

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2010/2025	Ward: Tottenham Green
Address: Playground Site Adjoining Stainby Road N15	
Proposal: Residential redevelopment of playground site adjoining Stainby Road to provide 22 residential dwellings with associated landscaping, boundary treatment, bin store, cycle store and 2 car parking spaces for wheelchair users	
Existing Use: Disuse playground	Proposed Use: Residential
Applicant: MrLeslie Laniyan Shian Housing Association Ltd	
Ownership: Council / Shian H A	
Date received: 29/10/2010 Last amended date: N / A	
Drawing number of plans: J09.262/D90, 91, 92 and 100 - 106A- 113 incl.	
Case Officer Contact: Elizabeth Ennin-Gyasi	
PLANNING DESIGNATIONS: Classified Road Archeological Importance	
RECOMMENDATION GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement	
SUMMARY OF REPORT: The scheme proposes 22 residential units comprising of 3 X 4bed, 5 X 3bed, 7X 2bed and 7 X 1bed; it include 1x 4bed & 1x 3bed wheelchair accommodation. The proposed accommodation would provide for general needs rent, Intermediate and private housing. The scheme incorporates private garden space, balconies and communal amenity space for future occupiers. The scheme would be subject to a section 106 legal agreement for affordable housing, education contribution and contributions towards highway improvement nearby to the site. There will be a provision of two wheelchair car parking spaces but the remaining units will be car free. The proposed scheme has been referred to the Council involving the Planning & Regeneration Service, Strategic and Community Housing Service, Ward Members and the 'Design Panel' for a pre-application discussion and evaluation. It is considered that the height, scale, massing and overall design of the proposed development is acceptable and appropriate to the site. The capital receipt from the disposal of the playground site will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents. The Strategic and Community Housing service supports this scheme as it will provide much needed affordable housing and wheel chair units.	

1. SITE AND SURROUNDINGS

- 1.1 The application site is an enclosed semi derelict playground, originally design for the use of Saltram Close Estate. It site is approximately 50.8m wide (east to west) and 31.8m long (north to south). The site is bounded directly to the north by Monument Way and Saltram Close Estate forms the south boundary. The cul-de-sac Stainby Road lies to the east of the site and Kwikfit forms the west boundary. This site is modulated in level with high walls and fences to all boundary edges. There is a locked gated access from Stainby Road and there is a pedestrian access point linking the central open play space of Saltram Close Estate to the playground.

2. PLANNING HISTORY

- 2.1.1 HGY/2005/1257- Regeneration of Saltram Close Estate comprising: Site A: i) erection of new community centre and Under 5's playground, ii) filling in of existing underpass and creation of 1 x 1 bed maisonette to Block A, 2 x 3 bed maisonettes to Block B & 4 x 1 bed, 4 x 3 bed flats to Block C, iii) demolition of existing garages & alterations to existing pedestrian access way. Site B: i) change of use of existing playground to residential comprising erection of 3 & 6 storey building comprising 6 x 4 bed houses, 5 x 3 bed flats and 4 x 1 bed flats with associated landscaping and ii) construction of new access road. Site C: demolition of existing factory buildings and erection of 3 storey building comprising 15 x 2 bed flats with associated landscaping. (Revised scheme) – approved 20/9/05
- 2.1.2 HGY/2008/1106 - Residential redevelopment of playground site adjoining Stainby Road comprising 15 units: 6 x four bed houses and a block of 9 flats comprising 4 x one bed and 5 x three bed flats (forming part of previously approved scheme, reference HGY/2005/1257) was refused on 29 July 2008.

3. PROPOSAL DESCRIPTION

- 3.1 The proposed scheme would provide 22 residential units comprising of 3 X 4bed, 5 X 3bed, 7X 2bed and 7 X 1bed including 2 wheelchair accommodations, 2 car – parking for wheelchair users, private garden space, balconies and communal amenity.
- 3.2 The scheme consists of a four - storey block of flats designed to match existing three to four storey dwellings on Stainby Road. It forms a continuation of the existing frontage on Monument Way and wraps around the corner of the site along Stainby Road.

