

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2010/1011	<b>Ward:</b> Crouch End
<p><b>Address:</b> 115 - 119 Park Road N8</p> <p><b>Proposal:</b> Demolition of existing building and erection of new 3 storey building comprising 7 x two bed and 1 x one bed flats. (Revised Drawings)</p> <p><b>Existing Use:</b> Vacant (previously pub/nightclub)      <b>Proposed Use:</b> Residential</p> <p><b>Applicant:</b> Wilson Properties (London) Ltd</p> <p><b>Ownership:</b> Private</p>	
<p><b>Date received:</b> 04/06/2010      <b>Last amended date:</b> 23/11/2010</p> <p><b>Drawing number of plans:</b> WP1001/01q &amp; WP/1001/02L</p>	
<p><b>Case Officer Contact:</b> Jeffrey Holt</p>	
<p><b>PLANNING DESIGNATIONS:</b></p> <p>Classified Road</p>	
<p><b>RECOMMENDATION</b></p> <p>GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement</p>	
<p><b>SUMMARY OF REPORT:</b></p> <p>The proposed scheme involves the erection of a 3-storey building containing 8 flats. 9 objections from local residents have been received. The proposed residential development replaces a previous pub/nightclub building which had been vacant in excess of 18 months. The proposed building has a simple block form following the footprint of the demolished pub/nightclub building and has a design which has a low impact on the streetscene. The scheme provides 8 flats, 7 of which are 2-bed with 1 x 1-bed flat. The mix responds to a market need and all flats are adequately sized. Sufficient amenity space is provided at the rear of the building. The building has been designed to cause no harm through loss of light or privacy to neighbouring residents. Nine parking spaces are provided at the rear with access via a gated entrance to Park Road. The scheme is found to be in compliance with Planning Policy and is recommended for APPROVAL subject to a s106 agreement.</p>	

## 1. SITE AND SURROUNDINGS

- 1.1 The subject site consists of a vacant 2-storey public house on a 0.0713ha site on the south-western side of Park Road, N8. The building is located on the eastern corner of the site with the remainder being used as parking and access. The pub building is a white rendered Georgian building which has been extended substantially to the rear. Although the general massing of the building on the front elevation has mostly been retained, much of the original architectural detailing has been lost.
- 1.2 Immediately adjacent to the east of the site is petrol filling station with automatic car wash. To the west are traditional two storey terrace houses and behind the site is a set of mews houses in a hybrid traditional and contemporary design. Opposite the site, across Park Road, is a complex of 3-storey mid-century blocks of flats.
- 1.3 The surrounding area is predominantly residential in character however development to the south-east towards Crouch End Town Centre becomes increasingly commercial.
- 1.4 The demolished building was not a listed building and the site is not in a Conservation Area but Crouch End Conservation Area begins on the other side of the petrol filling station and extends to the south-east.

## 2. PLANNING HISTORY

- 2.1 The site was originally a public house then nightclub but became vacant more than 18 months ago. The building has since been demolished.

Full planning history is listed below.

- 2.2 HGY/2010/0711 - Demolition of existing building and erection of new 3 storey building comprising 7 x two bed and 2 x three bed flats - REFUSED
- 2.3 HGY/2007/1558 - Change of use from car park to a car wash – REFUSED
- 2.4 HGY/2001/0217 - Removal of existing window to front elevation of side extension, provision of enlarged opening with 3 no. coupled vertical sliding sash units similar to main front elevation – GRANTED
- 2.5 HGY/2000/0148 - Removal of existing canopy and replacement of french doors at front elevation with sash windows - GRANTED
- 2.6 HGY/1998/0514 - Removal of ground floor front (one) and side (two) bay windows and removal of first floor wooden balustrade to be replaced by planting and conventional rendering of exterior windows. – GRANTED
- 2.7 HGY/1998/0493 - Installation of new external lighting to fascia and side elevations – GRANTED

