

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: **Ward:** Northumberland Park
HGY/2006/0710

Date received: 06/04/2006

Last amended date: 02/06/06

Drawing number of plans: PSIA02/P/01 Amendment C; PSIA02/P/02
Amendment B; PSIA02/P03 Amendment B; PSIA02/P04;
PSIA02/P/05; PSIA02/P/06 & PSIA02/P/07.

Address: 691 - 693 High Road, N17

Proposal: Demolition of existing buildings and erection of part 1, 2, 3 and 4 storey building comprising 180 sq. m. of commercial floor space (B1) and 58 residential units with 20 car parking spaces and associated landscaping.

Existing Use: Vacant Warehouse and Education

Proposed Use: Residential and Commercial

Applicant: Presentation Housing Association

Ownership: Presentation Housing Association

PLANNING DESIGNATIONS

Road – Metropolitan
RIM 1.2 - Upgrading Areas In Greatest Need
DES 2.1 - North Tottenham Conservation Area

Officer contact: Brett Henderson

RECOMMENDATION

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

SITE AND SURROUNDINGS

The application site is situated at 691-693 High Road, which is on the western side of the High Road. The premises contain a three storey terrace building in educational use on the street frontage and a large vacant warehouse building to the rear of the site.

Prevailing development in the vicinity consists of three and four storey terrace buildings on the High Road generally containing ground floor commercial uses and upper floor residential uses. To the south there are three storey and two storey terrace dwellings. To the west there are two storey terrace dwellings and a two storey vacant commercial building, while to the north there is a church with residential accommodation to the rear.

The subject site is within the North Tottenham Conservation Area and adjoins two Grade II listed buildings at 695-697 High Road and the Baptist Church at 699 High Road.

The application site area is approximately 0.4104 hectares.

PLANNING HISTORY

12/08/91 – Conditional Consent – 1991/0371 – Change of use from gymnasium and leisure club to warehouse and offices.

12/12/05 – Withdrawn – 2005/1879 – Conservation Area Consent for the demolition of existing buildings and erection of part 3/part 4 storey building comprising 148 square metres of commercial floor space (Use Class A1, A2 or B1) and 57 residential units with 23 car parking spaces and associated landscaping.

DETAILS OF PROPOSAL

The Planning application proposes the redevelopment of the site comprising the following:

- A series of part 1/part 2/part 3/part 4 storey residential buildings, providing 58 flats comprising 6 three bedroom flats, 30 two bedroom flats and 22 one bedroom flats. The buildings will have maximum heights of between 13.3 metres on the High Road frontage and 12.4 metres to the rear of the site.
- A commercial unit on the ground and first floors of the building fronting the High Road which will have a floor area of 180 square metres.
- The provision of 20 car parking spaces including 2 disabled parking spaces.
- Landscaping to front and rear of site.

The scheme will be 100% affordable housing comprising 68% shared ownership and 32% rented. At ground floor level, most of the family sized flats have been provided

with private gardens, while at the upper levels a number of flats will have private balconies.

Building Setbacks

- The ground floor front boundary setback is 14 metres, this setback is in line with the adjoining listed building.
- The side, southern boundary, setbacks are 0 metres for the building fronting the High Road; 0.2 metres to 1 metre for the two storey housing; 3.4 metres to 4 metres for the 4 storey residential blocks.
- The rear, western boundary setbacks are from 4.4 metres to 4.6 metres.
- The side, northern boundary setbacks are from 10.5 to 11 metres.

CONSULTATION

Transportation Group

Waste Management

Legal Services

Planning Policy

Regeneration

Conservation Team

Adverts

T.W.A.

Borough Arboriculturalist

Building Control

Ward Councillors

Scientific Officer

Met Police

681-689 (o), 695-707 (o) High Road, N17

678-682 (e), 684a, 684b, 684-710 (e) High Road, N17

1st and 2nd floor flats 681-689 (o), 695-707 (o), 678-682 (e), 684a, 684b, 686-710 (e) High Road, N17

1-28 (c) Ruskin Road, N17

1-12 (c) Harpers Yard, N17

1-19 (c) Kings Road, N17

1-43 (c) James Place, N17

1-62 (c) Church Road, N17

1-7 (c) Kerala Court, Argyle Passage, N17

1-7 (o) Bromley Road, N17

40 Coombes House, Bromley Road, N17

Ground floor flat & 1st Floor Flat, 699 High Road, N17

D C FORUM

A Development Control Forum was held on 20 April 2006. The minutes are attached as Appendix 1.

