

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0770	Ward: Noel Park
Date received: 11 April 2012	
Address: Lymington Avenue, London, N22 6JB	
Proposal: Mixed use development providing commercial units along Lymington Avenue and 66 residential units arranged from 2 - 6 storeys, with parking and private amenity areas to the rear	
Existing Use: Residential/Commercial	Proposed Use: Residential/Commercial
Applicant: Sanctuary Housing	
Ownership: Public	

DOCUMENTS

Title
Existing Plans and Elevations
Proposed Plans and Elevations
Design and Access Statement
Arboriculture Report
Energy Report
Sunlight and Daylight Report
Code for Sustainable Homes Planning Statement
Noise Report
Ecology report
Accommodation Schedule

Plan/Document		
Plan Number	Revision	Plan Title
1201_E_100		Site Location Plan
1201_E_101		Plans existing
1201_E_102		Elevations existing
1201_P_200	Rev A	Proposed Ground Floor
1201_P_201	Rev A	Proposed First Floor Plan
1201_P_202	Rev A	Proposed Second Floor Plan
1201_P_203	Rev A	Proposed Third Floor Plan
1201_P_204	Rev A	Proposed Fourth Floor Plan Level 1 to 3
1201_P_205	Rev A	Proposed Fifth Plan
1201_P_206		Roof
1201_P_210_225		Flat types A to R
1201_P_230	Rev A	Proposed Site Plan
1201_P_250	Rev A	Elevation 1 South-West
1201_P_251	Rev A	Elevation 2 South-East
1201_P_252	Rev A	Elevation 3 North-East
1201_P_253	Rev A	Elevations 4 & 5

1201_P_254	Rev A	Elevations 6 & 7
1201_P_500		3D Model
1201_P_600		Design & Access Statement
1201_Schedule 120411		Housing Schedule
1501.Energy Strategy v1.0.		Energy Strategy
BS5837 - Lymington Avenue - ATC AIA 02 - 05- 04-12 (A2)		Arboricultural Impact Assessment
BS5837 - Lymington Avenue - ATC AMS (3) - 05-04-12		Arboricultural Development Report
BS5837 - Lymington Avenue - ATC TPP 02 - 05- 04-12 (A2)		Tree Survey to BS5837 – Land at the Junction of Lymington Avenue and Noel Park Road, Wood Green, London N22
CfSH Pre assessment Planning Lymington Ave Final		Code for Sustainable Homes, Planning Statement
Noise Assessment		Sound Insulation Assessment, Technical Report
Sunlight and Daylight Report		Planning Sunlight, Daylight and Overshadowing Report at Lymington Avenue
Survey Schedule		BS 5837:2005 Tree Survey
Tree Constraints Plan		Land at Junction of Lymington & Noel Park Road, Wood Green, Tree Constraints Plan
Tree Report		Tree Survey to BS5837 – Land at the Junction of Lymington Avenue and Noel Park Road, Wood Green, London N22
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<p>SUMMARY OF REPORT: The proposed scheme is for the demolition of the existing pre-fabricated houses and retail units on the 3,480m² site adjacent to Lymington Avenue and for the erection of a 2 to 6 storey building comprising 66 self contained flats. The proposal is considered to be a high quality response to the site and its immediate surrounding; taking into account the rhythm, scale and mass of neighbouring buildings.</p> <p>The development will lead to a more defined streetscape with the proposal providing stronger enclosure along the north side of Lymington Avenue. The proposal will replace pre-fabricated buildings of poor to modest quality, which are openly visible from the road, with a building of high-quality design which will be of a suitable design for a site adjacent to a conservation area and within a metropolitan centre. The facades will incorporate contemporary materials which are considered appropriate to the area.</p> <p>The proposed new building has been positioned and designed to minimise its impact on the adjacent residential properties at Pelham Road by incorporating appropriate landscaping on site and by concentrating development to the south of the site, nearest the shopping core. This proposed building will achieve a high standard in terms of sustainable design. Due to the very high PTAL level, the proposal is a car-free development and seeks to achieve a Code for Sustainable Homes Level 4. The application will be subject to a S106 agreement seeking an education contribution and a contribution for improvements to</p>	

walking and cycling in the area.

The scheme creates a non-residential space of approximately 360sqm. Which can be used for commercial or community space in line with the planning brief.

1.0 SITE PLAN



Land at Lynton Avenue N22

2.0 PROPOSED SITE PLAN



Site Layout Plan



Proposed Axonometric (looking towards Wood Green Metropolitan Shopping Centre)



Proposed Elevation along Lymington Avenue



Proposed Elevation along Noel Park Road

3.0 SITE AND SURROUNDINGS

- 3.1 The site (3,556m²) is occupied by a number of single-storey pre-fabricated retail buildings, with six bungalows to the rear of the site erected on a temporary basis in the 1990s. Much of this site (approximately one quarter) is overgrown and unkempt. The site is located behind Wood Green High Road, a major centre within the Borough.
- 3.2 The site lies adjacent to the Noel Park Conservation Area. Noel Park was built between 1883 and 1929 by a Victorian philanthropist group called “The Artisans, Labourers and General Dwellings Company”. The Estate was a showpiece of modern housing with five different house types, with varying standards of accommodation and facilities and architectural detail. Craftsmanship and quality of material were considered to be of a very high standard with attractive front facades with decorative slate roofs, fine brick details, wooden sash windows, wood panelled front doors and neat front gardens bounded by low brick walls and copings and capitals.
- 3.3 Most of the Conservation Area is subject to an Article 4 Direction under the Town and Country Planning (General Permitted Development) Order 1995, which restricts permitted development rights – see Table 7 of the Haringey Unitary Development Plan (March 1998). The site lies within the Wood Green Metropolitan Centre and falls within the secondary frontage of the Centre, as defined in Schedule 3 of the Haringey Unitary Development Plan (2006).
- 3.4 The site is within the Wood Green Outer Controlled Parking Zone, which currently operates from Monday to Sunday 8.00am to 10.00pm. The site is well served by public transport. Wood Green and Turnpike Lane Underground stations, served by the Piccadilly line, are both about 450 metres from the site. There are 18 bus routes operating along the High Road or servicing the Underground stations. Both Turnpike Lane and Wood Green are important interchanges within the borough. The nearest bus stops are on the High Road approximately 150m from the sites.
- 3.5 The public transport accessibility level (PTAL) is 6a (High). A new link road connecting Noel Park Road and Bury Road was completed in August 1999. This has improved access from the north to the service yards and Bury Road car park to the rear of Wood Green High Road, although alterations made to the highway network at the same time made access from the south considerably more difficult. Through traffic is not allowed to pass along Lymington Road to the High Road after its junction with Bury Road – this section of the street is used for servicing and access only.

4.0 PROPOSAL

- 4.1 This application proposes the demolition of all of the existing buildings on the site and construction of 66 dwellings and a significant ground floor commercial/retail/community space. This scheme refers to the Haringey Council Planning Brief for the site which states that 'redevelopment of this site should create a high quality mix of retail uses and residential units, although community type uses will also be acceptable'. The proposal has also evolved following the pre-planning meeting on 28th September 2011, the subsequent correspondence with the design officers and a presentation at the Haringey Design Panel.
- 4.2 The proposed development has a mix of residential and non-residential space and is split into private accommodation and affordable units. The proposed floorspace for the respective flats, as set out in detail below, will be in excess of the London Plan requirements which supersede the standards outlined in Haringey's Housing SPD. In addition they will comply with the Housing Associations HQIs, Lifetime Homes and the Mayors Design Guide.
- 4.3 The scheme creates a non-residential space of approximately 370m sqm. This can be used for commercial/community space replacing that currently on site. The density level of accommodation has been calculated at 651HRH and is therefore within the 650-1100 HRH density range which the London Plan states is sustainable for a 'Central' setting with a Public Transport Accessibility Level (PTAL) of 4-6.
- 4.4 The proposal lies within the Wood Green Metropolitan Centre and is highly accessible via public transport. Therefore, the scheme is proposed as a car free development with occupants not being eligible for car parking permits.

