

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/2128

Ward: Bounds Green

Date received: 17/12/2009

Last amended date: February 2010

Drawing number of plans: P(0) 100 Rev D, 001 Rev C; 002 Rev C; 003 Rev C; 004 Rev C; 005 Rev C; 010 Rev E; 011 Rev D; 012 Rev B; 020

Address: Aneurin Bevan House, Tredegar Road, N11 2QA

Proposal: Demolition of the existing two storey building and other associated structures and the erection of a new part two/part three storey residential development to provide 35 residential units plus construction of external parking, ancillary structures and landscaped areas.

Existing Use: Vacant Building – Formerly Short-Term Residential Accommodation

Proposed Use: Residential – Dwellings and Flats

Applicant: Family Mosaic

Ownership: London Borough of Haringey

PLANNING DESIGNATIONS

Road Network: Borough Road

Officer Contact: Michelle Bradshaw

RECOMMENDATION

GRANT PERMISSION subject to conditions and S106 Legal Agreement

SITE AND SURROUNDINGS

The site is located on Tredegar Road, off Park Road in Bounds Green, N11. The site has an area of 0.3865 hectares. It is accessed from Tredegar Road, a small single lane road which connects to Park Road to the north, which in turn connects to Bounds Green Road.

The surrounding area is predominantly residential. To the north is Park Court (Circa 1950), a three-storey apartment building, set on a raised lot about 1.5m higher than the proposal site. The properties along Tredegar Road are two storey flat roof terraces which each contain 4 flats. These buildings are circa 1970 and

are dated in appearance with the overall condition of these buildings being poor. A newer development consisting of two storey houses and three/four storey apartments, circa 1990, are located to the south of the site along Bailey Road. These properties are considerably lower than the present Aneurin Bevan House, with the floor level being approximately two meters lower. The site is not within a Conservation area.

PLANNING HISTORY

Planning HGY/1989/0841 GTD 26-09-89 Garages Adj Aneurin Bevan Tredegar Road London Demolition of existing garages and erection of two detached (4p) two bedroom and three(3P) two bedroom demountable bungalows including six car parking spaces.

DETAILS OF PROPOSAL

This application seeks planning permission for the demolition of the existing two storey building and other associated structures and the erection of a new part two/part three storey residential development to provide 35 residential units (7 x dwellings – 3 x 3 bed and 4 x 4 bed and 28 flats – 10 x 1 bed and 18 x 2 bed) plus construction of external parking (16 spaces), ancillary structures and landscaped areas.

CONSULTATION

London Fire and Emergency Planning Authority
Thames Water

Haringey Building Control
Haringey Transportation Team
Haringey Waste Management
Haringey Design and Conservation
Haringey Arboriculturalist
Haringey Strategic and Community Housing

Ward Councillors

Residents: 29 – 44 (e) Tredegar Road, N11
Residents: 1 – 16 (c) Tredegar Road, N11
Residents: 17 – 28 (c) Tredegar Road, N11
Residents: 1 – 18 (c) Park Court, Park Grove, N11
Residents: Flat 1 – 31 (c) Aneurin Bevan House, Tredegar Road, N11
Residents: 74 – 91 (c) Bailey Close, N11
Residents: 1 – 26 (c) Park Grove, N11
Residents: 67 – 87 (o) Durnsford Road, N11

RESPONSES

London Fire and Emergency Planning Authority

The Brigade is satisfied with the proposals. Other comments: Access road width should be a minimum of 3.70 metres and comply with Approved Document B5. Contact LFB Water Office for possible fire hydrant requirements wateroffice@london-fire.gov.uk or 0208 555 1200 ext 53269.

A condition of consent will require compliance with the above and full approval by LFEPA prior to the commencement of works.

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 a 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 proposed 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.

There are public sewers crossing the site. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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.