RESPONSES

Transportation – No objection – *“Our interrogation with TRAVL trip prediction software revealed that, based on some London residential sites (Coopers Close, E1, Watergardens, SM1,) and office sites(Hereward Philips,N20, Bovis House, HA2 and Gordon House, NW5) this development proposal would generate a combined traffic inflow/outflow of 19 vehicles in a critical am peak hour, compared to the existing B8/D1 use which is predicted to generate 22 car trips (using similar London sites: Glaxo Plc, UB6, River Island,W5 and JVC Business Park, NW5 for assessment). This therefore constitutes a reduction in the traffic impact on the adjoining highway network, when subsisting use is taken into consideration.*

It is also worth noting that the public transport accessibility level for this site is medium, with the busy bus route, High Road, providing some 94 buses (two-way) per hour. High Road also provides a fast bus connection to Seven Sisters tube station. Hence, it is deemed that a considerable number of prospective residents at this development, would use public transport. Notwithstanding, in line with the parking requirement set out in the Council's SPG7a and as detailed in Drawing Plan No.PSIA02/P/01B, the applicant has also proposed 20 car parking spaces which would also mitigate the car parking impact of this development on the adjoining highway network. Although the exact number is not obvious from the drawing plan submitted, some secured cycle racks have also been proposed.

Nevertheless, a recent safety audit around this location has revealed that there are problems associated with uneven footway surface at the proposed site access and inadequate tactile pavings around High Rd/Ruskin Rd junction, hence the need to improve pedestrian conditions at this location.

Consequently, the highways and transportation authority would not object to this application on the conditions that:

1. The applicant contributes £50,000 (fifty thousand pounds) towards improving the footway conditions for pedestrians at this location.

Reason: The Transport for London's good practice guidance on improving pedestrian conditions, as part of development process, titled "Improving Walkability" and published in Sept.2005 specifies the '5Cs" which are the principal criteria by which the quality of provision for

walking can be assessed. These are that it is connected, convivial, conspicuous, comfortable and convenient and that, as part of the action points, the Council should "specify the financial contributions required from developers or, define formulae or criteria for determining the level of contributions." This guidance also explains that improvements achieved through a small scale development can be as valuable as those made through larger schemes.

Reason: To improve the conditions for pedestrians at this location.

2. The applicant provides forty (40) bicycle racks with secure shelter.

Reason: To improve the conditions for cyclists at this location.

Informative

(1) The new development will require naming and 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.

(2) The proposed development requires a redundant crossover to be removed and 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.

Conservation – No Objection – *“This design scheme is a major improvement on the previous withdrawn scheme, HGY/2005/1876 & HGY/2005/1879.*

I confirm that we have had a positive pre-application dialogue with the architect David Saxby on this application

An initial draft of the design proposals was presented to Haringey Design Panel and to English Heritage for their observations and recommendations. The design has been further amended subsequent to these discussions.

The design statement supporting the application proposals identifies the essential principles followed in the evolution of the design, and provides an accurate account of the pre-application dialogue.

I fully endorse the observations of English Heritage on the proposals, dated 03/03/06, which have been relayed separately.

I will not repeat the English Heritage observations, apart to confirm that the design is satisfactory in terms of its overall block layout on the site around an inner and outer courtyard, and the separation of car parking and vehicles from the pedestrian courtyards. The overall height, bulk, mass of the blocks, as well as the architectural treatment of the High Road elevation, and the elevation at the rear alley, and its principal external facing materials are acceptable.