- 2.8 HGY/1995/0525 - Display of externally illuminated public house fascia sign, post sign and name/amenity boards to front, side and rear elevations – GRANTED
- 2.9 HGY/1994/0656 - Alteration to form of window on front and side elevation, and alterations to existing balustrade. – GRANTED
- 2.10 HGY/1994/0655 - Installation of externally illuminated new hoarding, projecting sign and various boards in connection with advertisement of public house – GRANTED
- 2.11 OLD/1987/1531 - Alteration to front elevation. – GRANTED
- 2.12 OLD/1987/1530 - Installation of floodlighting. – GRANTED
- 2.13 OLD/1976/1048 - Display of sign comprising individual internally illuminated lettering on flank wall – GRANTED
- 2.14 OLD/1975/1038 - Display of two illuminated lantern boxes – GRANTED
- 2.15 OLD/1968/0711 - Display of illuminated sign on flank wall. – GRANTED
- 2.16 OLD/1968/0710 - Display of illuminated sign on flank wall. – GRANTED
- 2.17 OLD/1966/0694 - Alterations & extension to provide additional bar area & storage space. – GRANTED
- 2.18 OLD/1964/0798 - Temporary use of vacant premises as a club meeting room (unlicensed) in connection with P.H. – REFUSED

### **3. DETAILS OF PROPOSAL**

- 3.1 Permission is sought for demolition of existing building and erection of new 3 storey building comprising 1 x one bed and 7 x three bed flats.
- 3.2 The building is 20.3m wide encompassing almost the full width of the site and has a maximum depth of 18.7m. It is a modified block form with a flat roof. There are private balconies on the front and rear. All walls are faced brick.
- 3.3 Nine parking spaces are provided at the rear of the site with access via a drive-through tunnel entrance at northern end of the Park Road frontage. Cycle parking is also located to the rear and waste storage is at the front.
- 3.4 The current proposal is a revision of previously submitted design. That design had a similar layout but featured a multi-hipped pitch roof with gables.

## 4. RELEVANT PLANNING POLICY

### 4.1 National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 3: Housing  
Planning Policy Guidance 13: Transport  
Planning Policy Statement 22: Renewable Energy

### 4.2 London Plan

Policy 3A.1 Increasing London's supply of housing  
Policy 3A.2 Borough housing targets  
Policy 3A.3 Maximising the potential of sites  
Policy 3A.4 Efficient use of stock  
Policy 3A.9 Affordable Housing Targets  
Policy 3A.5 Housing choice  
Policy 3B.1 Developing London's Economy  
Policy 4A.6 Quality of new Housing provision  
Policy 4A.7 Renewable Energy  
Policy 4B.1 Design Principles For a Compact City  
Policy 4B.8 Respect Local Context and Communities

### 4.3 Unitary Development Plan

Policy G1: Environment  
Policy G2: Development and Urban Design  
Policy G3: Employment  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy UD8 Planning obligations  
Policy HSG1 New Housing Development  
Policy HSG10 Dwelling Mix  
Policy EMP4 Non Employment Generating Uses  
Policy M10 Parking for Development

### 4.4 Supplementary Planning Guidance / Documents

Housing Supplementary Planning Document

SPG1a: Design Guidance and Design Statements  
Housing Supplementary Planning Documents (adopted October 2008)  
SPG4: Access for All – Mobility Standards  
SPG5: Safety by Design  
SPG8a: Waste and Recycling  
SPG8b: Materials  
SPG9: Sustainability Statement

SPG10a: The Negotiation, Management and Monitoring of Planning Obligations  
 SPG10c: Educational needs generated by new housing

## 5. CONSULTATION

Statutory	Internal	External
London Fire Brigade	Transportation Group Waste and Recycling Building Control	<u>Amenity Groups</u> N/A <u>Local Residents</u>  Garage, 85-113 (o), 121-143 (o) Park Road, N8 150-160(e), 160a, Park Road, N8 Flat A, 160 Park Road, N8 13-26 (c) Kelland Close, N8 Georgians Lawn Tennis Club, Crouch End Playing Fields, Park Road, N8 Princess Alexandra Public House, Park Road, N8 Upper Flat, Princess Alexandra Public House, Park Road, N8 37a, b Tivoli Road, N8 35,37,39 Tivoli Road, N8 1-8 (c) View Crescent, N8 4 Montenotte, N8  <u>Total No of Residents Consulted: 51</u>

## 6. RESPONSES

### 6.1. London Fire Brigade

The Brigade is satisfied with the proposals

### 6.2. Transportation

The site has a Ptal of 2 which indicates a medium level of accessibility to local transport facilities. The site is however served by the W7 which

offers 13 two way trips route offering links to Finsbury Park underground and rail stations and the bus interchange at Muswell Hill.

