

<b>Reference No:</b> HGY/2012/1211	<b>Ward:</b> Crouch End
<b>Date received:</b> 25 April 2012	
<p><b>Address:</b> : 115-119 Park Road, N8</p> <p><b>Proposal:</b> Development of three storey residential block comprising eight two bedroom flats, and one three bedroom flat with associated parking.</p> <p><b>Existing Use:</b> Vacant (formerly public house)</p> <p><b>Proposed Use:</b> Residential (C3)</p> <p><b>Applicant/Owner:</b> Sunbel Developments Ltd</p>	

**DOCUMENTS**

<b>Title</b>
Design & Access Statement April 2012

**PLANS**

<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
11022/100	C	Proposed Site Plan
11022/101	G	Proposed Ground Floor
11022/102	F	Proposed First Floor
11022/103	F	Proposed Second Floor
11022/104	A	Proposed Roof Plan
11022/105		Proposed Site Location Plan
11022/106	B	Proposed SE Elevation
11022/107	B	Proposed SW Elevation
11022/108	D	Proposed NE Elevation
11022/109	B	Proposed NW Elevation
CC1151 100	A	Swept Path Analysis
CC1151 101	A	Track Plots – Car Park
CC1151 102	A	Track Plots Out – Car Park

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**PLANNING DESIGNATIONS:**

Unitary Development Plan 2006:

**RECOMMENDATION:**

GRANT PERMISSION subject to condition(s) and s106 agreement

**SUMMARY OF REPORT:**

The application is for the development of a three storey residential block comprising eight two bedroom flats, and one three bedroom flat with associated parking.

The site was once occupied by a public house/nightclub but it was demolished some 2 years ago with the site lying vacant since. Surrounding development is residential except for the adjacent petrol filling station.

The proposed building generally follows the bulk and massing of a previously consented scheme but is deeper and more rectangular in form. The contemporary design establishes the building as a standalone entity but maintains a residential character to its elevations by having a strong vertical emphasis to its windows and detailing. The design avoids harmful overshadowing and overlooking and would cause no harm to residential amenity.

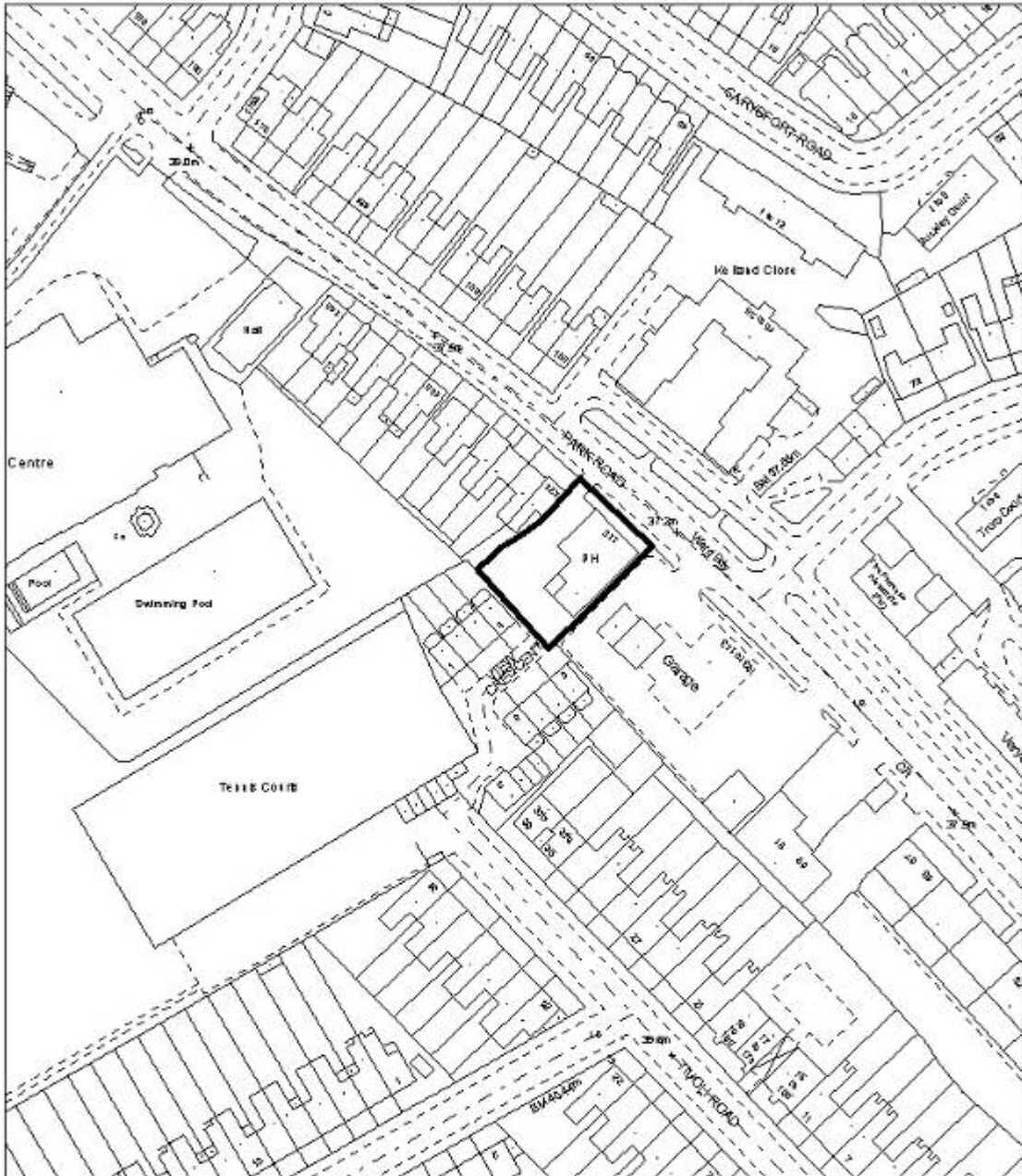
The development has moderate access to public transport and the proposed 6 parking spaces coupled with a restriction of parking permits will mitigate any harm to local public and private transport networks.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Subject to appropriate conditions and s106 contributions the application should be approved.

