

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB COMMITTEE

Reference No: HGY/2006/0322                      Ward: Seven Sisters

Date received: 15/02/2006                      Last amended date: N/A

Drawing number of plans 7117/10, 11, 12, 13, 14, 15, 16, 17 & 18.

Address: 16 - 52 High Road N15

Proposal: Demolition of existing garages and erection of a part 4 / part 5 storey building comprising 6 x one bed, 6 x two bed, 4 x three bed and 2 x four bed self contained flats with commercial units at ground floor level and parking at basement level.

Existing Use: Workshops                      Proposed Use: Mixed use/residential

Applicant: Sumal & Sons Properties Ltd & Tate Developments Ltd

Ownership: Private

**THIS APPLICATION WAS DEFERRED FROM THE 24 APRIL 2006 COMMITTEE MEETING FOR MEMBERS SITE VISIT.**

PLANNING DESIGNATIONS

Area Plans and Planning Briefs  
Conservation Area  
Area of Community Regeneration  
Road - Trunk

Officer Contact: Oliver Christian

RECOMMENDATION

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

SITE AND SURROUNDINGS

The proposal site consist of 2 individual building currently part used as a garage and workshop. It sits on the southern end of a block that front the High

Road between Norfolk and Rostrevor Avenues. The rear of the site abuts the rear garden of No.1 Rostrevor Avenue.

The adjoining roads are residential in nature consisting of 2 storey terraced houses many of which have been substantially extended in the form of ground floor rear extensions and loft conversions in the form of full width dormers front and rear. This is an acceptable feature within the South Tottenham area.

On the western/opposite side of the High Road near the junction with St Ann's Road – north of the application site is the very prominent church of St Ignatius also the primary school of the same name.

The site is situated within the designated South Tottenham High Road Conservation Area and has also been designated as an Area of Community Regeneration – Haringey East.

The site is not within an area of archaeological importance or an area subject to flooding. The eastern side of the High Road is on the higher section of the main road – the road falls away westward and northward toward St Ann's Road.

## PLANNING HISTORY

There is no planning history that is relevant to the proposal.

## DETAILS OF PROPOSAL

The current proposal seeks planning permission for erection of a part 4 / part 5 storey building comprising 6 x one bed, 6 x two bed, 4 x three bed and 2 x four bed self contained flats with commercial units at ground floor level and parking at basement.

The commercial unit is capable of being split into 3 separate units and is serviced not from the High Road but from the basement area where parking for the scheme will also be provided. The basement area will be accessed from an access point on Rostrevor Avenue.

## CONSULTATION

98 local residents  
Transportation Group  
Legal Service  
Arboriculturist  
Crime Prevention Officer

Conservation Advert 03/03/2006

Major Minor 03/03/2006

Conservation Officer

Building Control

Waste Management

Ward Councillors

RESPONSES

18 letters of objection and 1 letter of support received from local residents – a summary of the objections is as follows:

The height of the development is too high and out of character with the adjacent buildings – density is too great – detrimental effect on the street scene – lack of amenity and low level of parking is indicative of high density – adverse effect on views of St Ignatius church and on the character and appearance of the conservation area.

The proposal will add to the already high levels of traffic in the area – cars entering and leaving the car park will be a danger to local children. There will be increased overlooking and loss of privacy to the houses nearby.

Impact on water pressure that will be caused by this development.

Building Control – Access for fire fighting vehicles and personnel is considered satisfactory. Means of escape will be checked on submission of building regulation application.

Crime prevention officer – Access to underground parking needs to be made secure.

Transportation Comments - This proposed development is located near the busy bus route High Rd where the public transport accessibility level is medium and, which provides some 47 buses per hour (two-way) for frequent connection to Seven Sisters tube/over ground stations. In addition, our interrogation with TRAVL trip prediction software has revealed that based on similar sites (Albion Wharf, SW11, Frazer Close, RM1, Parliament View, and SE1 and Water gardens, SM1); the residential aspect of this development would generate a combined traffic inflow/outflow of 8 vehicles in a critical am peak hour.