5.0 PLANNING HISTORY

5.1 Planning Application History

No recorded history.

5.2 Planning Enforcement History

None

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The proposed development is considered to be consistent with the Framework which seeks to approve proposals that accord with the local

development plan. The NPPF has at its core a strong presumption in favour of sustainable development.

6.2 London Plan 2011 – (Spatial Development Strategy for Greater London)

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.7 Large Residential Developments
Policy 3.8 Housing choice
Policy 3.10 Definition of Affordable Housing
Policy 3.11 Affordable Housing Targets
Policy 3.13 Affordable housing thresholds
Policy 3.14 Existing housing
Policy 3.15 Coordination of housing development and investment
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy

6.3 Unitary Development Plan

G1 Environment
G2 Development and Urban Design
G3 Housing Supply
G4 Employment
G5 Town Centre Hierarchy
G10 Conservation
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD6 Mixed Use Developments
UD7 Waste Storage
UD8 Planning Obligations
UD10 Advertisements
HSG1 New Housing Development
HSG4 Affordable Housing
HSG10 Dwelling Mix
M9 Car-Free Residential Developments
OS15 Open Space Deficiency and New Developments
OS17 Tree Protection, Tree Masses and Spines

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPD Housing 2008
SPG4 Access for All - Mobility Standards
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG6a Shop fronts, Signage & Security

SPG6b Advertisements
 SPG8b Materials
 SPG9 Sustainability Statement
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations
 SPG10a Educational Needs Generated by New Housing

6.5 Other

Haringey Local Development Framework – Draft Core Strategy (Submitted for Examination March 2011)
 Haringey Draft Development Management Policies (Published for Consultation May 2010)
 Haringey ‘Draft Supplementary Planning Document on Sustainable Design and Construction’
 Mayor of London ‘London Housing Design Guide’ 2010
 Sites at Lymington Avenue, N22 Planning Brief

7.0 **CONSULTATION**

Statutory	Internal	External
- TfL	- Transportation Group - Cleansing - Building Control - Food and Hygiene - Housing Renewal - Noise and Pollution - Homes for Haringey - Ward Councillors - Arboricultural Officer - Housing	<u>Amenity Groups</u> - Noel Park CAAC <u>Residents Association</u> - Noel Park - Noel Park North <u>Local Residents</u> - As outlined in Appendix - Transport for London - London Fire Brigade

A Development Management Forum was held at St Mark’s Church on May 16th, 2012.

8.0 **RESPONSES**

The flowing responses were received via the statutory public consultation.

Transportation (Final Comments)

8.1 The proposed site is located on the junction of Noel Park Road with Lymington Avenue; the site is located in and an area with a good public transport accessibility level (PTAL 6) and is within easy walking distance of Wood Green underground station and bus interchange. Directly opposite the site is Shopping City East, which has several service entrances of Noel Park Road, as well as delivery access on Bury Road.

- 8.2 The proposed development is located within the Wood Green (inner) controlled parking zone, which operates from Monday to Sunday 8:00am – 10:00pm and offers a good level of on-street parking control. A site visit conducted on the 14/06/2012 observed that there also the presence of double yellow lines on Noel Park Road from the junction with Pelham Road to the junction of Lymington Avenue with Bury Road.
- 8.3 This section of Lymington Avenue operates as a one-way (Eastbound) to vehicles vehicular traffic. There are also several local and strategic cycle routes including the LCN+ Link 78 which is aligned via Lymington Avenue from the Borough Boundary with Enfield in the North via Bounds Green Road to the borough boundary with Waltham Forest in the east via Ferry Lane.
- 8.4 Policy M3 states that the Council will require developments with a high trip generation characteristics be located where public transport accessibility is high and the location and building design encourages cycling and walking, so that all users regardless of disability, age or gender can use them safely and easy.
- 8.5 We have examined the trip generated by the proposed development site which complies with the above policy M3. Based on similar site Albion Wharf SW114AL, Coopers Court W3 8PN, Green Dragon House WC2H 5LQ, Riverside West SW18 1DB and ST George Wharf SW8 2LR; this development proposal would generate some 3 in/out trips in the critical am Peak periods. In relation to the proposed 440 Sqm of A1 retail floor space, these are existing retail space, and in transport terms would not result in any substantial increase in generated trips or parking demand.
- 8.6 We have assessed the car parking provision proposed by the applicant inline with Policy M9, the criteria for a car-free development, which are that: the public transport accessibility level is good with alternative means of transportation and a controlled parking zone exists. Considering that the characterises of this site are in line with Policy M9, we will require this development to be dedicated as a car fee development; this must be secured by the S.106 agreement, and will need to be supplemented by a residential Travel Plan.
- 8.7 In addition the applicant has proposed providing 7 disabled car parking spaces for the sole use of residents of the disabled units, and some 94 cycle parking spaces. In addition we will require the applicant to provide 2 cycle parking space for each of the commercial units (8 cycle parking spaces in total).
- 8.8 The applicant has not proposed any measures as part of the application to promoting travel by sustainable modes of transport, the transportation and highways authority will require the applicant to submit a draft travel plan before construction commences on site and full travel plan no later that 6 months after the development is occupied. The travel plan must be secured as part of the S.106 agreement.
- 8.9 SPG 7a Vehicle and Pedestrian Movements sets out specific guidance on parking, highways, garaging, and access by refuse and emergency services, street parking, street trees, furniture and lighting. In order to provide the off

street disabled car parking spaces the developer will need a new Bell Mouth access to be created on Noel Park Road. In order to facilitate the design and implementation of this access the developer will be required to enter into a Section 278 agreement. In addition in order to promote travel by sustainable modes of transport to and from the site the developer will be required to contribute a sum of £80,000 (eighty thousand pounds) towards the enhancement of walking and cycling facilities in the area in particular schemes aimed at increasing pedestrians and cyclist connectivity in and around the town centre. The scheme should include, improving the existing Zebra crossing on Bury Road, footways and lighting upgrade on Lymington Avenue. The applicant will be required to dedicate a minimum of 1 metre strip of land parallel to the site boundary on Lymington Avenue in order to facilitate the widening of the footways.

- 8.10 The applicant has proposed refuse collection in three different locations on site, two of the refuse storage in located on Noel Park Road these are for residential waste storage and are located within 25metres of the carriageway; the third refuse storage is located on Lymington Avenue and is for commercial refuse; this collection point is also within 25 metres of the carriageway.
- 8.11 On reviewing this application the highways and transportation authority would not object to this application subject to the following conditions:

A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, the flowing measure must be include in order to maximise the use of public transport.

- a) The developer must appointment a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.
- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to all new residents.
- c) Establishment or operate a car club scheme, which includes at least 2 cars spaces. The developer must offer free first year membership to all new residents.

Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport.