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# 1.0 SITE PLAN



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## Site plan

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	Drawn by	MT
	Scale	1:1250
	Date	29/08/2012

2.0 IMAGES





### **3.0 SITE AND SURROUNDINGS**

- 3.1 The 713sqm site is on the south-western side of Park Road, N8 is now cleared but was once occupied by 2-storey public house.
- 3.2 Immediately to the south- east is a petrol filling station. To the north west are Victorian two storey terrace houses and behind is a set of recently constructed mews houses designed in a traditional style. Across Park Road is a complex of 3-storey mid-20<sup>th</sup>C blocks of flats.
- 3.3 The surrounding area is predominantly residential in character however to the south-east towards is Crouch End Town Centre and development becomes increasingly commercial in that direction.
- 3.4 The site is not in a Conservation Area but Crouch End Conservation Area begins on the far side of the petrol filling station and spreads south.

### **4.0 PLANNING HISTORY**

- HGY/2012/0695 - Development of three storey residential block comprising of 7 x two bedroom flats, 1 x three bedroom flats and 1 x one bedroom flats with associated parking - WITHDRAWN
- HGY/2010/1011 - Demolition of existing building and erection of new 3 storey building comprising 7 x two bed and 1 x one bed flats. (Revised Drawings) – GRANTED
- HGY/2010/0711 - Demolition of existing building and erection of new 3 storey building comprising 7 x two bed and 2 x three bed flats – REFUSED
- HGY/2010/0711 - Demolition of existing building and erection of new 3 storey building comprising 7 x two bed and 2 x three bed flats – REFUSED
- HGY/2007/1558 - Change of use from car park to a car wash – REFUSED
- HGY/2001/0217 - Removal of existing window to front elevation of side extension, provision of enlarged opening with 3 no. coupled vertical sliding sash units similar to main front elevation – GRANTED
- HGY/2000/0148 - Removal of existing canopy and replacement of french doors at front elevation with sash windows – GRANTED
- HGY/1998/0514 - Removal of ground floor front (one) and side (two) bay windows and removal of first floor wooden balustrade to be replaced by planting and conventional rendering of exterior windows. – GRANTED

