

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2011/1597	Ward: Noel
Address: 673 Lordship Lane N22 5LA	
<p>Proposal: Redevelopment of the vacant site to include erection of a four storey building fronting Lordship Lane comprising 14 x 1 bed and 2 x 2 bed supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level, with 28 bicycle stands, 5 car parking spaces and an area for refuse and recycling to the rear (AMENDED DESCRIPTION)</p>	
Existing Use: D1	Proposed Use: Supported housing/cafe
Applicant: DrS L Dato DRS Domiciliary Agency Ltd	
Ownership: PRIVATE	

DOCUMENTS

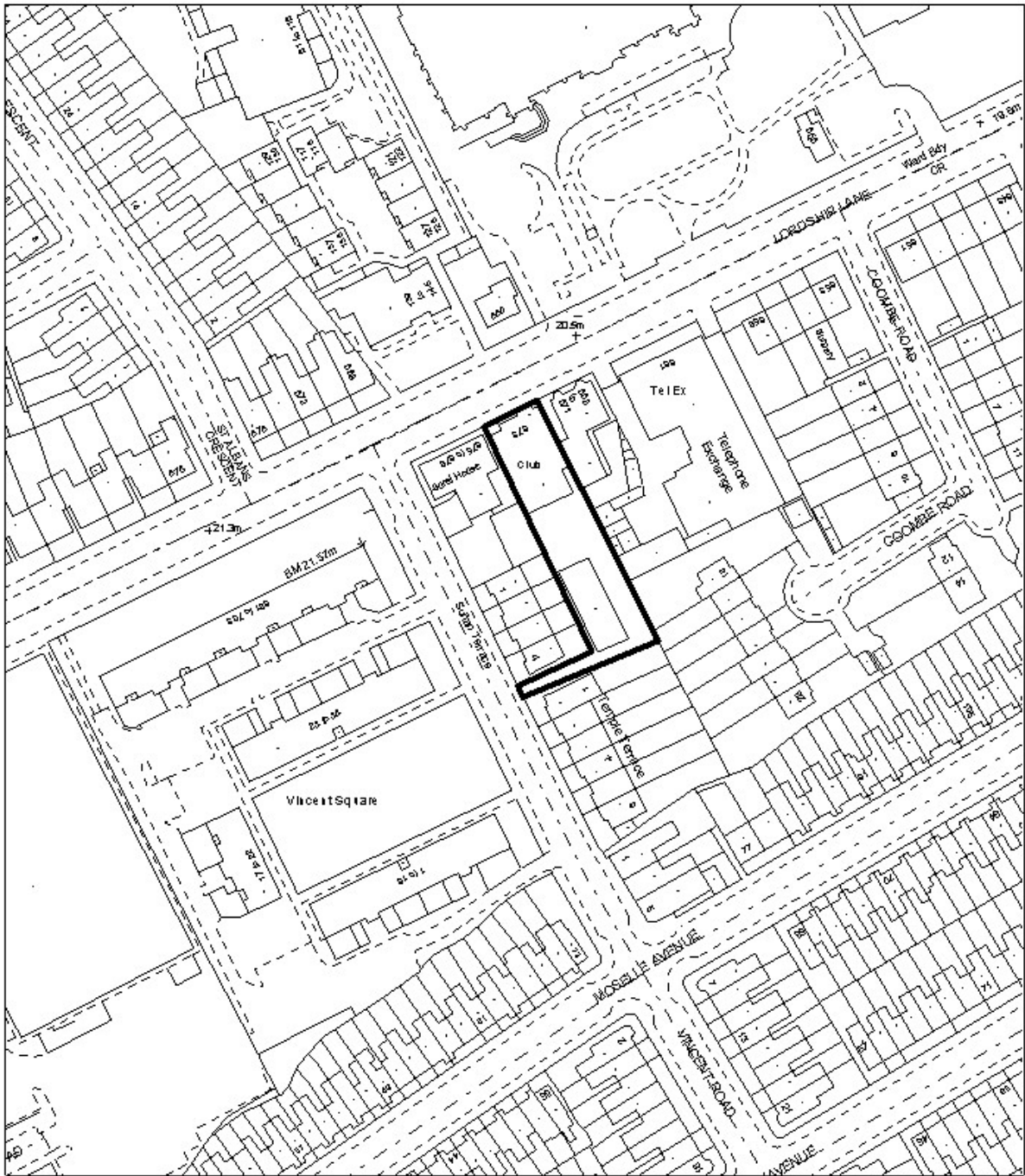
Title
Design and Access Statement
X 2 Intended Usage Assessment Statement to support planning application

