

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2008/2196

Ward: Fortis Green

Date received: 12/11/2008

Last amended date: 01/12/2009

Drawing number of plans: PPSK 001 B, 010 E, 011 E, 020 E, 021 D, 022 E, 023 D, 024 D, 025 E, 026 D, 027 C, 030 D, 031 D & 032 D, 051 & 052

Address: Coppetts Wood Hospital, Coppetts Road N10

Proposal: Demolition of existing building except for the administration building that fronts Coppetts Road; the conversion of the administration building fronting Coppetts Road, and the erection of four two storey houses plus dormers, and four blocks of flats between 2 and 4 stories in height: to provide a total of 55 units with car parking (48 spaces), access roads and landscaping (Revised Scheme).

Existing Use: D1

Proposed Use: C3

Applicant: Royal Free Hampstead NHS Trust

Ownership: Private

THIS APPLICATION WAS DEFERRED AT THE 15 SEPTEMBER MEETING DUE TO MEMBER CONCERNS ABOUT THE HEIGHT AND BULK OF DEVELOPMENT IN THE CENTRE OF THE SITE. THE SCHEME HAS BEEN AMENDED TO TRY AND MEET THESE CONCERNS.

PLANNING DESIGNATIONS

Road Network: Borough Road

Officer Contact: Valerie Okeiyi

RECOMMENDATION

GRANT PERMISSION subject to conditions and to Section 106 Agreement

SITE AND SURROUNDINGS

The application site falls within the London Borough of Haringey, although the boundary with the London Borough of Barnet lies to the east of the site, along Coppetts Road. To the west of the site is open land, which is designated as a MOL. The site is not near a conservation area.

The hospital site formerly occupied a much larger area and provided accommodation for the infectious disease hospital, this land was disposed of and the land redeveloped for residential purposes in the late 1990's which is known as Osier Crescent. The piece of land subject to this application is occupied by a number of buildings and the main hospital administration building largely vacant which fronts the site onto Coppetts Road.

There are a number of trees on the site, none of these trees are protected by a TPO. Vehicular access into the site is from Osier Crescent, which is accessed from Coppetts Road, however, pedestrian access is from Coppetts Road direct. The site is close to the junction of Colney Hatch Lane, which provides access to the North Circular Road.

PLANNING HISTORY

HGY/1998/1692-GTD-22-02-99-Coppetts Wood Hospital Coppetts Road London - Outline planning permission for redevelopment for residential purposes.

HGY/2000/1243-GTD-07-12-00-Coppetts Wood Hospital Coppetts Road London - Erection of a temporary 36 bed nurses accommodation block on north east corner of site.

HGY/2001/0144-GTD-13-09-01-Coppetts Wood Hospital Coppetts Road London - Redevelopment for residential purposes to erect 116 new dwellings comprising (12 x 1 bed & 56 x 2 bed flats, 22 x 3 bed houses and 26 x 4 bed houses) with access from Coppetts Road.

HGY/2002/1177-GTD-08-10-02-Coppetts Wood Hospital Coppetts Road London - The Installation of one tri-sector antenna inside a replica weather vane on roof of hospital, and erection of equipment cabinet for telecommunication purpose.

HGY/2008/1380-WDN-09-09-08-Coppetts Wood Hospital, Coppetts Road London - Demolition of existing building except for the administration building that fronts Coppetts Road; the conversion and extension of the administration building fronting Coppetts Road, and the erection of seven blocks between 2 / 4 storeys in height to provide a total of 63 units with associated parking, access roads and landscaping.

DETAILS OF PROPOSAL

The proposal after amendments is for the demolition of existing building except for the administration building that fronts Coppetts Road; the conversion of the administration building fronting Coppetts Road, and the erection of four two storey houses plus dormers, and four blocks of flats between 2 and 4 stories in height: to provide a total of 55 units with car parking (48 spaces), access roads and landscaping.