- *I would suggest that it may be necessary to allow a wider access into the inner courtyard from the car parking & access road along the north boundary...discuss with architect / applicant.*
- *I would also suggest a tall (2.3m) metal anti-climb fence along the boundary to the rear alley, but to allow a rear access pedestrian gate (robust but lockable) from the site, as well as well designed artificial lighting to make sure the alley is well overlooked from the new development. It is possible to transform this anti-social alleyway and make it safe - design out crime features clearly will be necessary – liaise with police officer.*

I recommend permission subject to conditions requiring approval of:

- *Samples of all external facing materials*
- *Fully annotated and dimensioned elevation and section drawings of the front elevation at a scale of 1:20, showing details of roof, facing materials, windows, balcony, walls.*
- *Fully annotated and dimensioned details of front boundary treatment including low level wall with coping, metal gates and balustrading, reduced vehicle cross over, adjacent flanking walls, and powered security gates at a scale of 1:10.*
- *Fully annotated and dimensioned details of rear boundary treatment to the alleyway, including anti-climb high level metal fencing, a lockable pedestrian access gate, at a scale of 1:10.*

- *Full details of hard and soft landscaping schemes to the Entrance Courtyard, the Inner Courtyard, the Outer Courtyard, and the Rear Community Amenity Space (check with the Council's Arboricultural officer on wording of appropriate conditions)*
- *Full details of artificial lighting scheme to the Entrance Courtyard, the Inner Courtyard, the Outer Courtyard, and the Rear Community Amenity Space.*

Reason for conditions ; To ensure that the development is of a high standard as it affects the setting of the listed building, to preserve the character and appearance of the conservation area, and in the interest of quality of amenity of residents.

Informative : The applicant is advised that only the highest quality yellow stock facing brickwork, in terms of materials, colour, texture, bond, and pointing, to the frontage building facing the High Road will be acceptable

Cllr John Bevan – No objection – *Please ensure the following material considerations are taken into account when the decision is made. That the frontage of the adjacent property 695 is of a distinctive style. Whether the whole block in total, including the adjacent property 695, may offer opportunities if developed as a whole, for an enhanced unified development of the entire location / block.*

Scientific Officer – No objection – *“Applicant to provide information on present/previous use, site investigation, risk assessment & details of any remediation required.”* A condition will be attached requiring a site history and soil contamination report to be prepared and approved before any works may commence on site.

Building Control – No objection – Please attach the following condition: *“Manual override required to main entrance gates for Fire Brigade access.”*

English Heritage – No objection.

Met Police – No objection.

T.W.A. – No comments.

Borough Arboriculturalist – No comments.

Waste Management – No comments.

Legal Services – No objection.

Regeneration – No comments.

Adjoining residents and occupiers – No comments.

RELEVANT PLANNING POLICY

National Policy Background

Planning Policy Guidance 3 Housing

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular 6/98 *Planning and Affordable Housing* will continue to apply, within the framework of policy set out in this guidance.

PPG3 states that Local Planning authorities should:

- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;
- promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the government expects to be significantly lower than at present.

Planning Policy Guidance 13 Transport

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people and for moving freight.
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- reduce the need to travel especially by car.

The London Plan

The London Plan was adopted in February 2004 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 19,370 additional 'homes' (970 per year) out of a target for London of 457,950 (23000 per year).

The London Plan also sets out density targets for residential development in London. Various ranges are specified. Of particular relevance to this site – urban sites along transport corridors with a medium accessibility index for flatted development may have a density range of 300 – 450 hrh.

Local Policy Background

Current Unitary Development Plan 1998

HSG 1.1 Strategic Housing Target

Sets out the Council's strategic housing targets based on central government advice.

HSG 2.1 Dwelling Mix For New Build Housing

The Council will normally expect all new development to include a mix of housing types to cater for both family and non-family households.

HSG 2.2 Residential Densities

In considering 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. This policy has been superseded by the London Plan and the Emerging Unitary Development Plan which reflects the requirements of the London Plan

HSG 2.23 Affordable Housing

All major housing developments will be expected to make a contribution towards meeting the Borough's need for affordable housing. The Council will require a 50% affordable housing requirement for 10 or more dwellings.

DES 1.1 Good Design and How Design Will Be Assessed

The Council will require development to be of good design. The overall quality of the design of a proposal will be assessed and poorly designed schemes will be refused.

DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area.

Infill development in areas of varied townscape of significant quality. (including most conservation areas) can create new compositions and points of interest but should be disciplined by building lines, scale of area, heights, massing, characteristic or historic plot widths.

DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale

The Council will assess the design of development schemes in relation to enclosure, height and scale.

DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing

In assessing the design of new development, alterations and extensions the Council will have regard to building lines, layout and form, rhythm and massing.

DES 1.8 Landscaping and Trees in Development Schemes

The Council will require developments to be appropriately landscaped to provide a suitable and pleasant setting for the proposed development.

DES 1.9 Privacy and Amenity of Neighbours

Seeks to protect the reasonable amenity of neighbours.

DES 2.2 Preservation and Enhancement of Conservation Areas

The Council will require that proposals affecting Conservation Areas will preserve or enhance them.

DES 2.5 Alterations and Extensions in Conservation Areas

The Council will require that proposals affecting Conservation Areas will preserve or enhance them.

TSP 1.1 Transport and New Development

All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand.

TSP 7.1 Parking for Development

The proposal should provide an acceptable level of parking in line with current national and local policy advice.

EMP 1.1 Employment Protection

Exemptions to retention may be considered where the land or buildings are not considered suitable for continued employment use on environmental, amenity or transport grounds

EMP 1.2 New Employment Uses

Council will promote employment generating uses through new mixed developments.

RIM 1.2 Upgrading Areas in Greatest Need

Council will give priority for public and private sector investment in regeneration projects.

Emerging Unitary Development Plan – Revised Deposit September 2004

HSG1 New Housing Developments

The Council will increase the supply of housing in the Borough in order to meet targets.

HSG4: Affordable Housing

Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall Borough target of 50%.

HSG8 Density Standards

Reflects the advice in the London Plan and increased densities.

HSG9 Dwelling Mix

Requires that the dwelling mix meet the Council's housing requirements.

UD1A Sustainable Design and Construction

This policy is concerned with the environmental/natural resource aspects of sustainable development.

UD2 General Principles

New development in the Borough should complement the existing pattern of development.

UD3 Quality Design

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

CSV1A Development in Conservation Areas

The Council will require that proposals affecting Conservation Areas will preserve or enhance them.

UD5 Mixed Use Developments

Where appropriate, developments should include a mix of uses in order to ensure sustainable development, particularly where such developments are located in town centres, areas of high public transport accessibility and within major new developments.

UD 10 Planning Obligations

The Council, where appropriate, will enter into Planning agreements under section 106 of the Town and Country Planning Act.

EMP3R Non Employment Generating Uses

Requires that a change of use of land from an employment generating use meets certain stringent requirements which demonstrate that an employment generating use on the land is no longer viable or the proposed development will replace the number of employees lost.

ENV6A Renewable Energy and Mitigating Climate Change

The Council will require all major development schemes to provide an energy assessment with their Planning application, showing an on-site provision of 10%, where feasible, of their projected energy requirement from renewable sources.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues created by the proposal are:

- i) principal of residential use and loss of commercial use,
- ii) principle of new commercial use,
- iii) density,

- iv) size, bulk, design and impact on conservation area and adjoining listed buildings,
- v) privacy and overlooking,
- vi) access and parking,
- vii) sustainability,
- viii) contributions.

Each of these issues is discussed below.

Principle of Residential Use and Loss of Commercial Use

Independent reports submitted by the applicant state that the current employment use of the subject site is no longer commercially viable. The site is in the middle of a predominantly residential area and is considered a suitable location for a mixed use development. The applicant will be required to pay a contribution of cash in lieu payment for the loss of the existing employment use however, the proposed development will provide employment for 9 people.

The London Plan sets housing targets for Local Authorities for the period up to 2016. The target for Haringey is 19,370 additional 'homes' (970 per year). These targets are generally reflected in Unitary Development Plan policy HSG 1.1: 'Strategic Housing Target'. This development will contribute toward the Council meeting its target.