PLANS		
Plan Number	Revision	Plan Title
LRLN-P100		Proposed basement floor plan
LRLN-L101		Proposed block plan
LRLN-P102		Proposed first floor plan
LRLN-E101		Proposed front elevation
LRLN-P101		Proposed ground floor plan
LRLN-E102		Proposed rear elevation
LRLN-P105		Proposed roof plan
LRLN-P103		Proposed second floor plan
LRLN-S101		Proposed section AA
LRLN-L102		Proposed site plan
LRLN-L103		Proposed site section
LRLN-P104		Proposed third floor plan
LRLN-E001		Existing front elevation
LRLN-P001		Existing ground floor plan
LRLN-S001		Existing Section AA

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<p>SUMMARY OF REPORT: This application is for the redevelopment of the vacant site to include erection of a four storey building fronting Lordship Lane comprising 14 x 1 bed and 2 x 2 bed supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level, with 28 bicycle stands, 5 car parking spaces and an area for refuse and recycling to the rear</p> <p>The principle of supported housing with ancillary cafe is considered to be acceptable as it will provide much needed supported housing for adults with mental health and learning disabilities in the Borough. The position, scale, mass and design of the proposed building has been carefully considered to create a built form that will have a sympathetic relationship with the adjoining properties. The proposal will not affect the residential amenity of neighbouring properties. The overall layout and unit/room sizes are acceptable. Whilst only 5 parking spaces are provided with the scheme, the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development. The development will provide a transportation contribution secured by way of S106 agreement and contribution towards the amendment of the TMO.</p>	