Materials used will include; buff stock brickwork, buff grey stock brickwork, insulated render panels with painted finish, timber framed double glazed windows, natural slate roofing tiles in grey and grey/green, hardwood entrance doors with glazed vision panel, timber fascias (painted finish white), timber framed double glazed doors (painted finish white), toughened glass balconies with powder coated aluminium base, painted brickwork, glazed railings, stained timber refuse enclosure, brickwork to match existing building (banding/quoins feature).

CONSULTATION

Transportation Group
Cleansing
Legal Services
Building Control
Strategic & Community Housing
Ward Councillors
Muswell Hill/Fortis Green/Coldfall Residence Association
LB Barnet
Andrew Snape – Crime Prevention Officer
London Fire Brigade
1 – 335 (o) Osier Crescent
2 – 174 (e) Osier Crescent
1 – 229 (o) Marriot Road
102 – 114 (e)Coppetts Road
22 – 76 (e) Coppetts Road
50 – 76 (e) Coppetts Road
Greenfields Special School, Coppetts Road
1 – 3 (c) Strawberry Terrace, Coppetts Road
78 – 100 (e) Coppetts Road
1 – 21 (c) Martins Walk
Coppetts Wood Primary School, Coppetts Road

RESPONSES

Transportation Team comments for the previously withdrawn application ref: HGY/2008/1380

This proposed development is on 'Bus 234' route which offers some 6buses per hour between East Finchley station and Barnet and, within a walking distance of the busy bus route, Colney Hatch Lane, which provides some 48buses (two-way) per hour for

frequent bus connections to Highgate tube station. We have subsequently considered that some of the prospective residents of this development would use sustainable travel modes for their journeys to and from this site. In addition, our interrogation with TRAVL database suggests that based on comparable sites (Chad Cres. Kariba Cl. Congo Dr-N9, Osier Crescent-N10 and Tysoe Avenue- EN3), a development of this magnitude would only generate a combined vehicle movements, entering and exiting, of some 13 vehicles during the morning or evening peak hour. Even with the applicant's consultant's (WSP's) higher traffic prediction of 17 vehicle movements in the morning peak, it is deemed that this level of vehicular trips would not have any significant adverse effect on the adjacent roads.

Furthermore, notwithstanding that this area has not been identified within the Council's UDP as that renowned to have car parking pressure, the applicant has proposed 41 car parking spaces and, 63 bicycle racks distributed (1 per unit) around and enclosed within the secure shelters in each block, as indicated on the Ground Floor Plan Nos.07021/PPSK/010A and.07021/PPSK/011A. It is also proposed that the existing Osier Crescent vehicular access will serve this site.

However, there is the concern the last 3 years accident analyses carried out by WSP have indicated that those accidents associated with pedestrians and cyclists were due to drivers not paying particular regard to these vulnerable road users especially around the junctions of Coppetts Road with Wilton Road and Halliwick Road. Also, we are currently looking at improving the footway along this section of Coppetts Road including the provision of a footway at the eastern side around the intersection of this road with Trott Road. We will therefore be seeking some financial contribution towards upgrading the pedestrian crossing at Wilton Road junction to a raised crossing and improved visibility at this junction and, the construction of footway at the eastern side of this road around Trott Road.

Andrew Snape – Crime Prevention

- We have held a meeting with the Architect for the site and hope that this consultation can continue throughout the life of the project.
- The homes would benefit from the enhanced security standards detailed in the “Secured by Design Scheme” (www.securedbydesign.com) and I recommend that consideration is given to achieving the standards. The communal door security is a key crime prevention tool on this type of development and I urge the Developer to use a high security specification at these points. We can give further advice as necessary.

Waste Management

No comment

Muswell Hill/Fortis Green Association comments prior to the revisions;

- The number of dwellings proposed with little amenity space will constitute overdevelopment of the site.
- The lack of adequate public transport, schools, medical facilities and infrastructure in general makes the site inappropriate for the proposed development, particularly when considered with the recent development of the Lynx Depot site.
- The parking provision of 46 spaces for 63 units is inadequate. This will contribute to the parking pressures in the area.
- The quality of the overall design is inappropriate and the proposed extension to the retained building will be damaging to the building.