PPG 3 and the London Plan encourage the residential development of brownfield sites. The pressure of land for new housing in the Borough means that brownfield sites such as this one are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of this development are increasingly limited as the available sites decrease. Policy DES 1.9 'Privacy and Amenity of Neighbours' recognises this pressure and seeks to ensure an appropriate level of development for these sites which ensures that existing amenity of the neighbourhood is not harmed. In this case, the proposed development has been designed to fit in without compromising the Council's development standards. Furthermore, the proposed development will not have a significant overbearing affect on the neighbouring properties.

Policy HSG 2.1 'Dwelling Mix For New Build Housing' requires a mix of unit sizes to provide some family, (i.e. over 1-bed), units. This scheme proposes 6 three bedroom flats, 30 two bedroom flats and 22 one bedroom flats, which generally meet the flat size and room size requirements of Supplementary Planning Guidance Note 2.3 'Standards for New Build Residential Development'. The proposal exceeds Council's affordable housing target of 50% of the units proposed complying with Policy HSG 2.23 'Affordable Housing'.

Principle of New Commercial Use

The current use of the subject site has not been commercially viable for a number of years. It is envisaged that the proposal will result in a more sustainable mix residential and office uses that will benefit the community

complying with Policies EMP 1.1 'Employment Protection'; EMP 1.2 'New Employment Uses' and RIM 1.2 'Upgrading Areas in Greatest Need'.

Density

Policy HSG 2.2 'Residential Densities' sets out the density range for the Borough. PPG3 recommends that more efficient use be made of land by maximising use of previously developed land. It recommends that Local Authorities "*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.*" This advice supersedes the housing density policy in the adopted Unitary Development Plan which is currently under review. The London Plan also sets higher densities for development in urban areas. The London Plan recommends a density range of 300 – 450 hrh for flatted development in urban sites along transport corridors with a medium accessibility index. The Unitary Development Plan sets a density range of 175 – 250 hrh. The densities allowed in the emerging Unitary Development Plan reflect more closely with the densities set out in the London Plan.

Applying the method of calculation set out in Supplementary Planning Guidance Note 2.2 Residential Densities, this scheme has a density of 368 hrh. This density is considered to be appropriate in this location and is in line with the ranges set out in the London Plan. The density is also within the 200 – 400 hrh range outlined in the draft Haringey UDP policy HSG 8.

Size, Bulk, Design and impact on Conservation Area and adjoining Listed Buildings

Policies DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The proposed buildings generally reflect the character and scale of the prevailing development in the vicinity. The proposed development is contemporary and respects and assimilates with the adjoining buildings in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area. No objections to the proposal have been received by adjoining residents and occupiers.

The application has been referred to English Heritage and Council's Conservation Team who have assessed that the proposal would not have a detrimental impact on the character and setting of the adjacent listed buildings or the character and appearance of the Conservation Area.

Privacy and Overlooking

Policy DES 1.9 'Privacy and Amenity of Neighbours' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the proposed buildings

meet the requirements of Policy and will not result in loss of privacy from overlooking.

It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general.

Access and Parking

Council's Transportation Group have not objected to the proposed development, which provides 20 car parking spaces.

It is considered that the access and car parking area is suitable for refuse vehicles to enter and exit the site in a forward motion.

Sustainability

The applicant has provided a completed sustainability checklist as part of the application submission in line with SPG 8c "Environmental Performance" and SPG 9 "Sustainability Statement – Including Checklist". The use of the site, which is 'brownfield' for the proposed mixed-use development fundamentally, addresses the principal of sustainability and this approach is demonstrated in the design of the scheme.

The development proposes the use of ground source heat pumps to source at least 10% of the site's future energy use from renewable energy in line with draft Policy ENV6A Renewable Energy and Mitigating Climate Change.

Contributions

Education - Supplementary Planning Guidance Note 8.2 Education Needs Generated by New Housing Development requires the applicant enter into a legal agreement with the Council to provide a financial contribution towards the impact of the development on local education provision. The Guidance recognises that all, new development, with 5 or more units with children bed spaces is likely to have an impact. The Guidance sets out a formula for assessing the contribution based on figures provided by the Department of Education and Science of the cost of school places. This report recommends that a contribution is required for this development through a legal agreement should Planning permission be granted. The applicant is required to contribute a sum of £206,743.10.