4. RELEVANT PLANNING POLICY

- 4.1 National Planning Policy
PPS1 Delivering Sustainable Development

PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the

importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.
PPS3 Housing

PPS3 2010 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is committed to maximising the re-use of previously developed land -brownfield land in order to promote regeneration. PPS3 also sets out the Governments commitment to concentrating additional housing developments in urban areas, new emphasis on providing family housing with consideration given to the needs of children to include gardens & play areas. Also, the importance of ensuring housing schemes are well-designed and creates sustainable communities. The need for development to include affordable housing is also set out in PPS3.

4.2 London Plan

The current London Plan issued in February 2008 by the Greater London Authority, forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital.

The London Plan sets housing targets for individual boroughs for the period up to 2016/2017. The target for Haringey is 6,800 additional 'homes' (680 per year).

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. The PTAL rating for this site as set out in the Council's Unitary Development Plan (adopted in 2006) is 4. The London Plan states that for a site such as this one with PTAL rating 4 to 6, within urban setting; the density range suggested is 200 – 700 habitable rooms per hectare.

The London Plan encourages residential developments to have lower car parking provision in areas with high PTAL scores and /or close to town centres. Also an element of car-free housing should be included where accessibility and type of housing allows.

With regards to affordable housing provision; the strategic target is 50 per cent, within which the London wide objective is 70 per cent for social housing and 30 per cent for intermediate housing provision.

4.3 Unitary Development Plan

G3 Housing Supply

UD1 Planning Statements

UD2 Sustainable Design and construction

UD3 General Principles

UD4 Quality Design

UD7 Waste Storage

UD8 Planning Obligations

M9 Car-Free Residential Developments
M10 Parking for Development

HSG1 New Housing Developments
HSG 4 Affordable Housing
HSG 7 Housing for Special Needs
HSG10 Dwelling Mix

4.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance
Housing Supplementary Planning Documents (adopted October 2008)
SPG8a Waste and Recycling
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
SPG10b Affordable Housing
SPG10c Education needs generated by new housing

5. CONSULTATION

Statutory	Internal	External
London Fire Brigade English Heritage Greater London Archaeological Service	Ward Councillors Waste Management Building Control Crime Prevention Officer Transportation Group Strategic and Community – Housing Commercial Environmental - Health	<u>Amenity Groups</u> Tynemouth Residents Association The Green School Welbourne Primary School Welbourne Village Playcentre <u>Local Residents</u> A Development Control Forum was held on 18 November 2010 at the Welbourne Centre, Chestnut Road, and Tottenham N17. Minutes of the meeting have been attached as Appendix 1 <u>Total No of Residents</u> <u>Consulted: 241</u>

6. RESPONSES

6.1 Cllr. Watson - 'In principle this scheme for the provision of new 22 properties including social and intermediate housing looks good. However I am concerned that the application form for this housing development states that the current site is derelict which to me it does not appear to be but rather a children's playground. There are not many suitable play areas for children, particularly in the roads such as Stainby Rd which form the centre of the Tottenham Gyratory. As such, I would

like to know who currently owns this playground site, how well used it is and whether the play area can be either re-provided as part of this proposed development or the developers fund the creation of a new play area on another local site.

I think this is crucial to gaining the support of the local community and I know that the local resident association has similar concerns for this application. I would urge you to work with the developers to look into this matter before reaching a decision on this application.'

(Cllr. Watson comments have been noted. However, the site has been identified and agreed for disposal by Cabinet on 21 July 2009. It is considered that the playground in its current state is outdated, unsafe, lacking surveillance and security for children to play in. The capital receipt from the disposal of the playground will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents).

6.2 Local Residents:-

6.2.1 TARA- A petition letter with approximately 250 signatures –requesting the retention and improvement of the playground site.

(TARA comments have been noted. However, it is considered that the playground is inappropriately located, unsuitable & outdated, lacking surveillance and security for children to play in. Also the site has been identified and agreed for disposal by Cabinet on 21 July 2009. The capital receipt from the disposal of the playground will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents).

6.2.2 ADM Forum was held on 18 November 2010 at the Welbourne Centre, Chestnut Road, Tottenham, and N17. A copy of the minutes of the meeting is attached as appendix 1.

6.3 English Heritage:-

'The present proposals are not considered to have an effect on any significant historic assets of archaeological interest'. (English Heritage comments have been noted).

6.4 Transportation:-

'The application site has a medium PTAL and is located within walking distance of the busy bus route on High Road which provides some 94 buses per hour (two-way), for frequent bus connections to and from Seven Sisters underground station and other bus networks within and outside the Borough. It has also been noted that drawing number 7.1 (site layout) details a secure cycle storage area. It is considered that the majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.