1.0 PROPOSED SITE PLAN



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Site plan

673 Lordship Lane N22

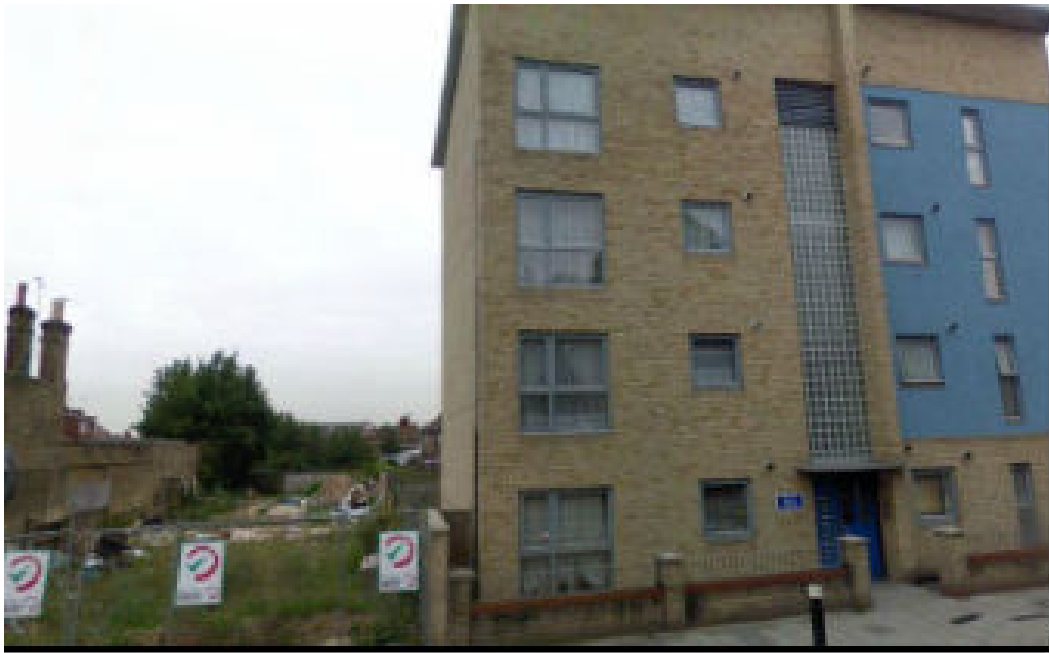
2.0 IMAGES



Existing view from rear



Existing view from Lordship Lane



View from existing adjacent residential block



Proposed front elevation



Proposed rear elevation

3.0 SITE AND SURROUNDINGS

- 3.1 The application site rectangular in shape, with its long axis lying in an approximate North-South orientation. In addition, there is an access road to the south, linking the site to Vincent Road. It is approximately 883sq.m in area.
- 3.2 The principle elevation is to the North, facing Lordship Lane. The site is bounded to the west by a 4-storey residential block on the corner of Lordship Lane and Vincent Road, and along its western edge by a terrace of houses on Vincent Street itself. To the east the site is bounded by three rear gardens to dwelling houses on Vincent Road and Coombe Road.
- 3.3 The site was occupied by a 3 storey building to the front of the site and a large single storey block with pitched roof to the south of the site (both structures now demolished). As such, the site currently lies vacant. There are currently three and four storey residential properties positioned to either side of the existing site. Lordship Lane is a significant road serving the Wood Green area, linking the A105 and A10.
- 3.4 The site does not lie within a conservation area.

4.0 PLANNING HISTORY

4.1 Planning Application History

Planning-[HGY/2006/0109](#)-GTD-27-03-06-673 Lordship Lane London - Redevelopment of site to include demolition of existing building and erection of 1 x 5 storey building fronting Lordship Lane comprising 5 x 1 bed, 6 x 2 bed and 2 x 3 bed including 14 bicycles stands, 5 car parking spaces and an area for refuse and recycling to the rear.

Planning-[HGY/2007/1735](#)-REF-23-10-07-673 Lordship Lane Wood Green London -Erection of four storey block fronting Lordship Lane comprising of 7 x one bed, 5 x two bed and 2 x four bed flats, and two storey block to rear comprising of 2 x two bed flat plus associated parking, refuse area and recycling to the rear.

Planning-[HGY/2007/2575](#)-REF-03-03-08-673 Lordship Lane London -Erection of four storey block comprising 2 x four bed, 1 x three bed, 4 x two bed and 7 x one bed flats, with associated parking, cycle storage, refuse bay and recycling area to the rear.

Planning-[HGY/2008/2072](#)-GTD-27-02-09-673 Lordship Lane London -Erection of four storey plus basement student housing block comprising 28 studio units, plus associated parking, refuse and recycling to the rear

4.2 Planning Enforcement History

None planning enforcement history

5.0 RELEVANT PLANNING POLICY

5.1 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.

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

Policy 3.5 Quality and design of housing developments

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.7 Renewable energy

5.3 Unitary Development Plan (2006)

G1 Environment

G2 Development and Urban Design

UD3 General Principles

UD4 Quality Design

UD2 Sustainable Design & Construction

UD7 Waste Storage

M10 Parking for Development

HSG1 New Housing Development

HSG7 Housing for Special Needs

5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance

Housing SPD (October 2008)

SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight

SPG8b Materials

SPG4 Access for All – Mobility Standards

SPG5 Safety by Design

SPG10a The Negotiation, Management and Monitoring of Planning Obligations,

SPG7c Transport Assessment

SPG7a Vehicle and Pedestrian Movement

5.5 OTHER DOCUMENTS

Diversity and Equality in Planning: A Good Practice Guide (ODPM)
 Secured by Design
 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’

6.0 CONSULTATION

Statutory	Internal/external	
Andrew Snape – Crime prevention officer London Fire Brigade	Transportation Group Cleansing Building Control Food & Hygiene Noise & Pollution Housing Design & Major Projects Ward Councillor	<u>Total No of Residents Consulted: 161</u>

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 7.1 Principle of supported housing with ancillary cafe
- 7.2 Design and form
- 7.3 The layout/ standard/ mix of accommodation,
- 7.4 Residential Amenity
- 7.5 Parking and access
- 7.6 Waste management
- 7.7 Sustainability
- 7.8 Secure by Design
- 7.9 Planning Obligations/Section106