It is likely that some of the occupants of the proposed development will utilise public transport it is likely that the majority of residents would use private vehicles to travel to and from the site.

The applicant has provided 9 car parking spaces, which accords with standards as set out in Haringey Council adopted UDP (2006) and the applicant has additionally provided secure storage for 9 bicycles.

The site has not been identified within Haringey Councils adopted UDP (2006) as that suffering from high on-street parking pressure. Subsequently the proposed development / conversion would not have any significant adverse impact on the generated vehicular trips or car parking demand at this location and the adjoining roads.

However, there is concern regarding proposals to erect double gates across the existing site access, from the plan it is not clear whether the proposed gates will be opening inwards or outwards, however providing the gates open inwards towards the site.

Vehicles waiting for the gates to open/close are unlikely to cause an inconvenience to other vehicles drivers and pedestrians in this location as there would be sufficient space in front of the proposed gates for a vehicle to wait whilst the gates are opening.

Consequently Transportation and highways would have no objection to the above planning application subject to a condition that prevents the proposed gates from opening outwards.

#### Informative

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

### 6.3. Waste and Recycling

This proposed development requires sufficient storage area for 2 x 1100 Euro bins

1 x 1100 recycling bin. Bulk waste containers must be located no further than 10 metres from the point of collection.

### 6.4. Local Residents

5 objections were received in respect of the previous design:

- Construction hours should be fixed

- The gates would cause traffic congestion and obstruction:
  - Cars will block the roadway while waiting for the gates to open or for another car to exit
  - Outgoing car risks being hit by the gates
  - Restricted visibility when joining park road
  - Cars would obstruct the pavement while waiting to enter Park Road
- Building is excessive in terms of bulk, massing and amount of development
- Poor front elevation is out of keeping with street
- Existing building has an acceptable footprint
- Building is 3 storeys in an area of 2-storey buildings
- Lack of useable amenity space
- Flats are small and out of keeping with surrounding family dwelling
- Increased overlooking, noise and overshadowing to View Crescent and properties on Park Road
- The development would bring up to 20 cars to an area of parking pressure
- The 9 spaces have little manoeuvring space and some might not be used
- No front or rear gardens
- The rear building line exceed neighbouring properties
- Flats are unnecessary when there have been some already approved elsewhere (Park Road Pool)

*Revised proposal*

Following submission of a revised design, 5 objections received, including an objection from the Glasslyn, Montenotte and Tivoli Roads Residents' Association:

- Principle is acceptable
- Need for new flats is cited however about 70 new flats will be constructed at the former nurses home in Park Road
- No resolution to traffic congestion and obstruction issues
- Still too few parking spaces
- Remaining issues of overlooking, loss of light and lack of security
- Detrimental impact on skyline
- Building is too tall, wide, deep and dense
- Not in keeping with the character of the area
- Detrimental to quality of life
- Building is too close to rear boundary
- A 2-storey pitched roof design would be better

## 7. ANALYSIS / ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be:

- Principle
- Previous reasons for refusal
- Built Form and Appearance
- Impacts on Amenity
- Housing and Standard of Accommodation
- Highways and Transportation
- Sustainability
- Waste Storage
- Environmental Impact Assessment
- Equalities Impact Assessment
- S106 and s278 Contributions

### Principle

- 7.1 The principle of the development is acceptable. Residential development will contribute to the Borough's housing stock and help achieve housing targets. The demolished public house/nightclub had been vacant for more than 18 months prior to this application. Policy EMP4 of the Unitary Development Plan 2006 states that changes of use away from employment generating activities are acceptable where the property has been unsuccessfully marketed for 18 months.

### Previous reasons for refusal.

- 7.2 A previous application for a similar scheme was refused in June 2010 (ref: HGY/2010/0711). The current scheme has addressed these reasons for refusal by improving the design of the building and its relationship with the streetscene, providing a higher standard of accommodation, demonstrating no loss of light to neighbours and providing further information regarding sustainability.