The site is not located within an area that has been identified within Haringey Council's adopted UDP (2006) as that suffering from high on-street parking pressure. Furthermore, the characteristics of this site fulfill the criteria set up in UDP Policy M9, for dedication as a car-free development. Therefore, the two disabled parking spaces are considered acceptable. In order to minimise any impact to on-street parking and encourage the use of sustainable transport, each unit should be supplied with one year's free membership to the existing "Car Club" scheme, which is operated by Zipcar. It is considered that the proposed development is unlikely to result in any significant increase in vehicular traffic or increase in parking demand generated by the proposal.

However, with the increased pedestrian/cycling activity expected from this development proposal, pedestrians and cyclists would benefit from improved walking/cycling conditions. The highway and transportation authority therefore seek contributions from the developer in order to provide improvements relating to a lack of street lighting and uneven footway surface within the immediate vicinity of the sites frontage onto Stainby Road.

The highway and transportation authority would not object to this application subject to the imposition of conditions requiring that:

The applicant enters into a S.106 stating that "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.

Additionally, the residents of the new development are provided with one year free membership to the "car club scheme" to help mitigate the non provision of off-street parking".

Reason: To ensure the use of sustainable travel modes by the residents of this development.

The applicant contributes, by way of a combined S106/S278 legal agreement, a sum of £30,000 (Thirty thousand pounds) towards the implementation of a highway lighting scheme and the resurfacing of the footways which would assist pedestrians/cyclists, in the immediate vicinity of this development.

Reason: To be a benefit to the public by improving pedestrian/cycle conditions in this area.

The width of the required vehicle crossover onto Stainby be restricted to a maximum of 4.8 metres.

Reason: To ensure that the use of the access does not prejudice pedestrian safety.

The necessary works to construct the crossovers 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.

Reason: To ensure safe access/egress to and from the site and facilitate the passage of vehicular traffic in highways

Informatives:

1. "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One Thousand pounds) towards the amendment of the TMO for this purpose.

2. Any necessary works affecting the public highway 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.

3. 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.'

(The Transportation Officer's comments have been noted. The legal requirement requested in relation to contributions for highways improvements and conditions have been incorporated in this report).

6.5 Environmental Health - Pollution:-

'I have reviewed the air quality assessment submitted in support of the above planning application for 22 residential dwellings with landscaped areas adjacent Monument Way gyratory, N15.

The report is, in general, satisfactory, however the diffusion tube (HR16) located at the exit to Tottenham Hale Retail Park could be used for model validation. The annual average for this site for 2009 is $67\mu\text{g}/\text{m}^3$, bias adjusted is $69\mu\text{g}/\text{m}^3$, an exceedence of the hourly mean. However the location of this monitoring site is closer to the roadside than the proposed development. I note that the average daily traffic counts along Monument Way are 29,749 and Ferry Lane average daily traffic counts are 19,363, as monitored by DfT for 2009.

The report states that the predicted concentrations fall within APEC Category B for Receptors 1 and 2. The definition of APEC B is "there may not be sufficient air quality [NO₂] grounds for refusal, however, appropriate mitigation must be considered". 6.3 of the report refers to building mitigation against "potential exposure of the building occupants to poor air quality from road traffic emissions". Building ventilation is considered within the report as good practice against poor air quality and advises a building ventilation strategy. I recommend the following conditions for mitigation against exposure to air pollution:

Before development commences:

- a) A building ventilation strategy shall be carried out which shall consider natural ventilation, mechanical ventilation and mixed-mode ventilation and identify the best available ventilation mode to reduce exposure to air pollution and sent to the LA for approval. The strategy should take into account the Building Regulations 2000, Approved Document F (Ventilation) and the Domestic Ventilation Compliance Guide, as well as guidance provided by the Chartered Institution of Building Services Engineers (CIBSE), including Guide A: Environmental Design and Minimizing Pollution at Air Intakes. A balance must be struck between ventilation to improve air quality indoors versus air tightness to improve energy efficiency performance. The ventilation must address the pollutants of concern of PM10 and nitrogen dioxide.
- b) Using the information in the ventilation strategy and prior to the commencement of works on the development, details of the ventilation or other plant shall be submitted to and approved by the Local Planning Authority prior to installation. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter.
Reasons: To protect the amenity of future occupants against poor air pollution

Informative:

Air Quality Management Area

The proposed development lies within Haringey's Air Quality Management Area that was declared in March 2002.