7.1 Principle of Supported Housing with ancillary café

- 7.1.1 Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan (2008) set housing targets for individual Boroughs for the period up to 2021. These targets are generally reflected in Unitary Development Plan policy HSG 1 New Housing Developments. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development.
- 7.1.2 Policy 3.1 'Ensuring equal life chances for all' of the London Plan (2011) seeks to ensure that barriers are addressed to meet the needs of particular groups and communities. This includes vulnerable and disadvantage groups. Policy HS7 'Special Needs' of the UDP points out that planning permission for special needs accommodation will be permitted where the proposal;
- a) meets an identified need; and
 - b) would not harm the character or appearance of the surrounding area
- 7.1.3 Special needs accommodation includes supported housing schemes. This policy emphasises how a variety of accommodation types within the borough are needed to ensure everyone has a home suited to their needs. Appropriate design and standards is contained in the Housing SPD and SPG 4a 'Access for all – Mobility Standards'.
- 7.1.4 This application follows the loss of the vacant building which was formerly occupied by the Wood Green Conservative Club, which has now been demolished. Two previous planning applications were granted in 2006 for the erection of a residential block comprising of 14 self contained flats and in 2008 permission was granted for 28 student studio units. The principle of residential use on this site is therefore established to be acceptable.
- 7.1.5 This proposal in particular relates to the provision of 16 self contained supported housing units for people with mental health and learning disabilities by DRS Care Homes Ltd who are responsible for providing a person centred model of support that proactively empowers their clients to achieve as much independence as possible. This support model aims to enable the clients in DRS care to move on from residential care into supported housing and eventually into their own accommodation with floating support. All 16 units will be completely self contained and operate a 24 hour concierge service, a cafe and communal gardens for the use of clients and their rehabilitation which will aid the transition to independent living.
- 7.1.6 The Councils Adult & Housing Services support this scheme which will provide much needed supported housing for adults with mental health and learning disabilities in the Borough because this development is in keeping with the Council's commissioning strategy of reducing reliance on residential care homes and moving people away from an institutional setting into mainstream supported housing as part of a recovery and independent living model. In particular they welcome this scheme as it allows the commissioning of

provision that moves away from expensive residential care to more independent living which is cost effective and in line with both national and local directions.

- 7.1.7 Condition 11 of the report seeks to ensure that the development shall be occupied as supported housing units for people with mental health and learning disabilities and for no other purpose, including any purpose within Class C2 or C3 of the Use Classes Order 1987.

7.2 Design and form

- 7.2.1 Policy UD4 seeks to ensure that the height and scale of the development is addressed in a positive way and policy UD3 seeks to ensure that the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area. Policy UD4 seeks to ensure that the form, rhythm and massing of the development should be addressed in a positive way. Policy UD4 of the UDP seeks to ensure that the visual character of the development site and the surrounding area/streetscene should be taken into account in the design of schemes submitted for approval'. Paragraph 3.4 of SPG 8b seeks to ensure that any materials proposed for a building or its environs needs to be sensitive to the building in question, the adjoining buildings and any distinctness in the local character of the surrounding area.
- 7.2.2 The development fronting Lordship Lane will be 4 storeys in height and it will include accommodation at basement level. To the front elevation the proposed block will have a flat roof with lightwell and railings on ground floor level to facilitate the proposed basement accommodation and Juliette balconies are proposed on first, second and third floor level. Two entrances are proposed on either side, leading to the residential accommodation and café. To the rear the building will be significantly set back on third floor level to accommodate a large terrace serving flat 15 and 16. Balconies are proposed on ground, first and second floor level. A lightwell and private garden area is also proposed at the rear.
- 7.2.3 The building will be predominantly constructed using multistock bricks, white render is proposed at the rear elevation on ground and third floor level. The rear elevation will use timber at third and fourth floor level. The windows will be powder coated metal frame and the Juliette balcony and balconies to the rear will have a glass balustrade.
- 7.2.4 The proposal is almost virtually identical to the earlier approved scheme in 2006 and 2008; with the same footprint, height and relationship to the adjacent buildings. The only significant difference arises from the re-design internally to provide 16 supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level. The proposal will still have a modern design and compliment the materials used on the relatively newly built adjacent block. The proposal is also in proportion to the average street width as defined by building frontages. It is considered that the proposal is suited to this location and that it will not be overly bulky or out of scale in relation to the size of the site and its surroundings. The proposed

building differs vastly from the previous building that was demolished which was more similar to 663-671 Lordship Lane in visual terms, but generally matches the building to the right.

7.2.5 Overall the siting, form and design of the proposed scheme is considered acceptable in terms of its scale, bulk and massing.

7.3 The layout/ standard/ mix of accommodation

7.3.1 The proposal will comprise of 16 self contained units. Flat 1 – 4 will be at basement level, flat 5 and 6 will be sited to the rear at ground floor level, flat 7 – 10 will be at first floor level, flat 11 – 14 will be at second floor level and flat 15 – 16 will be at third floor level. The units will be predominantly one bed with the exception of the x 2 x 2 bed units on the third floor.