Environment improvements – The applicant is required to contribute £50,000 toward the provision and upgrade of infrastructural works in the surrounding area.

Employment – The contribution is a cash in lieu payment for the loss of the existing employment use. The figure was calculated at £60,000.

Transport – A contribution of £50,000 is required to be made towards improving the footway conditions for pedestrians at this location..

Cost Recovery – £11,002.29

SUMMARY AND CONCLUSION

The proposed development is of a type and scale which is appropriate to this location. The scheme meets the relevant policy requirements for sites of this type as well as being in line with general national policy and guidance which encourages Local Planning Authorities to approve higher density schemes.

The position of the proposed buildings on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The design approach is modern which fits in with the surrounding area, adequate amenity space is provided and the scheme includes sufficient on-site parking.

Planning permission is therefore recommended subject to a legal agreement and conditions.

RECOMMENDATION 1

The Sub-Committee is recommended to **RESOLVE** as follows:

- (1) That Planning permission be granted in accordance with Planning application no. HGY/2006/0710, 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) in order to secure 100% of the residential units as affordable housing, a contribution of £206,743.10 toward educational facilities within the Borough, an environment contribution of £50,000 toward the provision and upgrade of infrastructural works in the surrounding area, a contribution of £60,000 in lieu of the employment not provided, a contribution of £50,000 toward improving transportation infrastructure in the immediate locality and a contribution of £11,002.29 toward cost recovery.
- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 5 July 2006 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole discretion allow; and

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/2006/0710 & applicant's drawing nos. PSIA02/P/01 Amendment C; PSIA02/P/02 Amendment B;

PSIA02/P03 Amendment B; PSIA02/P04; PSIA02/P/05; PSIA02/P/06 & PSIA02/P/07

(3) That in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning application reference number HGY/2006/0710 be refused for the following reason:

The proposal fails to provide:

- a) The affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 Affordable Housing.
- b) An education contribution in accordance with SPG 12.
- c) An employment contribution in accordance with SPG 10
- d) A contribution toward public transport, pedestrian and cycle facilities in accordance with SPG 14.
- e) A contribution toward environmental improvements in the surrounding area in accordance with SPG 10

As required by Policy RIM 1.1 of the adopted Unitary Development Plan 1998 and Policies UD 10 Planning Obligations and UD10A Benefiting The Local Community of the emerging Unitary Development Plan.

RECOMMENDATION 2

GRANT PLANNING PERMISSION

Registered No. HGY/2006/0710

Applicant's drawing No.s: PSIA02/P/01 Amendment C; PSIA02/P/02 Amendment B;
PSIA02/P03 Amendment B; PSIA02/P04; PSIA02/P/05;
PSIA02/P/06 & PSIA02/P/07

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 Section 91 of the Town & Country Planning Act 1990 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 following have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority:
- Building samples of all external facing materials;
 - Fully annotated and dimensioned elevation and section drawings of the front elevation at a scale of 1:20, showing details of roof, facing materials, windows, balcony, walls;
 - Fully annotated and dimensioned details of front boundary treatment including low level wall with coping, metal gates and balustrading, reduced vehicle cross over, adjacent flanking walls, and powered security gates at a scale of 1:10;
 - Fully annotated and dimensioned details of private and communal amenity space boundary fencing at a scale of 1:10;
 - Fully annotated and dimensioned details of rear boundary treatment to the alleyway, including a 2.3 metre tall anti-climb high level metal fencing, a lockable pedestrian access gate, at a scale of 1:10;
 - Full details of hard landscaping schemes to the Entrance Courtyard, the Inner Courtyard, the Outer Courtyard, and the Rear Community Amenity Space;
 - Full details of artificial lighting scheme to the Entrance Courtyard, the Inner Courtyard, the Outer Courtyard, the Rear Community Amenity Space and the alleyway to the rear of the site.