Haringey Housing

1. Affordable Housing Provision - The proposed development will yield over 50% of its units as affordable housing .The Site is situated in the west of the borough where relative to the east of the borough there is a low proportion of affordable rented accommodation. This development will deliver some much needed larger family sized accommodation. The

number of units provided will accord with the requirements of the Supplementary Planning Document (SPD) which states that the Council will seek to 'maximise the Provision of Affordable housing by requiring developments capable of providing 1 or more residential units to provide affordable housing to meet an overall borough wide target of 50% of habitable rooms. The scheme does comply with the adopted London Plan strategic target of 50% of Additional housing should be affordable.

2. Dwelling Mix - The proposed development will offer a good supply of much needed 3 & 4 bed roomed family units. It will yield in total 35 new homes; 7 x 3 & 4 bed houses, 10 x 1 bed and 12 x 2 bed flats. At present the Borough has an overriding shortage of 4 beds and over, particularly in this part of the borough.
3. Wheelchair Provision - The development complies with the SPD (10%) requirement and will yield 4 x wheel chair units 2 x 4 bed, 1 x 2 bed and 1 x 1 bed in total.
4. Conclusion - The Strategic and Community Housing service supports this scheme it will provide much needed affordable housing and wheel chair units in the west of the borough. It would be our preference to see the code for sustainable homes level increased to level 4 to ensure that it meets all grant requirements.

Haringey Building Control

The proposals for access for fire fighting vehicles is not considered acceptable without suitable turning facilities in the dead ends for fire appliances. Means of escape and other fire safety matters will be dealt with on deposit of a formal Building Regulation application.

NOTE: The London Fire and Emergency Planning Authority have advised that they are satisfied with the proposal. A condition of consent will require full compliance with LFEP requirements prior to the commencement of works.

Haringey Waste Management

The refuse storage facility for block A will need to be of sufficient size to accommodate 4 x 1100ltr refuse bins and 2 x 1100 recycling bins.

The refuse storage facility for block B&C will need to be of sufficient size to accommodate 4 x 1100ltr refuse bins and 2 x 1100 recycling bins.

I note that the residents from the houses at the end of block A have a considerable distance to walk from their front door to the refuse storage area, it has been the case in the past when this has encouraged the dumping of refuse on the pathways rather than walk the distance. It would be advisable to look at ways where by the store could be relocated to reduce this distance thus reducing the risk of dumping.

The houses have been provided with private gardens, which will naturally generate some garden waste, how will this waste be dealt with? Houses are normally provide with an organic and garden waste collection, in this case the distance for the transportation of the caddies and bags will probably exceed the 25mtr carrying distance but, I would like to see this given some consideration if the refuse store is to be re-sited.

The site has no provision for the refuse collection vehicles to turn around at or near the pickup points, please ensure that hammer heads are provided at the end of each roadway to prevent excessive reversing.

The applicant has amended the site plan to show a second refuse storage area would be provided closer to the houses within Block A. A plan showing vehicle tracks for refuse and emergency vehicles has been provided and agreed by Haringey Waste Management. As such, the above issues have been satisfactorily addressed.

Haringey Transportation Team

The site indicates a PTAL level of 4 across the site, which indicates a medium level of Public Transport Accessibility to transport services. Also the area has not been identified within the Council's SPG as that renowned to have car parking pressure. The proposed development is located in an area within a short walking distance from Bounds Green Road which provides some bus services (some 10 two-way, bus trips per hour) for connections to Turnpike lane and Edgware Road. The application site is also within walking distance of both Bounds Green Underground Station and Bowes Road Network Rail Station which provide services into London.

We have subsequently considered that majority of prospective residents of this development would use sustainable travel modes for their journeys to and from the site. It is also deemed that the proposed conversion would not have any significant impact on the existing generated car trips or indeed car parking demand at this location.

The applicant has proposed a total of 16 off street parking spaces which is in excess of the required minimum standard of 12 spaces for a development consisting of mainly flatted units at a ratio of 0.333 as recommended in the 2006 Adopted UDP. This includes the provision of a 6.00m vehicle circulatory area which would be in accordance with the required standards in the 2006 Adopted UDP and would minimise the impact on both the parking and the adjoining highway network.