Objections received from 7 residents prior to the revised scheme;

- The proposed development will increase parking pressures in the area
- The amount of cycle spaces is excessive
- The proposed development would lead to further road accidents
- The lack of adequate public transport, schools, medical facilities and infrastructure in general makes the site inappropriate for the proposed development.
- There is already a large enough development at the former Lynx Depot, allowing another huge development on the site is inappropriate
- The scale of the proposed development is inappropriate for this suburban location
- The proposed development should continue to respect the existing style and design of Osier Crescent
- The proposed contemporary extension to the administration building will not be sympathetic to the building
- The height of the pitch roofs is still a concern adding an extra storey.
- The clock tower should be reinstated on the building
- The proposed materials for the development are inappropriate

**Development Control Forum was held on: 8th January 2009
Minutes are attached as Appendix.**

RELEVANT PLANNING POLICY

Central Government Guidance

Planning Policy Guidance 1 'Delivering Sustainable Development'
Planning Policy Guidance 13 'Transport'

Haringey Council Unitary Development Plan 2006

UD2 'Sustainable Design and Construction'

UD3 'General Principles'

UD4 'Quality Design'

UD7 'Waste Storage'

UD8 'Planning Obligations'

HSG1 New Housing Developments

HSG2 Change of Use to Residential

HSG4 Affordable Housing

HSG10 Dwelling Mix

HSG9 Density Standards

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'

M5 'Protection, Improvement and Creation of Pedestrian and Cycle Routes'

M10 'Parking for Development'

Supplementary Planning Guidance

SPG 1a 'Design Guidance and Design Statements'

Housing SPD 2008

ANALYSIS/ASSESSMENT OF THE APPLICATION

The proposed scheme does raise a number of issues and these can be considered under the following headings;

- Principle of Residential
- Design & appearance and effect upon character and appearance of the local area
- Residential Impact
- Layout
- Density
- Dwelling Mix
- Parking and Transportation
- Energy Efficiency & Renewable Energy
- Affordable Housing
- Planning Obligations/Section 106

Principle of residential

The Royal Free Hampstead NHS Trust seeks to transfer its unit at the Coppetts Wood hospital a former infectious disease hospital closer to the Royal Free Hospital. As such the site provides the opportunity to provide much needed new housing in the Borough. The proposal accords with the aim of Policy HSG 2 in that the building has not been in B1, B2 or B8 use, a change of use is therefore allowed. Additionally the site does not lie within a Defined Employment Area. The surrounding area is predominantly residential in character and it will provide an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed and accessible land for housing purposes complies to PPS3.

Design and Appearance and effect upon character and appearance of the local area

Policy UD3 and UD4 generally seek to achieve a high standard of design. The general design approach is to create new buildings which will reflect the main hospital administration building that will be retained. The main building that fronts Coppetts Road is of architectural merit as it includes some interesting features including heraldic crest over the existing entrance, and some ornate gable mouldings. The remainder of the site which comprises of buildings that have no real architectural merit is proposed to be redeveloped to accommodate two to four storey high buildings.

The latest amendments include; Blocks A and B would be three stories , block C would be 3/4 stories high, block G would be 2/3 stories, Block E and F will be 2 two storey houses with rooms in the roof and Block D the retained building is two storeys in height but will have rooms in the roof.

The main alterations to Block D include an existing single storey building on the south east elevation that will be extended to second floor level and further minor external alterations will be carried out including insertion of new windows. The proposed two storey side extension to the building is now omitted from the scheme.

After a number of discussions and revisions blocks A,B,C,F, E & G were further reduced in overall ridge height by approximately 2 metres. A further reduction in the fussiness of the roof ridge line has also been proposed by removing a number of the variations in ridge heights. The palette of materials have been reduced to be more in keeping with the retained building fronting Coppetts Road, incorporating greater use of brick including soldier course, banding and quoins. Block B has had its third floor removed and block G has had its second floor removed.

The recently submitted amendments show some further changes to block B, C, E and F this include; Block B has been extended, with an additional wing extending southward. It will not increase in height. The south portion of Block C has been increased in height by one storey in line with the adjacent administration building and block E and F have been replaced with two pairs of two storey, semi detached houses. As a result, the buildings in this part of the site would be substantially smaller and lower than was formerly proposed.