Control of Construction Dust:

No works shall be carried out on the site until proof of registration that either the site or Contractor Company is registered with the Considerate Constructors Scheme.

'Contaminated Land'

Before development commences other than for investigative work:

- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

(The Environmental & Health Officer's comments have been noted. The requested conditions have been incorporated in this report.)

6.6 Strategic & Community Housing:-

Affordable Housing Provision

'The proposed development will yield over 50% of its units as affordable housing .The Site is situated in the east of the borough. 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 10 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.

Dwelling Mix

The proposed development will offer a good supply of much needed 3 & 4 beds family units. It will yield in total 22 new homes; 7x1, 7x2, 5 x 3 & 3x4beds with not less 50% of the total habitable rooms (40 habitable rooms 2x1, 2x2, 3x3 and 3x4)

At present the Borough has an overriding shortage of 4 beds and over, particularly in this part of the borough.

Wheelchair Provision

The development complies with the SPD (10%) requirement and will yield 2 wheel chair units 1 X 4bed and 1 x 3 beds.

Consultation

There have been pre- application consultations with Strategic and Community Housing, wards members, design panel and the local community.

Code for Sustainable Homes

Strategic and Community Housing wishes to see this development achieving a Minimum code level 4.

Conclusion

The capital receipt from the disposal of the playground site will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents.

The Strategic and Community Housing service supports this scheme as it will provide much needed affordable housing and wheel chair units.’
(The Strategic and Community Housing Officer’s comments have been noted).

7. ANALYSIS / ASSESSMENT OF THE APPLICATION

- 7.1 The application has been submitted on behalf Shian Housing Association; (registered social landlord). The capital receipt from the disposal of the playground site will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents. The scheme for the regeneration of Saltram Close, which should enhance and make a better environment for the residents, was developed following consultation in the form of workshops & meetings with local residents and community groups.

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

- The principle of residential use on site
- Density
- Dwelling mix and room sizes
- Affordable housing
- Size, bulk & design
- Privacy and overlooking
- Parking
- Amenity provision
- Noise and Air quality
- Waste disposal
- Sustainability
- Equalities Impact Assessment
- Section 106 Agreement

7.2.1 The principle of residential use on site

7.2.2 Planning Policy Statement 1: “Delivering Sustainable Development” advises that sustainable development is the core principle underpinning planning. The guidance advises, in paragraph 27 (viii), that planning should “promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings”.

7.2.3 National Policy Guidance PPS 3 “Housing” and the London Plan encourage the residential development of brownfield sites. The pressure for new housing in the borough means that brownfield sites, i.e. previously developed sites, are increasingly considered for housing development.

7.2.4 In considering the principle of residential use on the site, regard must be paid to the relevant national policy advice, based on PPS3 Housing and the London Plan. Guidance from central government and the London Plan set housing targets for Local Authorities.

7.2.5 The London Plan sets housing targets for individual boroughs for the period up to 2016/2017. The target for Haringey is 6,800 additional ‘homes’ (680 per year). These targets are generally reflected in Unitary Development Plan Policy G3.

7.2.6 Given that the site is currently derelict & unsafe for its original purpose, it is considered that the proposed use for residential is acceptable; also it would contribute towards the Council’s housing target. Furthermore, the site forms part of a previous approved scheme granted planning permission for residential use in 2005 (HGY/2005/1257).

7.3.1 Density

7.3.2 The current Council's policy on density has been superseded by regional advice from 'The Greater London Authority' as set out in 'The London Plan' dated February 2008. In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. For a site such as this one with PTAL rating of 4 within urban setting; the density range suggested is 200 – 700 habitable rooms per hectare.

7.3.3 The proposed scheme would provide 22 residential units comprising of 3 X 4bed, 5 X 3bed, 7X 2bed and 7 X 1bed. This would have 81 habitable rooms and create and create a density of 554 habitable rooms per hectare. The proposed density therefore accords with current requirement as specified by the 'London Plan'.