- HGY/1998/0493 - Installation of new external lighting to fascia and side elevations – GRANTED
- HGY/1995/0525 - Display of externally illuminated public house fascia sign, post sign and name/amenity boards to front, side and rear elevations – GRANTED
- HGY/1994/0656 - Alteration to form of window on front and side elevation, and alterations to existing balustrade. – GRANTED
- HGY/1994/0655 - Installation of externally illuminated new hoarding, projecting sign and various boards in connection with advertisement of public house – GRANTED
- OLD/1987/1531 - Alteration to front elevation. – GRANTED
- OLD/1987/1530 - Installation of floodlighting. – GRANTED
- OLD/1976/1048 - Display of sign comprising individual internally illuminated lettering on flank wall – GRANTED
- OLD/1975/1038 - Display of two illuminated lantern boxes – GRANTED
- OLD/1968/0711 - Display of illuminated sign on flank wall. – GRANTED
- OLD/1968/0710 - Display of illuminated sign on flank wall. – GRANTED
- OLD/1966/0694 - Alterations & extension to provide additional bar area & storage space. – GRANTED
- OLD/1964/0798 - Temporary use of vacant premises as a club meeting room (unlicensed) in connection with P.H. – REFUSED

## **5.0 PROPOSAL DESCRIPTION**

- 5.1 The proposal is for the development of a three storey residential block comprising eight two bedroom flats and one three bedroom flat with associated parking.
- 5.2 The building is roughly square in plan and is located in the eastern corner of the site. It has a flat roof and contemporary design with balconies and projecting bays on the front. Amenity space and parking for 6 cars is provided at rear with access on to Park Road.

## **6.0 RELEVANT PLANNING POLICY**

- 6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:
- National Planning Policy Framework



- National Planning Policy Statements
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Haringey Local Development Framework – Local Plan and Proposals Map:

Haringey's draft Haringey Local Plan: Strategic Policies (formerly the Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). This EiP commenced on 28<sup>th</sup> June and an additional hearing was held 22 February 2012 to discuss subsequent amendments and the Sustainability Appraisal. Haringey carried out a 6 week consultation from 27<sup>th</sup> April to 13<sup>th</sup> June 2012 on how the recently published NPPF may affect the content of the Plan. As a matter of law and due to the advanced stage of development, some weight should be attached to the Local Plan policies however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- Haringey Draft Development Management Policies:

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

6.2 A full list of relevant planning policies is in Appendix 2.

## **7.0 CONSULTATION**

7.1 Prior to the submission of this application, the applicant met with John Tillotson who is a resident of View Road, Ward Cllr Lyn Weber and the case officer on the 12<sup>th</sup> of June 2012 to discuss the scheme. Issues relating to the previous submission were discussed, in particular the previously proposed roof terrace, amenity space, overshadowing and parking. A number of revisions were agreed and the consensus was broadly positive.

7.2 Following submission, the Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

### **7.2.1 Internal Consultees**

- Transportation
- Cleansing
- Building Control
- Commercial Environmental Health

### **7.2.2 Local Residents**

- Residents of 60 properties were consulted
- 7.3 Two objections have been received from local residents. The issues raised are as follows:
- Overlooking
  - Dominant appearance and out of scale with surrounding development
  - Impact on views along Park Road
  - Increased congestion
  - Disruption to flow of traffic on Park Road
- 7.4 Planning Officers have considered all consultation responses and have commented on the issues raised in both Appendix 1 and within the relevant sections of the assessment in part 8 of this report.
- 7.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting. Any additional comments received will be reported verbally to the Sub-Committee.

## **8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION**

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

- Principle of Development
- Design, height, mass & materials
- Dwelling size, mix & tenure
- Amenity space
- Daylight and Sunlight
- Overlooking and Privacy
- Parking & Servicing
- Access and Inclusive Design
- Energy & Sustainability
- Ground Conditions and Contamination
- Environmental Impact Assessment
- Planning Obligations/s106 Agreement

### 8.1 Principle of Development

- 8.1.1 The site was once occupied by a pub/night club but this has since been demolished following the grant of permission for a residential building under ref: HGY/2010/1011. The principle of residential development has therefore been accepted.
- 8.1.2 Residential development will contribute to the Borough's housing stock and help achieve housing targets. The demolished public house/nightclub had been vacant for more than 18 months prior its demolition. Policy EMP4 of the UDP states that changes of use away from employment generating activities are acceptable where the property has been unsuccessfully marketed for 18 months

