

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2012/0491	<b>Ward:</b> Noel
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**Address:** 606 Lordship Lane N22 5JH

**Proposal:** Erection of 4 storey block comprising 8 x two bed flats with x 2 dormer windows at the rear (amended description) (amended plans)

**Proposed Use:** Residential

**Applicant:** MrSimon Oliver Magic Drinks Ltd

**Ownership:** PRIVATE

**DOCUMENTS**

<b>Title</b>
Design Statement

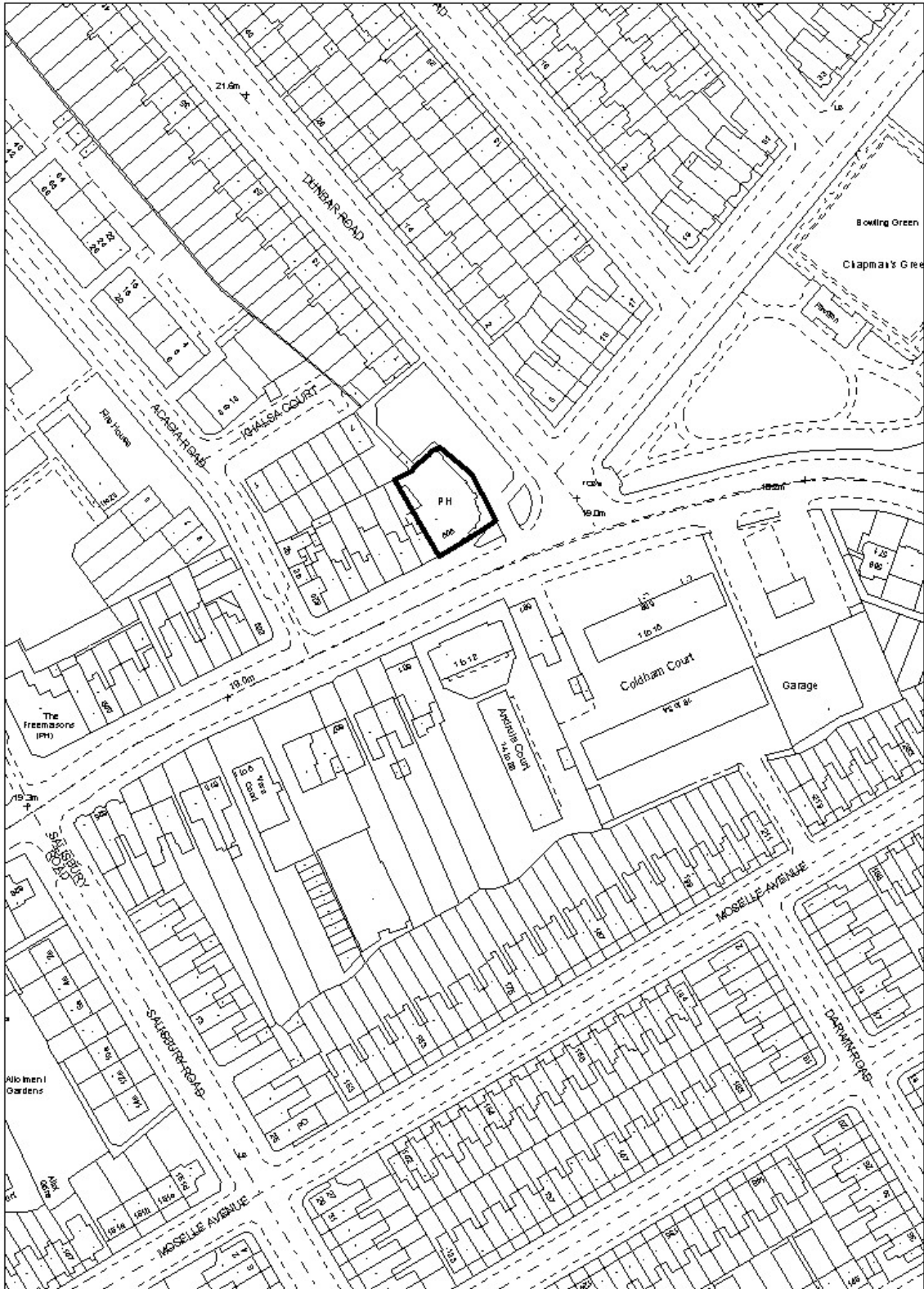
<b>PLANS</b>		
<b>Plan Number</b>	<b>Revision</b>	<b>Plan Title</b>
04	A	Proposed third floor plan
03	C	Proposed front/rear/side se/side nw elevations

