, N17
60 – 66 (e) Somerford Grove, N17

RESPONSES

London Fire and Emergency Planning Authority – The brigade is satisfied with the proposals.

Thames Water – Surface Water Drainage – With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Water Comments: On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

Crime Prevention – We have already been consulted on this scheme by the architect with a view to a Secured by Design award. My comments are:

- The architect has obviously considered measures to design out crime in the development. The 1.0m high railings and gate at the front are an excellent choice for creating defensible space whilst enhancing natural surveillance. The rear boundary treatment of 1800mm wall and 300mm trellis is a good security measure too. The car parking is well overlooked by most of the houses in the site which is also good design.
- My only slight concern is with maintaining the semi-private space within the car park. It should be possible to extend the railings slightly at the entrance to the car park whilst still allowing a sufficient turning circle for vehicles. There should also be a vehicle crossover at this point to further enhance the private nature of the site from the larger estate it is adjacent to. We can give further advice as necessary.
- The dwellings would benefit from the enhanced security standards detailed in the 'Secured by Design Scheme' (www.securedbydesign.com) and I hope that full consideration is given to achieving the standards.

The design and planning stage of the development is an ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community. The Crime Prevention Department can meet with the developer to discuss the scheme as required.

Haringey Building Control – Access for Fire Brigade vehicles is considered to be satisfactory for the above development.

Haringey Housing - Affordable Housing Provision

The proposed development accords with Haringey's Supplementary planning, by providing larger family size units of 12 x 3 and 4 beds houses.

The development is in an area with a relatively high provision of social housing and high density of high and low rise flats, therefore this development will provide much needed family size units with its own private amenity.

There have been pre-application consultations with Strategic and Community Housing, Wards members and the local community and their comments have been incorporated within the above development, more larger size houses.

Code for Sustainable Homes - Strategic and community Housing wishes to see this development achieving a minimum code level 4 with realistic aspiration for achieving a level 5.

Dwelling Mix - The affordable housing mix has been negotiated with Strategic and Community Housing and is seen as the best use of the site, also taking account wards members aspirations for the site.

CONCLUSION: In its current form Strategic and community Housing supports this application for the reasons above, however but would require the code for sustainable homes to be increase to the above level, which is a requirement grant funding under the Homes and Communities Agency.

NOTE: The issue of sustainability has been discussed at length between the applicant, Haringey Housing, Haringey Planning Policy and Haringey Development Management. Currently there are no policy grounds on which to require a developer to meet Code Level 4.

Haringey Transportation - This proposed development is located within an area with a public transport accessibility level of 2 and it is within walking distance of W3 bus route along Northumberland Park, which provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green and Northumberland stations. The site is in the Northumberland Park Estate, which is close to Tottenham High Rd for other bus services. The site is within Tottenham Hotspur Match Day CPZ operating Monday - Friday 1700 - 2030hrs and Saturday/Sunday/Bank Holiday 1200 - 1630hrs. In addition this location is not renowned to have on-street car parking pressure.

The applicant has proposed a vehicle access to the site, 12 car parking spaces and integral bicycle storage area. The parking provision accords with the Council's car parking standards and it would minimise the car parking impact of this development on the adjoining highway network.

However, there are some concerns about some elements of the proposed development as detailed below:

1. The access road should be increased to at least 5.0 metres as a shared use (unable to check from the A3 plan provided). **The applicant has amended the plans to meet this requirement.**
2. The parking bays should be 2.4 x 4.8m with a 6m aisle width (unable to check from the A3 plan provided). **The applicant has confirmed that the parking bays are in line with these dimensions.**
3. There should be 2.4x 60m visibility splay at its junction with Waverley Road (unable to check from the A3 plan provided). **This is now indicated on the amended plans.**

4. There should be a 'track' check of the manoeuvrability in the parking bays at the northern part of the car park when there is a car parked at the adjacent bay. This simulation will confirm the ease of parking in that area. **This can be resolved at the approval of details stage when the landscaping design for this area is completed.**

5. Tyre-check should be provided to prevent parked vehicles from overhanging the adjoining footway and reducing the effective width of the footway. Alternatively the pavement in front of the premises should be increased by 0.5m. **The applicant is willing to deal with this via a condition of consent.**

6. The communal parking is far away from the 4 residential units opposite 48 - 52 Waverley Road. It is likely that some of these residents may not park there because of lack of perceived security of their vehicles. **This issue is not easily resolved except for a redesign of the entire scheme. Furthermore, a walking distance from the car park to the furthest houses is not considered to be unacceptable.**