7.4.1 Dwelling mix and room sizes

7.4.2 In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and Housing Supplementary Planning Documents (adopted October 2008) set out the Councils standards. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected. In particular HSPD encourages affordable housing of three and four bedroom properties to meet the Borough's need for large units. This is based on 'The Housing Needs Survey' undertaken in 2007 which identifies a shortfall for all sizes of accommodation but particularly affordable housing for three and four bed properties.

7.4.3 This scheme would provide 3 X 4bed, 5 X 3bed, 7X 2bed and 7 X 1bed, which is considered suitable for the particular site and location. Also the Council's Strategic & Community Housing supports the scheme and considers that the provision will contribute to meeting the need in the Borough for larger units.

7.4.4 Therefore it is considered that the proposed dwelling mix would be appropriate to the scheme and site.

7.4.5 A typical one- bedroom units internal floor area would be 48m²; for two-bedroom units internal floor area would be 73.0m² and for the three-bedroom units internal floor area would range from 85m² -114m². The four-bedroom units would allow between 99m² - 128m², which would exceed the Councils standard as set out HSPD. These room sizes generally conform to the Councils standard as set out HSPD. Therefore the units' sizes are considered to provide a satisfactory standard of accommodation. All the units/rooms are considered to have adequate light and ventilation. Therefore the proposed units are considered to comply with policy HSG10 and HSPD (adopted October 2008).

7.5.1 Affordable housing

7.5.2 PPS3 and local policies HSG4: 'Affordable Housing'/SPG 10b 'Affordable Housing' require that a development of this size include affordable housing. Therefore this scheme would provide not less than 50% of the total habitable rooms for affordable housing. The tenure will be 70/30 split, providing 70% for

social renting and 30% for Intermediate (rent to homebuyer). The tenure breakdown for the affordable units are 3 X 3beds & 3 X 4beds for social renting and 2 X 1beds & 3 X 2beds for intermediate (rent to homebuy).

7.5.3 This will accord with the Council's tenure policy and the aims of providing accommodation to meet the particular needs of the Borough for large units for renting.

7.6.1 Size, bulk & design

7.6.2 Policy UD3 'General Principles' & UD4 'Quality Design' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment and the amenity of residents. These policies reflect the advice in PPS1 and PPS3.

7.6.3 The scheme consists of a four - storey block of flats designed to match existing three to four storey dwellings on Stainby Road. It forms a continuation of the existing frontage on Monument Way and wraps around the corner of the site along Stainby Road.

7.6.4 The design of the scheme is modern in appearance with the use of brickwork with horizontal white bands of concrete to break up the height and mass of the building. This is further enhanced by designing vertical breaks created by floor to ceiling windows and slightly projected window bays which will cast linear shadows onto the brickwork. The recessed terraces and the undercroft area will be clad in high pressure laminate board to create a robust low maintenance environment but will be pleasant aesthetically. The choice of buff/brown multi colour brick which would be laid in a range of bonding patterns, will contrast with the crisp white banding and the window frames. The proposed materials would link in well with the existing materials of the surrounding area. Also the building has been designed with a flat roof to compliment the contemporary and strengthen the horizontal and vertical appearance. The flat roof will also provide a useable space for Pv arrays to achieve the renewable energy targets.

7.6.5 The proposed building has been set back along Monument Way to create a defensible space away from the pavement and the road. The position of the build form results in an enclosed southerly aspect space, which is ideally designed as communal courtyard. This space also serves to as visual amenity for houses on Stainby Road.

7.6.6 The scheme have been designed to conform to 'Lifetime Homes Standards' and exceeds HQI minimum spaces standards. It has also been subject to the 'Building for Life' criteria and presents a well-designed scheme under that assessment. Also the scheme has been design to conform to 'Secured by Design' specification ensuring that the scheme contributes towards improved surveillance of the surrounding streets. Further, the scheme was initially referred to the 'Design Panel',

who 'considered that the proposals presented were of a very high design standard.'

7.6.7 The proposed scheme is modern in design and would connect with the design approach of the adjacent development on the former Rose and Crown Public House site and nearby new developments. The scale and massing has been designed to relate to the nearby buildings. As such it is considered that the height & scale of the proposed scheme conforms to existing buildings and should not have an adverse effect on the surrounding area in line with policies UD3 'General Principles' & UD4 'Quality Design'.

7.7.1 Privacy and overlooking

7.7.2 Policy UD3 'General Principles' and Housing Supplementary Planning Documents (adopted October 2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.