## 8.2 Design, height, mass & materials

- 8.2.1 Policies UD3 'General Principles', UD4 'Quality Design' and SPG1a 'Design Guidance' set out the Council's general design principles for new development in the Borough.
- 8.2.2 The proposed building is 3-storeys high, roughly square in plan and is located at the eastern corner of the site fronting onto Park Road. This is similar to the size and siting of the previously approved scheme however, it is set further away from no. 121 Park Road and elongated so that is further to the front and to the rear.
- 8.2.3 The current proposal differs to the approved scheme in that it is set away from the neighbouring terrace houses. This setback is necessary due to the presence of a large sewer running through the site which precludes any development at the north-west side of the site. Although the reason is practical, this arrangement has the advantage of making the building appear more as a standalone entity that is visually separate to both the nearby terrace of houses and the adjacent petrol filling station. The applicant's approach of a residential building with contemporary design is considered appropriate for a development which is set apart in this way. The height of the building has also been reduced from the approved scheme so that it is lower than adjacent houses on Park Road and those on View Crescent behind.
- 8.2.4 The building comes forward of the building line of the approved scheme and the nearby terrace houses. This transition in building line is buffered by the setback from the adjacent terrace and the use of wrap-around glazing on the corners. This glazing minimises the hard edge to the corner and results in softer side profile.
- 8.2.5 Although the building is sited away from adjoining residential development, the design of the elevations has a residential character. This is achieved by having a strong vertical arrangement of windows and projecting bays thus following the vertical character of the various styles of residential development in the surrounding area. This is continued on the rear and side elevations. The projecting bays and balconies also add depth and articulation to the front façade.
- 8.2.6 Planting along the front boundary will soften the transition from the building to the pavement and continue the pattern of strong boundary treatments on this side of Park Road. Planting is also proposed on the side facing the petrol filling station to clearly delineate the boundary between these different land uses. Conditions will be applied to ensure a satisfactory landscaping scheme is implemented.
- 8.2.7 Materials will be subject to further approval by a condition but it is envisioned that a palette of brick and reconstituted stone will be used.
- 8.2.8 The proposed building employs a contemporary design which respects the residential character of the area. Its would cause no harm to the appearance and character of the local area having regard to Policies UD3 'General Principles' and UD4 'Quality Design' of the Unitary Development Plan 2006.

### 8.3 Dwelling size, mix & tenure

- 8.3.1 The proposed building contains 8 x 2-bed flats and 1 x 3-bed flat. The dwelling mix deviates from that set out in the Housing SPD with a greater representation of 2-bed dwellings and lower representation of 1-bed dwellings and no 4-bed dwellings. However, a 4-bed dwelling is not considered appropriate for a small flatted development of this type whereas the inclusion of a 3-bed dwelling at the with 2-bed flats elsewhere in the development is considered appropriate for this location near Crouch End town centre. The previously approved scheme consisted of 1 x 1-bed and 7 x 2-bed flats and the current proposal is considered to be an improvement, having regard to HSG10 of the Unitary Development Plan 2006.
- 8.3.2 The flats meet the Mayor's more recent space standards, which are more onerous than Haringey's 2008 standards, and each will receive adequate natural light and ventilation. There are no single aspect north facing flats.
- 8.3.3 The proposed residential accommodation will have acceptable living conditions in compliance with Policy HSG1 of the Unitary Development Plan 2006.

### 8.4 Amenity space

- 8.4.1 According to the Housing SPD, the proposed development would require 70sqm of amenity space. The proposed development provides a 69.7sqm communal amenity area at the rear, plus 11sqm and 6.6sqm private amenity areas for the front ground floor flats and 4 x 2.4sqm balconies for the front flats on the upper floors. Overall this equates to 69.7sqm communal space and 27.2sqm private space, which is considered to meet the standards of the SPD.
- 8.4.2 According to London Plan standards for child play space, the proposed development requires the amenity space provision to include 5.8sqm of play space. As the communal space is supplemented by approximately 27sqm of private amenity space elsewhere in the development, it is considered that the play space requirement can be met by the communal space. This space is regular in shape and receives passive surveillance by the rear facing flats. A detailed landscape scheme will be required by condition.
- 8.4.3 The site is not within an Open Space Deficiency Area.
- 8.4.4 The proposed development is considered to provide sufficient amenity space in accordance with Policy HSG1, the Housing SPD and London Plan Policy 3.6.

### 8.5 Impact on Amenity

- 8.5.1 Policy UD3 requires development proposals have no significant adverse impacts on residential amenity.