### Built Form and Appearance

- 7.3 The proposed development is a 3-storey brick building set towards the street frontage on Park Road. It is a simple rectangular block with one corner removed to create an 'L' shaped building. It occupies a similar area as the pub building which existed on site but expands to encompass the full width of the frontage.
- 7.4 The front elevation is designed in two parts consisting of the larger main frontage and a narrower subordinate frontage over the tunnel drive. The main frontage consists of the two vertical projecting elements which contain the upper floor balconies. Between these two elements is a recessed section containing the entrance door and two small upper floor windows. This arrangement of forms makes the entrance easy to identify

and gives this part of the front elevation a pleasing symmetry, emphasising the verticality of the design. This verticality harmonises with the Victorian verticality of the adjacent terrace houses. The width and slight projection of these vertical elements also reflects the projecting and recessed arrangement of these adjacent houses, thereby picking up the general rhythm of development.

- 7.5 The subordinate element to the front elevation consists of a two floors over a drive through tunnel entrance. This element of the building is recessed and sparsely articulated in order to be secondary to the main symmetrical section of the front elevation.
- 7.6 Although the proposed building is 3-storey, the top of the building is lower than the ridge line of these houses and its flat roof design prevents the building from competing with their pitch roofs. There are house on View Crescent, behind the site, which are 2-storey with a mansard roof. The proposed building will be of a similar height. The other adjoining site is the petrol filling station which is an expansive set of single-storey structures. The petrol filling station does not contribute positively to the street scene and it would not appropriate to encourage similar low lying development on the application site.
- 7.7 The building will be constructed in brick with no render or other cladding in order to match the dominant material of the area and to achieve a robust design which can relate to the differing styles of development which adjoin the site. Doors and window are simple and modern to maintain a clean and low-key appearance.
- 7.8 Overall the building has a simple design intended to harmonise with the overall forms of the surrounding residential development without competing with their more traditional features or styling. The proposed development will be a low impact addition to the street scene in compliance with Policy UD3 and UD4 of the Unitary Development Plan 2006.

#### Amenity

- 7.9 Policy UD3 requires development proposals have no significant adverse impacts on residential amenity in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise pollution.

#### *Light and outlook*

- 7.10 The building occupies the northern and eastern corners of the site. The nearest neighbour is 121 Park Road to the north and the building comes within 1.5m from the boundary with this house. However, the building is laid out and positioned such that the rear edge would not intersect with a 45 degree line taken from the edge of the nearest neighbouring window at

121 Park Road. Therefore it would not affect the light entering the rear facing windows of the adjacent house.

- 7.11 As the building is to the east of the garden to 121 Park Road, there would be some overshadowing to that garden in the early hours of the morning. However, during the rest of the day the majority of the garden will continue to receive sunlight with only the area closest to the house being overshadowed up to midday.
- 7.12 The building is setback at least 14m from properties on View Crescent to the west. There would be no harmful overshadowing to these properties.
- 7.13 The petrol station to the south would be unaffected.

#### *Privacy*

- 7.14 The local resident objections have raised overlooking as an issue. Windows on the proposed development face to the front, rear and south-east sides. The rear facing windows will have a view towards houses on View Crescent. There are no main windows on these properties within 20m or 30m of the rear facing windows, only obscured bathroom windows. As such, there are no sensitive windows within close proximity of the development, in compliance with the Housing SPD. There are 2 balconies facing to the rear however they are enclosed on each side, effectively making them full height windows. They too meet the distance requirement of the Housing SPD.
- 7.15 The objections state that privacy to View Crescent itself will be lost, however, View Crescent is a public highway and it being overlooked is considered to cause no harm to private amenity.
- 7.16 The proposal is therefore considered to cause no harm to residential in terms of loss of light, outlook or privacy for neighbouring residents, in compliance with Policy UD3 of the Unitary Development Plan 2006.

#### Housing and Accommodation

##### *Dwelling Mix*

- 7.17 The proposed dwelling mix is 7 x 2 bed flats and 1 x 1bed flats. The dwelling mix is not in accordance with the Housing SPD as it would require 3 x 1-bed, 2 x 2bed, 2 x 3-bed and 1 x 4-bed flats. However, all the proposed flats are for the private market and the applicant has provided evidence that a development that included 3- and 4-bed flats would not be marketable. The evidence provided consists of correspondence from 3 local estate agents which all confirm that:

- The market for new build 1-bed flats is very limited
- There is very strong demand for 2-bed flats from young professional, first time buyers and downsizers for example
- No demand for 3 and 4 bedroom flats with or without amenity space

7.18 As the proposed flats are for the private market and not for affordable housing, it has been demonstrated they address and identified private market need. Therefore, the mix is considered appropriate to deliver the scheme in this instance.