7.3.2 The proposal will include a communal garden at the rear. The design proposes 228.2sqm of shared amenity space, as well as 154.1sqm of private amenity space; which includes balconies to the rear to serve the flats on ground, first and second floor level and the private rear garden that serves the proposed basement flats. Access to the communal garden is from the proposed ground floor café.

7.3.3 A neighbour is concerned that the quality of the accommodation at basement level is substandard as the four flats are completely below ground level. Those to the front are served by a narrow deep light well which could be hazardous as well as insecure being directly on to a busy road. The flats would be dark, without any view or sunshine or adequate daylight. In response to this a lightwell is proposed to the front and rear that will give adequate light and ventilation to the proposed basement flats. The lightwell to the front will be guarded by railings, which will make the basement flats secure. Furthermore, the crime prevention officer, in terms of secure by design has no objection to the proposed scheme

7.3.4 Overall it is considered that the unit sizes, layout and room sizes are consistent with the floorspace minima identified in the Housing SPD 2008 and the housing design layout takes on board the requirements as outlined in the Lifetime Homes Standards.

7.4 Residential Amenity;

7.4.1 The proposal has been carefully designed so that there are hardly any side facing windows. The only side facing windows proposed on second and third floor level will be conditioned to ensure that the glass will be obscure glazed. The proposal meets the requirements of SPG 3b in terms of distances required between facing principal windows and will not result in a loss of privacy from overlooking to any adjoining property.

7.4.2 It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. The proposal will not be

unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general

7.4.3 Overall the proposed development has taken careful consideration to protect the residential amenity of neighbouring occupiers. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD

7.5 Parking and access

7.5.1 Vehicular access to the site is via Vincent road to the west. The proposal allows 5 parking spaces on the site, including one disabled bay, and it will also provide 28 secure bicycles storage spaces. This will be in keeping with the previously approved planning application in 2008. A letter of objection has been received by a neighbour who is concerned that 5 car parking spaces for 16 flats is not sufficient, as there is already a problem for local residents who often cannot park their cars, due to people from outside this road seeking parking. Specifically, there is pressure on parking in Coombe Road from the Crown Court, the Driving School, residents on Lordship Lane and people using the town centre. The lack of car park spaces will only serve to exacerbate the problem.

7.5.2 In response to the fact that the flats proposed are supported housing units for people with mental health and learning disabilities. The Councils transportation team make the following comments; as the residential use is more associated with a hostel. As such the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development.

7.5.3 In terms of emergency access the fire brigade is satisfied with the proposal.

7.6 Waste management

7.6.1 Communal refuse storage areas are incorporated close to the rear parking bays. This will be identical to the previously approved planning application in 2008. However to ensure that the Councils standard of waste management is adhered to a condition will be required with more detailed submission of a waste management scheme.

7.7 Sustainability

7.7.1 In terms of sustainability the scheme will involve;

- The scheme will seek to achieve Code level 4 under the Code for Sustainable Homes Criteria.

- 'A' rated materials based on BRE Green Guide to housing specification will be specified where practicable, including roofs, internal and external walls and boundary treatment.
- All timber will be from certified sustainable sources and the use of recycling and locally sourced materials will be encouraged
- Solar panels are proposed for the roof
- Fumes and emissions from the ground floor café are to be disposed of through ventilation system
- Recycling storage space is proposed for recyclable materials

7.7.2 The scheme will therefore be in accordance with policy UD2 because it will take into account sustainable design and construction.

7.8 Secure by Design

7.8.1 *Secured by Design* is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.

7.8.2 Features expected to be incorporated in the scheme are as follows;

- Active street frontage
- Natural surveillance to the full extent of the perimeter of the site
- Key controlled areas
- Post boxes within entrance lobbies

7.8.3 The crime prevention officer was consulted and has no objection to the scheme.

7.9 Planning Obligations/Section106

7.9.1 Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and 10c Educational Needs Generated by New Housing Development the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

7.9.2 In line with SPG10a, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The transportation contribution required with this development is calculated as follows

7.9.3 The applicant agrees to enter into Section 106 agreement so that the **existing** and **proposed** "residential units are defined as 'car free' and therefore no

residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The contribution towards the amendment of the TMO is £1000.