### *Sunlight and daylight*

- 8.5.2 The applicants have submitted a study comparing the shadow profile of the previously approved scheme and the current proposal. It demonstrates that the proposal's lower overall height results in less overshadowing than the previous approved scheme. The shadow will fall on the adjoining neighbour no. 121 Park Road but only in the morning and with no additional impact on midday or afternoon sun. At these times, the shadow will fall onto Park Road. It is therefore considered that there would be no harm to sunlight or daylight for nearby residents.

### *Privacy and Overlooking*

- 8.5.3 There are windows on all four elevations but only the front has balconies. The windows on the rear face onto the flank wall of an end-of-terrace house on View Crescent. This wall is windowless except for small frosted bathroom windows. The north-west side elevation of the proposed building has two windows but these face onto the blank side wall of no. 121 Park Road. The south-east side window faces onto the petrol filling station. The roof of the development will be a green/brown roof but will be accessible for maintenance purposes only and not used as an amenity area. The proposed development is considered to cause no overlooking or loss of privacy.
- 8.5.4 The proposed development is therefore considered to cause no harm to residential amenity in compliance with Policy UD3 of the Unitary Development Plan 2006.

### 8.6 Parking & Servicing

- 8.6.1 National Planning Policy seeks to reduce the dependence on the private car in urban areas such as Haringey. This advice is also reflected in the London Plan. Policy UD3 requires development proposals to have no significant impact on public and private transport networks, including highways or traffic conditions. Policies M2 Public Transport and M3 locating New Development and accessibility require that the proposals put forward take into account the needs of public transport users. Policy M5 seeks to protect and improve pedestrian and cycle routes.
- 8.6.2 The Council's Transportation Team have assessed the proposal and do not object. This subject site is located in an area with a medium public transport accessibility level and is located on Park Road which has the W7 bus route. The development site is also within a short walking distance of the 91, 41 and W3 bus routes which when combined, offer some 57 buses per hour (two-way), for frequent connection to and from Finsbury Park tube station.
- 8.6.3 Analysis using the TRAVL trip forecast database suggests that based on comparable London sites: Exeter Road, E17, Porter Square N19 and Winchester Mews NW3, this development proposal comprising some 9 units and 822 sqm GFA, would only generate 4 in and out vehicle movements during the critical am peak. It is therefore accepted that this development would not result in any significant increase in generated trips/traffic on the adjacent roads. The site is also located in the Crouch End A CPZ which operates from 10 am to 12 noon. In

addition the applicant has proposed 6 off street car parking spaces as per drawing N0 100C, and sheltered secure cycle storage facility and refuse collection as shown in drawing 101F.

- 8.6.4 Following a site visit conducted on the 4 June 2012, it was observed that the area surrounding the site will require some improvement in order to enhance the existing walking environment. Should permission be granted, the developer will be required to enter into a S.106 agreement and contribute a sum of £14,000 towards improvement to the footways abutting the site including the reconstruction of the existing vehicular cross over.
- 8.6.5 Conditions will be applied requiring that the cycle storage be large enough for 10 cycle spaces, that no resident will be entitled to a residents parking permit and that the developer submit Construction Management and Logistics Plans.
- 8.6.6 The proposed development is therefore considered to cause no harm to public and private transport networks in compliance with Policies UD3 and M5 of the Unitary Development Plan 2006.
- 8.6.7 The proposed access and parking arrangements are considered acceptable having regard to Policy UD3.

## 8.7 Access and Inclusive Design

- 8.7.1 UDP Policy UD3 “General Principles” and SPG 4 “Access for All – Mobility Standards” seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties.
- 8.7.2 Entry to the building is via a secure front door with gated pedestrian and vehicle access to the rear. The building will be fully accessible and Lifetime Homes compliant. All thresholds will be level and lift access is provided to all floors.

## 8.8 Energy & Sustainability

- 8.8.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor’s ‘lean, clean, green’ energy hierarchy.
- 8.8.2 The building will achieve Code for Sustainable Homes Level 4 which is equal to a 25% decrease in energy use compared to the Building Regulations 2010 standard. This will be achieved through high performance insulation (‘lean’) and low consumption plant and appliances (‘clean’). Renewable energy technologies (‘green’) will be considered if required to reach the 25% target. A condition will be applied requiring the submission of detailed energy strategy. The proposed building is therefore in compliance with Policy 5.2 of the London Plan 2011.