7. What measures is the applicant proposing to prevent the obstruction of the access road? **The access road will be signed to make clear that it is used for emergency access and should not be blocked. Double yellow lines and associated towing away would be a sufficient deterrent.**

8. What was the outcome of the investigation by Homes for Haringey as stated in the Pre-application Planning Advice Note about the loss of some 40 off-street parking spaces and the 29 garages and the effect on parking in general on the Estate? During a recent site visit (24.09.09) it was observed that the off-street parking bays were being used. **Homes for Haringey concluded that there was sufficient capacity within the existing car parking area for any displaced cars**

9. The access to/from Flats 89, 91 133 and 135 should be maintained. At the moment the entrance leads to the pavement adjacent to the disused garages. **These flats will be accessible via the home-zone.**

10. We do believe that this location could benefit from improvement of the uneven footway along Waverley Road. **Haringey Transportation to provide further details and possible monetary requirement in terms of s106.**

Haringey Transportation Team have advised that they are satisfied with the response of the applicant addressing the issues raised.

Haringey Waste Management - 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 big 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.
- Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes.
- Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.
- There are no comments to provide on this application.
- Unable to provide comments as application form/plans were not enclosed with request for comments. Please provide further information so comments can be provided.
- Other comments as follows:

The refuse & recycling storage requirements for each of these houses in this proposed development are as follows.

4 Bed houses: - 1 x 360ltr refuse bin, 2 x green recycling boxes, 1 organic waste caddy and 1 x garden waste bag.

3 Bed houses: - 1 x 240ltr refuse bin, 1 x green recycling boxes, 1 organic waste caddy and 1 x garden waste bag.

Approximate garden waste bag size is as follows:

| Bag type | Dimensions | Application |
|-----------------|-----------------------------|-----------------------|
| Garden Waste | 450mm D x 450mm W x 600mm H | One Bag per household |

Approximate organic caddy size is as follows:

| Bin type | Dimensions | Application |
|---------------------|-----------------------------|-------------------------|
| Organic waste caddy | 350mm D x 300mm W x 360mm H | One caddy per household |

Approximate recycling box size is as follows:

| Bin type | Dimensions | Application |
|---------------------|-----------------------------|---|
| Green recycling box | 600mm D x 400mm W x 400mm H | One box per household up to 3 bedrooms. Two boxes for households of 4 bedrooms or more. |

Ward Councillor – My comment regarding this development relates to the GLA planning advice regarding mixed and sustainable communities which applies to this location (see below). I would request intermediate housing and the provision for key workers

18.9 Sites in areas with significantly above the London average proportion of existing social rented provision (25% as at 2005) may be appropriate for proportions of intermediate housing higher than the norm. This analysis should be undertaken at a neighbourhood level, not across the borough as a whole. Conversely, sites that are in areas of predominantly owner occupied housing may be appropriate for higher than norm proportions of social rented provision. New developments of 1,000 homes or more should be sufficiently large to achieve the norm social : intermediate balance irrespective of the existing tenure/affordability mix in neighbouring areas.

Residents:

3 Waverley Road: Object – the site is very small for such a development. Dust and noise and residents of nearby flats and Lee Valley Primary School will not be able to open their windows during construction.

8 Farningham Road: Object – front elevation shows windows overlooking our rear garden. This needs to be reviewed and the windows reduced in size and preferably frosted to protect privacy. Properties only 0.5 to 1.0 metres in distance from the rear wall that runs along the length of Farningham Road. This

is too close as the dwellings are at least 4.5m in height. This would have a negative impact on light and privacy to the garden. Seek clarification that the landscaping shown on the plans adjacent to our boundary including screening shrubs and trees will be low level in order not to block sunlight but of a height to secure the privacy and security of our property.

