



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

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

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

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

## **2. PLANNING HISTORY**

### **2.1 Planning Application History**

Planning permission was refused in 2007 – HGY2006/0323 & HGY2006/0322 for erection of a part 4/5 storey building comprising a mix of one, two, three and four bed self contained flats with commercial units at ground floor level with parking at basement. The proposal was also dismissed on appeal – APP/Y5420/A/06/2024270.

Planning permission was granted in June for the demolition of existing garages and erection of 3 storey building comprising 1 x three bed, 4 x two bed and 4 x one bed flats with commercial use (A1 / A2) at ground floor level, offices at first floor level and parking at basement level. (HGY/2008/0593)

### **2.2 Planning Enforcement History**

There is enforcement record on the site

## **3. RELEVANT PLANNING POLICY**

### **3.1 National Planning Policy**

The policies relevant to the current proposal are as follows:

Planning Policy Statement 3: Housing. This policy paper provides guidance on a range of issues relating to the provision of housing. PPS3 states that Local planning authorities should:

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

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

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

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

Local planning authorities should therefore:

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

PPS13 provides further guidance on the relationship between the residential development and transport provision, indicating that when considering planning applications, local authorities should:

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

### 3.2 London Plan

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

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

### 3.3 Unitary Development Plan

UD3 General Principles – Outlines general development principles and the Council’s requirements.

UD4 Quality Design – Sets the standard of design required on all new development within the borough.

CSV1 Development in Conservation Areas – Developmental proposals affecting conservation areas should preserve or enhance the historic character and qualities of the building and should recognise and respect the character and appearance of conservation areas.

CSV7 Demolition in Conservation Areas – The Council will seek to protect building within conservation areas, by refusing applications for their demolition if it would have an adverse impact on the character and appearance of the conservation area.

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

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

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

HSG2 Change of use to residential – Outlines the principles and requirement for changes to residential.

EMP4 Non Employment Generating Uses - Outlines the principles and requirement for changes to non employment generating uses such as residential.

3.4 Supplementary Planning Guidance / Documents

SGP1a ‘Design Guidance  
 SPD Housing – ‘Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes’

4. CONSULTATION

Statutory	Internal	External
	Transportation Group Cleansing Building Control Conservation Team Ward Councillors	<u>Amenity Groups</u>  <u>Local Residents</u>  Total No of Residents <u>Consulted: 98</u>

5. RESPONSES

5.1 Transportation

Transportation Comments - This proposed development is located where the public transport accessibility level is medium with South Tottenham and Stamford Hill stations a walking distance away and, the adjoining bus route High Road providing some 70buses per hour (two-way) for frequent connections to Seven Sisters tube/over ground stations. There are also cycle routes in the vicinity of this development from Fairview Road through Rostrevor Avenue and to Hillside Road/East Bank, for cyclists travelling north and south of the development. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site. In addition, our interrogation with TRAVL trip prediction software has revealed that based on similar sites (Albion Wharf, SW11, Frazer Close, RM1, Parliament View, SE1 and Water gardens, SM1), the residential aspect of this development (some 1501sqm GFA) would generate a combined vehicle movements, in and out of the development, of some 6 vehicles in a critical morning peak hour.

Also, using comparative sites (Courts-SE6, Matalan-E11 and PC World-SW6), we have estimated that the retail element of this development (some 319sqm GFA) would generate some 11 vehicle movements, entering and exiting this development, during the worst case evening peak hour. We have therefore considered that the 17 vehicular trips, into and out of this site, would not have any significant adverse impact on the adjoining roads.

Furthermore, the applicant has proposed some 20 car parking spaces in line with the maximum parking standard stipulated in the Council's UDP and 9 bicycle racks as detailed in the Basement/Ground Floor Plan. Nevertheless, we do feel that potential cyclists would benefit from additional cycle parking.

We also have concern with the existing traffic calming measures on Rostrevor Avenue which are sub-standard, with no effective mechanisms to slow traffic down, hence will require some upgrade to include a raised table/ improved entry treatment on Rostrevor Avenue. We will therefore ask the applicant to make a financial contribution, by way of S.106 agreement, towards the implementation of speed reduction schemes along this road.

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

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

Ward Councillors – No responses received.