## 8.9 Ground Conditions and Contamination

8.9.1 Policy ENV11 states development proposals on potentially contaminated land will be required to undertake any necessary investigation and remediation work to mitigate any potential risks. Conditions will be applied requiring such investigation and remediation work to the satisfaction of the Council's Environmental Health Officer. A condition will also be applied requiring a strategy for the control of construction dust.

## 8.10 Environmental Impact Assessment

8.10.1 The proposed development does not fall within Schedule 1 or Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 therefore an EIA is not required.

## 8.11 Planning Obligations/s106 Agreement

8.11.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), The NPPF, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority will seek financial contributions towards the following:

- i) Education contribution - £35,502
- ii) Car free designation (including a £1,000 contribution towards the amendment of the Traffic Management Order)
- iii) Improvement of local footway and restoration of crossover - £14,000
- iv) Local Employment - target of 20% of workforce to be Haringey residents
- iv) Administration and monitoring contribution – 3% of total

8.11.2 Following the Community Infrastructure Levy 2010 Regulations (as amended) coming into force 06 April 2010, three tests on the use of planning obligations were placed into law. The three tests are that planning obligations must be:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

It is considered that the above s106 contributions are necessary, directly related and fairly and reasonably related in scale and kind to the development thereby meeting the above three tests.

## 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 decision of this Committee will accord with the requirements of the above Act and Order.

## **10.0 EQUALITIES**

10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

10.3 The proposed development is not considered to cause any harmful impact on those sharing any of the above protected characteristics. The site has been vacant for some time and the replacement development is fully accessible. An education contribution is proposed to support school place provision.

## **11.0 SUMMARY AND CONCLUSION**

11.1 The application is for the development of a three storey residential block comprising eight two bedroom flats, and one three bedroom flat with associated parking.

11.2 The site was once occupied by a public house/nightclub but it was demolished some 2 years ago with the site lying vacant since. Surrounding development is residential except for the adjacent petrol filling station.

11.3 The proposed building generally follows the bulk and massing of a previously consented scheme but is deeper and more rectangular in form. The contemporary design establishes the building as a standalone entity but maintains a residential character to its elevations by having a strong vertical emphasis to its windows and detailing. The design avoids harmful overshadowing and overlooking and would cause no harm to residential amenity.



- 11.4 The development has moderate access to public transport and the proposed 6 parking spaces coupled with a restriction of parking permits will mitigate any harm to local public and private transport networks.
- 11.5 In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.
- 11.6 The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Subject to appropriate conditions and s106 contributions the application should be approved.

## 12.0 RECOMMENDATION 1

### **GRANT PLANNING PERMISSION** subject to:

- conditions as below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- and in accordance with the approved plans and documents as follows:

<b>DOCUMENTS</b>
<b>Title</b>
Design & Access Statement April 2012

<b>PLANS</b>		
<b>Plan Number</b>	<b>Rev.</b>	<b>Plan Title</b>
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CC1151 101	A	Track Plots – Car Park
CC1151 102	A	Track Plots Out – Car Park

### **CONDITIONS:**

## **TIME LIMIT**

- 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.

## **PLANS**

- 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.

## **SUSTAINABILITY**

- 3. Prior to the implementation of the consent hereby approved, the applicant shall submit a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy set out under Policy 5.2 of the London Plan 2011 and that the scheme will achieve Code for Sustainable Homes Level 4. Thereafter the recommendations of the energy assessment shall be undertaken in full and required technology installed in accordance with the details approved and an independent post-installation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.**

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with G1, UD1, and UD2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006 and London Plan Policy 5.2.

## **MATERIALS**

- 4. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls 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: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

## **CONTAMINATED LAND**

### **5. 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**

- 6. 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.**

Reason: In order to minimise dust nuisance and harm to residential amenity during construction.

## **LANDSCAPING**

- 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: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

## **PLANTING**

- 8. 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 ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

## **LANDSCAPE MAINTENANCE**

- 9. Prior to occupation of the development, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the

Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

### **GREEN ROOF**

- 10. Full details of an extensive green roof shall be submitted to and approved in writing by the Local Planning Authority prior to any development works. The green roof submission must provide/comprise of the following information:**
- a) biodiversity based with extensive/semi-intensive soils**
  - b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum.**
  - c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit.**
  - d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates**
  - e) a report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section**

**The green roof must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.**

**Evidence that the green roof has been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to first occupation.**

Reason: In order to ensure the satisfactory provision of the green/brown roof in the interests of sustainability.