The applicant has indicated that the southern end of the site will be accessed from (Housing Estate Road). It should be noted that as highway authority we would not be looking to adopt this section of highway (Housing Estate Road) as public highway maintainable at the public's expense. The access road for the development would not be adopted as public highway as it would only serve this relatively small development and does not form a link in the highway network or

form a useful extension to an existing highway.

Site accessed via Park Grove 1) The accessing and egress of refuse and emergency vehicles via Park Grove and Tredegar Way. Tredegar Way is at present a cul-de-sac with on and is limited in width and would in transportation and highway's opinion could present some difficulties for refuse vehicles entering the site. 2) The turning areas indicated provide within the site has not been demonstrated to have sufficient turning area to ensue that refuse vehicles can arrive and leave in forward gear. The applicant is to provide drawings showing auto-track details for both refuse and emergency service vehicle indicating that they would be able to enter and exit the site via Tredegar Road and Park Grove.

Subsequently the transportation and highway authority would not object to this application. 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.

A plan showing vehicle tracks for refuse and emergency vehicles has been provided and agreed by Haringey Waste Management. As such, the above issues have been satisfactorily addressed. The applicant notes and agrees with the non-adoption of the Housing Estate Road.

Resident: 17 Tredegar Road – Object to the proposal on the following grounds:

- 1) Significant increase in the number of people living in the immediate area. This will negatively affect existing residents and provide a poor quality of housing for new residents. Increased traffic and parking congestion
- 2) The proposal will be of overwhelmingly three storey units changing the character of the estate and creating a sense of overcrowding
- 3) Access to the site is via a narrow access lane. Traffic associated with the construction will be severely disrupting for existing residents

Planning Response:

- 1) While the proposed development would provide 35 units (7 houses and 28 flats) it is not considered to have a significant detrimental impact on the amenity of existing residents. The quality of accommodation provided by the proposed development is considered to be of a high standard. There is not deemed to be increased parking and congestion due to the proximity of the site to public transport and the provision of 16 on-site parking spaces.
- 2) The development is part 2 storey and part 3 storey. The surrounding development is also 2 and 3 storey buildings (Tredegar Road Flats – 2 storeys; Park Court – 3 Storey; Bailey Close - 2 and 3 storey). As such, the proposed height is not considered to have a detrimental impact on the character of the estate.
- 3) Traffic/disruption during the construction phase of a development is

not a planning issue. Standard conditions of consent will restrict hours of construction etc to minimise impact on neighbouring residents.

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

Haringey Unitary Development Plan (2006)

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
HSG10	Dwelling mix
M3	New Development Location and Accessibility
M10	Parking and Development
OS17	Tree Protection, Tree Masses and Spines

Haringey Supplementary Planning Guidance (October 2006)

SPG1a	Design Guidance
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
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

The main issues in this case derive from the amount of development on the site and concern density, dwelling mix, design, height, bulk and massing, residential amenity, traffic generation and sustainability. Secondary issues include waste management, security and crime prevention, access and parking and trees and landscaping.

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, Landscaping and Adjacent Open Space
7. Traffic, Access 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. Aneurin Bevan House was a building used for short term residential accommodation and thus the site has historically provided a residential use. The existing building has not been in use for some time and is currently vacant. It was not considered appropriate or feasible to refurbish the existing building therefore a new build residential scheme is deemed to be appropriate for the site.

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 principle of the site's redevelopment for residential use is considered 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'.

2. Density

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 4. As

such, on the basis that the site is within a suburban location with low level parking provision (less than 1 space per unit) the density range could be 250 – 350 hr/h.

The site has an area of 0.3685 hectares. With 106 habitable rooms, the density of the development would be 288 habitable rooms per hectare (hrh). As such, the scheme fall within the specified density range set out in the London Plan.

However, density itself is not the key 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 the character of the area 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 sizes in order to meet the housing needs of the local community.

The scheme is divided into 3 blocks containing 35 units. Block A provides 5 x dwelling houses (3 x 3 bed and 2 x 4 bed) and 12 x flats (6 x 1 bed and 6 x 2 bed), Block B provides 16 (4 x 1 bed and 12 x 2 bed) flats and Block C consists of 2 x dwelling houses (2 x 4 bed). 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 scheme has provided 7 single dwelling houses which are all 3 and 4 bedroom properties, in line with the SPD guidance.