## 5.2 Local Residents

8 letters received - 3 objecting and 2 letters of support received from local residents – a summary of the objections is as follows:

The introduction of the exit/proposal to what is already, at certain times of day, an extremely busy and chaotic stretch of Rostrevor Avenue.

The road is too narrow to cope with the current traffic coming in from and going out to the High Road when cars are parked on both sides.

Solution is to make Rostrevor Avenue a one-way road as are several parallel roads on the Northern side, down toward South Tottenham railway station.

## 5.3 Design and Conservation

I note one flat, Unit 3, has a single north facing aspect, which would be contrary to the Mayors Housing Design Guide. However as the proposals are not for affordable housing (they cleverly avoid the 10 unit threshold by having a large area of offices on the 1<sup>st</sup> floor), compliance with this is not required. We can however require that the housing provides figures to demonstrate adequate levels of daylight and sunlight as our Housing SPD 8.25 and 6, in accordance with "Site layout planning for daylight and sunlight: A guide to good practice", P J Littlefair / BRE, 1991. Otherwise I think the proposal is elegant and appropriate, with decent standards of residential accommodation, a good site layout and well composed elevations.

Tottenham CAAC – Object – Not enough information on the materials to be used.

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

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

Crime Prevention Officer – No objection to the proposal.

## 5.4 Amenity Issues

Most of the objection from local residents is about traffic congestion as highlighted above. The Council's transportation group does not however object to the proposal.

## 6. ANALYSIS / ASSESSMENT OF THE APPLICATION

This application was received by the planning department under the procedure to apply for 'extensions to the time limits for implementing existing planning permissions'. The procedure was brought into force on 1 October 2009 via the Town and Country Planning (General Development Procedure) (Amendment No.3) (England) Order 2009 (SI 2009 No.2261) and the Planning (Listed Building and Conservation Areas) (Amendment) (England) Regulations 2009 (SI 2009 No.2262). This is a temporary measure that only applies to permissions granted before 1 October 2009 and which have not yet been implemented i.e. during the normal 3 year implementation period.

The accompanying guidance from central Government states that "while these applications should, of course, be determined in accordance with s.38(6) of the Planning and Compulsory Purchase Act 2004, local planning authorities should, in making their decisions, focus their attention on development plan policies and other material considerations which may have changed significantly since the original grant of permission." In the light of this advice, the main issue is whether changes to development plan policies or other material considerations are so significant as to justify a different decision to that taken in 2008.

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

- Principle of residential led mixed use development on the site.
- Design, Bulk, Massing and Height
- Density
- Amenity
- Parking and Waste Management
- Sustainability and renewable energy
- Response to objector comments
- Affordable housing
- Section 106 obligations

### 6.2 Principle of residential led mixed use development on the site.

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

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

It is considered that the proposed mixed use will retain employment creating potential on the site.

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

### 6.3 Design, Bulk, Massing & Height

The design of the development has been assessed against the criteria included in Policy UD4 Quality Design.

The existing building is poor in quality but the site is important in the street scene; being on the southern corner of the block of properties between Norfolk and Rostrevor Avenue's.

The current proposal has been amended to reflect the Design Officer's comments:

The scheme has been altered, breaking up the principal elevation with some vertical elements to provide more vertical articulation to read well alongside the neighbouring properties that display a strong vertical emphasis providing a strong street rhythm.

The height of the proposed building especially on the corner is the same height as that of the neighbouring buildings.

It is considered that the height and design fits in with the site's setting and is in keeping with the existing streetscape, the scale and the architecture of the existing buildings. It is considered that the proposed elevation treatment will enhance the street scene.

The Design Officer was concerned that there was a large brick section of frontage directly on to the High Road. This has been amended to provide an active frontage by inserting a shop window. It is considered that the proposed commercial frontage/shop-front will provide a considerable improvement to the existing situation thereby improving the positive impression of the surrounding area.

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

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

Overall, it is considered that the proposed development respects the surrounding built form. The proposed scheme has responded to the Inspectors comments in that the bulk and scale of the development is in keeping with the existing scale and pattern of development without causing visual harm.

The proposal meets the aims of UDP policies UD3 General Principles and UD4 Quality Design: These policies set the standard of design required on all new development within the borough.