12 Farningham Road: Object – Insufficient space for the proposed development. Overlooking into back windows. More pollution, lack of car parking spaces

RELEVANT PLANNING POLICY

National Planning Guidance

| | |
|-------|---|
| PPS1 | Delivering Sustainable Development (2005) |
| PPS3 | Housing (November 2006 and April 2007) |
| PPG13 | Transport (March 2001) |
| PPS22 | Renewable Energy (August 2004) |

The London Plan

| | |
|------|---------------------------------------|
| 3A.1 | Increasing London's supply of housing |
| 3A.2 | Borough housing targets |
| 3A.3 | Efficient use of stock |
| 3A.4 | Housing choice |
| 4B.3 | Maximising the potential of sites |

Haringey Unitary Development Plan (2006)

| | |
|-------|--|
| G1 | Environment |
| G2 | Development and Urban Design |
| UD1 | Planning Statements |
| UD2 | Sustainable Design and Construction |
| UD3 | General Principles |
| UD4 | Quality Design |
| UD7 | Waste Storage |
| UD8 | Planning Obligations |
| HSG1 | New housing developments |
| HSG4 | Affordable housing |
| HSG9 | Density standards |
| HSG10 | Dwelling mix |
| ENV3 | Water Conservation |
| ENV9 | Mitigating Climate Change: Energy Efficiency |
| ENV10 | Mitigating Climate Change: Renewable Energy |
| ENV11 | Contaminated Land |
| ENV13 | Sustainable Waste Management |

M3 New Development Location and Accessibility
M4 Pedestrians and Cyclists
M10 Parking and Development

OS17 Tree Protection, Tree Masses and Spines

Haringey Supplementary Planning Guidance (October 2006)

SPG1a Design Guidance
SPG3b Privacy, Overlooking, Aspect, Outlook & Daylight, Sunlight
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Vehicle and Pedestrian Movement
SPG8a Waste and Recycling
SPG8b Materials
SPG8c Environmental Performance
SPG8d Biodiversity, Landscaping & Trees
SPG9 Sustainability Statement
SPG10a The Negotiation, Management & Monitoring of Planning Obligations
SPG10b Affordable Housing
SPG10c Educational Needs Generated by New Housing Development
SPG10e Improvements to public transport infrastructure and services
SPD Housing

Government guidance on planning issues is set out in a series of Planning Policy Guidance Notes (PPGs). PPGs are currently in the process of being replaced with Planning Policy Statements (PPSs). PPS1, PPS3, PPG13, PPG15, PPG16, PPS22 and PPG24 are considered relevant in this case.

National Planning Policies

PPS1 – Delivering Sustainable Communities

PPS1 provides an overview and general statement of the Government's objectives for the planning system. PPS1 is fully committed to achieving the aims of sustainable development. It indicates that Planning should facilitate and promote sustainable patterns of urban development by making suitable land available for development in line with economic, social and environmental objectives.

PPS3 – Housing

PPS3 sets out the Government's most up-to-date guidance with regard to the provision of housing. The Guidance sets out a commitment to promoting more sustainable patterns of development and emphasises the importance of making more efficient use of urban land within high quality development and encouraging greater intensity of development at places with good public transport accessibility and along public transport corridors.

PPG13 - Transport

PPG13 seeks to integrate planning and transport at the national, regional, strategic and local level and to help reduce the need to travel and the length of car journeys. Its objective is to make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

PPS 22 – Renewable Energy

PPS22 is intended to highlight the principles of the government following targets set in the Energy White Paper: “Our energy future: creating a low carbon economy”. The PPS states that this can be achieved through the provision of renewable energy, improvements in energy efficiency and the development of combined heat and power.

Regional Planning Policies

The London Plan (2008)

The Development Plan for the area comprises the London Plan Consolidated with Alterations since 2004 (February 2008). The London Plan is a material consideration for local authorities when determining planning applications and reviewing their Unitary Development Plans.

In order to respond to the existing and future housing demand, the London Plan has increased the housing provisions targets; seeking the provision of 30,500 additional homes per year across London. For Haringey, it estimates a capacity of a minimum of 6,800 new dwellings between 2007/8 and 2016/7 which equates to 680 per year.

Local Planning Policies

Haringey Unitary Development Plan (2006)

Haringey Council adopted its Unitary Development Plan in 2006. The policies within this document have been “saved” by the Government Office for London (GoL), under the 2004 Planning and Compulsory Purchase Act 2004, for up to 3 years (from 27th September 2007). Also adopted with the UDP in 2006, were Supplementary Planning Guidance documents (SPG’s) and in 2008 SPD Housing.

ANALYSIS/ASSESSMENT OF THE APPLICATION

Policy UD1 states that new development will need to be accompanied by the appropriate statements. It states that: all new development must be accompanied by a Design and Access Statement and a Sustainability statement. The application is accompanied by a Design & Access Statement, Sustainability

Checklist, Daylight, Sunlight and Overshadowing Report and Ground Investigation Report.