#### *Unit Sizes*

7.19 The proposed building contains 7 x 2 bed flats and 1 x 1 bed flats. The majority of flats meet the floorspace minima set out in the Housing SPD. Flats 3 and 6 are slightly below the 73m<sup>2</sup> required but a 0.7m<sup>2</sup> deficiency is considered to be minor. These flats also have smaller living areas than what is required but this deficiency is compensated by a larger main bedroom.

7.20 All flats except flats 4 and 7 are dual aspect. However flats 4 and 7 still benefit from a north-easterly aspect which would receive direct sunlight.

7.20 The building will have level thresholds and a lift in order to be fully accessible.

7.21 The proposed dwellings are considered to be of an adequate standard having regard to the requirements of the Housing SPD and Policy HSG1 of the Unitary Development Plan 2006.

#### *Amenity Space*

7.22 According to the Housing SPD, the proposed 8 unit scheme would require 65sqm of amenity space. The development includes 70sqm of amenity space to the rear of the building and it is sited to receive sunlight from the south and west.

#### Highways & Transportation

7.23 Policy UD3 requires development proposals to have no significant impact on public and private transport networks, including highways or traffic conditions.

7.24 The Council's Transportation group have assessed the application. The site has a low level of public transport accessibility, however the site is served by the W7 route offering links to Finsbury Park underground and rail stations and the bus interchange at Muswell Hill. Whilst some of the occupants of the proposed development will utilise public transport it is

likely that the majority of residents would use private vehicles to travel to and from the site.

- 7.25 The applicant has provided 9 car parking spaces, which accords with standards as set out in the Unitary Development Plan 2006 and the applicant will provide secure storage for 9 bicycles. Furthermore, the site has not been identified within Haringey Councils adopted UDP (2006) as that suffering from high on-street parking pressure and it is not within a Controlled Parking Zone. Details of the cycle storage will be required by a condition.

#### Sustainability

- 7.26 Policy 4A.7 of the London Plan requires developments to demonstrate that a reduction of carbon dioxide emissions of 20% relative to a 2006 Building Regulations baseline will be achieved or that such a reduction is not feasible. The applicant has stated that the building will be insulated and constructed according to “Robust Details” standards, use high efficiency condensing boilers, reduced thermal bridging and energy efficient lighting. Although these initiatives are welcome, a condition will be applied requiring the applicant to submit an energy strategy to demonstrate that they will achieve a 20% carbon dioxide reduction.

#### Waste Storage

- 7.27 Policy UD7 requires developments to provide adequate storage for waste and recycling. The scheme provides a dedicated bin shelter to the front of the site. No further details are provided but the Waste and Recycling Officer has commented that the proposed development will require the bin store to be of sufficient size to accommodate the following: 2 x 1100ltr refuse bins and 1 x 1100ltr recycling bin. The submitted drawings show that 4 separate bin storage areas are provided adjacent to the vehicle drive: 3 facing the drive and 1 facing the front.

#### Environmental Impact Assessment (EIA)

- 7.28 The proposed development does not fall within Schedule 1 or Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999, therefore an EIA is not required.

#### Equalities Impact Assessment

- 7.29 In determining this application the Committee is required to have regard to its obligations under Equalities Legislation including the obligations under Section 71 of the Race Relations Act 1976.
- 7.30 The impact of this scheme has been considered in relation to Section 71. The proposed development has been considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics

include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. The new building will be fully accessible for disabled users. Otherwise, there is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

- 7.31 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

#### S106 and S278 Contributions

- 7.32 Policy UD8 states that where appropriate, the Council will enter into planning agreements under section 106 of the Town and Country Planning Act to offset the relevant adverse impacts that might arise from the development. SPG10c requires developments that include five or more units with child bed spaces to contribute towards education facilities according to a formula given in that SPG.
- 7.33 The applicant has agreed to enter into a s106 agreement to provide an education contribution of £30,866.56.
- 7.34 As the scheme involves fewer than 10 dwellings, no affordable housing contribution is required.
- 7.35 The Council's Transportation team have not deemed a s278 contribution for highway works necessary.