- 7.9.4 The applicant contributes a sum of £25,000 (Twenty five thousand pounds) by way of S.106 towards the environmental enhancement of walking and cycling facilities within the vicinity of the site to Encourage the use of sustainable modes of transport to and from the site
- 7.9.5 The applicant contributes a sum of £3,000 (Three thousand pounds) by way of S.106 or S.278 agreement towards a footway resurfacing scheme, in the vicinity of this development to improve the conditions for pedestrians at this location.
- 7.9.6 As part of the S106, it is recommended that a financial contribution of £1000 is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.
- 7.9.7 The total contribution is therefore £30,000.
- 7.9.8 The Section 106 Agreement will also include a contribution towards local Employment and Construction Training initiatives

8.0 CIL

- 8.1 The proposal would be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm GIA however it maybe exempt from being charged based on the Mayor's CIL charging schedule under health provisions.

9.0 HUMAN RIGHTS

- 9.1 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.

10.1 EQUALITIES

- 10.2 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 Equalities 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.

11.0 CONCLUSION

- 11.1 It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links. It is also considered that in view of the sites location, a redevelopment of the site for supported housing is wholly appropriate. The scheme will provide much needed supported housing for adults with mental health and learning disabilities in the Borough. . The proposal introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area. The position of the proposed building on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The parking provided is suitable due to its location and cycle racks have also been provided. The scheme will provide adequate bin storage and a recycling area and it will take into account sustainable design and construction.
- 11.2 The Section 106 Agreement that has been agreed as part of the planning permission includes transportation as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme, towards the highway enhancement to promote sustainable forms of transport and footway re-surfacing scheme
- 11.3 As such the proposal would be in accordance with policies; UD2 Sustainable Design & Construction, M10 Parking for Development, HSG1 New Housing Development, HSG7 Housing for Special Needs, UD3 General Principles and UD4 Quality Design of the Adopted Haringey Unitary Development Plan and The Councils SPG 1a Design Guidance, within the UDP HSG 5 Hostel Accommodation and M10 Parking for Development of the Haringey Unitary Development Plan and the Councils SPG 1a Design Guidance, Housing SPD, SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight, SPG8b Materials, SPG4 Access for All – Mobility Standards and SPG5 Safety by Design SPG10a The Negotiation, Management and Monitoring of Planning Obligations, SPG7c Transport Assessment and SPG7a Vehicle and Pedestrian Movement.
- 11.4 It is therefore appropriate to recommend that planning permission be granted.

12.0 RECOMMENDATIONS

That Planning Permission be granted in accordance with planning application reference number HGY/2011/1597, subject to a pre-condition that DrS L Dato DRS Domiciliary Agency Ltd and [the owner (s)] of the application site shall have first entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure £28,000 towards Transportation Contribution, £1000 towards the amendment of the

TMO, a contribution towards local Employment and Construction Training initiatives and £1000 towards recovery costs; i.e. a total of £30,000.

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2011/1597 be refused for the following reason:

The proposal fails to provide an Transportation Contribution in accordance with the requirements set out in Supplementary Planning Guidance 10a attached to the Haringey Unitary Development Plan, a contribution towards the amendment of the TMO, contribution towards local Employment and Construction Training initiatives and contribution towards recovery costs.

12.1 **RECOMMENDATION 2**

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/2011/1597

GRANT PERMISSION subject to conditions

IMPLEMENTATION

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.

MATERIALS & SITE LAYOUT

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before

any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

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

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

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

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

CONSTRUCTION

7. 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.

OTHER

8. 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.

9. The side facing windows on second and third floor level shall be glazed with obscure glass only and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties

10. The structures and areas shown to house recycling facilities and refuse and waste storage on the drawing LRLN-L101 within the site shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

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

11. The development shall be occupied as supported housing units for people with mental health and learning disabilities and for no other purpose, including any purpose within Class C2 or C3 of the Use Classes Order 1987.

Reason: In granting this permission the Local Planning Authority has had regard to the impacts arising on the residential amenity of adjoining occupiers by the proposed use and wishes to ensure that such impacts are not exacerbated by the implementation of other uses, falling within Class C2 or C3, by having the opportunity of requiring appropriate mitigation measures to mitigate such impacts as may be required by any such subsequent use.

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

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

13. 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.

INFORMATIVE: The applicants are advised to contact the Council's Waste Management Team to make appropriate arrangements for the handling of refuse and recycling bins and their collection via the rear access road.

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of the minimum pressure in the design of the proposed development.