- 8.12 The applicant enters into a S.106 agreement to dedicate the development as a car free development. The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a resident's 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. Reason: To mitigate the parking demand generated by the development on the local. And to reduce car ownership and trips generated by car, and increase travel by sustainable modes of transport.

8.13 The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Noel Park Road and Lymington Avenue is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

8.14 The applicant/ Developer will be required to contribute by way of a S.106 agreement £80,000 (Eighty Thousand Pounds) for local transport infrastructure enhancement within the local area surrounding the site.

Reason: To provide enhance walking and cycling facilities in order to promote travel by sustainable modes of transport to and from the site.

8.15 The applicant/ Developer will be required to contribute by way of a S.278 agreement as sum of (£) for the implementation of a new Bell mouth access to the proposed Car Park

Reason: To facilitate vehicular access to the development site. 6. The applicant enters into a S.72 (Highways Act 1980) agreement with the Council to dedicate a strip of land as per the revised drawing (1201_P_200 A) at the southern periphery of the site along Lymington Avenue from the junction with Noel Park Road to the boundary with 60 Pelham Road.

Reason: To improve the conditions for pedestrians at this location, bay providing a footway with a minimum width of 3 metres.

Informative

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489)

TfL

8.16 Gordon Adam, Technical Principal Planner - TfL have no problems in principle with this development, however TfL has a number of comments to make:-

1) Under the London Plan, the number of parking spaces should be 94 not 78 as the 3+ bedroom units will require 2 cycle parking spaces, and

2) As this development has 61 residential units, there will need to be a local level travel plan under TfL's "Travel Plan for new Development in London" 2012 Guidance.

TfL would recommend that if these are taken on board TfL would have no objection to this application.

London Fire & Emergency Planning Authority (Final Comment)

- 8.17 The Brigade is satisfied with the proposals subjects to the information received from James Smith (Forge Architects) via email 20/06/2012 re position of dry riser inlets.

Environmental Health

- 8.18 Alison Bell, Lead Officer, Pollution - With reference to above application for mixed use development providing commercial units along Lymington Avenue and 66 residential units arranged from 2 - 6 storeys, with parking and private amenity areas to the rear; I recommend the following conditions;

- 8.19 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.

- 8.20 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.

8.21 Control of Construction Dust:
No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

8.22 As an informative:
Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Housing

8.23 The proposed development seeks to provide an affordable housing element of 50% (by habitable rooms) and as such does accord with Haringey's Housing Supplementary Planning Document (SPD) which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50%.'

8.24 The scheme complies with the adopted London Plan strategic target that 50% of all additional housing should be affordable. The proposed proportion of affordable housing in the view of the housing enabling team, makes provision adequate enough to meet policy guidelines.

8.25 Dwelling mix
The proposed development complies with the recommended dwelling mix detailed in the Housing SPD. The borough has an overriding shortage relative to supply of affordable rented large family accommodation, particularly 4 beds. However, the necessity of this proposal 50% affordable housing is supported by the units and housing type mix to deliver highly desirable 3 and 4 bed units, which out of the total 66 units, 17 units will be 3 and 4 bedrooms. The number of larger homes in this development exceeds the Mayor's 42% target for larger size units.

8.26 The proposals do not accord with the Housing SPD that "the affordable housing should be evenly 'pepper-potted' across the site or in the case of flats, in small clusters within a block". The Housing Enabling Team would wish to see the affordable housing element pepper potted accordingly.

8.27 Tenure
The proposed development is in an area with a very low proportion of affordable rented accommodation; The Council 'will seek a more even balance of affordable rented and intermediate housing across the borough.' (Housing SPD: 5.31)The applicant has sufficiently detailed proposals for the intermediate

proportion of the development, where intermediate housing is provided, the council preference is for shared ownership units as this provides an opportunity for affordable home ownership the proposals are for a 100% affordable housing scheme (66 units), split 33 for affordable rent and 33 for shared ownership.

8.28 Consultation

Although there has been pre-application consultation with the developer and Planners, there has also been consultation with a registered provider and the enabling team, to discuss the mix. It has been accepted that this is not the most economical mix, and would prefer a proportion of private sale, but we can confirm this would be a priority for council especially as there is benefit of 100% nominations,

8.29 In principle we have agreed the current unit mix affordable rent: 2x2 bed, 4x2 bed, 6x3 bed and 8x4 bed -20 units. Shared Ownership 4x1 bed, 6x2 bed and 3x3 beds -13units, total of 33 units (118 habitable rooms). This is subject to the above planning obligation, being met.

8.30 Overview

The scheme in its current form complies, principally on the grounds that it delivers a proportion of affordable housing large enough for Haringey's borough wide target of 50% affordable housing by habitable room to be achievable. However the scheme provides much needed family size units in this part of the borough.

8.31 The council expects a pepper potted approach to be taken and would not look favourably on a single tenure type being delivered in each phase. Sanctuary has indicated that they are unable to commit to providing private sale; however they will look at the possibility of increasing a proportion of the Shared Ownership element to produce a product closer to private by increasing the initial acquisition share. This product cannot be classed as true affordable, but enables Sanctuary to retain an interest and deliver a product which still addresses out core objectives.

8.32 Haringey is a borough with a high level of housing need in terms of demand and significant numbers of homeless households living in temporary accommodation. The borough has also identified a significant number of households living in overcrowded accommodation which further highlights the need for increased affordable housing supply – in particular large family accommodation.

8.33 The enabling team does not object to this scheme in terms of the of the proportion of affordable housing delivered due to the reasons outlined in point 1.1

Local Residents

8.34 Letters of objection have been received from the residents of the following properties in addition to Magnet Discount Warehouse, namely No's 34, 90, 98 Pelham Road, which are summarised as follows:

Principle

- Overdevelopment of the site
- Neighbourhood will become too densely populated

8.35 *Access & Transportation*

- Although resident's car parking permits will not be issued, it is likely that they will park their cars in the adjoining residential streets which are already overcrowded.

8.36 *Amenity*

- Reduction in the level of sky visible from the houses along Pelham Road due to tall building being close to the rear gardens.
- New development would back onto the rear of Pelham Road causing overlooking.
- There is a level difference between the floor levels of Pelham Road and the proposed development which is higher, therefore ground floor levels for the new development will start higher than Pelham Road causing overlooking.
- The distance between the end of the block at Lymington Avenue (Flat S2) the distance is approx 12m and should be 20m
- Development will result in unacceptable overlooking into private gardens.
- Bin store backing onto 98 Pelham Road. Resident of No 98 feels that this is not an appropriate location.
- Bin store should be incorporated into commercial area.
- Development will have an unacceptable impact on the daylight to the rear of the properties at Pelham Road particularly in the winter months when shadows are longer
- Concern regarding the number of windows shown on the plans that look towards the Pelham Road gardens.
- Concerns regarding the 5th Floor plan showing a balcony the Lymington Avenue side of the development, resident is concerned about both noise and overlooking.

8.37 *Character & Appearance*

- The development is too large in relation to the Noel Park Conservation Area and does not relate to the low scale housing. Development is too large and bulky in parts.
- The development will downgrade the area rather than maintaining or improving it.
- Any development of the site should be limited to 2 storey housing such as that in the adjacent Noel Park Conservation Area.

- Elevation should step down after the 'gate house' end tower at the Noel Park Road / Lymington Avenue junction.
- Materials are too dark and inappropriate next to a Conservation Area.
- Proposed rear elevation is too black and should be set down.