7.7.3 The proposed development has been designed with consideration for the adjacent properties regarding daylight /overshadowing and loss of privacy. To this effect, in both flank wall elevations (the south-west elevation); adjacent to Kwik Fit and (south-east elevation) adjacent to platform houses on Saltram Close, where issues of overlooking may arise obscure windows have been provided. These windows are secondary windows only designed to provide additional sunlight into the dwellings, but not to allow views out. This would mitigate any problems of overlooking/ loss of privacy. There is no issue in terms of loss of light to the existing Saltram Close flats along the south-east elevation side, because the site's position north of these flats means that shadows will be cast in the direction of Monument Way.

7.7.4 Therefore positioning of the new building in relation to existing properties means that none of the nearby properties would be significantly overlooked or be adversely affected by overshadowing/loss of light in line with policies policy UD3 'General Principles' and HSPD 2008.

7.8.1 Parking

7.8.2 National planning policy seeks very clearly to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS3 'Housing' and PPS13 'Transport' make clear recommendations to this effect. This advice is also reflected in the London Plan and the local policies M9:'Car -Free Residential Developments' & M10: 'Parking for Development' sets out the Councils requirements for parking for this type of use.

7.8.3 The proposed development would be car free; however, there would be the provision of two car parking spaces for wheelchair users. There would also be the provision of a secured cycle storage area to enable future occupiers to use sustainable modes for travel to and from the site. Vehicle access will be from Stainby Road. It is considered that the proposed car-free development is acceptable, because of the closeness of the site to public transport links. The site

benefits from several bus links, on the High Road, as well as the tube and British Railway line within close proximity at Bruce Grove, Tottenham Hale and Seven Sisters.

7.8.4 Further, the Council's Transportation Team has no objection to the proposed development subject to a legal agreement for car-free scheme, one year free car club membership for residents and contributions for highway lighting scheme and the resurfacing of the footways which would assist pedestrians/cyclists, in the immediate vicinity of the development.

7.9.1 Amenity provision

7.9.2 Amenity space has been designed into scheme in the form of private garden space, balconies and communal courtyard. The scheme also incorporates landscaped areas including tree planting, shrub planting and areas of grass. Overall it considered that the proposed amenity provision would be adequate for the development consistent with Housing Supplementary Planning Documents (adopted October 2008).

7.10.1 Noise and Air quality

7.10.2 The applicant has undertaken Noise and Air quality assessment because of the location of the site close to Monument Way. The assessment concluded that on the noise issue, the inclusion of appropriate mitigation measures incorporated into the design of the proposed units would ensure noise should not be a detrimental issue for future residents of the scheme.

7.10.3 With regards to the air quality assessment the findings concluded that: 'Despite predicated exceedences of the annual mean objective for No₂ in 2009, it is considered that the site is suitable for development given the design of the proposed building. The design adopts a best practice approach to minimising the potential air quality impacts on the occupants of the proposed development. As such, based on the results of this assessment, it is considered that the site is suitable for development'.

7.11.1 Waste disposal

7.11.2 The scheme has been design with a refuse management system by allocating an area for storage of recyclable waste products and external waste collection accessible from Stainby Road. However, to ensure that the Council's standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

7.12.1 Sustainability

7.12.2 The re-use of under utilised land and the provision of affordable housing are regarded as important sustainable features of the development in themselves which comply with the thrust of both national and London wide guidance. In addition, the scheme is car free (with provision of 42 secure cycle parking bays)

and the configuration of the proposed buildings, for example all the units are provided with good natural ventilation and daylighting.

7.12.3 In terms of assessment of this type of development, the BRE Ecohomes Assessment procedure is regarded as most appropriate. The approach is used to benchmark the overall sustainability of developments. This approach is based on an assessment of nine key areas; (including energy, surface water run-off, pollution, materials, health and wellbeing, waste and ecology).

7.12.4 This scheme includes particular features to improve its energy efficiency/sustainability including: improved u values to minimise heat loss (through insulation and material selection), 20% renewable energy produced on site (potentially through the use of photo voltaics), enough cycle storage to meet 2 credits for the code for sustainable homes (there is the potential for 43 vertically hung bikes) and low energy lighting and efficient plumbing fittings (to minimise additional energy losses)The proposed development is expected and required to achieve Code for Sustainable Homes Level 4.