Figure 7.3 sets out the percentage dwelling mix for affordable housing as follows: 1 bed 19%, 2 bed 26%, 3 bed 27% and 4+ bed 28%. In this case the development would provide 29% 1 bed, 51% 2 bed, 9% 3 bed and 11% 4 bed units. On this basis, the affordable housing mix would provide an over provision of 1 and 2 bedroom units and an under provision of 3 and 4 bedroom units. However, given that the 3 and 4 bedroom units are houses rather than flats the development is deemed to be acceptable.

The London Plan and UDP Policy HSG4 and SPD Housing set out targets for affordable housing. The council will seek to negotiate an element of affordable housing on all housing sites capable of providing 10 or more units. The aim will be to achieve a borough wide target of 50% of habitable rooms as affordable housing depending on location, scheme details or site characteristics. Haringey Housing have confirmed their support for the scheme stating that the 'proposed development will yield over 50% of its units as affordable' which is considered appropriate given 'the site is situated in the west of the borough where relative to the east of the borough there is a low proportion of affordable rented accommodation'. In addition the scheme 'will deliver some much needed larger family sized accommodation'. The scheme complies with the London Plan which sets a strategic target of 50% of additional housing to be affordable.

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. The scheme is to consist of affordable units broken down as follows: Affordable Rent a total of 19 units consisting of 7 x Houses (3 x 3 bed houses and 4 x 4 bed houses) and 12 flats (Flats in Block A - 6 x 1 bed flats and 6 x 2 bed flats). Shared Ownership a total of 16 units (All the flats within Block B - 4 x 1 bed and 12 x 2 bed flats). As a percentage the affordable rent units would equate to 54% while the shared ownership units would equate to 46%. This allocation is deemed to be acceptable and Haringey Housing support the scheme.

SPD Housing required 10% of homes to be designed to meet accessibility standards. The development complies with this requirement allocating 4 units as wheelchair accessible. These units are the 2 x 4 bedroom houses (Block C) and 1 x 1 bed and 1 x 2 bed Flats No. 11 and 12 (Block A). Haringey Housing supports this allocation.

4. Residential Amenity

Policy U3 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 along with the avoidance of 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 units within the development or to adjacent residential properties.

The site is surrounded by residential properties. To the north is Park Court, a three-storey apartment building, set on a raised lot about 1.5m higher than the proposal. This building is circa 1950. The properties along Tredegar Road are two storey flat roof terraces which contain 4 flats per building. These properties are circa 1970. A newer development consisting of two storey houses and three/four storey apartments, circa 1990, are located to the south of the site along Bailey Road. These properties are considerably lower than the present Aneurin Bevan House, with the floor level being approximately two meters lower than the Aneurin Bevan site.

The scheme has been designed to provide minimum 20m distances to the Park Court and Tredegar Road units. Furthermore, 10m distances to boundaries, adjacent Bailey court have also been provided, although no habitable room windows face onto the site from this development. This is indicated in the diagram within the 'Proposal' section of the Design and Access Statement.

The Housing SPD also provides guidelines on private and communal amenity space. It states that all new residential development should provide external amenity space and this should be appropriate to the needs of the likely occupants. Wherever possible, family houses should be provided with back gardens which are a minimum of 50 sqm. The 3 x 3 bedroom dwelling houses and 2 x 4 bedroom dwelling houses each have a 50 sqm rear garden. The semi-detached pair of 2 x 4 bedroom dwelling houses (Block C) has 75sq.m and 92sq.m respectively.

The Housing SPD states that for non-family or flatted developments, communal open space provided should be 50 sqm plus 5 sqm per additional unit over five units. Therefore, based on 28 non-family units the communal amenity space should be 165sq.m (50sqm plus 5sqm x 23 units). The development provides 260 sqm of shared garden which is well in excess of the minimum requirement.