The following issues will be discussed in the assessment report below:

1. The Principle of Residential Development
2. Density
3. Dwelling Mix
4. Residential Amenity
5. Design – Height, Bulk and Massing
6. Trees and Landscaping
7. Traffic and Parking
8. Sustainability
9. Waste Management
10. Security and Crime Prevention
11. Section 106 Agreement

1. The Principle of Residential Development

The application seeks to use the site for residential purposes. The existing site is composed of derelict garages, surface parking and a walkway to entrances along the frontage of the adjoining flats.

The demolition of the existing buildings constitutes permitted development under Part 31 of the General Permitted Development Order 1995 and therefore planning permission is not required to demolish the existing buildings. As the site is not within a Conservation Area, Conservation Area Consent is not required for the demolition.

The proposal to use the site for a residential purpose is deemed to be appropriate and in line with current national, regional and local planning policies related to housing need in the United Kingdom, including PPS1 – Delivering Sustainable Development, PPS3 – Housing, The London Plan – policies 3A.1, 3A.2, and 3A.4, and Haringey Unitary Development Plan – HSG1 – New Housing Developments. As such, the council accepts the principle of residential use provided the scheme complies with other relevant policies.

2. Density

The site has an area of 2149.80 square metres (0.21498 hectares). With 54 habitable rooms, the density of the development would be 183.56 habitable rooms per hectare (hrh). This density falls below the overall range specified in the Council's Unitary Development Plan (UDP) of 200-700 hrh.

The London Plan sets out a number of different density ranges to be achieved depending on the local context and public transport accessibility. The council considers the public transport accessibility level (PTAL) for this site to be 2. For the purpose of the London Plan matrix, the site would be considered 'urban' with

mostly terraced houses and flats. Therefore, the London Plan specifies a density range of 200 - 450hrh.

On this basis, a density of 183.56hrh for this site falls below London Plan density matrix and the Haringey density range, set out in HSG9 – Density Standards. Given the nature of the development, being larger 3 and 4 bedroom dwelling houses, a low density range is deemed appropriate for the site. However, density itself is not the issue, but rather the manifestation of that density in terms of the quality of the development. The issues of height, bulk and mass, residential amenity and impact on neighbouring residents will be discussed below.

3. Dwelling Mix

Policy HSG10 states that all new residential development should, where possible, provide a mix of dwelling types and size in order to meet the housing needs of the local community.

The scheme consists of 6 x 3 bedroom houses and 6 x 4 bedroom houses. The Council's guidance for dwelling mix, SPD Housing section 7.2 states that the Housing Needs Survey (2007) identifies a short full of all sizes of accommodation. However, the requirement is most acute for affordable three and four bedroom properties.

The Housing SPD states that a mix of social rented and intermediate shared ownership is required to meet housing needs in the borough. As a starting point for negotiation, the Council will apply a borough wide target of 70% social rented and 30% intermediate shared ownership. However factors such as the existing proportion of social rented housing in the ward, suitability of the site and location for family housing, individual site costs etc should be taken into account.

All dwellings within the proposed development will be affordable housing with 6 (50%) of the dwellings to be social rented and 6 (50%) to be intermediate housing. Haringey Housing Department has been consulted at both pre-application stage and during the application process. In its current form Haringey Strategic and Community Housing support this application for the reasons set out in their full consultation comments above.

The proposed development accords with Haringey's Supplementary planning, by providing larger family size units of 12 x 3 and 4 beds houses. The development is in an area with a relatively high provision of social housing and high density of high and low rise flats, therefore this development would provide much needed family size dwellings.

4. Residential Amenity

Policy U3, SPG3a and SPD Housing state that the Council will require development proposals to demonstrate that there are no significant adverse impacts on residential amenity or other surrounding uses in terms of loss of daylight, sunlight, privacy, overlooking, aspect, air, water, light and noise

pollution, smell or nuisance. The development has been designed so as not to result in any significant overshadowing, loss of light or privacy to other residential properties within the locality.

The buildings surrounding the site are all residential with the exception of the Lea Valley Infant School to the west. To the south is the Northumberland Park Estate of which the subject site is a part. The adjacent block of flats is between 4 – 5 storeys in height. To the east and south are two storey terraced Edwardian and Victorian properties.

Within the proposed development, the terraced houses closest to Waverley Road have been designed to have the same front building line as the adjacent terrace properties at 255, 257 and 259 Waverley Road.

The majority of windows will be east and west facing onto roads/parking areas or private amenity space of the new houses themselves. As such there will be minimal overlooking onto private gardens or windows of neighbouring residents. Windows to the southern elevation facing the access road and adjacent flats will be bathroom windows only and shall be obscure glazed to prevent overlooking.