Also, using comparative site (Blockbuster Video, CR0), the retail element of this development would generate some 13 car trips in/out of this development during the worst case pm peak hour. We have therefore considered that the overall 21 vehicular trips into and out of this site would not have any significant traffic impact on the adjoining highway network. Furthermore, as

detailed in Basement/Ground Floor Plan No.7117/14 the applicant has also proposed some 20 car parking spaces, which is in line with the 23 maximum car parking spaces stipulated in the Council's SPG.

However, it was observed during our site visit that whilst there is traffic calming measures at the western side of the proposed vehicular access on Rostrevor Avenue, there is none immediately at the eastern side of the access to slow traffic down and minimise vehicular conflict at this point. Nevertheless, this problem can be rectified by installing a speed hump at this side of the proposed access.

Consequently, the highway and transportation authority would not object to this application subject to the conditions that:

- (1) The applicant provides 20 (twenty) bicycle racks with secure shelter.
- (2) The applicant contributes £5000 (five thousand pounds) as part of S.106 agreement, towards traffic calming measures and other highway improvement, in the vicinity of the site access on Rostrevor Avenue.

#### Informative

(1) 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 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

(2) 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.

#### **Design Panel** – comment as follows:-

##### Positives

The Panel considered that the proposed design is a strong urban form of development fronting onto the High Road. It is 4 storeys high with a distinctive corner bay rising up to 5 floors on the junction of Tottenham High Road and Rostrevor Avenue. It establishes an architectural vocabulary and built form which potentially may be continued in a future development adjacent on its northern side.

The development proposes commercial at ground floor level with residential units which are notably spacious internally.

The design is well modelled, however to be successful the proposals for the scheme need to be very well detailed, with facing materials of a high standard. All elements of the structure need to be well articulated, the individual bays, the balconies, cantilevered roof, etc. Brick sample board should be erected on site and agreed with planning

## Negatives

The side elevation to Rostrevor Avenue appears to be dominated by the large service entrance, the effect of which seriously diminishes the scheme. The relationship between the ramp and the adjoining house in Rostrevor Avenue is unsatisfactory. The new building reduces in scale as it approaches the house, but it is too close to the neighbouring house and the ramp dominates the street.

The ramp appears to be far too wide and far too dominant. The panel suggested that this needs to be reconsidered. Rather than taking cars and deliveries through an arch why not form a gap with the existing terrace along Rostrevor Avenue? or create a larger gap between the new build and the house.

The main entrance to the flats in Rostrevor Avenue is very poorly detailed and needs improvement. The drawings shown to the panel included photovoltaic panels on the roof facing south on a pitched plane, which would be visible, but are not, showed on the elevation drawings. Also guard railing to roof (for maintenance) needs to be detailed on the drawings.

The panel raised the issue of archaeological investigation, officers have subsequently checked and the site is not designated in the Unitary Development Plan as an area of archaeological interest.

English Heritage – response is in respect of archaeological works (it should be noted that the site is not in a designated area of archaeological importance).

Waste Management – no objection to the proposed location for waste storage.

Ward Councillors – 1 letter of support received.

## **RELEVANT PLANNING POLICY**

### **National Policies**

The policies relevant to the current proposal are as follows:

Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. PPG3 states that Local planning authorities should:

Plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing;

secure an appropriate mix of dwelling size, type and affordability in both new developments and conversions to meet the changing composition of households in their area in the light of the likely assessed need;

avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes;

introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

Local planning authorities should therefore:

seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.

Para 61 recommends that local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments in locations, where services are readily accessible by walking, cycling or public transport.

PPG13 provides further guidance on the relationship between the residential development and transport provision, indicating that when considering planning applications, local authorities should:

“accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling” (para.6)

## **THE LONDON PLAN**

The London Plan has now been adopted by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional ‘homes’ (970 per year) out of a target for London of 457950 (23000 per year). Future target will include the more efficient use of existing stock as well as new-build.

## **LOCAL POLICIES**

Policy HSG1.3 Changes of Use to Residential refers to changes of use where the buildings or sites concerned are, or have been, in B1, B2 or B8 use and specifies when a change can be allowed i.e. if the site does not lie within a Defined Employment Area, where there would be no serious adverse impact on the local environment or traffic conditions, if the land or buildings are no

longer considered suitable on economical, environmental, amenity or transport grounds for continued employment and there would be no loss of urban space.