### 6.4 Density.

The site is within Tottenham High Road Corridor where there is good accessibility to local shopping facilities: policy HSG9 Density Standards and the London Plan states higher densities are acceptable in townscape terms. In addition, the proposal incorporates commercial and residential uses; the scheme is of high quality design and will enhance the street scene and the immediate locality.

The site covers an area of 0.1260hectares and proposes a density of 335 habitable rooms to the hectare (hrh). The density is within the UDP recommended density of 450hrh and appropriate for the location. The proposed density promotes sustainable patterns of development and makes the best use of previously developed urban land. It is maintained that the proposed scheme is wholly appropriate in terms of height and density. It also accords with the emerging Unitary Development Plan and London Plan policies, which promote higher densities for developments that are attractive and well designed.

PPS3 Paragraph 54 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas. In seeking to achieve these objectives, local planning authorities and developers should think imaginatively about designs and layouts which make more efficient use of land without compromising the quality of the environment. Local planning authorities should therefore: Seek greater intensity of development at places with good public transport accessibility such as local centres or along good quality public transport corridors.

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

Policy HSG9 Residential Densities also states that in considering the density of all schemes the Council will have particular regard to the overall design and layout of the development, availability and capacity of Statutory Undertaker Services, the amenities of adjacent proposal and the area as a whole. It is considered that the proposed development has no adverse impact upon the amenity of adjacent occupiers and the locality.

#### **6.5 Amenity.**

It is considered that the proposed scheme has no detrimental impact on the existing privacy enjoyed by the adjoining residents of Rostrevor Avenue, the neighbouring and surrounding properties and as such is not contrary to policy UD3 in terms of Privacy and amenity in that the windows at the rear of the proposed development that have the potential for overlooking are all bedroom or bathroom windows – additionally there is only one property namely No.1 Rostrevor that is likely to suffer overlooking of its rear garden – it is considered that although the potential for overlooking exists it is unlikely to cause sufficient harm to warrant refusal of the proposal.

In terms of individual amenity of the occupiers of the proposed flats, the units are provided with secure external balconies with an accessible and secure communal roof garden also proposed.

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

#### **6.6 Parking and Waste Management.**

There is a dedicated and accessible waste/recycling storage facility that meets the Council's requirement. Waste Management has given this a Green meaning it is satisfactory.



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

The Council's Transportation Group supports redevelopment in this location in conjunction with the basement parking provided. It was considered that the proposal would not lead to adverse additional on street car parking pressure.

## **6.7 Sustainability and renewable energy**

The applicant has submitted a Sustainability check list and an Energy Strategy Statement that incorporates the provision of Photo-voltaic cells that contribute at least 10% toward the electricity needs of the building.

High efficiency combined condensing boilers with integral storage and direct water heating to be used throughout.

Recycling facilities is to be provided to allow separate storage.

Rainwater collected from the roof stored at basement level and can be used to flush toilets – saving up to 120,000 litres per annum.

Construction will use wherever possible recycled materials and timber from sustainable sources.

## **6.8 Response to objector comments**

The proposal will add to the already high levels of traffic in the area – cars entering and leaving the car park will be a danger to local children.

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

Tottenham CAAC objects on there not being enough information on the materials to be used.

Response: The scheme proposes a mix of modern and traditional materials, the quality can be adequately controlled by a condition requiring the submission the building samples.

## **6.9 Affordable housing**

HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing. The proposed development is below the threshold and as such affordable units are not proposed or required. This is in line with Council policy and supplementary planning guidance<sup>11</sup>.

## **7. Section106 obligations - Education – Transport and Administrative Charges.**

Under the terms of Circular 1/97 Planning Obligations, and in line with Supplementary Planning Guidance Note 10, The Negotiation, Management and Monitoring of Planning Obligations, it is appropriate for Local Planning Authorities to seek benefits for the

surrounding area appropriate to the size and scale of the development. The Council therefore proposes to enter into an agreement under S106 of the Town and Country Planning Act 1990 to provide the following benefits as part of the proposal.

- An education contribution of £24,960 in accordance with the formula in SPG12

The applicant has agreed to enter into an agreement to contribute £24,960 toward education facilities in line with the requirements of Supplementary Planning Guidance 12.