During the consultation period the Council received three letters of objection from nearby residents. Number 8 and 12 Farningham Road were concerned about overlooking. Any windows to the side (northern) elevation would be non-habitable rooms such as bathrooms and these windows would be obscure glazed. SPD Housing states that 'The Council expects new developments to maintain the level of privacy enjoyed by adjoining properties and not to create new problems of overlooking'. Section 8.21 of the SPD states 'As a general rule ...all rear facing habitable room windows directly opposite one another should be a minimum of 20 metres apart for two storey developments'. Since the new dwellings will be set almost at right angles to the properties on Farningham Road there will be no direct facing windows. The front elevation windows to the middle row of new houses would look toward the gardens of 8, 10, 12 and 14 Farningham Road and the front elevation windows of the rear row of new houses would look toward the gardens of 6 and 8 Farningham Road. The nearest distance from habitable room window to habitable room window would be from northern most house, within the middle row terrace. This upper floor window would be approximately 15 metres from the upper floor window of number 8 Farningham Road, however the fact that these windows are at a significant angle to each other will not result in any significant issues of overlooking. All other windows are further away from each other than this and also at a significant angle. Overall, the development is deemed to be acceptable in terms of overlooking, inline with policy UD3 'General Principles' and SPD Housing.

The applicant has provided a 'Daylight, Sunlight and Overshadowing Report' with the application. The report assesses the potential impact of the development on the existing dwellings and gardens directly north of the development site as well as impact within the development itself. The overshadowing images (Appendix B of the report) give a comparison of overshadowing based on the existing arrangement verses the proposed

development. The majority of the Farningham Road rear gardens will experience the same degree of sunlight/overshadowing as the existing arrangement and as such will not be affected at all by the development in this respect. The images indicate that number 4, 6 and 8 Farningham Road will experience slightly more overshadowing to the far end of the gardens March/September 12pm midday and 3pm and number 14 Farningham Road will have more overshadowing December 12pm midday than currently experienced. The report concludes that all areas of interest tested do not breach BRE criteria for impact against the existing conditions. Overall, the slight additional overshadowing of a few of the rear gardens to the north is not significantly detrimental to the amenity of these residents. Overall, the scheme is considered to be inline with UD3 'General Principles', SPG3b 'Privacy, Overlooking, Aspect, Outlook & Daylight, Sunlight' and SPD 'Housing'.

SPD Housing states that 'All new residential development should provide external amenity space and this should be appropriate to the needs of the likely occupants. Where possible, family houses should be provided with back gardens which are safe for young children to play in. The minimum private garden space needed for a family dwelling is 50 sqm'. Private amenity space has been provided in the form of front and rear gardens for each dwelling. All gardens are provided with direct access from living rooms, and are also provided with a patio area drying space and a garden shed for storage of bicycles etc. The area of the private outdoor amenity space ranges in size from 46m² to 95m². While this means several of the gardens are just below the standard set out in the SPD a number of the gardens are well in excess of the standard at almost double the size. However, despite the small shortfall in some of the properties overall, the dimensions and east/west orientation are deemed to provide a suitable space for families to recreate.

The design and access statement states that the gardens will generally 'be laid to lawn allowing individual families to populate and adjust to suit their individual tastes'. However it is deemed to be important to provide some landscaping to each rear garden in the form of one or two trees per plot. This will be addressed at the approval of details stage. Front gardens are designed to encourage low level shrub planting. Again full details will be required as a condition of consent and the specific planting scheme assessed at that time.

Overall, the provision of amenity space is deemed to be acceptable, in-line with the intent of Council's planning policies.

5. Design - Height, Bulk and Massing

Policies UD3, UD4 and SPG1a require new development to be of a high standard of design using good quality materials. In particular, they should respect the rhythm, form and massing, the height and scale and the historic heritage context of the site. The spatial and visual character of the development site and the surrounding area/street scene should be taken into consideration in the design of developments.

The buildings surrounding the site are all residential with the exception of the Lea Valley Infant School to the west. To the south is the Northumberland Park Estate of which the subject site is a part. The adjacent block of flats is between 4 – 5 storeys in height. To the east and south are two storey terraced Edwardian and Victorian properties.

The proposed development seeks to harmonise with the surrounding development by matching heights, roof form and eaves line where possible. The development consists of 3 rows of 4 terraced dwelling houses of 2 –storeys in height. By maintaining the 2-storey height and pitched roofs, the development will be in keeping with the character of the area.