8.38 *Ecology*

- The development will disturb the wildlife/ecology that occupies the site including butterflies and birds.
- Insufficient information regarding the preservation of trees on the site.
- No mitigation strategy regarding the presence of Japanese Knotweed on the site.

8.39 *Parking*

- Resident feels that parking is an issue for the development and stated that it is unclear whether the application is for 8 spaces total or 8 normal parking + 7 wheelchair. From the plans it appears that the former is correct.
- Unreasonable to expect that there will only be 7 wheelchair/accessibility vehicles from 66 owners.
- Parking within Noel Park is at a premium already – fines will push people further afield, not discourage those who already own cars.
- If general residents are to utilize vehicle options like a car club, more parking spaces for 3 or 4 car club Parking spaces may be needed. We also feel that some family spaces should be provided for the larger bed family flats.

8.40 *Other*

- There will be a reduction in the number of retail units and a substantial reduction in floorspace compared to the existing situation.
- The residents will miss the services currently provided by the existing retail units
- 10 full time staff face possible redundancy from Magnet Discount Warehouses Ltd should an alternative site not be found.
- Air Source Heat Pumps may not be suitable for the requirements, resulting in increased use of secondary heating methods
- Level 4 of the code should be made a condition of planning.
- Flat S26 is labelled as 1bed 2person but is shown as 2bed 4 person we feel this flat should step back as a 1bed 2 person as noted.

8.41 *Waste Management*

- This proposed mixed use development providing commercial units along Lymington Avenue and 66 residential units from 2 – 6 storeys, with parking and private amenity areas to the rear, requires storage for waste & recycling either internally or externally.
- Bin storage chambers for the domestic / recycling waste must be of sufficient size to store 10 x 1100 wheelie bins at each of the storage

chambers. 12 x 1100 residual waste bins and 8 x 1100 recycling bins will be required for this development.

- Bins must be located no further than ten meters from the point of collection. Dropped kerbs should be installed as necessary. Bin storage chambers / external areas should have a cleansing schedule so they are checked regularly so they are kept clean and tidy.
- Access to the bin storage chambers should be clear of any pedestrian crossings. Arrangements for scheduled collections with a commercial waste contractor will be required for the commercial units.
- Adequate waste storage arrangements either internally or externally must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected.
- This application has been given RAG traffic light status of GREEN for waste storage and collection arrangements.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

9.1 The main issues in the determination of this application are considered to be:

- Principle of development;
- Design, form & site layout;
- Layout/ standard of accommodation;
- Impact on the character and appearance of the Conservation Area;
- Landscaping/ Impact on trees;
- Impact on residential amenity;
- Access and parking;
- Sustainability;
- Planning Obligations.

Principle of Development

9.2 An application for planning consent has been submitted as is required for the total demolition of the existing buildings on the site at Lymington Avenue and the construction of a 2 -6 storey residential block with commercial units. The application site is located between the Wood Green Metropolitan centre and the Noel Park Conservation Area, a residential area with a variety of housing types, largely of 2 storeys.

9.3 Considering that the principle of demolition of the pre-fabricated structures is considered acceptable and the character of the immediate area, the principle of flatted residential development is considered to be acceptable and a positive contribution to the Wood Green Metropolitan Centre. The provision of new housing is a priority in the NPPF, the London Plan and Council's UDP. The London Plan identifies a housing provision target of 8,200 additional homes to be completed between 2011 and 2021 in Haringey.

9.4 The scheme meets the criteria set out in policy HSG1 'New Housing Development'. The density of the proposed development would fall within the

density range for a 'Central' area (PTAL 4-6) between 650-1100 habitable rooms per hectare as stated within table 3.2 of the London Plan 2011. The scheme will have a density of 651 habitable rooms per hectare.

- 9.5 NPPF advises that efficient and effective use of land is sought and that "housing applications should be considered in the context of the presumption in favour of sustainable development" (para. 49). The proposed scheme makes efficient use of this site and is well integrated and complements neighbouring buildings in terms of scale, density and layout as endorsed by the Haringey Design Panel.
- 9.6 This application represents an opportunity to redevelop this under utilised town centre site to provide high quality, flatted accommodation which will be in keeping with the land use and character of the immediate area.

Design, Form & Layout

- 9.7 The National Planning Policy Framework, Chapter 7 "Requiring Good Design" paragraph 56 states that "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people".
- 9.8 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping.
- 9.9 UDP Policy G2 states that "Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment". Similarly policy UD4 "Quality Design" states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a "Design Guidance" supports the intent of policy UD4.
- 9.10 As outlined above the scheme is for the demolition of the existing pre fabricated dwellings and retail units and for the erection of a 2-6 storey building comprising 66 self-contained flats. The proposal provides residential accommodation arranged around two central cores accessed from Noel Park Rd or from the communal amenity areas to the rear. Each core has two stairs that enable easier access between floors, increased natural ventilation and light. The layout

allows for easy access to amenity areas, bike stores, refuse stores and disabled parking.

- 9.11 The highest part of the proposal is the six storey block on the corner of Noel Park Road and Lymington Avenue. The height then sets back and steps down along Noel Park Road facing the rear of the Wood Green Shopping City and then steps down to 2 storeys at the ends of the site.
- 9.12 The building height on Lymington Avenue steps down from six storeys to two as it gets closer to the boundary of homes on Pelham Road. The different volumes reflect the surrounding urban context, with the six storey part of the scheme next to the large volume of the shopping centre and the two storey nearest the existing homes in Noel Park.
- 9.13 The Lymington Avenue elevation will present an active frontage at ground floor level with glazed shop-fronts set into the framework of the building that creates a rhythm. The overall design will be a contemporary approach.
- 9.14 The scheme would be generally of masonry construction in two tones of brick chosen to compliment the character of the surrounding area. Large glazed panels are proposed for the balconies and the windows to living rooms and bedrooms. Balustrades will be constructed in obscured glass with a view to maximizing the day lighting into the development and also animating the elevational treatment. The masonry elements would have additional areas of cladding around the balcony, deck and some large expanses of wall to give a visual variation, richness and rhythm.
- 9.15 The main façade treatment is of a contemporary design which seeks to compliment rather than emulate surrounding architecture. The design provides a transition between the stark and brutal architecture of the shopping centre and the finer grained development of the Noel Park Conservation.
- 9.16 The set back roof area would be constructed from profile metal sheeting with the mono pitches directing all surface water run off towards the external decks or balcony areas to avoid unwanted clutter on the street elevations. The set back elements reduce the perceived mass of the building as seen from Lymington Avenue whilst providing an appropriate scale adjacent to the primary shopping areas of Wood Green.
- 9.17 Elevations will be broken up in terms of form and materials and with fenestration to provide relief and interest in these elevations.
- 9.18 Given the location of the site and the high PTAL rating a car-free scheme is proposed as agreed with the Highways officers during pre-application discussions. Seven wheelchair accessible units will be provided within the scheme and given the high PTAL score the development allows for 7 disabled parking spaces on site. There is provision for a turning area so cars can leave in a forward gear and there is also the provision of a space for a potential car club for the whole development's use. Parking for the wheelchair units would be from the north end of Noel Park Road through a gated entrance.