In addition, the majority of the non-family units have also been provided with private amenity space in the form of gardens, balconies or roof terraces. Ten of the units have private balconies between 3 and 5 sq. m in size. Four of the units have terraces between 6 and 12 sqm in size. Four of the units have roof terraces of 20 sqm. Only 5 of the units (all five are 1 bed flats) do not benefit from private amenity space but have access to the communal amenity space.

Overall, the development is considered acceptable and in line with policies UD3 and SPD Housing.

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 proposed buildings would be arranged in three distinct groups. Block A to the southern end of the site consisting of a three storey element consisting of flats and a two storey element consisting of single dwellings. Block B in the centre of the site is a three storey building consisting of flats. Block C to the northern end of the site consists of a pair of semi-detached dwellings.

A number of design amendments have been sought throughout the application process to align with advice from the Design Panel and also comply with advice from Planning Officers regarding materials and elevation design, given at the pre-application stage.

The development design originally exhibited both flat and pitched roofs, which the Design Panel viewed as 'overly complicated for such a small site' and encouraged a more uniform approach to roof treatment. Further recent negotiations have resulted in an amended design which now includes pitched

roofs across the whole development. (Plans - P(0)010 Rev D; 011 Rev C; 012 Rev B – 15/02/10).

Furthermore, the original design included large areas of render and coloured cladding and a fenestration pattern which included a variety of window sizes and arrangements which gave the perception of a greater degree of blank elevation. Officers negotiated with the architect to provide a design which included less render (now limited to the upper levels of flats and stair well features), coloured cladding was removed completely and the window size and design altered to reflect a more traditional form and the inclusion of soldier course brickwork for visual interest. The amended design is considered to provide an attractive scheme reflecting design elements exhibited by nearby buildings such as Park Court and thus be in keeping with the character of the locality.

The materials to be used in the development include multi-red brick with natural mortar, white render, tile roofs using grey slate effect tiles (eternity or similar), windows to be painted softwood timber. Doors to houses to be steel faced, painted SBD standard doors, entrance doors to flatted blocks to be SBD standard aluminium, flat entrance doors to be ply faced solid core doors. With regard to fencing, the separating fences between garden to be treated timber and the fences to street front to be galvanised steel. Vehicle access and hard standing to be permeable brick pavements with contrasting colour to identify parking bays etc. The junction with existing concrete to be made good. A condition of consent will require full details and material samples to be submitted and approved by the planning authority prior to the commencement of works. On this basis, the proposal is considered to accord with policy UD3 and SPG8b.

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

6. Trees, Landscaping and Adjacent Open Space

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

Some trees on the site will need to be removed to facilitate redevelopment however wherever possible existing trees will be retained and protected during construction works. Conditions of consent will require full details of tree removal and retention, a tree protection plan and a complete landscaping and boundary treatment plan be submitted to and approved by the local planning authority, prior to commencement of construction works. Overall, it is envisaged that the total quantity and quality of green space within the site will be improved. On this basis, the scheme is deemed to comply with 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 that developments with high trip generating characteristics locate where public transport accessibility is high; located where the need to travel by car will be reduces and use of public transport increased. Policy M3 along with SPG7a requires new proposals to have a building design and layout and location which encourage walking and cycling.

The applicant has proposed 16 car parking spaces at ground level and 35 cycle parking spaces. The Haringey Transportation Group has assessed the application and concluded that the majority of prospective residents of this development would use sustainable travel modes for their journeys to and from the site, given the PTAL rating of 4 due to close proximity to Bounds Green Tube Station and several bus services at Bounds Green Road.

The applicant has proposed a total of 16 off street parking spaces which is in excess of the required minimum standard of 12 spaces for a development consisting of mainly flatted units at a ratio of 0.333 as recommended in the 2006 Adopted UDP. This includes the provision of a 6.00m vehicle circulatory area which would be in accordance with the required standards in the 2006 Adopted UDP and would minimise the impact on both the parking and the adjoining highway network.

The Transportation Team have also advised that the road within the development would not be adopted. The applicant has agreed to this.

Overall the development is deemed to be acceptable and in line with the relevant policies.