The reduction in overall height, scale and massing of blocks A, D and G including the latest amendments to replace blocks E and F with two pairs of semi detached houses and the extension to block B and additional storey to block C reflect the retained building and neighbouring residential buildings i.e. Osier Crescent and Strawberry Terrace. The proposed fenestration will reflect the traditional windows of the retained building i.e. mullions are shown throughout the scheme in windows and doors and the choice of materials and reduced 'fussiness' is also sensitive to the retained building, adjoining buildings and the distinctiveness and character of the surrounding area.

Residential Impact

Policy UD3 seeks to avoid any loss of amenity to adjacent occupiers as a result of development.

After amendments to the scheme the overall height, scale and massing of blocks A,B,C,E, F & G have been further revised in such a way to avoid an adverse impact on the neighbouring buildings; Block G now includes the removal of the second floor level on the western side adjacent to 241 Osier Crescent. Block B has had its third floor removed. Block F that was the only four storey block has now been replaced with a pair of semi detached houses and block E that was a three storey block has also been replaced with a pair of semi detached houses; this will have a much less impact on the existing Osier Crescent development.

The proposed windows and balconies have been designed to ensure that there is no overlooking into neighbouring properties. As block E and F have been significantly reduced in height and no windows will be inserted in the flank elevation there will be no overlooking issues into the existing houses at 295 to 315 Osier Crescent.

Layout

After amendments the proposed scheme will now include 55 residential units rather than 58 units that was previously proposed in blocks A – G. Block A will comprise of 3 x 1 bed and 6 x 3 bed, Block B; 6 x 1 bed and 3 x 2 bed and 3 x 3 bed , Block C: 6 x 1 bed and 4 x 3 bed, Block D (retained block) ; 5 x 1 bed, 9 x 2 bed and 1 x 3 bed, Block E 2 x 4 bed house, Block F 2 x 4 bed house and Block G; 5 x 2 bed. All the unit sizes and room sizes are consistent with the floor minima identified in the Housing SPD 2008.

The proposed residential development has external amenity space throughout the site totalling 829 square metres. Furthermore all the flats have generous external terraces and the two pair of semi detached houses have reasonable size garden space. The only exception is Block D which is the retained hospital administration block.

Density

The London Plan sets densities for development in urban areas and recommends a density range of 450-700 habitable rooms per hectare. Policy HSG9 states that residential development in the borough should normally be provided at a density range of between 200 – 700 habitable rooms per hectare.

The site has a density of approximately 248 habitable rooms per hectare and therefore complies with the density range set out in the Haringey UDP.

Dwelling Mix

In terms of the dwelling mix policy HSG10 seeks to ensure a mix of housing types and sizes within developments to meet the range of housing needs in the borough.

After further revisions a number of larger family dwelling are provided i.e. 3 and 4 bed units. The scheme provides an appropriate mix of dwelling types that will meet the housing need for private housing and affordable housing

All the flats and houses on the development, where applicable, will conform to Lifetime Homes. All of the new build units at ground floor level will also be able to provide fully wheelchair accessible living accommodation.

Parking and Transportation

After amendments the application now proposes a further two additional parking spaces totalling to 48 parking spaces with the scheme and a sufficient number of cycle spaces. The Council have no objections to the proposal subject to condition. The Transportation's teams comments are as follows;

Notwithstanding that this area has not been identified within the Council's UDP as that renowned to have car parking pressure, the applicant has proposed 48 car parking spaces and, 63 bicycle racks distributed (1 per unit) around and enclosed within the secure shelters in each block, as indicated on the Ground Floor Plan Nos.07021/PPSK/010A and.07021/PPSK/011A. It is also proposed that the existing Osier Crescent vehicular access will serve this site.

However, there is the concern the last 3 years accident analyses carried out by WSP have indicated that those accidents associated with pedestrians and cyclists were due to drivers not paying particular regard to these vulnerable road users especially around the junctions of Coppetts Road with Wilton Road and Halliwick Road. Also, we are currently looking at improving the footway along this section of Coppetts Road including the provision of a footway at the eastern side around the intersection of this road with Trott Road. We will therefore be seeking some financial contribution towards upgrading the pedestrian crossing at Wilton Road junction to a raised crossing and improved visibility at this junction and, the construction of footway at the eastern side of this road around Trott Road.