7.13.1 Equalities Impact Assessment

7.13.2 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.

7.13.3 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.

7.13.4 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.

7.14.1 Section 106 /278 Agreement

7.14.2 Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b Affordable Housing set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate. In line with national guidance set out in Circular 05/2005

7.14.3 The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980 to include provision to achieve improvements to the local environment and facilities in the Borough. The main features of the S106 Agreement and Section 278 are:

7.14.4 Under Section 278

7.14.4.1 An agreement under section 278 of the Highway Act 1980 for a monetary contribution towards the implementation of a highway lighting scheme and the resurfacing of the footways in the immediate vicinity.

7.14.5 Under Section 106

- The provision of affordable housing at 50% = 40 habitable rooms to achieve 70% for social renting and 30% for Intermediate (rent to homebuyer). The total habitable rooms = 81. The tenure breakdown for the affordable units are 3 X 3beds & 3 X 4beds for social renting and 2 X 1beds & 3 X 2beds for intermediate (rent to homebuy).
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £131, 219.00
- Car-free development – contribution of a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.
- To provide the residents of the new development with one year free membership to the "car club scheme" to help mitigate the non provision of off- street parking".
- An administration cost of £3,900 .00

8. CONCLUSION

- 8.1 The scale and position of the proposed buildings is such that, any loss of amenity to existing occupiers would be minimised. The proposed height of the buildings at four storey would conform to the predominate height of existing buildings in the locality and the overall design would not comprise the character of the local area in general. The proposed density conforms to current guidelines as set out in the London Plan and the proposed housing provision would contribute the Council's housing target. The proposed development is expected and required to achieve Code for Sustainable Homes Level 4.
- 8.2 The capital receipt from the disposal of the playground site will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents. The Strategic and Community Housing service supports this scheme. The scheme would be subject to a section 106 legal agreement for affordable housing, education contribution and contributions towards highway improvement nearby to the site.
- 8.3 Therefore it is considered that the proposal is acceptable and consistent with the following Unitary Development Plan policies: UD3 'General Principles', UD4'Quality Design', UD7 'Waste Storage', M10 'Parking for Development', HSG1 'New Housing Developments', HSG10, 'Dwelling Mix', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', M9 'Car-Free Residential Developments' and SPG1a 'Design Guidance', SPG10c 'Education needs generated by new housing' and 'Housing Supplementary Planning Document ' (adopted October 2008).

9. RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY2010/2025 (“the Planning Application”), subject to a pre-condition that [the applicant and] [the owner(s)] 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] [and] [under Section [278] of the Highways Act 1980] in order to secure:

Under Section 278:

An agreement under section 278 of the Highway Act 1980 for a monetary contribution towards the implementation of a highway lighting scheme and the resurfacing of the footways in the immediate vicinity.

Under Section 106:

- The provision of affordable housing at 50% = 40 habitable rooms to achieve 70% for social renting and 30% for Intermediate (rent to homebuyer). The total habitable rooms = 81. The tenure breakdown for the affordable units are 3 X 3beds & 3 X 4beds for social renting and 2 X 1beds & 3 X 2beds for intermediate (rent to homebuy).
- An education contribution as required under SPG10c ‘Education needs generated by new housing’ to a value of £131, 219.00
- Car-free development – contribution of a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.
- To provide the residents of the new development with one year free membership to the “car club scheme” to help mitigate the non provision of off- street parking”.
- An administration cost of £3,900 .00

RECOMMENDATION 2

That, in the absence of the agreement(s) referred to in resolution (1) above being completed by 27 January 2011, planning application reference number HGY/2010/2025 be refused for the following reasons:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education provision the proposal is contrary to Policy UD8 ‘Planning Obligations’ of the adopted Haringey Unitary Development Plan (2006) and SPG10c ‘Education needs generated by new housing’

RECOMMENDATION 3

In the event that the Planning Application is refused for the reasons set out in resolution (2) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

That following completion of Agreement referred in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2010/2025 Applicant's drawing No.(s) J09.262/D90, 91, 92 and 100- 106A -113 incl.

Subject to the following condition(s)

GENERAL

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.