### **CYCLE PARKING**

- 11. That provision for 10 secure cycle parking spaces shall be made within the scheme and permanently retained thereafter to the satisfaction of the Local Planning Authority.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

The applicant/ Developer is required to contribute by way of a S.106 agreement £14,000 (Fourteen 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.

### **NO RESIDENTIAL PARKING PERMITS**

- 12. The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent 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 this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the highways network

### **CAR FREE DEVELOPMENT**

- 13. The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent 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 this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the highways network

### **CONSTRUCTION AND LOGISTICS PLANS**

- 14. The applicant/ Developer shall 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 Park Road 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

### **ACCESS**

- 15. Full details of the proposed access gates, including method of operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved.**

Reason: In order to ensure the safe movement of pedestrians on the footpath and vehicular traffic on the highway.

### **LIFETIME HOMES**

- 16. That all the residential units with the proposed development shall be designed to Lifetime Homes Standard.**

Reason: To ensure that the proposed development meets the Councils Standards in relation to the provision of Lifetime Homes.

### **CENTRAL DISH/AERIAL**

- 17. 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.

### **HOURS OF CONSTRUCTION**

- 18. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.**

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

### **NOISE**

- 19. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

### **MECHANICAL PLANT**

- 20. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

#### **WASTE/REFUSE**

- 21. 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.

#### **INFORMATIVES:**

- A: All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree.
- B: The new development will require numbering. The applicant should contact Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 1380) to arrange for the allocation of a suitable address.

#### **REASONS FOR APPROVAL**

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

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The development is considered to be suitably designed in respect of its surroundings, its impact on neighbouring properties and environmental site constraints.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies



requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, G2 'Development and Urban Design', G3'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', HSG1 'New Housing Developments', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M10 'Parking for Development' and ENV11 'Contaminated Land'

## **13.0 APPENDICES:**

- 13.1 Appendix 1: Consultation Responses
- 13.2 Appendix 2: Planning Policies
- 13.3 Appendix 3: Planning History

## APPENDIX 1

### Consultation Responses

No.	Stakeholder	Question/Comment	Response
	<b>STATUTORY</b>		
	<b>British Waterways</b>	No objection	
	<b>Thames Water</b>	<p>No objection</p> <p><b>Waste Comments</b>  There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.</p> <p><b>Surface Water Drainage</b> - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.  Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p><b>Water Comments</b>  On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.</p>	<p>Noted, informative added.</p> <p>Noted, informative added.</p> <p>Noted.</p>

No.	Stakeholder	Question/Comment	Response
		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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.	Noted, informative added.
	<b>INTERNAL</b>		
	<b>Transportation Team</b>	<p>This development site is located in an area with a Medium public transport accessibility level and is located on Park Road which has the W7 bus route. The development site is also within a short walking some 470 metres of the 91, 41 and W3 bus routs which when combined, offer some 57buses per hour (two-way), for frequent connection to and from Finsbury Park tube station. We have subsequently considered that the majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.</p> <p>In addition, our analysis with TRAVL trip forecast database suggests that based on comparable London sites: Exeter Road, E17, Porter Square N19 and Winchester Mews NW3, this development proposal comprising some 8 units and 822 sqm GFA, would only generate 4 in and out vehicle movements during the critical am peak. We have therefore accepted that this development would not result in any significant increase in generated trips/traffic on the adjacent roads. The site is also located in the Crouch End A CPZ which operates from 10 am to 12 noon. In addition the applicant has proposed 6 off street car parking spaces as per drawing N0 100C, and sheltered secure cycle storage facility and refuse collection as shown in drawing 101F. However, there are some concerns with this development proposal as the applicant has not indicated how many cycle parking spaces will be provided.</p> <p>A site visit conducted on the 4 June 2012 observed that the area surrounding the site will require some improvement in order to enhance the existing walking environment. We will therefore require the developer to enter to a S.106 agreement and contribute a sum of £14k (fourteen Thousand pounds) towards improvement to the footways abutting</p>	Noted, conditions added.