- 9.19 Cycle parking provision will be in line with the standards outlined in the London Plan. They are located in a prominent position at the entrances to the scheme and in addition visible from the rear windows of the development providing adequate surveillance. The stores will be secure and fully accessible.
- 9.20 Refuse store has been considered with the methods of storage available in line with the general requirements of the H6 document of the approved Building Control Regulations. The refuse stores are sited within easy distance of the rear access doors and within the prescribed distance for refuse removal. The waste team at Haringey have given the scheme a 'Green' standard and support the proposal.
- 9.21 The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. The facades will incorporate both modern and traditional materials which are considered appropriate to the area. The use of brick relates to use of red brick in the Noel Park Conservation Areas, although of a more contemporary approach. As such the proposal is considered to be in accordance with policies UD3 'General Principles', UD4 'Quality Design'. CSV1 'Development in Conservation Areas' and SPG1a 'Design Guidance' and SPG2 'Conservation & Archaeology'.

Layout, Standard & Mix of Accommodation

- 9.22 In terms of floorspace standards, London Plan Policy 3.5 and accompanying London Housing Design Guide (Interim Edition) set out the minimum unit and individual room sizes for new residential development. As outlined above the proposal will provide a range of one, two, three and four bedroom units. This will be a mix of private and affordable housing. The dwellings have been arranged to give the majority of the accommodation dual aspect. The proposal pulls back from the rear of the Pelham Road homes.
- 8.23 The main blocks are a minimum of 20m distance away from the rear windows of Pelham Road. Although the smaller, two, storey blocks at the rear do extend closer to the rear of the Pelham Road properties, the windows are secondary obscured on the elevations facing Pelham Road and the flats instead face the new open spaces. The second storey of the blocks also steps down, thus reducing the impact on the rear of the Pelham Road properties.
- 9.24 The proposed floor space for the respective flats, as set out below, will be in excess of the London Plan requirements. The residential units also meet the current Lifetime Homes Standards (2010 version). Level access to the stair and lift giving access to the upper floors will be provided.
- 9.25 In addition to providing an acceptable standard of internal floor space the development will provide significant usable communal amenity areas (818sqm) to the rear of the buildings within two courtyards. The buildings pull back from the residential terrace on Pelham Road revealing a green corridor acting as a buffer zone between the scheme and the existing homes in the Conservation

Area. There is a further 293sqm of private amenity space at ground floor level within the development. This results in an amenity provision in excess of the Councils SPD. The scheme also allows for large balconies and terraces on the upper levels giving each dwelling significant private amenity space.

- 9.26 Policy HSG1 'New Housing Developments' requires developments to provide a mix of house types, tenures and sizes assisting in providing additional housing in the borough. After discussion with The Haringey Housing Officers in principle it has been agreed that the current unit mix affordable rent: 2x2bed, 4x2 bed, 6x3 bed and 8x4 bed -20 units. Shared Ownership 4x1 bed, 6x2 bed and 3x3 beds -13units, total of 33 units (118 habitable rooms). The Housing Officers support this application and state that 'the scheme in its current form complies, principally on the grounds that it delivers a proportion of affordable housing large enough for Haringey's borough wide target of 50% affordable housing by habitable room to be achievable. However the scheme provides much needed family size units in this part of the borough'. Therefore the application complies with the UDP and Housing SPD.

Impact on the Character and Appearance of the Noel Park Conservation Area

- 9.27 The application site is located on the edge of the Noel Park Conservation Area (an Article 4 Direction Area). Noel Park was built between 1883 and 1929 by the Artisans, Labourers and General Dwellings Company. The Estate was a showpiece of modern housing with five different house types, with varying standards of accommodation and facilities and architectural detail. To the west of the site lies the rear of the tall commercial properties on Wood Green High Road.
- 9.28 The scale, size, form and design detail of the scheme as discussed above is considered to be acceptable as agreed with the Haringey Design Panel. The Scheme is 6 storeys at its highest on the corner of Lymington Avenue and Noel Park Road, reflecting the adjacent shopping centre. It then steps down to two storeys as it gets closer to the Conservation Area. The resulting scheme will provide a transition between the larger massing and scale of the urban shopping centre and the smaller, residential scale of the Conservation Area. The fenestration and detailing including the material treatments of the façade and balconies breaks down the scale of the massing and enhances this transition also.
- 9.29 Overall the proposed development will respect the character and appearance of adjacent conservation area whilst not seeking to replicate it and therefore the proposed development is considered to be in accordance with the requirement of policy UD4 'Quality Design' and CSV1 'Development in Conservation Areas'.

Trees & Landscaping

- 9.30 The proposed development provides significant usable communal amenity areas (818sqm) to the rear of the buildings within two courtyards. The buildings pull back from the residential terrace on Pelham Road revealing a green corridor acting as a buffer zone between the scheme and the existing homes.

There is a further 293sqm of private amenity space at ground floor level within the development. This results in an amenity provision in excess of the Councils SPD. Small private amenity space is also provided at ground floor level on Noel Park Road, providing a softer, greener element to the street

- 9.31 An indicative hard and soft landscaping proposal is shown on the proposed site layout plans. There are no trees protected by way of TPOs on the site. There are a number of mature trees located on the site that will be retained and enhanced with addition trees and hedging. A more detailed landscape plan should be submitted as part of a future application should this application gain permission.

Impact on Open Space

- 9.32 Policy OS15 states that in areas of identified open space deficiency proposals for major new developments will be expected to a) provide an area of open space or b) improve the accessibility or quality of a nearby open space.
- 9.33 Whilst the development does provide significant usable communal amenity areas (818sqm) to the rear of the buildings within two courtyards as well as a further 293sqm of private amenity space at ground floor level within the development the space is not public, therefore a contribution towards the improvement of a nearby open space is required as part of the required section 106 contribution.
- 9.34 Officers consider the scheme incorporates appropriate landscaping to the rear of the site as well as addressing the lack of greenery along Noel Park Road. Therefore, with the required Section 106 contribution the scheme complies with policy OS15.

Impact on Residential Amenity

- 9.35 The proposed new building on site has been designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers, in particular Pelham Road. The highest part of the structure and the areas of greatest mass are located the furthest away from the properties on Pelham Road and nearest the Wood Green Metropolitan Shopping Centre. A 20m 'Zone' runs across the rear of the development, providing a 'buffer' between the proposal and the existing houses and a suitable distance between the windows of habitable room.
- 9.36 It is recognised that the two storey rear projections enter the 20m buffer zone and thus are much closer to the existing properties. However, the orientation of the flats in these sections of the proposal is towards the communal open space rather than the backs of Pelham Road. Any windows that face the backs of Pelham Road will be secondary, obscured glazed and are present largely to increase the fenestration, add interest and reduce the bulk of the structure rather than provide light and outlook. Also, as the new proposal moves up from 2nd floor it steps back further away from Pelham Rd and thus the impact

diminishes. Therefore, despite the distance between the rear projections and the backs of Pelham Road the proposal is acceptable.

- 9.37 The development will not have adverse impacts on the residential amenity of the residents of Pelham Road. Overall the proposed development has taken careful consideration in terms of its layout and design to ensure that the privacy and amenity of neighbouring occupiers are not adversely affected. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD.