Policy EMP1.1 Employment protection relates to: Land or buildings in employment generating use, for which there is a clear demand, will be retained in that use.

Policy DES1.1 Good Design and How Design Will Be Assessed states that the Council will require development to be of good design and set out how design quality will be assessed. In particular development should relate to site character and its potentiality and should seek to improve the quality of the local environment and urban landscape.

Policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, sets out the criteria for assessing design quality.

Policy DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale state how the Council assess the design of development schemes in relation to the following: Enclosure, height, scale and human scale.

Policy DES1.9 Privacy and Amenity of Neighbours refers to the protection of amenity of neighbours in respect of proposed developments or change of use and the criteria that should be met.

Policy HSG2.2 Residential Densities refers to the density consideration of applications for residential development (including redevelopments, conversions and mixed-used schemes) the density of the development should normally be in the density range of 175 hrh- 250 hrh (70 hra-100 hra).

Policy TSP7.1 Car Parking Standards – outlines the car parking required for differing developments and locations.

### **Emerging UDP Policies**

UD3 Quality Design – Sets the standard of design required on all new development within the borough.

UD6 Waste Storage – requires accessible and appropriate storage facility to be provided on all schemes.

HSG4 Affordable housing – Housing development capable of providing 10 or more units will be required to provide a proportion of affordable housing to meet the borough target of 50%.

HSG8 Density Standards – The Council will allow higher density within the main town centres.

### **ASSESSMENT**

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with good public transport links that accord with many of the development principles being espoused by central government. However, the redevelopment of the site does raise a number of issues and these can be considered under the following headings:

- i) Principle of residential use on the site.
- ii) Design
- iii) Density
- iv) Amenity
- v) Parking
- vi) Response to objector comments
- vii) Affordable housing
- viii) Section106 obligations

### **i) Principle of residential use**

It is proposed that the ground floor of the development to be retained in potential employment creating use in the form of commercial use.

The proposed use of the building for commercial use of the ground floor will help to re-animate this end of the High Road. The proposed ground floor will help reinforce the streetscape and allow for the commercial space to be independent and legible. It is proposed that the commercial frontage has integrated signage and lighting, whilst the entrance to the residential element is well defined.

Planning permission has been granted on a number of similar sites along the High Road incorporating commercial use on the ground and basement floors with residential use on upper floors; as such it is considered that residential development of the site is therefore acceptable in principle.

### **ii) Design, Bulk, Massing & Height**

The design of the development will be assessed against the criteria included in Policy DES1.1. The existing building is poor in quality but the site is an important three-dimensional node; being on the corner it is the first/last of the block between Norfolk and Rostrevor Avenues.

The height of the proposed building especially on the corner where it rises from 4 to 5 storeys is taller than that of the neighbouring buildings except for the church. However it is considered that it contrasts well to the site's setting, the streetscape, scale and architecture of the existing buildings. It is considered that the proposed elevation treatment enhances the street scene. The proposed commercial frontage/shop-front will provide a considerable improvement to the existing situation thereby improving the positive impression of the surrounding area.



The proposed development takes its theme from the existing street scene and has been configured to respect the surrounding built form. Meeting the aim of the draft UDP policy UD3 Quality Design, UDP policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area also DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale: These policies set the standard of design required on all new development within the borough and PPG3.

The proposed scheme was brought before the Design Panel who were on the whole satisfied with the scheme however they were concerned that the proposed ramp appears to be far too wide and far too dominant. The panel suggested that this needs to be reconsidered. Rather than taking cars and deliveries through an arch why not a form a gap with the existing terrace along Rostrevor Avenue? or create a larger gap between the new build and the house.

The width and height of the ramp is necessitated by the fact that servicing of the commercial unit will be from the basement parking area and the height allows delivery vans to access the site.

In respect of the gap between the properties – there is a change in level and a massive retaining wall between the site and the end property on Rostrevor Avenue that is best served by the building being brought as close to the boundary as possible.

Additionally in order to meet the requirement of 'Secure by Design' the access to the parking area will be gated and controlled.

The Panel also considered that the main entrance to the flats in Rostrevor Avenue is very poorly detailed and needs improvement.