Energy Efficiency & Renewable Energy

A report detailing renewable energy options for the site has been supplied as part of the application. The report states that the Boroughs 10% renewable energy target be reached, as has the 25% mandatory code for sustainable homes energy credit. This will be achieved using solar hot water and biomass boiler. Furthermore, a sustainable approach to building design is provided i.e. a sustainable drainage system will be provided to reduce flood risk by controlling the rate and volume of surface water run off from developments. The system also has the potential to enhance the water quality. The proposed development is considered consistent with policies ENV3 'Water Conservation', ENV9 'Mitigating Climate Change: Energy Efficiency and ENV10 'Mitigating Climate Change: Renewable Energy'

Landscaping

The tree condition survey that was carried out by Ecosulis recorded all 43 trees on site. The trees on site represent a mix of native and non-native species comprising semi-mature and mature trees. There are a significant number of trees on the northern edge. None of the trees are protected by a Tree Preservation Order. Furthermore The trees were carefully examined for signs of disease, bio-mechanical failure, presence of hung up or broken branches, fungi, and signs of root plate movement., the applicant also commissioned a report on the impact these proposals would have to the wild life and ecology.

Affordable Housing

Policy HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. This means that not every site will have a 50% provision; but this is counter-balance by those sites on which 100% affordable housing is obtained.. Financial Viability assessments play a role in indicating the desired level of affordable housing.

As a result of the design changes, the number of residential units proposed reduces from 58 to 55 units. 20 affordable units are now intended at the site, which gives an affordable housing provision of 38% (habitable rooms).

A "Three Dragons" assessment of economic viability and affordable housing provision was submitted with the scheme to justify why the 50% target of affordable housing can not be met. This assessment does build in the assumption that the site value is approximately £4.27 million; apparently based on comparable land values in the North London area. It also builds in a fairly standard 17% developer's profit. It indicates that if the level of affordable housing were greater than 38%, the residual value of the site of £4.27 million would not be met.

The proportion of affordable housing is similar to that achieved on the neighbouring former Lynx Depot site, (now completed and known as Gilson Place), of approximately 36%.

Planning Obligations/Section 106

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

Education Contribution

In line with Supplementary Planning Guidance SPG10c, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution associated with this development is calculated to amount to £201,933.

Affordable Housing

The applicant has agreed to provide 38% affordable housing with the scheme.

Transportation contribution

The applicant has agreed to contribute a sum of £100,000 towards upgrading the pedestrian crossing to a raised crossing and improving road visibility at Wilton Road junction and, the construction of footway at the eastern side of this road towards Trott Road.

Car-club scheme -Details of the "Car Club Scheme" to be submitted and agreed prior to first occupation of the development

Environmental contribution

The applicants has agreed to contribute a sum of £190,000 towards environmental improvements.

Recovery Costs

As part of the S106, it is recommended that a financial contribution is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.

The applicant has agreed to a contribution of £8000 towards recovery costs/administration.

SUMMARY AND CONCLUSION

The proposal after amendments for the demolition of existing building except for the administration building that fronts Coppetts Road; the conversion of the administration building fronting Coppetts Road, and the erection of four two storey houses plus dormers, and four blocks of flats between 2 and 4 stories in height: to provide a total of 55 units with car parking (48 spaces), access roads and landscaping is considered acceptable for the following reasons;