Access and Parking

- 9.38 The site will be serviced as existing off street with refuse and deliveries from Noel Park Road and Lymington Avenue. Parking for the wheelchair units would be from the north end of Noel Park Road through a gated entrance. Refuse provision has been considered with the methods of storage available in line with the general requirements of the H6 document of the approved Building Control Regulations. The refuse stores are sited within easy distance of the rear access doors and within the prescribed distance for refuse removal.
- 9.38 Cycle parking provision responds to the comments of TfL (see consultation section above) and therefore comply with the standards of the London Plan. The stores will be secure and fully accessible. They are located in a prominent position at the entrances to the scheme and in addition visible from the rear windows of the development providing adequate surveillance.
- 9.39 With regard to Lifetime Homes standards, 7 wheelchair accessible units are included within the scheme. Given the high PTAL, score 7 disabled parking spaces are proposed on site. There is provision for a turning area so cars can leave in a forward gear. If necessary the number of parking bays can be increased with only a slight reduction of amenity space. There is also the provision of a space for a potential car club for the whole development's use.
- 9.40 The proposal has been developed with reference to the ODPM document Planning and Access for Disabled People: a good practice guide. The scheme will include appropriate inclusive access policies.

- The entry level floor slab has been set to allow level access to the common entry to the residential units.
- Entrances are illuminated and covered.
- Common stairs will be designed for use by ambulant disabled persons.
- Typical internal flat layouts will conform to typical HA SDS and standards of inclusive design.
- There is an entrance level toilet included in all units, designed to Part M standard with opening outward doors.
- Walls in bathrooms will be capable of taking adaptations such as handrails.
- Switches and sockets will be at an accessible height.

Generally the development will achieve a high standard of accessibility and inclusion as required in Haringey's UDP.

- 9.41 Policy M10 'Parking for Development' states that development proposals will be assessed on an individual basis and measured against the parking standards set out in with in the Councils UDP. The proposed scheme will be car-free and therefore the application satisfies the UDP as encouraging sustainable forms of travel and thus a higher degree of sustainability and environmental awareness.
- 9.42 Covered secure cycle parking is also to be provided. These are located in a prominent position at the entrances to the scheme and in addition are visible from the rear windows of the development providing adequate surveillance. (Given that the development is proposed as being car free and that there is already commercial activity on the site, the impact on traffic in the surrounding are is not likely to have a significant impact on the surroundings. TFL have raised no objection in terms of the site access provided that the level of cycle parking satisfy's The London Plan Standards which its does. .

Sustainability

- 9.43 The NPPF, London Plan and local policy requires development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. Policy G1 "Environment" of the Council's UDP states that development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources
- 9.44 An Environmental Design Statement has been submitted, as part of the Design & Access Statement. The scheme is designed to meet Code Level 4 for Sustainable Homes.
- 9.45 The Code for Sustainable Homes (CSH) is an environmental impact rating system for all new housing. It sets standards for energy efficiency (above those in current building regulations) and sustainability and aims to limit the environmental impact of housing. The code works by awarding new homes a rating from Level 1 to 6, with Level 1 being the lowest and Level 6 the highest based on their performance against 9 sustainability criteria. These criteria, including energy, water and pollution, are combined to assess the overall environmental impact.
- 9.46 The proposal aims to achieve a Code Level 4. After a feasibility study into the suitability of various renewable energy options, exhaust air heat pumps to provide space heating and domestic hot water for the residential units are identified as being the most appropriate for the proposed development and will be installed in each residential apartment.
- 9.47 It has been calculated that the proposed heat pump systems would reduce the annual carbon dioxide emissions of the site by 37,841 kgCO₂, which equates to a reduction of 22.0%. The resultant carbon dioxide emissions, following the implementation of these measures, are 43.4% lower than Part L 2010

compliance, thereby exceeding the 25% improvement required under the London Plan 2011.

9.48 The following energy efficiency/sustainability measures will also be incorporated in the scheme, namely:

- The layout of the dwellings have been developed to optimise floor plan depths and incorporate fenestration patterns that maximize insulation as well as natural daylight and ventilation. This reduces the energy load requirements of artificial lighting and the need for any mechanical ventilation. In addition this building will see a 25% upgrade in U-values from current standards.
- Double glazed low 'E' glazing is proposed throughout to reduce solar gain, preventing overheating in summer and reduce heat loss during the winter, whilst continuing to maximise natural daylight and views out.
- All toilets will be fitted with dual flush systems.
- The development seeks to augment 2 of the existing trees with replacement trees and additional planting to enhance the large area of new amenity.
- The development will include a SUDS (Sustainable Urban Drainage System) to manage surface run off into mains system.

Daylight and Sunlight

9.49 For Daylight and Sunlight the BRE guidance suggests for an amenity area, like a garden, to appear sunlit throughout the year, at least 50% of the garden or amenity area should receive 2 hours of sunlight on 21st March (21st March is the equinox month and is the set day for testing overshadowing in accordance with the BRE criteria). If a new development causes overshadowing of existing open areas that do not meet these criteria and the area which can receive 2 hours of sun on 21st March reduces by more than 20% of its former value, then the loss of sunlight may be noticeable, representing an adverse impact. This assessment would be analysed by producing a shadow path analysis from a computer simulation of the proposed development.

9.50 A shadow path analysis of the proposed scheme has been carried out on behalf of the applicant by BLDA Consulting. The studies have been carried out on 21st March, at 1 hour intervals. The 21st March is the set days for testing overshadowing from a new building in accordance with the BRE criteria. 7.2.4. The results of the shadow path analysis demonstrate that following development at Lymington Avenue there will be no adverse overshadowing over amenity areas surrounding the site, including the gardens to the north of the site to the properties off Pelham Road. Therefore, in accordance with the BRE guidelines, the proposed scheme at Lymington Avenue would meet the BRE recommendations for overshadowing. It should also be noted that there is

already substantial development to the south of Noel Park road in the form of the shopping centre.

Planning Obligations

- 9.51 In line with Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £335,000.
- 9.52 The application site falls within an "identified 280 metre Open Space Deficiency Area" based on the Atkins Open Space Study 2003 and much of the western side of the development is within a 400m Open Space Deficiency Area. As such, based on the 'Open Space & Recreation Standards SPD' the LPA would require a contribution of £80,000.00.
- 9.53 The proposal will not be liable for the Mayor of London's CIL as the applicant is a registered charity and is therefore exempt from any charge.

10.0 HUMAN RIGHTS

- 10.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

11.0 EQUALITIES

- 11.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 149 of the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

- 12.1 The proposed scheme is for the demolition of the existing pre-fabricated houses and retail units on the 3,480m² site adjacent to Lymington Avenue and for the erection of a 2 to 6 storey building comprising of 66 self contained flats. The proposal is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale and mass of neighbouring buildings.

- 12.2 The development will lead to a more defined streetscape with the proposal providing stronger enclosure along the north side of Lymington Avenue. The proposal will replace pre fabricated buildings of poor to modest quality, which are openly visible from the road, with a building of high-quality design which will be of a suitable design for a site adjacent to a conservation area and within a metropolitan centre. The facades will incorporate contemporary materials which are considered appropriate to the area.
- 12.3 The proposed new building has been positioned and designed so as to minimise its impact on the adjacent residential properties at Pelham Road by incorporating appropriate landscaping on site and by concentrating development to the south of the site nearest the shopping core. This proposed building will achieve a high standard in terms of sustainable design.
- 12.4 Due to the very high PTAL level the proposal is a car-free development and seeks to achieve a Code for Sustainable Homes Level 4. The application will be subject to a S106 agreement seeking an education contribution and a contribution for improvements to walking and cycling in the area.
- 12.5 The scheme creates a non-residential space of approximately 360sqm which can be used for commercial or community space in line with the planning brief and the existing and surrounding uses.
- 12.6 The proposed new building has been positioned and designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers and also to respond to its setting next to the Noel Park Conservation Area and the Wood Green Metropolitan Centre. This proposed building will achieve a high standard in terms of sustainable design.
- 12.7 The proposal is a car-free development due largely to the site location within a PTAL Level 6a region (High). Seven disabled car parking bays will be provided on site as well as cycle parking in line with standards set out in The London Plan. The application will be subject to a S106 agreement seeking an education contribution, a contribution for highway/ environmental improvements in the area and a contribution related to the open space deficiency in the area. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2012/0770 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) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £.335,000.00 towards educational facilities within the Borough according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

(1.2) A contribution of £80,000.00 towards walking and cycling improvements within the local area;

(1.3) A car-free development. The residential units must be defined as car-free and therefore no residents therein will be entitled to apply for a resident's parking permit under the terms of the of the relevant TMO controlling on-street parking in the vicinity of the development.