Reason: To ensure that the development is of a high standard as it affects the setting of the listed building, to preserve the character and appearance of the conservation area, and in the interest of quality of amenity of residents.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of works on site. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and

species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. 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. Notwithstanding the description of dustbin and recycling enclosures submitted as part of the permission hereby granted the enclosures shown shall be constructed in complete accordance with the requirements of the Local Planning Authority and be installed prior to the occupation of the buildings (please contact Michael McNicholas in Council's Waste Department on 020 8489 5668 for further details).
Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.

7. That not more than 58 separate residential units shall be constructed on the site.
Reason: In order to avoid overdevelopment of the site.

8. Details of design, materials and location of the bicycle racks shall be submitted to the Local Planning Authority, agreed to in writing and installed prior to the occupation of the buildings. At least 40 bicycle racks are to be provided and enclosed within a secure shelter. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.
Reason: To improve the conditions for cyclists at this location.

9. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the commercial floor space hereby approved shall be used for commercial employment purposes only and shall not be used for any other purpose unless approval is obtained to a variation of this condition through the submission of a Planning application.
Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

10. The car parking spaces shown on the approved drawings shall be constructed and maintained to the satisfaction of the Local Planning Authority and shall be permanently retained and used in connection with the development hereby approved.
Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained.
11. A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.
Reason: To protect the health of future occupants of the site.
12. The proposed development shall have no more than 5 central dishes/aerial systems 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.
13. A secure electronic gate is to be erected on the driveway at the front of the site. Details and drawings of the electronic gate are to be submitted to and approved by the Local Planning Authority before the site is occupied and permanently retained in place thereafter. The gate shall have a manual override for Fire Brigade access.
Reason: To protect the safety of future occupants of the site and adjoining properties.
14. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular Planning application to the Local Planning Authority for its determination.
Reason: To avoid overdevelopment of the site.
15. Details of design, materials and location of the proposed ground source heat pumps shall be submitted to the Local Planning Authority and agreed to in writing prior to any works commencing on site. The heat pumps shall provide 10% of the site's projected energy requirements. A site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards shall be included in the submission. The assessment must show the carbon emissions resulting from the projected energy consumption. Such an approved scheme shall be carried

out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To help reduce the nation's carbon dioxide emissions.

16. All windows on the second and third floors of the two four storey buildings to the rear of the site shall have obscured glazing up to 1.5 metres in height from the internal finished floor levels.

Reason: To prevent overlooking on adjoining properties.

INFORMATIVES

- (i) The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'.
- (ii) 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.
- (iii) The proposed development requires a redundant crossover to be removed and 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.
- (iv) The applicant is advised to liaise with the Environment Agency regarding the underground water culvert to the front of the site.
- (v) The applicant is advised that only the highest quality yellow stock facing brickwork, in terms of materials, colour, texture, bond, and pointing, to the frontage building facing the High Road will be acceptable.
- (vi) This approval does not include any signage associated with the commercial use. A separate application for this signage shall be submitted to, and approved in writing by the Local Planning Authority prior to its installation.

REASONS FOR APPROVAL

The proposal at 691 - 693 High Road, N17 for the demolition of existing buildings and erection of part 1, 2, 3 and 4 storey building comprising 180 sq. m. of commercial floor space (B1) and 58 residential units with 20 car parking spaces and associated landscaping complies with policies HSG 1.1 'Strategic Housing Target'; HSG 2.1 'Dwelling Mix For New Build Housing'; HSG 2.2 'Residential Densities'; HSG 2.23 Affordable Housing'; DES 1.1 'Good Design and How Design Will Be Assessed'; DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area'; DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale'; DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing'; DES 1.8 'Landscaping and Trees in Development Schemes'; DES 1.9 'Privacy and Amenity of Neighbours'; DES 2.2 'Preservation and Enhancement of Conservation Areas'; DES 2.5 'Alterations and Extensions in Conservation Areas'; TSP 1.1 'Transport and New Development'; TSP 7.1 'Parking for Development'; EMP 1.1 'Employment Protection'; EMP 1.2 'New Employment Uses'; and RIM 1.2 'Upgrading Areas in Greatest Need' within the Haringey Unitary Development Plan. It is therefore considered appropriate that Planning permission be granted.