Additionally the applicant has agreed to Transportation request to contribute toward traffic calming measures and toward environmental infrastructure of £15,000 plus administrative charges of £2,040.

The total financial contribution amounts to £42,000

## 8. CONCLUSION

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

In response to the Design Officers' comments: The frontages have been redesigned to reinforce a vertical rhythm to the façade treatments. The vertical elements remain intentionally irregular maintaining a balance of proportions but not a rigid panel approach.

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

The proposed development is considered consistent with Policy UD3 in terms of 'Privacy & Amenity of Neighbours' and Supplementary Planning Guidance 3b'Privacy and Overlooking, Aspect/Outlook and Daylight/Sunlight'.

Amenity space has been designed into the scheme in the form of balconies at the front and a communal roof garden.

It is considered that the scheme is in accordance with Council policies in terms of design, height, bulk and massing and responds to the Inspectors comments in respect of overall height and impact on the conservation area and the Listed Building on the opposite side of the road.

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

The density of the proposed development is 335 habitable rooms per hectare are considered consistent with the Governments Planning Policy Guidance 3 and also Policy HSG 8 'Density Standards' of the Haringey Unitary Development Plan.

Car Parking has been proposed within the site which is also situated in an area with High Public Transport Accessibility and is considered consistent with Policy M10. 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

In summary, it is considered that there has been no material change in the circumstances and that the report reflects Government advice on renewing extant planning permissions and local residents comments and new comments from the conservation and design officer.

## 9. RECOMMENDATION 1

That planning permission be granted in accordance with planning application no. HGY2011/1062/1063 Drg No. 02,03,100,101, 102,103,104,105,106,107,subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended). The Agreement or Agreements is necessary in order to secure contributions of £24,960 toward local education facilities, £15,000 toward Transportation works in the form of traffic calming and for environmental improvements within the locality and £2,040 toward administrative charges.

## 10. RECOMMENDATION 2

10.1. The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/1062/1063 Drg No. 02,03,100,101, 102,103,104,105,106,107,subject to a pre-condition that the owners of the application site shall first have entered into a deed of variation to the current S106 Agreement and that following completion planning permission be GRANTED in accordance with planning application no HGY/2011/1062/1063 and the Applicant's drawing No's No.(s) 02,03,100,101, 102,103,104,105,106,107 subject to the following conditions:

10.2. That in the absence of the Agreements referred to in resolution (i) above being completed within the time period provided for in resolution (ii) above, the planning application reference number HGY/2011/1062/1063 be refused for the following reason:

10.3. The proposal fails to provide the Education contributions in accordance with the requirements set out in Supplementary Planning Guidance 10c 'Education needs generated by new housing developments' attached to the Haringey Unitary Development Plan

10.4. That, following completion of the Agreement referred to in resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2011/1062/1063 & applicant's drawing Nos. 02,03,100,101, 102,103,104,105,106,107,subject to the following conditions:

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

Applicant's drawing No. (s) 02,03,100,101, 102,103,104,105,106,107,

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

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

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

4. That not more than 9 separate residential units, whether flats or houses, shall be constructed on the site.

Reason: In order to avoid overdevelopment on the site.

5. 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.

6. The development hereby authorised shall comply with BS 8220 (1986) Part1, 'Security Of Residential Buildings' and 'Designing Out Crime' principles.

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

7. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2. (a) Inclusion of 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. The assessment must show the carbon emissions resulting from the projected energy consumption.

(b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

(c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in

2). Consistency to be approved by LB Haringey prior to the commencement of development. Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

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8. 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: In order to protect the health of future occupants of the site.

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

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

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

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

## REASONS FOR APPROVAL

The proposal accords with Policies HSG2 'Change of Use to Residential', EMP4 'Non Employment Generating Uses', UD3 'General Principles', UD4 'Quality Design', UD6 'Waste Storage, HSG4 'Affordable Housing and HSG8 'Density Standards' of the Haringey Unitary Development Plan. Appropriate car parking has been proposed on site which is situated in an area with High Public Transport accessibility and is considered consistent with Policy M10 'Parking for Development'. The proposal is also in accordance with the Council's Supplementary Planning Document on housing, SPG10 'Negotiation and Monitoring of Obligations' SPG12 'Educational need generated by new housing development and SPG8 'Waste and Recycling'.