This has been addressed in that additional glazing and more detailing has been added to accentuate the access point.

It is considered that the proposed development provides an appropriate frontage having regard to the surrounding street scene, and reinstates the 'historic' building line.

### **iii) Density.**

The site is within Tottenham High Road Corridor where there is good accessibility to local shopping facilities: policy HSG8 Density Standards and the London Plan states higher densities are acceptable in townscape terms. In addition, the proposal incorporates commercial and residential uses; the scheme is of high quality design and will enhance the street scene and the immediate locality.

The site covers an area of 0.1260hectares and proposes a density of 444 habitable rooms to the hectare (hrh). The density is within the Emerging UDP recommended density of 450hrh and appropriate for the location.

PPG3 Paragraph 54 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas. In seeking to achieve these objectives, local planning authorities and developers should think imaginatively about designs and layouts which make more efficient use of land without compromising the quality of the environment. Local planning authorities should therefore: Seek greater intensity of development at places with good public transport accessibility such as local centres or along good quality public transport corridors.

It is considered to be acceptable in that the proposed development fits well onto the site.

Policy HSG2.2 Residential Densities also states that in considering the density of all schemes the Council will have particular regard to the overall design and layout of the development, availability and capacity of Statutory Undertaker Services, the amenities of adjacent proposal and the area as a whole. It is considered that the proposed development has no adverse impact upon the amenity of adjacent occupiers and the locality.

In accordance with PPG3 states - "planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling".

The proposed density promotes sustainable patterns of development and makes the best use of previously developed urban land. It is maintained that the proposed scheme is wholly appropriate in terms of height and density. It also accords with the emerging Unitary Development Plan and London Plan policies, which promote higher densities for developments that are attractive and well designed.

#### **iv) Amenity**

It is considered that the proposed scheme has no detrimental impact on the existing privacy enjoyed by the adjoining residents of Rostrevor Avenue, the neighbouring and surrounding properties and as such is not contrary to policy DES1.9 Privacy and amenity in that the windows at the rear of the proposal that have the potential for overlooking are all bedroom or bathroom windows – additionally there is only one property namely No.1 Rostrevor that is likely to suffer overlooking of its rear garden – it is considered that although the potential for overlooking exists it is unlikely to cause sufficient harm to warrant refusal of the proposal.

In terms of individual amenity of the occupiers of the proposed flats, many of the units is provided in terms of spacious unit well above the required standard and also in the form of external secure balconies.

The site is well serviced by local amenities shops, religious facilities, buses, a local park located within a short distance that will provide additional amenity facility for residents.

#### **v) Parking and Waste Management.**

There is a dedicated and accessible waste storage facility proposed.

It is considered that the site is well placed, being a previously used site with strong public transport links that accord with many of the development principles being espoused by central government.

The Council's Transportation Group supports redevelopment in this location in conjunction with the basement parking provided.

It was considered that the proposal would not lead to additional on street car parking pressure.

#### **vi) Response to objector comments**

The height of the development is too high and out of character with the adjacent buildings – density is too great – detrimental effect on the street scene – lack of amenity and low level of parking is indicative of high density – adverse effect on views of St Ignatius church and on the character and appearance of the conservation area.

Response: It is considered that the density of the scheme is in accordance with Council and Government policy additionally the design is of high quality appropriate for the location and will enhance rather than detract from the street scene. The Council's Conservation Officer and the Design Panel assessed the proposal in terms of adverse impact on St Ignatius Church – It was concluded that the church and its setting was not adversely affected.

The proposal will add to the already high levels of traffic in the area – cars entering and leaving the car park will be a danger to local children. There will be increased overlooking and loss of privacy to the houses nearby.

Response: Transportation considers that the proposal will generate lower levels of traffic than the existing situation and will have no adverse impact on pedestrian safety. The access point is considered to acceptable for the development and the location.

Impact on water pressure that will be caused by this development.

Response: This issue will be addressed by the applicant and Thames water and is not considered highly relevant to the recommendation of the proposal.