## **8. CONCLUSION**

- 8.1 The proposed scheme involves the erection of a 3-storey building containing 8 flats. 10 objections from local residents have been received.
- 8.2 The proposed residential development replaces a previous pub/nightclub building which had been vacant in excess of 18 months. As such, it is considered appropriate to allow residential development in principle on this site.
- 8.3 The proposed building has a simple block form following the footprint of the demolished pub/nightclub building but expanded to encompass the full frontage. The front elevation is symmetrical design with strong vertical elements plus a recessed subordinate façade over the vehicle entrance. The design follows the rhythm and verticality of the adjacent terraces and is equal in height or lower than surrounding development. Walls will be finished in brick with clean lines to achieve a simple appearance. Due to the design the building will have a low impact on the street scene.

- 8.4 The scheme provides 8 flats, 7 of which are 2-bed with 1 x 1-bed flat. The mix responds to a market need and all flats are adequately sized. Sufficient amenity space is provided at the rear of the building.
- 8.5 The building has been designed to cause no harm through loss of light or privacy to neighbouring residents.
- 8.6 Nine parking spaces are provided at the rear with access via a gated entrance to Park Road.
- 8.7 Sustainable features have been incorporated into the scheme. Fire safety and waste storage were also found to be acceptable.
- 8.8 Overall, the scheme is considered to be satisfactory and in compliance with Policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Development', HSG10 'Dwelling Mix', EMP4 'Non Employment Generating Uses' and UD8 'Planning obligations' of the adopted Unitary Development Plan 2006 and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology' and the Council's 'Housing' SPD.

## 9. RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY/2010/1011 subject to a pre-condition that the applicant and the owners of the application site shall first have entered into an agreement or agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- i) education contribution of £30,866.56
- ii) Administration and Monitoring contribution of 5%

The Council's legal costs incurred in preparing these agreements shall be met by the Developer.

## 10. RECOMMENDATION 2

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

Applicant's drawing No.(s) WP1001/01q & WP/1001/02L

Subject to the following condition(s)

## IMPLEMENTATION

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. 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.

## MATERIALS

4. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls 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.

## EXTERNAL WORKS/LANDSCAPING

6. 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.

7. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

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

#### GENERAL

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. Full details of the retail shopfronts shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of the development hereby approved.

Reason: In order to safeguard the appearance of the shopping parade.

#### SUSTAINABILITY/ENVIRONMENTAL PERFORMANCE

10. Prior to the implementation of the consent hereby approved details of on-site equipment for the provision of renewable power generation for the building shall be submitted to and approved in writing by the Local Planning Authority, demonstrating a 20% reduction in predicated CO2 emission through use of renewable energy sources. 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 as 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. Prior to the implementation of the consent hereby approved details of on-site equipment for the provision of renewable power generation for the building shall be submitted to and approved in writing by the Local Planning Authority, demonstrating a 20% reduction in predicated CO2 emission through use of renewable energy sources. 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 as 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.

## SERVICING/ACCESS

12. Full details of the proposed access gates, including method of operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

Reason: In order to ensure the safe movement of pedestrians on the footpath and vehicular traffic on the highway.

13. That a detailed scheme for the provision of secure and covered storage for 8 cycles 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 encourage the use of sustainable means of transport.

## WASTE/REFUSE

14. 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.

INFORMATIVE: In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. Prior approval may be required from Thames Water who may be contacted on 0845 850 2777.

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

## REASONS FOR APPROVAL

The proposed residential development is considered acceptable in principle in accordance with Policies HSG1, HSG2 and EMP4 of the Unitary Development Plan 2006. The density of this scheme is within the range set out in the London Plan and the size, the layout of units are considered acceptable and the proposed dwelling mix has been justified. The design would cause no harm to the appearance or character of streetscene and no harm to residential amenity through loss of light or privacy will arise. The proposed amount of parking and

means of access will not prejudice the free flow and safety of pedestrian and vehicle traffic. Adequate waste storage will be provided and sustainability features are built in. The proposed scheme has addressed the reasons for refusal for the previous scheme and is now considered acceptable having regard to Policies UD2 'Sustainable Design and Construction ', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations' and M10 'Parking for Development' of the Unitary Development Plan 2006 as well as the Housing SPD.