(1.4) An open space contribution of £85,000.00

(1.5) The developer to pay a administration / monitoring cost of £1,500.00 in connection with this Section 106 agreement.

(1.6) A sum of £1,000.00 made towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that other than the 11 car parking spaces proposed the residential units hereby approved shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO).

(1.7) A contribution towards local Employment and Construction Training initiatives;

(1.8) 50% of housing units will be affordable as agreed with Haringey Council.

(1.9) A Residential Travel Plan must be submitted to the Council as part of a detailed Travel Plan.

RECOMMENDATION 2

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2012/0770 and the application drawings and conditions outlined below:

IMPLEMENTATION

14.0 CONDITIONS

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

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

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

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

EXTERNAL APPEARANCE & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details and 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 final landscaping 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. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

5. Notwithstanding any indication on the submitted drawings, details of the siting and design of all walls, gates, fencing, railings or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The walls/ gates/ fencing/ railings/ enclosures shall be erected in accordance with the approved details following completion and occupation of the building hereby approved.

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

6. Details including the type, specification and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority before the residential units are occupied and thereafter carried out in accordance with the approved details.

Reason: To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

PERMITTED DEVELOPMENT

7. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 no telecommunications antennae or associated equipment shall be erected on the exterior of this development, without a separate planning permission

Reason: In the interest of orderly development and the visual amenities of the area, and in order to permit the Local Planning Authority to assess the design quality and appropriateness of any such features on the overall streetscape and appearance of the development.

CONSTRUCTION

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 1300 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.

10. No demolition or construction works shall commence prior to the submission and approval in writing by the Local Planning Authority of a Construction Management Plan and a Construction Logistics Plan (in accordance with Transport for London guidelines), which shall include:

- details of site enclosure throughout construction;
- details of the measures proposed to minimise the impact of the construction processes on the amenities of the occupiers of neighbouring properties, including monitoring and control measures for dust, noise, vibration, lighting and working hours,
- details of the site or Contractor Company be registered with the Considerate Constructors Scheme;
- details of secure off street loading and drop off facilities,

- measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site;
- a need to take into account any restrictions that may be in place during the Olympic period.

Thereafter all construction works shall be carried out in accordance with the approved details.

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

CONTAMINATED LAND:

11. 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.

Control of Construction Dust:

No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

TRANSPORTATION

3). The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Noel Park Road and Lymington Avenue is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

4. The applicant/ Developer will be required to contribute by way of a S.106 agreement £80,000 (Eighty Thousand Pounds) for local transport infrastructure enhancement within the local area surrounding the site.

Reason: To provide enhance walking and cycling facilities in order to promote travel by sustainable modes of transport to and from the site.

5. The applicant/ Developer will be required to contribute by way of a S.278 agreement as sum of (£) for the implementation of a new Bell mouth access to the proposed Car Park

Reason: To facilitate vehicular access to the development site. 6. The applicant enters into a S.72 (Highways Act 1980) agreement with the Council to dedicate a strip of land as per the revised drawing (1201_P_200 A) at the southern periphery of the site along Lymington Avenue from the junction with Noel Park Road to the boundary with 60 Pelham Road.

Reason: To improve the conditions for pedestrians at this location, bay providing a footway with a minimum width of 3 metres.

Informative

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489)

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

(a) The proposal is acceptable for the following reasons:

- I. The proposed development of this site for flatted use is considered acceptable as it is compatible with surrounding uses;
- II. The design, form, detailing and facing materials of the proposed building and associated landscaping are considered acceptable;
- III. The scheme achieves an acceptable relationship in terms of its setting within the streetscene and the appearance adjacent but not within the Noel Park Conservation area;
- IV. The scheme is also considered acceptable in terms of its relationship with neighbouring residential properties and the properties to the east and south of the application site including the Wood Green Metropolitan Shopping Area.
- VI. The scheme will be car free, thus minimising the impact the traffic impact of the development.

(b) The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following G1 Environment, G2 Development and Urban Design, G3 Housing Supply, G4 Employment, G5 Town Centre Hierarchy, G10 Conservation, UD2 Sustainable Design and Construction, UD3 General Principles, UD4 Quality Design, UD6 Mixed Use Developments, UD7 Waste Storage, UD8 Planning Obligations, UD10 Advertisements, HSG1 New Housing Development, HSG4 Affordable Housing, HSG10 Dwelling Mix, M9 Car-Free Residential Developments, OS15 Open Space Deficiency and New Developments, OS17 Tree Protection, Tree Masses and Spines, SPG8b 'Materials' and the Council's 'Housing' Supplementary Planning Document (2008).

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

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out

APPENDIX 1

Comments on Objections

No.	Stakeholder	Comments	Response
	INTERNAL		
1	Transportation	Comment received from TFL on level of cycle parking spaces. They also requested a local level Travel Plan.	The level of cycle parking has been revised to 94 cycle spaces based on 1 space for 1& 2 beds and 2 spaces for 3&4 bed dwellings
2	TfL	<p>1) Under the London Plan, the number of parking spaces should be 94 not 78 as the 3+ bedroom units will require 2 cycle parking spaces, and</p> <p>2) As this development has 61 residential units, there will need to be a local level travel plan under TfL's "Travel Plan for new Development in London" 2012 Guidance.</p>	Cycle Parking numbers revised to comply. The requirement for a Travel Plan has been included within the Planning Conditions
3	LFEPa	The Brigade is not satisfied with the proposals as there is no fire brigade access strategy/plans provided and it does not appear to comply with ABD B5.	An access strategy plan has been provided by forge architects and the fire brigade are satisfied and have withdrawn their objection.
	EXTERNAL		
	Local residents	Principle	

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> • Overdevelopment of the site • Neighbourhood will become too densely populated 	<ul style="list-style-type: none"> • The proposal has been deemed appropriate in terms of scale and massing by the Haringey Design Panel and Planning Officers. • The density level of accommodation has been calculated at 651HRH and is therefore within the 650-1100 HRH density range which the London Plan states is sustainable for a 'Central' setting with a Public Transport Accessibility Level (PTAL) of 4-6.
		<p>Access & Transportation</p> <ul style="list-style-type: none"> • Although resident's car parking permits will not be issued, it is likely that they will park their cars in the adjoining residential streets which are already overcrowded. 	<ul style="list-style-type: none"> • The development is car free so any impact in terms of vehicles is kept to a minimum. The surrounding area is also within a controlled parking zone and therefore subject to restrictions
		<p>Amenity</p> <ul style="list-style-type: none"> • Reduction in the level of sky visible from the houses along Pelham Road due to tall building being close to the rear gardens. • New development would back onto the rear of Pelham Road causing unacceptable overlooking. There is also level difference between the floor levels of Pelham Road and the proposed development which is higher, therefore 	<ul style="list-style-type: none"> • The site as it stands is under developed for a metropolitan centre site so any new development will result in a reduction in the amount of sky visible from Pelham Road. A sunlight/daylight report has states that 'there will be no material adverse impact to sunlight levels at existing residential properties following the development at Lymington Avenue. The daylight levels retained at existing properties would meet the BRE criteria'. • The highest part of the structure and the areas of greatest mass are located the furthest away from the properties on Pelham Road and nearest the Wood Green Metropolitan Shopping Centre. A 20m 'Zone' runs across the rear of the development, providing a 'buffer' between the proposal and the existing houses and a suitable distance between the windows of