**vii) Affordable housing**

HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing. The proposed development provides affordable units in the form of 2 x 4 bed and 4 x 3 bed units (the larger units within the scheme meeting Council needs) equating to approximately 47% of the habitable rooms within the development. This is in line with Council policy and supplementary planning guidance<sup>11</sup>.

**vii) Section 106 obligations - Education – Transport and Administrative Charges.**

Under the terms of Circular 1/97 Planning Obligations, and in line with Supplementary Planning Guidance Note 10, The Negotiation, Management and Monitoring of Planning Obligations, it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size and scale of the development. The Council therefore proposes to enter into an agreement under S106 of the Town and Country Planning Act 1990 to provide the following benefits as part of the proposal.

These are principally - The proposed development is made up of six 1 bedroom units, six x 2 bedroom units, 2 x 4 bedroom units and four x 3 bedroom units and would result in a total of 18 residential units.

- An education contribution of £108,909.57 in accordance with the formula in SPG12

2 x 4 bedroom flats = 3.82 Children  
6 x 2 bedroom flats = 1.972 Children  
4 x 3 bedroom flats = 4.448 Children  
Total = 11.226 Children

Primary contribution:  $11.226 / 16 \times 7$  (number of years of primary education) = 4.911

$4.911 \times £10,378.00$  (three year average amount of DfEE primary funding 05/06) = 50,970.24

Secondary contribution:  $11.226 / 16 \times 5$  (number of years of secondary education) = 3.508

$3.508 \times £16,297.00$  (three year average amount of DfEE secondary funding 05/06) = £57,171.91

$£50,970.24 + £57,171.91 = £108,142.15$

Total Contribution = £108,142.15

The applicant has agreed to enter into an agreement to contribute £108,142.15 toward education facilities in line with the requirements of Supplementary Planning Guidance 12.

Additionally the applicant has agreed to Transportation request to contribute £5000 toward traffic calming measures and £9,000 toward environmental infrastructure plus administrative charges of £3,664.26.

The total financial contribution amounts to £125,806.41

## **SUMMARY AND CONCLUSION**

It is considered that the proposed development would not be detrimental to the amenity of nearby and adjoining residents especially properties situated to the rear of the proposed development site.

The proposed development is considered consistent with Policy DES 1.9. 'Privacy & Amenity of Neighbours' and Supplementary Planning Guidance 3b 'Privacy and Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The design is modern with strong vertical and horizontal emphasis, using a mix of traditional and contemporary materials.

Amenity space has been designed into scheme in the form balconies at the front.

The scheme is in accordance with Council policies in terms of design, height, bulk and massing.

The proposed development is located in an area of High Transport Accessibility and is considered to be of a high quality design.

The density of the proposed development is 444 habitable rooms per hectare is considered consistent with the Governments Planning Policy Guidance 3 and also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan.

Car Parking has been proposed within the site which is also it is situated in an area with High Public Transport accessibility and is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

## **RECOMMENDATION 1**

That planning permission be granted in accordance with planning application no. HGY2006/0322, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended). The Agreement or Agreements is necessary in order to secure the

provision of 4 x 3 bed and 2 x 4 bed units equating to 47% of the habitable rooms hereby approved to be affordable housing accommodation.

The report also recommends that under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of £108,142.15 toward local education facilities, £5000 toward Transportation works in the form of traffic calming in the locality and £9,000 for environmental improvements and £3664.26 toward administrative charges.

## **RECOMMENDATION 2**

(i) That planning permission be granted in accordance with planning application reference number HGY/2006/0322 subject to a pre-condition that the applicant shall first have entered into an Agreement 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: the units 2 x 4 bed and 4 x3 bed as affordable housing units having a 70/30% (Shared ownership/Rented), education contribution of £108,142.15 and £9,000 for environmental improvement of the local area.

ii). That the Agreements referred to in Resolution (1) above is to be completed no later than 5/5/2006 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole discretion allow; and

iii). That in the absence of the Agreements referred to in resolution (i) above being completed within the time period provided for in resolution (ii) above, the planning application reference number HGY2006/0322 be refused for the following reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 'Affordable Housing' attached to the emerging Haringey Unitary Development Plan.

vi). That, following completion of the Agreement referred to in resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY2006/0322 & applicant's drawing Nos. 7117/10 to 18 subject to the following conditions:

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. 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.