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, the environmentally friendly materials, water conservation, recycling and sustainable urban drainage systems (SUDS). Furthermore, residential development should achieve Code for Sustainable Homes Level 3 as a minimum but preferably Level 4 or above.

The London Plan requires developments to achieve a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

The application is supported by a Sustainability Checklist, Energy Assessment Report and Code for Sustainable Homes – Pre Assessment Report.

The proposed development set to achieve a Code for Sustainable homes (CFSH) level 3. This rating requires a 25% improvement over Target Emission Rate as determined by the 2006 Building Regulation Standards. By virtue of providing 20% renewables, some properties actually achieve Code 4.

When taking into account energy efficiency measures through improvements on U-Values, low energy lighting, improved heating efficiencies and controls but excluding the imposition of renewable energy technologies, this gives the development a baseline of 92,437.62kg/CO₂/year. A 20% reduction (18,487.52kg/CO₂/year) would be met through generating electricity from photovoltaic cells. As a general rule most PV cells produce 1kWp per 8m². It is estimated that each house would require an array of between 1.1kWp and 1.85 kWp which is 9-15m² on each roof. With an approximate available roof area of 25m² this is ample space to provide the panels required. There is also ample space for PV provision for the flats. A condition of consent will require a detailed plan of the allocation and position of PV panels to ensure compliance with the 20% renewable requirement, to ensure the development is in line with local, regional and national targets on sustainability.

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 initially raised concern regarding the distance from Block A houses to the bin store and the manoeuvring of refuse vehicles within the site. The plans were amended to include an additional bin store area closer to the Block A dwellings and a vehicle track plan provided. Haringey Waste Management have confirmed that they are now satisfied with the scheme. On this basis, the development is considered to comply with policy UD7.

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 architects have been in contact with, and taken advice from, the Crime Prevention Officer who has informed the design at each stage. An informative will be attached as follows: "The residential buildings proposed by the development hereby authorised shall comply with BS8220 (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". Overall, the development is deemed to satisfy policy UD3 and SPG5.

The London Fire & Emergency Planning Authority (LFEPA) are satisfied with the proposal. The following condition will be attached: "Access road width should be a minimum of 3.70 metres and comply with Approved Document B5. Contact LFB Water Office for possible fire hydrant requirements wateroffice@london-fire.gov.uk or 0208 555 1200 ext 53269. The applicant shall get full approval from LFEPA prior to the commencement of works."

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 SPG10 and SPG10c.

The Council is seeking the following s106 contributions:

1. Affordable housing based on 35 units, allocated as 16 Shared Ownership (4 x 1 bed flats and 12 x 2 bed flats) and 19 Affordable Rent (3 x 3 bed houses, 4 x 4 bed houses, 6 x 1 bed flats and 6 x 2 bed flats).
2. An Education contribution of £153,625 based on the formula set out in SPG10c and the most up to date figures.
3. Administration charge of £5,000 as required by SPG10a.

The total amount of s106 contribution would be £158, 625

SUMMARY AND CONCLUSION

The Council accepts the principle of residential use for this site. The proposed scheme will provide much need affordable and larger family units in the west of the borough. The design, height, bulk and scale is deemed to be acceptable. The proposed scheme will provide a quality development, with adequate amenity space and sustainability standards, while having no significant detrimental impact on the amenity of neighbouring properties. The scheme is found to be acceptable in terms of traffic generation, parking and pedestrian safety, 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', HSG10 'Dwelling mix', M3 'New Development Location and Accessibility', M10 'Parking and Development', OS5 'Development Adjacent to Open Spaces' OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', 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/2009/2128 and associated conditions and subject to a pre condition that Acorn Limited 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 35 units, allocated as 16 Shared Ownership (4 x 1 bed flats and 12 x 2 bed flats) and 19 Affordable Rent (3 x 3 bed houses, 4 x 4 bed houses, 6 x 1 bed flats and 6 x 2 bed flats).
2. An Education contribution of £153,625 based on the formula set out in SPG10c and the most up to date figures.
3. Administration charge of £5,000 as required by SPG10a.