REASONS FOR APPROVAL

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links. It is also considered that in view of the sites location, a redevelopment of the site for supported housing is wholly appropriate. The scheme will provide much needed supported housing for adults with mental health and learning disabilities in the Borough. . The proposal introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area. The position of the proposed building on the site

means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The parking provided is suitable due to its location and cycle racks have also been provided. The scheme will provide adequate bin storage and a recycling area and it will take into account sustainable design and construction.

The Section 106 Agreement that has been agreed as part of the planning permission includes transportation as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme, towards the highway enhancement to promote sustainable forms of transport and footway re-surfacing scheme.

As such the proposal would be in accordance with policies; UD2 Sustainable Design & Construction, M10 Parking for Development, HSG1 New Housing Development, HSG7 Housing for Special Needs, UD3 General Principles and UD4 Quality Design of the Adopted Haringey Unitary Development Plan and The Councils SPG 1a Design Guidance, within the UDP HSG 5 Hostel Accommodation and M10 Parking for Development of the Haringey Unitary Development Plan and the Councils SPG 1a Design Guidance, Housing SPD, SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight, SPG8b Materials, SPG4 Access for All – Mobility Standards and SPG5 Safety by Design SPG10a The Negotiation, Management and Monitoring of Planning Obligations, SPG7c Transport Assessment and SPG7a Vehicle and Pedestrian Movement.

13.0 APPENDICES

13.1 Consultation responses

No.	Stakeholder	Question/Comment.	Response
	STATUTORY		
1	THE London Fire Brigade	The brigade is satisfied with the proposal	Noted
2	Thames Water	<p>Thames water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of the minimum pressure in the design of the proposed development.</p> <p>On this basis of information provided. Thames Water would advice that with regard to water infrastructure they would not have any objection to the above planning application.</p>	Noted in the form of an informative
3	Crime Prevention Officer	They have no objection to the scheme	Noted
	INTERNAL		
1	Haringey Transportation	This proposed development is at a location with high public transport accessibility level, with Wood Green tube station a short walking distance away. We have therefore considered that majority of the prospective residents at this site would travel by sustainable travel modes for their journeys to and	Noted and financial contribution in the form of a Section 106 contribution

		<p>from the site. There is also the presence of the Wood Green controlled parking zone operating from Monday to Sunday, between 8:00am to 10:00pm, which provides an adequate on-street car parking control at this location. In addition, our interrogation with TRAVL trip database has revealed that, based on comparable London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1), a development of this magnitude (939sqm. GFA) would only generate a combined in and out movement of 3 and 2 vehicles in the morning and evening peak hours respective. We have subsequently considered that this level of generated car trips would not have any significant traffic or indeed car parking demand on the adjoining roads.</p> <p>Also, notwithstanding that this area has not been identified within the Council's Adopted 2006 UDP as that suffering from high car parking pressure, the applicant has proposed 5 off-street car parking spaces together with 28 secure cycle racks, in line with the parking standard stated in Appendix 1 of the Council's Adopted 2006 UDP. It is intended that the parking area be accessed from the existing vehicle access off Vincent Road, as detailed on the proposed block plan (dwg no. LRLN-L101).</p> <p>Notwithstanding the proposed car parking provision, the characteristics of this site fulfil the criteria set out in the Council's adopted 2006 UDP Policy M9, for dedication as a car-free development. In order to encourage the use of sustainable modes of transport, the development should be designated as car-free to prevent prospective occupants from applying for residents on-street parking permits. In order to encourage</p>	
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		<p>the prospective residents of this development to use sustainable modes of transport for journeys to and from the site, the highway and transport authority will require a financial contribution towards environmental enhancements within the vicinity of the site. The improvements will enable the improvement of walking and cycling facilities in the Lordship Lane area and the LCN + Links 78, 79, 83 and Greenways Link 04 cycle routes. Furthermore, we feel that the adjoining footway on Lordship Lane has uneven surface at the western periphery of the recycling to the rear site and would require some upgrade. There is also the need for relocation or removal of the bollards which restrict the width of this section of the footway.</p> <p>Additional comments</p> <p>It has been noted that the amendment to the intended use has changed the nature of the development from a purely residential use to that more associated with a hostel. As such the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development.</p>	
2	Haringey Building Control	<p>Fire fighting access appears in accordance with Requirement B5. With regards to B1 the following comments have been raised.</p> <ol style="list-style-type: none"> 1. Ventilation to single stair 2. Reception within single stair building generally unsatisfactory 3. Lobby not shown between rear of shop 	Noted