The buildings were designed to be both domestic in appearance with both traditional and contemporary design features. Dormers were not a common feature of the locality and thus were not used in the design however velux windows provide light and ventilation to allow use of the roof spaces. Fenestration is composed to provide maximum light levels to habitable rooms. On the front elevations the upper floor windows are combined with the lower floor kitchen windows to provide a vertical orientation. Brick ‘pilasters’ have been used at the division between each house to hold the down pipe and provide further vertical rhythm.

The rooflines of the middle terrace and the rear terrace on its northern end have been hipped to reduce the perceived bulk of the development and minimise impact in terms of overshadowing on neighbouring properties.

The materials have also been chosen to reflect and compliment the surrounding development. Facades are to be brick and roofs concrete tiled both to match prevalent local materials. Windows are to be powdercoated aluminium framed. Front boundaries will have galvanised railings to allow visual permeability and passive surveillance. Closed board fences will separate each rear garden. Solar panels are shown on the western roof elevation of each dwelling.

Overall, the scheme is deemed to be acceptable in design terms, in line with the intent of policy UD3, UD4 and SPG1a.

6. Trees and Landscaping

Policy OS17 and SPG8d seek to protect and improve the contribution of trees, trees masses and spines to local landscape character.

The existing site is a car park and garage with no significant trees on the site. The plans indicate both soft and hard landscaping. Conditions of consent will require full details of landscaping and boundary treatment prior to the commencement of works. The proposal is deemed to satisfy policy OS17 and SPG8d.

7. Traffic and Parking

PPG13 'Transport' notes paragraph 49 states that "The availability of car parking has a major influence on the means of transport people choose for their journeys".

Policy M10 states that the Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and peoples with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration. Development proposals will be assessed against the parking standards set out in the UDP which are in turn assessed against the London Plan matrix.

Policy M3 states that the Council will require developments with high trip generating characteristics to be located where public transport accessibility is high; located where the need to travel by car will be reduced and use of public transport increased. Both policy M3 and M4 along with SPG7a require new proposals to have a building location, design and layout which encourages walking and cycling.

Since the development consists of 100% family housing it is considered reasonable to provide car parking on a 1:1 ratio. As such, the applicant has proposed 12 car parking spaces within a home- zone area in the centre of the site (between the second and third rows of housing). Cycle parking is provided at 1 space per dwelling.

The Haringey Transportation Group has assessed the application and raised a number of issues regarding access and parking dimensions. These issues have now been resolved. Full details of the comments are included in the consultation response section above. Overall the development is deemed to be acceptable and in line with the relevant policies.

The Transportation Group have indicated that works to improve the adjacent road and pedestrian links are required. They have sought a financial contribution, in the form of section 106, toward the cost of these works. This is detailed below in the s106 section of the report.

8. Sustainability

Policy UD2 requires sustainable design and construction to form an integral part of any scheme, requiring energy efficiency and renewable energy sourcing measures to be considered. In addition, the Council will seek that development schemes take into account, where feasible, environmentally friendly materials, water conservation, recycling and sustainable urban drainage systems (SUDS). Policy ENV3 states that all new development should incorporate water conservation methods. Policy ENV9 states that the council will encourage energy efficiency and a reduction in carbon dioxide emissions, while ENV10 requires all major developments to provide an energy assessment with their planning

application, showing an on-site provision of 10%, where feasible, of their projected energy requirement from renewable sources.

The application states that the proposed development is to target a Code for Sustainable homes (CFSH) level 3. This rating requires a 25% improvement over Target Emission Rates as determined by the 2006 Building Regulation Standards.

The plans indicate that the development would have solar PV panels to the western roof slope of each dwelling. The design and access statement states that the applicant is seeking to provide as close to 20% on-site renewable energy generation as possible, to be achieved through a combination of solar PV electricity generation and heat recovery through whole house ventilation. The size of the panels has yet to be calculated however it is intended that a full site-wide energy assessment be undertaken and a report produced identifying exactly how the renewable energy will be generated. Conditions of consent will require these assessments be submitted to and approved by the local planning authority prior to the commencement of works, to ensure the development is in line with local, regional and national targets on sustainability.

A ground investigation has been undertaken and a copy of the report by Structural Soils Limited submitted as part of the application. The report indicates minor local contamination and some presence of gas. A condition of consent will require full remediation of the site in line with the recommendations of the Ground Investigation report.