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<p><b>SUMMARY OF REPORT:</b> This application is a resubmission for erection of 4 storey block comprising 8 x two bed flats with x 2 dormer windows at the rear</p> <p>The proposal which is an amendment to the previous approval is considered acceptable for the following reasons; the principle of residential use on this site is considered to be acceptable as this site is surrounded by residential use and the site is not a protected open space and does not fall within a defined employment area. 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 building after amendments will remain a 3 storey residential block from the front and four storey block when viewed from the rear. The overall layout and unit/room sizes are acceptable. While parking will not provided with the scheme this will not adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network.</p> <p>The development will provide an education contribution secured by way of S106 agreement and contribution towards the amendment of the TMO</p>	



# 1.0 PROPOSED SITE PLAN



606 Lordship Lane N22

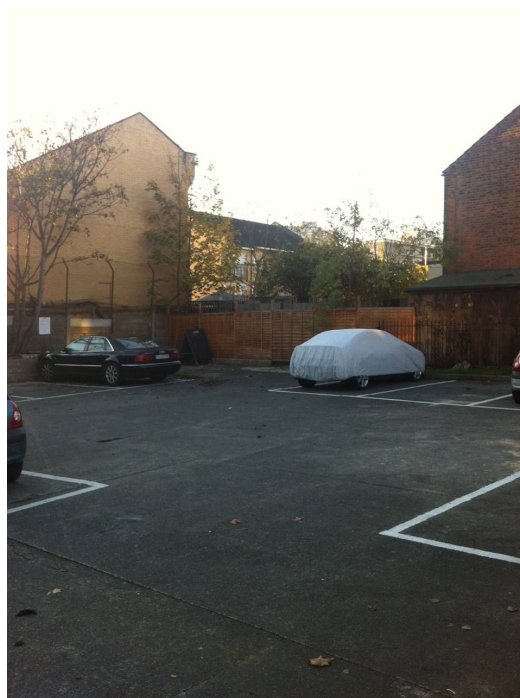
## 2.0 IMAGES



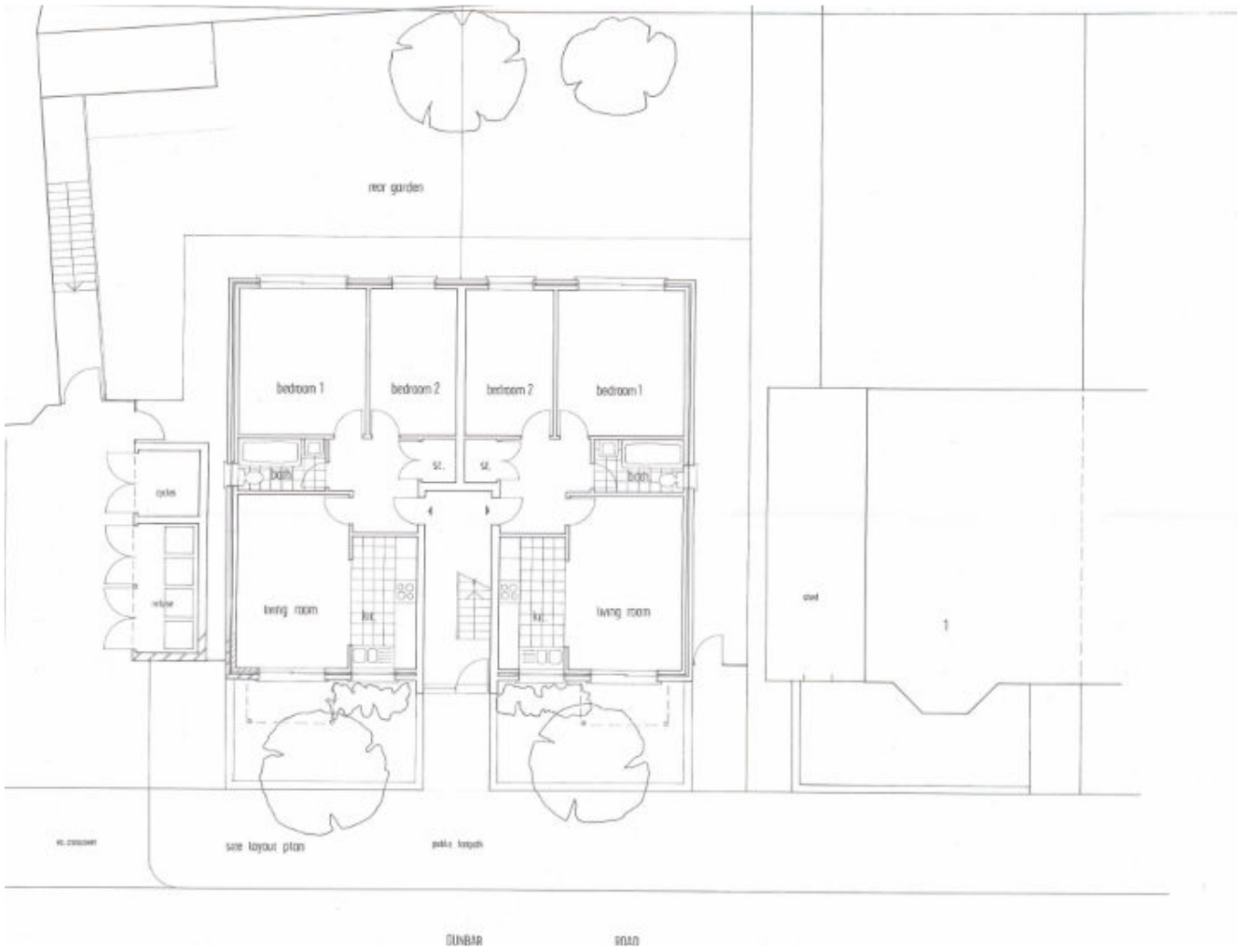
**The shed to the side of 1 Dunbar Road**



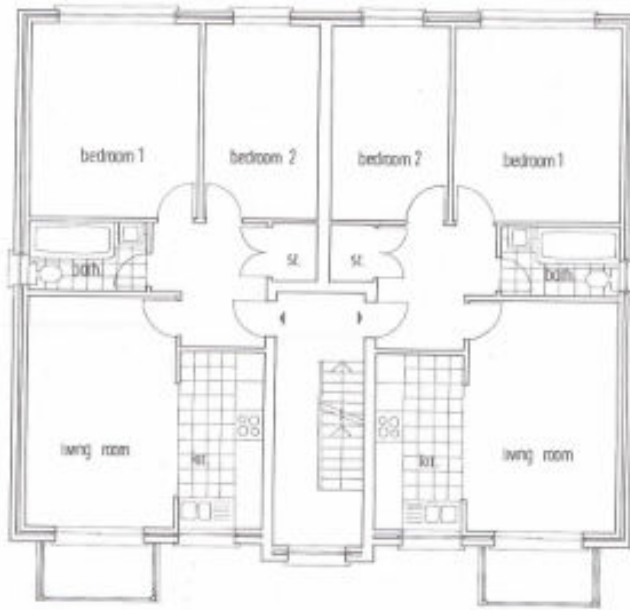
**The 3 storey block at Khalsa Court, Acacia Road viewed from the carpark**



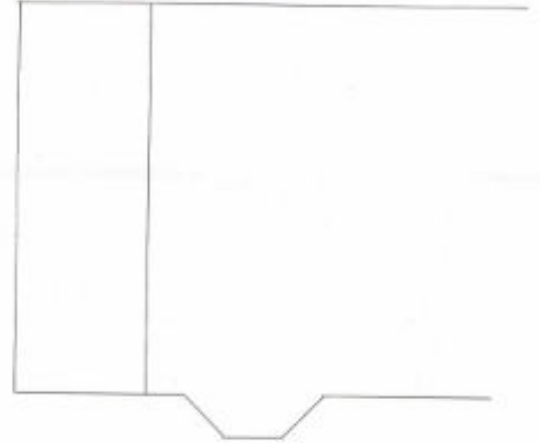
**Existing car park including side boundary of 1 Dunbar Road**