The total amount of s106 contribution would be £158, 625

RECOMMENDATION 2

GRANT PERMISSION subject to the following conditions:

Registered No: HGY/2009/2128

Applicant's drawing No's: P(0)100 Rev D, 001 Rev C; 002 Rev C; 003 Rev C; 004 Rev C; 005 Rev C; 010 Rev E; 011 Rev D; 012 Rev B; 020

Subject to the following conditions:

EXPIRATION OF PERMISSION

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.

RENEWABLE ENERGY

3. A plan indicating the allocation and location of photovoltaic panels to the roof slopes and associated calculations showing compliance with the reduction of 20% CO₂ against the baseline calculation of 92,437.62kgCO₂/year, shall be provided to and approved in writing by the Local Planning Authority, prior to the occupation of the units. Thereafter the renewable energy technology/ system shall be installed in accordance with the details approved and an independent post-installation review, or other verification process agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building, hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with national London and local planning policy.

MATERIALS

4. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

LANDSCAPING

5. 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. Note: The landscaping scheme shall include the provision of one fruit tree per private

garden and at least two fruit trees within the communal open space. 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.

6. 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.

7. 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 retain control over the external appearance of the development in the interest of the visual amenity of the area.

BOUNDARY TREATMENT

8. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site 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.

EXTERNAL LIGHTING

9. 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.

CENTRAL DISH/AERIAL SYSTEM

10. The proposed flats within the 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.

WASTE MANAGEMENT

11. 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. The detailed scheme shall include:

(a) The refuse storage facility for block A will need to be of sufficient size to accommodate 4 x 1100ltr bins and 2 x 1100 recycling bins. If any of the bin enclosures are set behind security gates, keys or fobs will need to be provided to the refuse and recycling collectors.

(b) The refuse storage facility for block B and C will need to be of sufficient size to accommodate 4 x 1100ltr bins and 2 x 1100 recycling bins. If any of the bin enclosures are set behind security gates, keys or fobs will need to be provided to the refuse and recycling collectors.

(c) 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.

(d) 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.

(e) Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.

(f) All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them.

(g) 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.

(h) 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.

(i) 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.

(j) Full details of the waste storage areas including elevation plans, dimensions, and materials shall be provided to and approved by the local planning authority.

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

FIRE AND EMERGENCY

12. The Access road width should be a minimum of 3.70 metres and comply with Approved Document B5. Contact LFB Water Office for possible fire hydrant requirements wateroffice@london-fire.gov.uk or 0208 555 1200 ext 53269. The developer shall get full approval from London Fire and Emergency Planning Authority (LFEPA) with regards to access for Fire Fighting purposes and the provision and location of dry risers etc, prior to the commencement of works.

Reason: To ensure the development complies with all LFEPA requirements

PERMITTED DEVELOPMENT

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, B, D & E of Part 1 to Schedule 2 of that Order shall be carried out on site.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality

CONSTRUCTION

14. Details of the routing/management of the construction traffic shall be submitted to the Local Planning Authority, for approval, prior to the commencement of works.

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

15. 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 – CRIME PREVENTION: 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.

INFORMATIVE – NAMING/NUMBERING: 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.

INFORMATIVE - CROSSOVER: 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 – 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 a 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 proposed 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.

There are public sewers crossing the site. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the

erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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 17 March 2009 or within such extended time as the Council's Assistant Director (Planning and Regeneration) 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 and Regeneration) 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 reasons for the grant of planning permission are as follows:

- (a) The proposal is acceptable for the following reasons:
- I. The design, form, detailing and facing materials are considered acceptable;
 - II. The proposal will deliver a significant amount of high-quality affordable extra housing for the Borough; identified as a particular need;
 - III. The scheme has been designed sensitively in terms of environmental, ecological and sustainability issues and in terms of its relationship with neighbouring properties.

(b) 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', HSG10 'Dwelling mix', M3 'New Development Location and Accessibility', M10 'Parking and Development', OS5 'Development Adjacent to Open Spaces' OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', 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).