9. Waste Management

Policy UD7 requires all new development to include adequate provision for the storage and collection of waste and recyclable material and for large developments to produce a waste management plan. In addition, the Council will encourage the allocation of space for composting in developments with gardens. Haringey Waste Management has been consulted and advised that the following provision would be required:

4 Bed houses: - 1 x 360ltr refuse bin, 2 x green recycling boxes, 1 organic waste caddy and 1 x garden waste bag.

3 Bed houses: - 1 x 240ltr refuse bin, 1 x green recycling boxes, 1 organic waste caddy and 1 x garden waste bag.

A condition of consent will ensure the above provision is provided, in line with policy UD7 and SPG8a.

10. Safety, Security and Crime Prevention

Policy UD3 and SPG5 requires all new development to take into account the provisions of Circular 5/94 Planning Out Crime and the 'Secured by Design' initiative. This seeks to reduce the potential for crime by good design. The Crime

Prevention Officer has been consulted at the pre-application stage and during the application process. Overall the Crime Prevention Officer is satisfied that the development has considered measures to design out crime. Furthermore, the officer would like to see the development achieve the standards set out in 'Secured by Design' (www.securedbydesign.com). The applicant is seeking to achieve this standard and a condition of consent will reflect this. Overall, the development is deemed to satisfy policy UD3 and SPG5.

The London Fire & Emergency Planning Authority (LFEPA) and Haringey Building Control are both satisfied with the development in terms of fire and emergency access.

11. S. 106 Legal Agreement

Policy UD8 requires development, where appropriate, to be subject to a Section 106 agreement in order to secure appropriate benefits in line with guidance set out in SPG10a and SPG10c.

The Council is seeking the following s106 contributions:

1. Affordable housing based on 12 houses Allocated as follows: 6 houses Social Rented and 6 units intermediate shared ownership.
2. An Education contribution of £96,500 based on the formula set out in SPG10c.
3. Provision of highway works to the value of £25,000.
4. Administration charge of £5,000 as required by SPG10a.

The total amount of s106 contribution would be £126,500.

SUMMARY AND CONCLUSION

The Council accepts the principle of residential use for this site. The proposed scheme is of an appropriate density and dwelling mix for the locality, providing much needed larger family accommodation. The design is deemed acceptable and the amenity spaces provided for future residents in line with Councils requirements. The scheme is not found to be unacceptable in terms of traffic generation, parking or pedestrian safety and will not unduly impact the amenity of neighbouring residents. It is considered that the development is in line with the intent of National, Regional and Local Planning Policies including policy UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage' UD10 'Planning Obligations', HSG1 'New housing developments', HSG4 'Affordable Housing', HSG9 'Density standards', HSG10 'Dwelling mix', ENV3 'Water Conservation' ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy' M3 'New Development Location and Accessibility',

M4 'Pedestrians and Cyclists' M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG3b 'Privacy, Overlooking, Aspect, Outlook & Daylight, Sunlight', SPG5 'Safety by Design', SPG7a 'Vehicle and Pedestrian Movement', SPG8b 'Materials', SPG8c 'Environmental Performance', SPG8d 'Biodiversity, Landscaping & Trees', SPG10 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development', SPG10e 'Improvements to public transport infrastructure and services' and SPD 'Housing' of the Haringey Supplementary Planning Guidance (October 2006). On this basis, it is recommended that planning permission be GRANTED subject to conditions and s106 legal agreement.

RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY/2009/447 and associated conditions and subject to a pre condition that London and Quadrant Housing Association shall first have entered into an agreement with Haringey Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

1. Affordable housing based on 12 houses Allocated as follows: 6 houses Social Rented and 6 units intermediate shared ownership.
2. An Education contribution of £96,500 based on the formula set out in SPG10c.
3. Provision of highway works to the value of £25,000.
4. Administration charge of £5,000 as required by SPG10a.

The total amount of s106 contribution would be £126,500.

RECOMMENDATION 2

GRANT PERMISSION subject to the following conditions:

Registered No: HGY/2009/1447

Applicant's drawing No's: 100C, 101, 110A, 111A, 112A & 113A.

Subject to the following conditions:

COMMENCEMENT OF DEVELOPMENT

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.

IN ACCORDANCE WITH APPROVED PLANS

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.

PERMITTED DEVELOPMENT

3. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

THAMES WATER

4. Thames Water - Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

ENERGY, WATER AND DRAINAGE

5. A renewable energy assessment and water and drainage assessment shall be prepared and submitted to and approved by the local planning authority prior to the commencement of works.