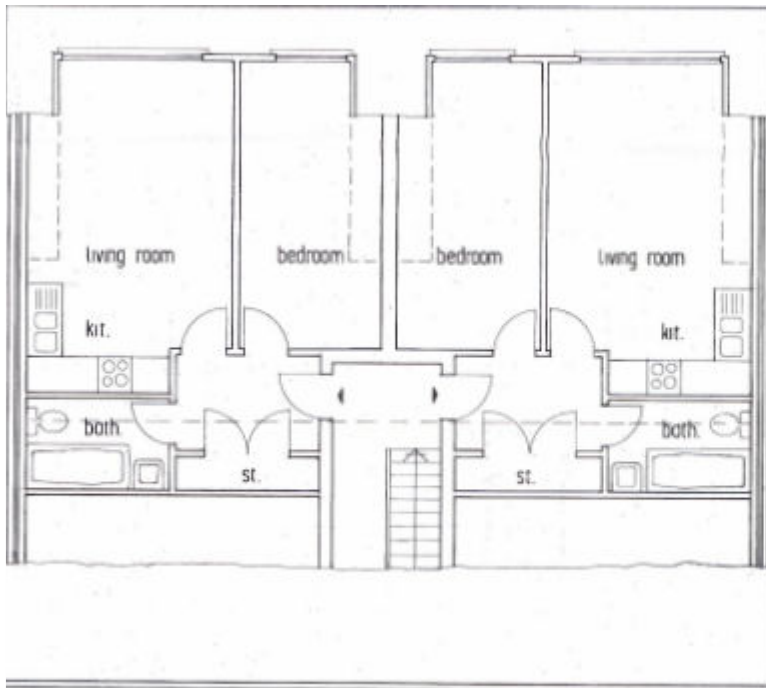
**Proposed ground floor plan**



first floor plan  
(second floor similar)



**Proposed first and second floor plan**



**Proposed third floor**





front elevation



side elevation - se



rear elevation



side elevation - nw

THIS DRAWING IS CONTROLLED DOCUMENT AND IS THE PROPERTY OF THE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. ANY REUSE OR MODIFICATION WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT IS STRICTLY PROHIBITED.

**Proposed front/rear/side se/side nw elevations**



Approved elevation under planning ref: HGY/2011/1189

### **3.0 SITE AND SURROUNDINGS**

- 3.1 The application site is situated at the existing car park to the side of the public house at 606 Lordship Lane and it fronts Dunbar Road outside the conservation area. The surrounding area comprises of a mix of residential and commercial buildings. To the north of the site is the row of two storey terrace houses on Dunbar Road. To the east is the two storey terrace houses on Perth Road. To the west is the three storey terraces on Khalsa Court which backs onto the site. Further south fronting Lordship Lane is the three storey blocks comprising of commercial on the ground floor and residential on the upper floors and even further south are the residential blocks at Andrula Court and Coldham Court.

### **4.0 PLANNING HISTORY**

- 4.1 Planning Application History  
Planning-**HGY/1991/0943**-GTD-20-09-91-606 Lordship Lane London -Erection of 1.5m satellite dish.  
Planning-**HGY/1998/0842**-GTD-25-08-98-The Lordship 606 Lordship Lane London -Formation of two additional fire exits to front elevation.  
Planning-**HGY/1998/0999**-GTD-25-08-98-606 Lordship Lane London - Installation of various non-illuminated and illuminated signage at ground and first floor level  
Planning-**HGY/2007/0433**-WDN-16-04-07-The Lordship Pub, 606 Lordship Lane Wood Green London -Upgrading of existing radio base station comprising of addition of three antennas, two dish antennas, one Node B equipment cabinet and development ancillary thereto (Part 24).  
Planning-**HGY/2009/1041**-GTD-15-09-09-606 Lordship Lane London - Conversion of upper floors into eight self contained flats (1 x 3 bed, 2 x 2 bed, 5 x 1 bed).  
Planning-**HGY/2009/1640**-GTD-01-12-09-606 Lordship Lane London -Approval of details pursuant to condition 9 (materials) attached to planning reference HGY/2009/1041.  
Planning-**HGY/2011/1889**-GTD-05-12-11-606 Lordship Lane Wood Green London -Erection of 3 storey block comprising 6 x 2 bedroom flats
- 4.2 Planning Enforcement History
- No 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  
HSG2 Change of Use to Residential