		<p>unit and corridor serving residential units</p> <p>Lobby not shown between flat and stair on ground floor</p>	
3.	Haringey Commercial Environmental Health	<p>Before development commences other than for investigative work:</p> <p>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.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using</p>	Noted in the form of a condition

		<p>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:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>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</p>	
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		<p>monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>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.</p> <p>Reason</p> <p>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>Control of Construction Dust:</u></p> <p>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. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any</p>	
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		works being carried out on the site.	
5.	Haringey's Housing design and major projects	<p>Supported Housing</p> <p>Adult & Housing Services support this scheme which will provide much needed supported housing for people with mental health and learning disabled adults in the Borough.</p> <p>The scheme & dwelling mix</p> <p>This development will bring forward 16 self contained flats which will incorporate an on call system. The mix comprises of 3 x 2 bed roomed flats and 13 x 1 bed flats over four floors inclusive of a basement level. It will operate a 24 hour concierge service, a cafe and communal gardens for the use of clients and their rehabilitation which will aid the transition to independent living.</p> <p>Consultation</p> <p>There has been detailed pre-application consultation by the applicant with Adults and Housing Services this has been in relation to design and the recommendations have been taken into account. Consultation has not been extended to the local community by the applicant.</p> <p>CONCLUSION:</p> <p>This development is in keeping with</p>	Noted in assessing the principle of supported housing units for people with mental health and learning disabilities

		<p>the Council’s commissioning strategy of reducing reliance on residential care homes and moving people away from an institutional setting into mainstream supported housing as part of a recovery and independent living model.</p> <p>In particular we welcome this scheme as it allows the commissioning of provision that moves away from expensive residential care to more independent living which is cost effective and in line with both national and local directions.</p>	
	NEIGHBOURS CONSULTED		
1.		2 objection letters received	
		<ul style="list-style-type: none"> Concerns that 5 car parking spaces for 16 flats is not sufficient, as there is already a problem for local residents who often cannot park their cars, due to people from outside this road seeking parking. Specifically, there is pressure on parking in Coombe Road from the Crown Court, the Driving School, residents on Lordship Lane and people using the town centre. The lack of car park spaces will only serve to exacerbate the problem. The quality of the accommodation at basement level is substandard as the four flats are completely below ground level. Those to the front are served by a narrow deep light well which could be hazardous as well as insecure being directly on to a 	<p>In response to the fact that the flats proposed are supported housing units for people with mental health and learning disabilities. The Councils transportation team make the following comments; as the residential use is more associated with a hostel. As such the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development</p> <p>In response to this a lightwell is proposed to the front and rear that will give adequate light and ventilation to the proposed basement flats. The lightwell to the front will be guarded by railings, which will make the basement flats secure. Furthermore, the crime prevention officer, in terms of secure by design has no objection to the proposed scheme</p>

		busy road. The flats would be dark, without any view or sunshine or adequate daylight. This is not an acceptable standard.	
		1 letter of support received	
2		The resident from 2 Temple Terrace supports this planning application and has no comments	Noted

13.3 Flyer for public exhibition held

HGY/2011/1597

Adult Culture and Community Services

Adult Learning, Libraries and Culture

Central Library, High Rd, Wood Green,

London, N22 6XD

LOCAL Neighbourhood Consultation Meeting to discuss the proposal at 673 Lordship Lane.

DRS Care Homes Ltd has an existing well-established relationship with Haringey Council for over 25 years. During that time they have provided an exceptional high standard of care. They have developed innovative residential care and supported housing for Mental Health and Learning Disabled clients within the Borough of Haringey.

DRS Care homes Ltd have consistently provided innovative care and support services at a competitive rate and as a result were given

The DRS Care scheme at 673 Lordship Lane is fully supported by Haringey Council as it meets the demand for quality supported housing as an alternative to traditionally commissioned residential care. This model of support meets all the requirements of the Government's personalisation agenda as it actively promotes independence and choice for the vulnerable adults of Haringey as well as striving to integrate these clients fully into the wider community.

Existing Care Homes Owned and Run by DRS Care Homes in Haringey

Number Residential Care Home 45/47 Pembury Road Tottenham London N17 6SS

DRS Care Home 41 Pembury Road Tottenham London N17 6SS

DRS Annex Care Home 2-4 New Villas Baronet Road Tottenham London N17 0LT

Lansdowne Care Home 39 Lansdowne Road Tottenham London N17 0LS

Room: Business Lounge, 30th May 2012, at 6:30pm