No.	Stakeholder	Question/Comment	Response
		<p>the site including the reconstruction of the existing vehicular cross over.</p> <p>Consequently the transportation and highways authority would not object to this application subject to the following conditions:</p> <p>1) The applicant is required to ensure that adequate residential cycle parking space are provided in accordance with the 2011 London plan which required the developer to provide 10 secure sheltered cycle parking spaces.</p> <p>Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2. The applicant/ Developer will be required to contribute by way of a S.106 agreement £14,000 (Fourteen Thousand Pounds) for local transport infrastructure enhancement within the local area surrounding the site.</p> <p>Reason: To provide enhance walking and cycling facilities in order to promote travel by sustainable modes of transport to and from the site.</p> <p>3) The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent 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</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the highways network</p> <p>4). 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 Park Road is minimised. It is</p>	

No.	Stakeholder	Question/Comment	Response
		<p>also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative: The new development will require numbering. The applicant should contact Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 1380) to arrange for the allocation of a suitable address.</p>	
	<b>Building Control</b>	<p>Building Regulation application required for these works.</p> <p>No comments to make regarding Fire Brigade access (Reg B5)</p>	<p>Noted.</p> <p>Noted.</p>
	<b>Environmental Health</b>	<p>Air Quality:</p> <p>The development proposed should be designated a car-free residential development.</p> <p><u>Contaminated land:</u></p> <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 information obtained from the</p>	<p>Transportation Team do not recommend this.</p> <p>Noted, condition added.</p>

No.	Stakeholder	Question/Comment	Response
		<p>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 be undertaken,</li> <li>- refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</li> <li>- The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</li> </ul> <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 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><b>Control of Construction Dust:</b></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. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition</p>	<p>Noted, condition added.</p>



No.	Stakeholder	Question/Comment	Response
		<p>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.</p> <p>Green Roof:</p> <p>Full details of an extensive green roof shall be submitted to and approved in writing by the Local Planning Authority prior to any development works. The green roof submission must provide/comprise of the following information:</p> <ul style="list-style-type: none"> <li>a) biodiversity based with extensive/semi-intensive soils</li> <li>b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum.</li> <li>c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit.</li> <li>d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates</li> <li>e) a report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section</li> </ul> <p>The green roof must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.</p> <p>Evidence that the green roof has been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to first occupation.</p> <p><b><u>As an informative:</u></b></p> <p>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</p>	<p>Buildings have already been demolished.</p>

No.	Stakeholder	Question/Comment	Response
		accordance with the correct procedure prior to any demolition or construction works carried out.	
	<b>RESIDENTS</b>	<b>2 responses received.</b>	
1	<b>129 Park Road, N8</b>	<p>3 storey building is out of keeping with surrounding 2-storey development</p> <p>Increased traffic congestion</p> <p>Concern over impact on local amenities</p>	<p>Building is lower than adjacent 2-storey terraces. Appearance of different floor heights minimised by setback</p> <p>Transportation team are satisfied with access arrangements. Residents will not have parking permits</p> <p>Education contribution provided. Local footway improved</p>
	<b>123 Park Road, N8</b>	<p>Loss of privacy</p> <p>Will dominate the view along Park Road as it is forward of the adjacent terraces</p> <p>Vehicles entering and exiting the site will cause disruption</p> <p>If there is parking with the development it will cause further pressure on local parking</p>	<p>Side facing windows will have only limited view</p> <p>The forward siting of the building is buffered by the set back from the terrace and glazed corner treatment</p> <p>Transportation team are satisfied with access arrangements</p> <p>Development has parking for 6 cars</p>

## APPENDIX 2

### PLANNING POLICIES

#### RELEVANT PLANNING POLICY

##### NATIONAL POLICY

National Planning Policy Statements and Framework

##### REGIONAL PLANNING POLICY

London Plan 2011

- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG

The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG

The Mayor's Accessible London: Achieving an Inclusive Environment SPG

The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

##### LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment

- G2 Development and Urban Design
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M10 Parking for Development

#### Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

#### Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey

- SP6 Waste and Recycling
- SP7 Transport
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP11 Design
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP13 Sustainable Design and Construction
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage

Draft Sustainable Design and Construction SPD (October 2010)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

### OTHER DOCUMENTS

CABE Design and Access Statements

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Demolition Protocol Developed by London Remade

Secured by Design