## 5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements  
Housing SPD (October 2008)  
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight  
SPG10c Educational Needs Generated by New Housing  
SPG8b Materials  
SPG4 Access for All – Mobility Standards  
SPG5 Safety by Design

## 6.0 CONSULTATION

Internal	External
Transportation Group Building Control Commercial Environmental Health Thames Water	<u>Local Residents</u>

## 7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 7.2 Principle of a residential use;
- 7.3 Design and form;
- 7.4 The layout/standard/mix of accommodation of the proposed residential units
- 7.5 Residential Amenity;
- 7.6 Loss of car park
- 7.7 Transportation and access;
- 7.8 Waste management;
- 7.9 Sustainability
- 7.10 Planning Obligation/Section 106

### 7.2 Principle of a residential use

7.2.1 Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan (2011) 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.

7.2.2 The principle of residential use on this site is considered to be acceptable as this proposal is an amendment to the previous approval under planning ref: HGY/2011/1889. The proposal therefore accords with Policy HSG2.

### 7.3 Design and form

- 7.3.1 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.
- 7.3.2 As noted above the proposal is for the erection of a four storey block with x 2 dormer windows at the rear on the former car park to the side of the public house at 606 Lordship Lane. The previously approved application was for a three storey block, in this case however an additional two units is included in the scheme with two dormer windows at the rear to create 8 units, making the building proposed three storey at the front and four storey when viewed from the rear. This proposal has been further revised, in that the front dormers have now been omitted from the scheme.
- 7.3.3 The design of the scheme is of traditional appearance, and it will be constructed in London Stock facing brick, mid grey coated UPVC framed double glazed windows and doors. The roof will be dark grey natural on externit slates to roofs and stained timber privacy slabs. Balconies will be inserted on first and second floor at the front elevation. The overall height of the block will be 7.8m to the eaves and 11.5m to the ridge, 13.1m in width and 11.24m in depth. The x 2 dormers will have a width of 5.5m, depth of 3.9m and height of 2.4m
- 7.3.4 The overall siting and coverage of the former car park would not represent a cramped form of development and it would not have an unsympathetic relationship to the adjoining blocks in that; the proposed block will be set back from the front and align with the shed to the side of 1 Dunbar Road and row of terraces. It will also be set away from the shed to the side of 1 Dunbar by 2.89m. The block is well set back from the rear by 7.5m to provide amenity space and the height will be similar to the residential block that backs onto the site at Khalsa Court on Acacia Road. The x 2 dormers proposed at the rear will be modest in size and it will preserve the dominance of the main pitch and its silhouette and will be in keeping with the character size and scale of the proposed building as a whole.
- 7.3.5 Overall the siting, form and design of the proposed scheme is considered acceptable in terms of its scale, bulk and massing.

#### 7.4 The layout/ standard/ mix of accommodation of the proposed residential units

- 7.4.1 Each unit will comprise of two bedrooms and an open plan living room/kitchen area.
- 7.4.2 The flats will have a small front garden area and sufficient rear garden space at the rear to serve the ground floor flats and balconies to the front to serve the flats on first and second floor level. Access to the rear garden is from the side adjacent to the existing shed to the side of 1 Dunbar Road.
- 7.4.3 All of the unit sizes and room sizes are consistent with the floorspace minima identified in the Housing SPD 2008.

#### 7.5 Residential Amenity

- 7.5.1 Policy UD3 and the Housing SPD (2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.
- 7.5.2 All side facing windows which serve the bathrooms to each flat will be conditioned to ensure that the glass is in obscured glazing; this will mitigate any overlooking issues. A further condition relating to soft landscaping is also proposed to reinstate mature trees that were previously at the site on the side boundary facing the rear gardens of the properties on Dunbar Road this will mitigate any overshadowing issues.
- 7.5.3 There are residential properties to the north, south, east and west of the site. The aspect of this site from adjoining/ surrounding residents at present is very open as the site is occupied by a large car park. A neighbour is concerned that at present there are problems in the area. Furthermore, letters of support received from neighbouring properties for the previous application was because the proposal will improve the surrounding environment in terms of noise, pollution and safety in the area because at present the car park has caused problems in the area. It is considered that the proposed scheme will be a positive contribution for adjoining/ nearby residents in terms of amenity.
- 7.5.4 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.