The 55 units proposed will assist in meeting the boroughs housing targets. The site will provide an acceptable environment for residential use, the scheme seeks to retain the existing main hospital building fronting Coppetts Road. After a number of revisions the scheme would now blend in well with Osier Crescent; which was the first part of Coppetts Wood hospital to be redeveloped. Due to the revisions the proposed height, scale and massing would not have an adverse impact on neighbouring properties. The overall unit sizes and room sizes are consistent with the floor minima identified in the Housing SPD 2008 and the external amenity space is sufficient. The overall dwelling mix is appropriate. Car parking is provided to meet the Borough standards. The borough's 20% renewable energy target has been reached and a sustainable approach to building design is provided. As such the proposal is in accordance with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', HSG1 New Housing Developments, HSG2 Change of Use to Residential, HSG4 Affordable Housing, HSG10 Dwelling Mix, HSG9 Density Standards, 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', M5 'Protection, Improvement and Creation of Pedestrian and Cycle Routes', M10 'Parking for Development' of the Haringey Unitary Development Plan and the Councils SPG 1a 'Design Guidance and Design Statements' and Housing SPD 2008.

Given the above this application is recommended for APPROVAL.

RECOMMENDATION 1

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2008/2196, subject to a pre-condition that DTZ Architects and [the owner (s)] of the application site shall have first entered into an Agreement of 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 in order to secure £201,933 as an Educational Contribution, 39% Affordable Housing, £100,000 as transportation contributions, Car-club scheme - Details of the "Car Club Scheme" to be submitted and agreed prior to first occupation of the development, £190,000 as environmental improvements, and £8,000 towards recovery costs. The overall total is £499,993

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2008/2196 be refused for the following reason:

The proposal fails to provide an Education, Affordable, Housing and Transportation Contribution in accordance with the requirements set out in Supplementary Planning Guidance 12 'Educational Needs Generated by New Housing Development' attached to the Haringey Unitary Development Plan.

RECOMMENDATION 2

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2008/2196

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2008/2196

Applicant's drawing No.(s) PPSK 001 B, 010 E, 011 E, 020 E, 021 D, 022 E, 023 D, 024 D, 025 E, 026 D, 027 C, 030 D, 031 D & 032 D, 051, 052.

Subject to the following condition(s)

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

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

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

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

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

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

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those 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.

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

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

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

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

7. 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.

8. 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.

9. That the detailing of all the sustainable features which form part of the approved scheme including solar hot water, biomass boiler equipment etc shall be submitted for approval by the Local Planning Authority and implemented thereafter.

Reason: To ensure the development is sustainable.

10. That details of a scheme of the layout of the hard surface to be permeable to allow rain water to run through the surface to the soil underneath shall be submitted and approved by the Local Planning Authority before commencement of works.

Reason: In order to ensure rainwater is able to soak away into the soil rather than become surface water running off into the public drainage system.

11. 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'.

REASONS FOR APPROVAL

The proposal after amendments for the demolition of existing building except for the administration building that fronts Coppetts Road; the conversion of the administration building fronting Coppetts Road, and the erection of four two storey houses plus dormers, and four blocks of flats between 2 and 4 stories in height: to provide a total of 55 units with car parking (48 spaces), access roads and landscaping is considered acceptable for the following reasons;

The 55 units proposed will assist in meeting the boroughs housing targets. The site will provide an acceptable environment for residential use, the scheme seeks to retain the existing main hospital building fronting Coppetts Road. After a number of revisions the scheme would now blend in well with Osier Crescent; which was the first part of Coppetts Wood hospital to be redeveloped. Due to the revisions the proposed height, scale and massing would not have an adverse impact on neighbouring properties. The overall unit sizes and room sizes are consistent with the floor minima identified in the Housing SPD 2008 and the external amenity space is sufficient. The overall dwelling mix is appropriate. Car parking is provided to meet the Borough standards. The borough's 20% renewable energy target has been reached and a sustainable approach to building design is provided.

As such the proposal is in accordance with policies UD2 'Sustainable Design and Construction', UD3 'General Principles' , UD4 'Quality Design', UD7 'Waste

Storage',UD8 'Planning Obligations',HSG1 New Housing Developments, HSG2 Change of Use to Residential, HSG4 Affordable Housing, HSG10 Dwelling Mix, HSG9 Density Standards, 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', M5 'Protection, Improvement and Creation of Pedestrian and Cycle Routes', M10 'Parking for Development' of the Haringey Unitary Development Plan and the Councils SPG 1a 'Design Guidance and Design Statements' and Housing SPD 2008.