No.	Stakeholder	Comments	Response
		<p>ground floor levels for the new development will start higher than Pelham Road increasing overlooking.</p> <ul style="list-style-type: none"> • The distance between the end of the block at Lymington Avenue (Flat S2) the distance is approx 12m and should be 20m . • Bin store backing onto 98 Pelham Road. 	<p>habitable room.</p> <p>It is recognised that the two storey rear projections enter the 20m buffer zone and thus are much closer to the existing properties. However, the orientation of the flats in these sections of the proposal is towards the communal open space rather than the backs of Pelham Road. Any windows that face the backs of Pelham Road will be secondary, obscured glazed and are present largely to increase the fenestration, add interest and reduce the bulk of the structure rather than provide light and outlook. Also, as the new proposal moves up from 2nd floor it steps back further away from Pelham Rd and thus the impact diminishes. Therefore, despite the distance between the rear projections and the backs of Pelham Road the proposal is acceptable.</p> <ul style="list-style-type: none"> • It is recognised that the two storey rear projections enter the 20m buffer zone and thus are much closer to the existing properties. However, the orientation of the flats in these sections of the proposal is towards the communal open space rather than the backs of Pelham Road. Any windows that face the backs of Pelham Road will be secondary, obscured glazed and are present largely to increase the fenestration, add interest and reduce the bulk of the structure rather than provide light and outlook. Also, as the new proposal moves up from 2nd floor it steps back further away from Pelham Rd and thus the impact diminishes. Therefore, despite the distance between the rear projections and the backs of Pelham Road the proposal is acceptable. • Noted

No.	Stakeholder	Comments	Response
		<p>Resident of No 98 feels that this is not an appropriate location. Bins store should be incorporated into commercial area.</p> <ul style="list-style-type: none"> • Development will have an unacceptable impact on the daylight to the rear of the properties at Pelham Road particularly in the winter months when shadows are longer • Concerns regarding the 5th Floor plan showing a balcony the Lymington Avenue side of the development, resident is concerned about both noise and overlooking. 	<ul style="list-style-type: none"> • The results of the shadow path analysis demonstrate that following development at Lymington Avenue there will be no adverse overshadowing over amenity areas surrounding the site, including the gardens to the north of the site to the properties off Pelham Road. Therefore, in accordance with the BRE guidelines, the proposed scheme at Lymington Avenue would meet the BRE recommendations for overshadowing. • The proposed balcony is an acceptable distance away from the properties along Pelham Road. It is however, not possible to limit hours of use on the proposed balcony.
		<p>Character & Appearance</p> <ul style="list-style-type: none"> • The development is too large in relation to the Noel Park Conservation Area and does not relate to the low scale housing. Development is too large and bulky in parts. • The development will downgrade the area rather than maintaining or improving 	<ul style="list-style-type: none"> • The development is within the Wood Green Metropolitan Centre and where a higher density of development is encouraged. The proposal is designed to locate the largest part of the development nearest the shopping centre. The proposal then reduces as it approached Pelham Road. The design scale and massing have been reviewed by the Haringey Design Panel and endorsed as appropriate. • The site is currently occupies buy low quality, pre-fabricated structures which were designed to be temporary structures. The

No.	Stakeholder	Comments	Response
		<p>it.</p> <ul style="list-style-type: none"> • Any development of the site should be limited to 2 storey housing such as that in the adjacent Noel Park Conservation Area. • Elevation should step down after the 'gate house' end tower at the Noel Park Road / Lymington Avenue junction. • Materials are too dark and inappropriate next to a Conservation Area. 	<p>site is also poorly maintained and overgrown in places. The proposal represents a substantial improvement to the quality of development on the site.</p> <ul style="list-style-type: none"> • The development is within the Wood Green Metropolitan Centre and where a higher density of development appropriate as stated in the Lymington Avenue Planning Brief. A lower density scheme will not deliver a viable development or maximise the potential on this Metropolitan Centre site. • The application has been reviewed by the Haringey Design Panel who have judged the scale and massing of the development to be appropriate. • Planning conditions state that 'no development shall be commenced until precise details and samples of all materials to be used for the external surfaces of the development' are 'approved in writing by, the Local Planning Authority.' The comment will be considered once a final material palette is proposed.
		<p>Ecology</p> <ul style="list-style-type: none"> • The development will disturb the wildlife/ecology that occupies the site including butterflies and birds. • Insufficient information regarding the preservation of trees on the site. 	<ul style="list-style-type: none"> • The site is a brownfield within a Metropolitan Centre and is currently overgrown and unkempt. The site is not identified as being of ecological importance. The developers will also provide a cash sum under the Section 106 Agreement to upgrade local open spaces due to the site being located in an open space deficiency area. • A tree constraints plan and report have been provided.

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> No mitigation strategy regarding the presence of Japanese Knotweed on the site. 	<ul style="list-style-type: none"> Noted
		<p>Parking</p> <ul style="list-style-type: none"> Unreasonable to expect that there will only be 7 wheelchair/accessibility vehicles from 66 owners. Parking within Noel Park is at a premium already – fines will push people further afield, not discourage those who already own cars. If general residents are to utilize vehicle options like a car club, more parking spaces for 3 or 4 car club Parking spaces may be needed. We also feel that some family spaces should be provided for the larger bed family flats. 	<ul style="list-style-type: none"> The level of disability parking bays reflect the 7 wheelchair accessible units within the scheme. The application is a car-free scheme and thus has a minimal impact on the car parking of Noel Park. The proposal is a car-free scheme and therefore no parking for residential units, other than for disability use is to be provided. This is largely due to the site being within a PTAL Level 6a area (high accessibility). There is scope to increase car parking spaces with only a slight reduction of amenity space.
		<p>Other</p> <ul style="list-style-type: none"> There will be a reduction in the number of retail units and a substantial reduction in floorspace compared to the existing situation. 10 full time staff face possible 	<ul style="list-style-type: none"> The developer is proposing options to relocate the business to alternative premises or where the new units are not suitable. The proposed possible level of non-residential floorspace is appropriate for the site. The developer is proposing options to relocate the business to

No.	Stakeholder	Comments	Response
		<p>redundancy from Magnet Discount Warehouses Ltd should an alternative site not be found.</p> <ul style="list-style-type: none"> Air Source Heat Pumps may not be suitable for the requirements, resulting in increased use of secondary heating methods 	<p>alternative premises or where possible within the new units.</p> <ul style="list-style-type: none"> On the basis of preliminary analysis, and a review of the general advantages and disadvantages of the different technologies relative to the Proposed Development, the submitted energy strategy identifies Exhaust air heat pumps to be appropriate to the Proposed Development:

APPENDIX 2

A Development Management Forum was held at St Mark's Church on May 16th, 2012. Minutes taken on the evening will be tabled at the Planning Committee