#### 7.6 Loss of car park

- 7.6.1 The principle of loss of the car park is considered to be acceptable as this proposal is an amendment to the previous approval under planning ref: HGY/2011/1889. The loss of the car park is considered acceptable because the site is in an area with a medium transport accessibility level and is located in the

Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station. As site visit conducted on the 22/11/2011 observed that the car park was not heavily parked.

- 7.6.2 The concerns however relating to the loss of the car park is that condition 4 of the previous application under planning reference HGY/2009/1041 required that the applicant provides no less than 5 car parking spaces for the use of the 8 approved residential units. To address this issue the applicant has agreed to enter into a 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.

## 7.7 Transportation and access

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- 7.7.1 Car parking will not be provided with the scheme. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds for the resurfacing of the footway fronting the site to improve conditions for pedestrians and cyclists.
- 7.7.2 The application site is located in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station.
- 7.7.3 The transportation team have considered that the development proposal of some 8 additional units will not result in any significant increase in the generated traffic or parking demand to have any adverse impact on the transportation and highways network. In addition, the characteristics of this site fulfil the criteria set up in the UDP Policy M9, for dedication as a car-free development. Consequently the transportation and highways authority would not object to this application

## 7.8 Waste Disposal

- 7.8.1 A communal refuse area will be provided to the side of the site. This will comprises of five bins. The waste management team are satisfied and have given the scheme RAG traffic light status of GREEN for waste storage and collection arrangement

## 7.8 Sustainability



7.8.1 In terms of sustainability the scheme that has already been approved will involve;

- Insulation of primary hot water pipes and hot water tanks will be included. Energy efficient boilers with over 80% efficiency rating will be installed to serve each flat.
- The proposed scheme allows for the use of natural light throughout the building. Elevations have more than adequate fenestration to provide good levels of daylight in habitable rooms, and ventilation requirements will also be in accordance with the Building Regulations. Efficient natural background ventilation will be provided through trickle ventilation, air bricks, and passive stacks.
- Energy efficient lighting will be installed, including temperature controls. Solar water heating will be included. Insulation requirements, including high performance glazing, will be provided all in accordance with Approved Document L 1B 2006 of the Building Regulations
- In terms of water conservation, all water usage will be controlled within the new development. Taps and showers will have water saving devices, and low flush toilets will be installed. No Power showers will be installed.
- All hard surfaces will be laid using permeable materials. Access, Safety and Security, and Life Time homes standards will all be adopted. Pedestrians will be able to move safely around the front and rear of the site. Site facilities, amenities and the site boundary will all be safe and secure, with good visibility and lighting
- In terms of efficient resource use, demolished materials will be separated for re-use, and new materials will be recycled materials, wherever possible, and low impact materials will be used throughout the develop

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

## 7.9 Planning Obligation/Section 106

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 SPG10c, 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 education contribution associated with this development is calculated to amount to £43,912.50.

7.9.3 The applicant has agreed to contribute through a Section 106/278 agreement £3,000 (three thousand pounds) towards an improvement scheme aimed at

assisting pedestrians and cyclists, to the sites frontage onto Dunbar Road.

- 7.9.4 The applicant has also agreed to enter into Section 106 agreement so that the 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.
- 7.9.5 The Section 106 Agreement will also include a contribution towards local Employment and Construction Training initiatives.
- 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 £48,912.

## **8.0 CIL**

- 8.1 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm/ the scheme provides one or more residential units. Based on the MoL's CIL charging schedule and the information given on the plans the charge is likely to be £5,144.37. This would be collected by Haringey after implementation (if permission were granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

## **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.

## **10.0 EQUALITIES**

- 10.1 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 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 The proposal which is an amendment to the previous approval is considered acceptable for the following reasons; in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.
- 11.2 The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.
- 11.3 As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, Change of Use to Residential, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008). It is therefore appropriate to recommend that planning permission be APPROVED.