MATERIAL AND LANDSCAPING

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

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

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

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

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

SUSTAINABILITY

6. Prior to occupation of the residential development hereby approved, a statement demonstrating consistency with the submitted Energy Statement Assessment, which indicates the use of renewable technologies on site will lead to 20% reduction in predicted CO₂ emissions (measure against a base building according to current Building Regulations), shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the LPA.

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

7. Prior to occupation, a statement demonstrating energy efficient measures including design, building fabric improvements, use of on-site equipment and where applicable connection to decentralised energy networks for reduction in fossil fuel use and CO₂ emissions in line with an energy statement shall be submitted to and approved by the Local Planning authority and shall be implemented prior to the occupation of the dwellings hereby permitted and be maintained thereafter for the life of the development.

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

8. The proposed development must achieve level 4 Code for Sustainable Homes.

Reason: To ensure the development meets the Code Level for sustainable Homes as approved in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance and improve environmental quality and resource efficiency.

OTHER

9. 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.

10. 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.

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.

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

12. Before the commencement of any works on site, a fence or wall, materials to be agreed with the Local Planning Authority, shall be erected and permanently retained for all site boundaries.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development.

13. The development hereby permitted shall construct the Wheelchair housing units in accordance with the Design and Quality Standards laid down by Greater London Authority 'Best Practice Guidance' September 2007.

Reason: To ensure the wheelchair units meet the appropriate standard for wheelchair users.

14. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

" a risk assessment to be undertaken, " refinement of the Conceptual Model, and " the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

15. No works shall be carried out on the site until proof of registration that either the site or Contractor Company is registered with the Considerate Constructors Scheme in relation to construction dust.

Reason: To protect the amenity of future occupants against poor air.

16. The width of the required vehicle crossover onto Stainby shall be restricted to a maximum of 4.8 metres.

Reason: To ensure that the use of the access does not prejudice pedestrian safety

17. Before development commences:

a) A building ventilation strategy shall be carried out which shall consider natural ventilation, mechanical ventilation and mixed-mode ventilation and identify the best available ventilation mode to reduce exposure to air pollution and sent to the LA for approval. The strategy should take into account the Building Regulations 2000, Approved Document F (Ventilation) and the Domestic Ventilation Compliance Guide, as well as guidance provided by the Chartered Institution of Building Services Engineers (CIBSE), including Guide A: Environmental Design and Minimizing Pollution at Air Intakes. A balance must be struck between ventilation to improve air quality indoors versus air tightness to improve energy efficiency performance. The ventilation must address the pollutants of concern of PM10 and nitrogen dioxide.

b) Using the information in the ventilation strategy and prior to the commencement of works on the development, details of the ventilation or other plant shall be submitted to and approved by the Local Planning Authority prior to installation. Details should include full specifications of all filtration, deodorising systems, and noise output and termination points. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To protect the amenity of future occupants against poor air pollution

INFORMATIVE: The development requires naming / numbering. Please contact Local Land Charges (tel. 0208 489 5573) at least 8 weeks before completion of the development to arrange allocation of suitable address(es).

INFORMATIVE: The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.

INFORMATIVE: Any necessary works affecting the public highway 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.

INFORMATIVE: That the applicant be aware that the proposed development lies within Haringey's Air Quality Management Area, which was declared in March 2002.

REASONS FOR APPROVAL

The scale and position of the proposed buildings is such that, any loss of amenity to existing occupiers would be minimised. The proposed height of the buildings at four storey would conform to the predominate height of existing buildings in the locality and the overall design would not comprise the character of the local area in general. The proposed density conforms to current guidelines as set out in the London Plan and the proposed housing provision would contribute the Council's housing target. The proposed development is expected and required to achieve Code for Sustainable Homes Level 4.

The capital receipt from the disposal of the playground site will be ring fenced for estate improvement works on Saltram Close housing estate, which will include the re-provision of a secure playground for the benefit of the estate residents. The Strategic and Community Housing service supports this scheme. The scheme would be subject to a section 106 legal agreement for affordable housing, education contribution and contributions towards highway improvement nearby to the site.

Therefore it is considered that the proposal is acceptable and consistent with the following Unitary Development Plan Policies: UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', M10 'Parking for Development', HSG1 'New Housing Developments', HSG10, 'Dwelling Mix', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', M9 'Car-Free Residential Developments' and SPG1a 'Design Guidance', SPG10c 'Education Needs Generated by New Housing' and 'Housing Supplementary Planning Document ' (adopted October 2008).