Reason: To ensure the development complies with local, regional and national guidance on sustainability.

No development shall commence until b) and c) below are carried out to the approval of London Borough of Haringey.

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

(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 (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

MATERIALS

6. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used 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.

TRAFFIC, TRANSPORT AND PARKING

7. The access road shall be 5.0m wide

Reason: To ensure safe shared access

8. The parking bays shall be 2.4m x 4.8m

Reason: To ensure bays are of an acceptable size

9. There shall be a 'tyre check' of overhang of the footway and 'track check' of manoeuvrability for the parking bays at the northern end of the car park carried out and this information submitted to and approved by the council prior to commencement of works.

Reason: To ensure all bays can be readily accessible without endangering other vehicles

10. A 2.4 metre x 60 m visibility splay at the junction of Waverley Road, within which nothing above 1 metre in height shall obstruct visibility along the footway will be provided and maintained on each side of the access.

Reason: In order to provide a suitable standard of visibility to and from the highway so that the use of the access does not prejudice the safety of pedestrians or vehicles.

11. The access road shall be sign posted and double yellow lines used to help prevent the access being blocked

Reason: To help ensure access to the site for emergency purposes is maintained at all times.

LANDSCAPING AND BOUNDARY TREATMENT

12. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the proposed development shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and shall include drawings of:

- a. Those existing trees to be retained.
- b. Those existing trees to be removed.
- c. Those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. 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.

13. 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. Where possible hard landscaping shall be constructed of permeable materials to promote sustainable drainage.

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

14. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

15. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

LIGHTING

16. Notwithstanding the details contained within the development hereby approved, full details of the artificial lighting scheme to the entrance, vehicular routes and parking areas, pedestrian routes and designated communal amenity space shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

WASTE MANAGEMENT

17. That a detailed scheme for the provision of refuse and waste storage 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. The detailed scheme shall include:

(a) 4 Bed houses: - 1 x 360ltr refuse bin, 2 x green recycling boxes, 1 organic waste caddy and 1 x garden waste bag.

3 Bed houses: - 1 x 240ltr refuse bin, 1 x green recycling boxes, 1 organic waste caddy and 1 x garden waste bag.

(b) 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.

(c) Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes.

(d) Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.

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

CRIME PREVENTION

18. The residential buildings proposed by 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' & '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'.

HOURS OF CONSTRUCTION

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.

INFORMATIVE: In the event the proposed development requires a new crossover to be made over the footway, the necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 02084891316 to obtain a cost estimate & to arrange for the works to be carried out.

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.

RECOMMENDATION 3

In the event that an agreement under Section 106 of the Town and Country Planning Act 1990 (As Amended) is not signed by 22 November 2009 or within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his direction allow, the application shall be refused for the following reason:

The proposal fails to provide an Education and Highway works contribution in accordance with the requirements set out in Supplementary Planning Guidance SPG10c and SPG10e of the Haringey Unitary Development Plan (2006).

RECOMMENDATION 4

In the event that the planning application is refused for the reason set out in recommendation 3 above, the Assistant Director (Planning Policy and Development), in consultation with the Chair of the Planning Applications Sub-Committee, is hereby authorised to approve any further application for planning permission which duplicates this planning application, provided that: -

- (i) there has not been any material change in circumstances relevant to planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (Planning Policy and Development) within a period of no more than 12 months from the date of the refusal, and
- (iii) the relevant parties shall have entered into an agreement under section 106 of the Town and Country Planning Act (As Amended) as outlined above to secure the obligations specified therein.

REASONS FOR APPROVAL

The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage' UD10 'Planning Obligations', HSG1 'New housing developments', HSG4 'Affordable Housing', HSG9 'Density standards', HSG10 'Dwelling mix', ENV3 'Water Conservation' ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy' M3 'New Development Location and Accessibility', M4 'Pedestrians and Cyclists' M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG3b 'Privacy, Overlooking, Aspect, Outlook & Daylight, Sunlight', SPG5 'Safety by Design', SPG7a 'Vehicle and Pedestrian Movement', SPG8b 'Materials', SPG8c 'Environmental Performance', SPG8d 'Biodiversity, Landscaping & Trees', SPG10 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development', SPG10e 'Improvements to public transport infrastructure and services' and SPD 'Housing' of the Haringey Supplementary Planning Guidance (October 2006).