## **12.0 RECOMMENDATIONS**

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2012/0491, subject to a pre-condition that Simon Oliver Magic Drinks 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 £43,912.50 as an Educational Contribution, £3000 contribution towards a Section 106/278 agreement , £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 £48,912.

(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/2012/0491 be refused for the following reason:

The proposal fails to provide an Education Contribution in accordance with the requirements set out in Supplementary Planning Guidance 12 'Educational Needs Generated by New Housing Development' attached to the Haringey Unitary Development Plan, a contribution of £3000 towards a Section 106/278 agreement, a contribution towards the amendment of the TMO, a 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/2012/0491

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. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the new building hereby approved (including front

boundary treatments) have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

4. 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.

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 and protect the amenity of neighbouring properties.

6. The 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.

7. 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

8. 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.

## WASTE

- 9 That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality

#### OTHER

10. 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 works being carried out on the site.

Reason: In order for the Local Planning Authority to ensure the site is risk free.

11. The applicants submits a service and delivery plan with details of servicing for the existing development

Reason: To ensure that the existing Pub and residential development can be serviced.

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. 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

14. All side facing windows on ground, 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

#### INFORMATIVE

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

2. Any access modification work which affects the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been Completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for completion of the works

## REASONS FOR APPROVAL

The proposal which is an amendment to the previous approval is considered acceptable for the following reasons; in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.

The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.

As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008). It is therefore appropriate to recommend that planning permission be APPROVED.

## 13.0 APPENDICES

### 13.1 Consultation Responses

13.2

	<b>INTERNAL</b>	<b>Question/Comment.</b>	<b>Response</b>
1	Haringey Transportation	<p>The application site has a good public transport accessibility level of 4 and is served by the 144, 243 and W3 bus routes, which operate with a two-way frequency of 63 buses per hour. Further to this, Wood Green underground station and bus interchange are within reasonable walking distance. It is therefore likely that the majority of the prospective residents of this development would use sustainable transport for journeys to and from the site.</p> <p>Furthermore, the site is located within the Wood Green (outer) controlled parking zone, which operates from Monday to Saturday 8:00am – 6:30pm and offers a good level of on-street parking control. Although the application does not include any off-street parking provision the development meets the criteria for designation as car free. It will therefore be necessary for the applicant to secure the developments car-free status by entering into a S106 legal agreement.</p> <p>The application includes the provision of secure storage for six cycles. However, to accord with standards set out within the London plan, the applicant will need to provide secure storage for eight cycles. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds for the resurfacing of the footway fronting the site to</p>	<p>Noted and financial contribution in the form of a Section 106/278 contribution and amendment of the Traffic Management Order (TMO)</p>



		<p>improve conditions for pedestrians and cyclists.</p> <p>Therefore, the highway and transportation authority do not wish to raise any objections subject to condition</p>	
<b>2</b>	<b>Waste Management</b>	<p>The proposed development of 8 x 2 bedroom flats will require 2 x 1100 residual waste bins, and 1 x 1100 recycling bins.</p> <p>The waste bins must not be located further than 10m from the point of collection. The plans show a waste storage area suitable for five 1100 waste bins.</p> <p>Managing agent will be required to maintain the bin storage area ensuring that the storage area is kept free of any uncontained refuse</p> <p>The application has been given RAG traffic light status of GREEN for waste storage and collection arrangements</p>	Noted and further details are required as set out in condition 9
<b>3.</b>	Haringey Commercial Environmental Health	<p>Before development commences other than for investigative work:</p> <p style="padding-left: 40px;">a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants</p>	Noted in the form of condition 9

		<p>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 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"> <li>▪ a risk assessment to</li> </ul>	
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		<p>be undertaken,</p> <ul style="list-style-type: none"> <li>▪ refinement of the Conceptual Model, and</li> <li>▪ the development of a Method Statement detailing the remediation requirements.</li> </ul> <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 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</p>	
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	<b>NEIGHBOURS CONSULTED</b>	<b>1 letter received</b>	
<b>1.</b>		There have been problems in the road	In response to this it is considered that the proposal will improve the surrounding environment in terms of noise, pollution and safety in the area because at present the car park has caused problems in the area. It is considered that the proposed scheme will be a positive contribution for adjoining/ nearby residents in terms of amenity.