4. That not more than 18 separate units, whether flats or houses, shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

5. 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.

6. 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.

7. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

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

**INFORMATIVE:** A separate application will be required for either the installation of a new shopfront or the display of any illuminated signs.

**INFORMATIVE:** Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such works commence.

**INFORMATIVE:** The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

**INFORMATIVE:** That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

## **REASONS FOR APPROVAL**

It is considered that the proposed development would not be detrimental to amenity of nearby and adjoining residents especially properties situated to the rear of the proposed development site. The proposal accords with policies HSG1.3 Change of use to residential, EMP1.1 Employment Protection, DES1.1 Good Design, DES1.2 Assessment of Design Quality (1), DES 1.3 Assessment of Design Quality (2), and DES 1.9. 'Privacy & Amenity of Neighbours', UD3 Quality Design, UD6 Waste Storage, HSG4 Affordable Housing also Policy HSG 8 'Density Standards' of the Emerging Haringey Unitary Development Plan. Appropriate car parking has been proposed on site which is situated in an area with High Public Transport accessibility and is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

The proposal is in accordance with Supplementary Planning Guidance especially 1a design guidance, 3a Density , dwelling mix, 3b'Privacy and Overlooking, 4 Access for all, 7a Parking standards, 10 Negotiation and monitoring of obligations, 11 Affordable housing, 12 educational needs generated by new housing development and 8a waste and recycling.

### **1. RECOMMENDATION 1**

That planning permission be granted in accordance with planning application no. HGY/XXXXXX, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended). The Agreement or Agreements is necessary in order to secure the provision of 50% of the units hereby approved to be affordable housing accommodation.

The report also recommends that under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of £XXXXX toward local education facilities and £XXXXx for environmental improvements.



## RECOMMENDATION 2

(1) That planning permission be granted in accordance with planning application reference number HGY/XXXXX subject to a pre-condition that XXXX shall first have entered into an Agreement 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: 50% of the units as affordable housing units having a 70/30% (Shared ownership/Rented), education contribution of £XXXXXX for environmental improvement of the local area.

2. That the Agreements referred to in Resolution (1) above is to be completed no later than XXXXX or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole discretion allow; and

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

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 'Affordable Housing' attached to the emerging Haringey Unitary Development Plan.

4. That, following completion of the Agreement referred to in resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/XXXX & applicant's drawing Nos. XXXX subject to the following conditions:

2. 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.

3. 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.

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.

5. That not more than 18 separate units, whether flats or houses, shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

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

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

7. 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.

8. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

9. 8. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: In order to

10. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. Reason: In order for the Local Planning Authority to ensure the site is contamination free.

REASONS FOR APPROVAL  
NAMING/NUMBERING  
NEW SHOPFRONT & SIGNS  
BOUNDARY TREATMENT - ADJ OCCUPIERS  
CRIME PREVENTION 1 (MUSWELL HILL STN)  
HIGHWAY WORKS  
non standard informative

It is considered that the proposed development would not be detrimental to amenity of nearby and adjoining residents especially properties situated to the rear of the proposed development site. The proposal accords with policies HSG1.3 Change of use to residential, EMP1.1 Employment Protection, DES1.1 Good Design, DES1.2 Assessment of Design Quality (1), DES 1.3 Assessment of Design Quality (2), and DES 1.9. 'Privacy & Amenity of Neighbours', UD3 Quality Design, UD6 Waste Storage, HSG4 Affordable Housing also Policy HSG 8 'Density Standards' of the Emerging Haringey Unitary Development Plan. Appropriate car parking has been proposed on site which is situated in an area with High Public Transport accessibility and is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

The proposal is in accordance with Supplementary Planning Guidance especially 1a design guidance, 3a Density, dwelling mix, 3b'Privacy and Overlooking, 4 Access for all, 7a Parking standards, 10 Negotiation and monitoring of obligations, 11 Affordable housing, 12 educational needs generated by new housing development and 8a waste and recycling.

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

INFORMATIVE: A separate application will be required for either the installation of a new shopfront or the display of any illuminated signs.

INFORMATIVE: Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such work commences.

INFORMATIVE: The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

INFORMATIVE: That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidelines.