

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

<p>Reference No: HGY/2013/0790</p> <p>Date received: 18 April 2013</p> <p>Last amended date:</p>	<p>Ward: Tottenham Green</p>
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<p>Address: 196 - 198 West Green Road N15 5AG</p> <p>Proposal: Demolition of existing hand car wash and garage commercial unit with rear warehouse buildings, and erection of new commercial unit (B1) at ground floor level and 2x one bed flats and 2x two bed flat at first and second floor levels</p> <p>Existing Use: Garage/Car Wash/Warehouse</p> <p>Proposed Use: Residential/Commercial</p> <p>Applicant: Mr Hassan Senpalit</p> <p>Ownership: Private</p>
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<p>DOCUMENTS</p>
<p>Planning Application Form</p>
<p>CIL Form</p>
<p>Planning Cover Letter by Viviendi Architects</p>
<p>Design and Access Statement by Vivendi Architects LTD</p>
<p>Supporting Planning Statement by T.J. Edens</p>
<p>Supporting Energy Statement by Stroma Technology</p>
<p>Haringey Sustainability List</p>
<p>Transportation Report by Icen Projects LTD</p>
<p>Daylight and Sunlight Report by Brooke Vincent & Partners</p>
<p>Additional Supporting Daylight and Sunlight Report by Brooke Vincent & Partners</p>
<p>Confirmation from LB Haringey's Highways department for a car free scheme</p>

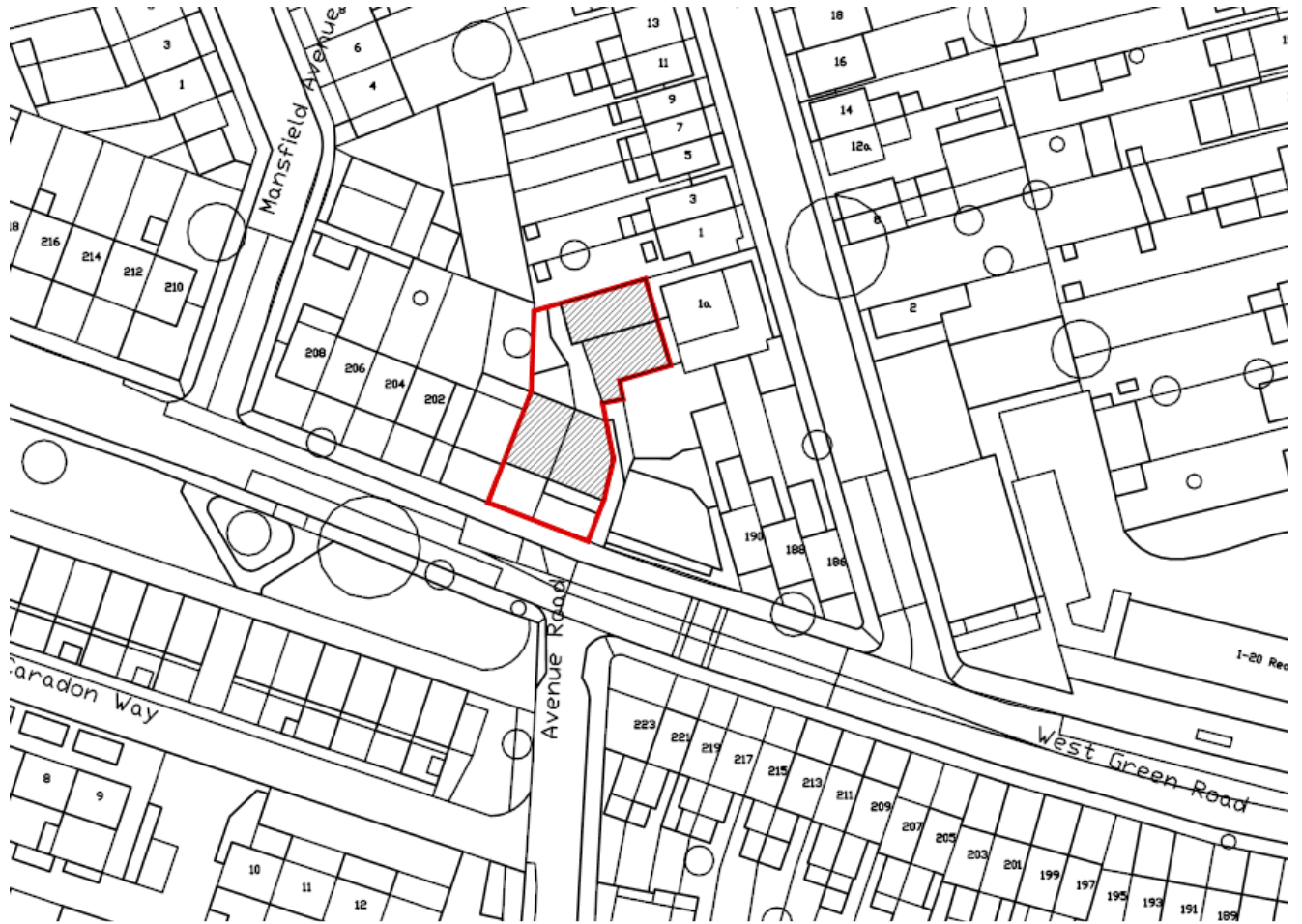
PLANS		
Plan Number	Rev.	Plan Title
1274-SV-01-00	P3	OS SITE PLAN
1274-SV-02-00	P3	EXISTING GRD, 1 ST & 2 ND FLOOR
1274-SV-03-00	P3	EXISTING FRONT & REAR ELEVATIONS
1274-SV-03-01	P3	EXISTING FLANK ELEVATIONS
1274-P-01-00	P3	PROPOSED SITE PLAN
1274-P-02-00	P4	PROPOSED GRD & 1 ST FLOOR PLANS
1274-P-02-01	P4	PROPOSED 2 ND AND ROOF PLAN
1274-P-03-00	P4	PROPOSED FRONT & REAR ELEVATIONS
1274-P-03-01	P4	PROPOSED FLANK ELEVATIONS
1274-P-03-02	P4	PROPOSED REAR ELEVATION FRONT BLOCK & SECTION A
1274-3D-00	P4	PROPOSED 3D MASSING IMAGES
1274-3D-01	P4	PROPOSED 3D MASSING IMAGES
1274-3D-02	P4	PROPOSED 3D MASSING IMAGES
1274-3D-03	P4	PROPOSED 3D MASSING IMAGES
1274-3D-04	P4	PROPOSED 3D MASSING IMAGES
1274-3D-05	P4	PROPOSED 3D MASSING IMAGES
1274-3D-06	P4	PROPOSED 3D MASSING IMAGES
Case Officer Contact:		
Valerie Okeiyi P: 020 8489 5120 E: valerie.okeiyi@haringey.gov.uk		
PLANNING DESIGNATIONS:		
Road Network: Classified Road		
RECOMMENDATION GRANT PERMISSION subject to conditions		

SUMMARY OF REPORT:

There are a number of benefits to this scheme that outweigh any perceived disbenefits. The scheme optimises the potential of the site for high quality housing and employment. The buildings proposed would give the site an appearance that would not detract from the character of the area as a whole. The design, form and choice of materials for the proposed buildings have been designed sensitively to the character of the surrounding area. The proposal will not harm the living conditions of residents of neighbouring properties. The proposal complies with Lifetime Homes Standards. The scheme would introduce measures to reduce the energy emissions of the proposed buildings.

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1.0 PROPOSED SITE PLAN



2.0 IMAGES



Front of site



Front of site



Existing site photos to the rear



Existing site photos



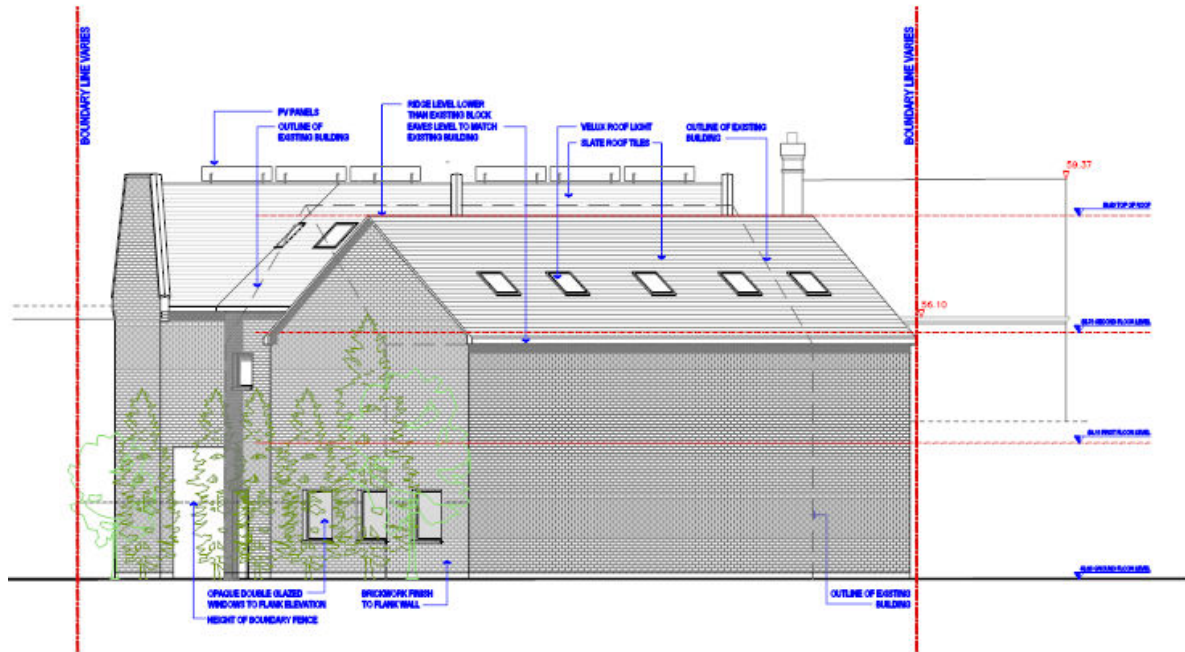
Proposed site plan



Proposed ground and first floor plan



Proposed front elevation



Proposed rear elevation



Proposed 3D images of the front and rear

3.0 SITE AND SURROUNDINGS

- 3.1 This application site is known as 196-198 West Green Road which comprises two single storey flat roofed dilapidated buildings which although it has lawful B1 Use, it has been used as a car wash and car garage with a storage shed at the back of the site since the beginning of 2000 when the property was purchased by the applicant. Prior to this the site was used previously as a builder's yard/depot. The existing buildings on site are detached buildings which have in time been linked together in an unsightly manner with storage racking facilities thus making it one large commercial unit. To the side is a set of steps which leads onto the adjacent building.
- 3.2 The neighbouring building to the east is a two storey building occupied by a retail unit on the ground floor, with residential use to the upper floors and to the west is a two storey detached residential building which has been converted to a dentist surgery. The surrounding buildings comprise mainly two storey terraced houses, a Baptist Church and residential block.
- 3.3 The site does not fall within a conservation area.

4.0 PLANNING HISTORY

Planning **HGY/1999/1181** WDN 21-11-00 196 - 198 Change of use of site to residential, West Green erection Of 3 No 4 bedroom houses Road London with integral garage.

Wizard	Reference Number	Decision	Decision Date	Address	Notes
Planning	HGY/2000/0958	GTD	28-09-00	196 - 198 West Green Road London	Erection of extension to front of garage providing additional working area.

Wizard	Reference Number	Decision	Decision Date	Address	Notes
Planning	HGY/2001/1824	REF	12-02-02	196 - 198 West Green Road London	Extension to existing garage building to create an additional covered area involving the increase of boundary wall to 4 metres.

Wizard	Reference Number	Decision	Decision Date	Address	Notes
Planning	HGY/2006/1519	GTD	05-09-06	196-198 West Green Road Tottenham London	Erection of single storey extension to front of garage

Wizard	Reference Number	Decision	Decision Date	Address	Notes
Planning	HGY/2012/2395	WDN	04-02-13	196-198 West Green Road London	Demolition of existing hand car wash and garage unit plus rear warehouse buildings, and erection of 3 storey building comprising commercial unit (B1 use) at ground floor level and 2 x one bed and 2 x two bed flats at first and second floor levels

4.1 Planning enforcement history

- 4.1.1 UCU/2002/00789 – car repair and car wash undertaking spray painting (no flue emissions), late hours of operation 7 days a week creating noise problems on residential properties – case closed 25/01/05

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

- 5.1 The current scheme is the result of ongoing discussions that began with a pre-application meeting reference; PRE/2010/0036, followed by further amendments and a submitted scheme planning reference HGY/2012/2395 which has led to the current design with substantial improvements following advice from the Council's Design Officer achieved from the previously withdrawn planning application.
- 5.2 Permission is sought for the demolition of the existing hand car wash and garage commercial unit with rear warehouse buildings, and erection of a new commercial unit (B1) at ground floor level and 2x one bed flats and 2x two bed flats at first and second floor levels with associated landscaping.
- 5.3 The commercial (B1) unit occupies the ground floor of both the buildings to the West Green Road frontage and to the rear. This would amount to 196sqm of commercial floor space. The front block comprises 2 x 1 bedroom units at first floor level with a floor area of 55sqm and 56sqm and the 1 x 2 bedroom unit at second floor level would have a floor area of 96sqm. The rear block comprises of a 1 x 2 bedroom unit at first floor level with a total floor area of 77sqm.
- 5.4 The building that occupies the West Green Road frontage would comprise of a pair of buildings. The building towards the east would align with the building line of the adjacent retail unit and the building to the west adjacent to the dentist would be stepped back by 1.8m.
- 5.5 The front block would be two storeys in height with a slate pitched roof with photovoltaic (PV) panels, velux rooflights and stone parapet gable wall. The front elevation of each building would comprise of two lead clad dormers in the roof, two double glazed windows with stone window cills on first floor level and a double glazed shopfront with fascia above and stallriser on lower level. The first floor would be faced in brickwork and the ground floor would be faced in portland stone cladding. Each shopfront would have its own main entrance and the main entrance to flats 1 – 4 would be accessed via a side access path to the east.
- 5.6 The building to the east has been angled away towards its rear from the adjacent building. The block further west would have two rear dormers and a single storey extension with green roof to the rear.
- 5.7 The building that occupies the rear would be built up against the side boundary of the property at no. 1 Dorset Road. The building would be two storeys in height with a slate pitched roof and velux rooflights to the rear roof slope. The building would be faced in brickwork. The front elevation would comprise of double glazed windows on first floor level and the main entrance to the

commercial unit and flat 4 on ground floor level. The side elevation both east and west facing would have opaque windows on ground floor level.

- 5.8 The communal landscaped area proposed to the front of the rear block would be 52sqm and a green roof is proposed to the flat roof of the commercial unit which serves the front block. Soft landscaping has also been introduced to the front of the commercial shopfront.
- 5.9 The proposed development would be a car free scheme and it would have on-site cycle parking with the provision of a covered and secure cycle store with 4 cycle parking spaces accessed from the side access path and located at ground floor level within the entrance lobby of the front block.
- 5.10 Separate refuse/recycling areas for the commercial unit and residential units have been provided located to the rear.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant national, regional and local planning policy, including relevant policies within the:

- National Planning Policy Framework
- The London Plan 2011
- Haringey Local Plan: Strategic Policies
- Haringey Unitary Development Plan (2006) (Saved remnant policies)
- Haringey Supplementary Planning Guidance and Documents

For the purpose of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the London Plan 2011, the Haringey Local Plan 2013 and 39 remnant saved policies in the Haringey Unitary Development Plan 2006.

6.1.1 National Planning Policies

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance.

6.1.2 Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

- Policy 3.5 Quality and design of housing developments
- Policies 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable Energy
Policy 5.11 Green Roofs and development site environs
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 6.13 Parking

6.1.3 Local Planning Policies

Local Plan 2013 – 2036 (17 Strategic Policies (SP))

SP0 The presumption in favour of sustainable development
SP2 Housing
SP4 Working towards a Low Carbon Haringey
SP7 Transport
SP8 Employment
SP11 Design
SP17 Delivering and Monitoring the Local Plan

Haringey Unitary Development Plan (Adopted 2006)

39 remnant saved UDP policies;

UD3 General Principles
EMP4 Non Employment Generating Uses
UD7 Waste Storage

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. A summary list of consultees is provided below

7.1.1 Statutory Consultees

- London Fire Brigade
- Thames Water Utilities

7.1.2 Internal Consultees

- Haringey Environmental Health – Noise and Pollution
- Haringey Waste Management/Cleansing
- Haringey Building Control
- Haringey Transportation Team

7.1.3 External Consultees

- Ward Councillors

7.1.4 Local Residents

- 271 residents and businesses.

7.1.5 A summary of the responses received can be found in appendix 1.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

Taking account of the development plan, comments received during the processing of this application and other material considerations, the main issues in this case are:

- 8.1 The presumption in favour of sustainable development
- 8.2 Principle of development
- 8.3 Design, height, bulk and scale
- 8.4 Density
- 8.5 Impact of proposal on living conditions of surrounding residents
- 8.6 Standard of accommodation
- 8.7 Dwelling mix
- 8.8 Transport considerations/access
- 8.9 Landscaping
- 8.10 Waste management
- 8.11 Energy and sustainability
- 8.12 Mayoral Community Infrastructure Levy
- 8.13 Planning Obligations – Section 106 Legal Agreement and head of terms

8.1 The presumption in favour of sustainable development

8.1.1 Haringey Local Plan Policy SP0 states that:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord will be approved without delay, unless material considerations indicate otherwise.

Where development proposals accord with the development plan, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or*
- *Specific policies in the NPPF indicate that development should be restricted.*

8.1.2 This proposal can be considered as an example of sustainable development in that it seeks to optimise the potential of the site and provide high quality

housing/commercial that would be sustainable. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration.

8.1.3 There are a number of benefits to this scheme that outweigh any perceived disbenefits. The following analysis clearly explains these.

8.2. Principle of Development

8.2.1 Principle of development

i) Housing

The proposed development changes the use of the site from the existing hand car wash and garage commercial unit with rear warehouse buildings into a mixed use scheme comprising of 4 residential units on the upper floors with commercial on the ground floor. Housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing and the Council's new and raised target of meeting or exceeding 820 homes a year. It is also supported by Haringey Local Plan Policy SP2 'Housing. Furthermore the site is surrounded by residential uses and is within a broader residential context.

ii) Employment

The proposed commercial use (B1) on the site can be supported by paragraph (c) of Saved UDP Policy EMP4 because although the commercial floor space has been reduced by 33sqm, the commercial use would be retained or could potentially increase the employment potential of the site. Furthermore, the site is not within a designated employment site.

8.3 Design, height, bulk and scale

8.3.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan Policy SP11 and Saved UDP Policy UD3 'General Principles' reinforce this strategic approach.

8.3.2 Surrounding residential development is characterised by 2 storey development with front-to-back pitched roofs, projecting bays and a mixture of brick and render on the exterior. The existing buildings that occupy the site are dilapidated and detract from the appearance of the area.

8.3.3 An assessment of the design merits of the scheme has been conducted having regard to two key elements in the development. These are: a) the new front block, b) the new rear block

(a) The new front block

8.3.4 The first element of the scheme includes the new building on the West Green Road frontage. It would be traditional in style, and sit comfortably in relation to its neighbouring buildings and follow a similar footprint to the existing buildings.

The height of the proposed building would reflect the height of the adjacent building to the west and it would align with the building line of the adjacent building to the east before transitioning to the row of adjacent terraces to the west which are set back. The width of the proposed building as well as the separating distance between the flank wall of the adjacent buildings is considered appropriate.

(b) The new rear block

- 8.3.5 Similarly the proposed new rear block would be traditional in style, with a traditional pitched roof and would sit comfortably in relation to its neighbouring buildings and would be smaller in footprint than the existing rear buildings consequently creating a landscaped area. The height would be similar to the existing building that has a pitched roof it would remain significantly lower than the adjacent existing residential block at 1A Dorset Road. The separating distance between the flank wall of the rear block and the adjacent buildings is considered appropriate.
- 8.3.6 The proposed material is considered acceptable but final details will be secured by condition.
- 8.3.7 Overall the design, massing, form and choice of materials of the proposed development have been designed sensitively taking account of the character of the surrounding area.

8.4 Density

- 8.4.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.
- 8.4.2 Table 3.2 of the London Plan suggest sets out the acceptable ranges for density according to the public transport accessibility (PTAL) of a site. The site is considered to be in the 'urban' context and has a PTAL of 3, thus development should be within the density range of 200 to 450 habitable room per hectare (hr/ha). The proposed development has a density of 180 hr/ha, which although slightly below the target of 200 hr/ha is considered acceptable in the context of the site and the surroundings. The site has a medium public transport accessibility level and is served by the number 41 bus route, which operates with a two-way frequency of 20 buses per hour. Further to this Seven Sisters underground and rail stations are within reasonable walking distance of the site

8.5 Impact of proposal on living conditions of surrounding residents

- 8.5.1 London Policy 7.6 says that new development should be of the highest architectural quality, whilst also being of an appropriate proportion and scale so as not to cause unacceptable harm to the amenity of surrounding land and buildings, especially where these are in residential use. This is also reflected in Saved UDP Policy UD3.

8.5.2 *Daylight/sunlight*

8.5.3 Prior to submission at pre-application stage and in comparison to the previously withdrawn scheme, the proposed development has been significantly reduced in bulk, scale and massing.

8.5.4 To the east of the site is the rear of 1/1A Dorset Road and 190 West Green Road. The rooms that were assessed are those that are closest and are at ground, first and second floor level, as the rooms on the higher floors are higher than the proposed buildings. The proposed rear block whose side flank wall would face onto the residential block at 1A Dorset Road would be the same height as the existing building at the rear, to avoid overbearing and loss of daylight issues. Furthermore the massing of the proposed rear block is significantly smaller than the existing rear building and it has been set in further away from the boundary shared with no. 1A Dorset Road. In addition, the current outlook for the residents of these properties is not ideal because car parts are dumped on the flat roof of the existing rear buildings.

8.5.5 The architect has confirmed in its daylight/sunlight report that the sunlight of neighbouring properties will not be adversely affected compared to what is presently available. In terms of the daylight the report shows that despite the fact that the site is surrounded by residential windows, the proposal would be the cause of only occasional reductions in daylight to those neighbouring properties and even when this does occur it is minimal.

8.5.5 The adjacent commercial building which is the dentist at 202 West Green Road to the west, was not considered because this is a commercial building.

8.5.6 *Overlooking*

8.5.7 The locations of habitable windows have been carefully considered with all habitable rooms facing south, south-east and north of the site to avoid any impact of light and overlooking available to the existing neighbouring properties. In addition all the windows to the rear of the front block at first and second floor levels are opaque and non-opening below 1.7 metres from the finished floor level.

8.5.8 Objections have been received on the grounds of overshadowing and overlooking but it is the officer's view that there would be no harmful loss of light/daylight and overlooking to adjoining properties.

8.5.9 There would be no harm to amenity in accordance with the above policies

8.6 **Standard of accommodation**

8.6.1 London Plan Policy 3.5 'Quality and design of housing developments' requires residential developments to be of adequate design standard. The Mayor's Housing SPG provides guidance on how to apply this policy. This is also reflected in the Council's Housing SPD.

8.6.2 The size of each flat is set out below. These figures meet or exceed the minimum standards, set out in table 3.3 of London Plan Policy 3.5.

Flat 1 (front block)	1 st floor 1b/2p	55sqm
Flat 2 (front block)	1 st floor 1b/2p	56sqm
Flat 3 (front block)	2 nd floor 2b/4p	96sqm
Flat 4 (rear block)	1st floor 2b/4p	77sqm

8.6.3 The Mayor's SPG recommends that single-aspect dwellings should be generally avoided. The majority of the flats are dual aspect with the exception of flat 4 which is south facing single aspect, this unit however will still benefit from adequate light and ventilation due to the five velux rooflights proposed in the roofslope.

8.6.4 The communal open space provided for the exclusive use of occupants of the proposed flats would be 52sqm which is in accordance with the Council's Housing SPD for communal amenity space.

8.6.5 All flats have been designed to Lifetime Homes Standard.

8.6.6 On balance, the proposed units are considered to provide satisfactory accommodation in compliance with the above policies.

8.7 Dwelling Mix

8.7.1 London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council's Housing SPD

8.7.2 The proposed development provides 2 x 1-bed and 2 x 2-bed flats. Although no family units are proposed, this mix is considered appropriate for a small development where residential units are provided above commercial uses in close proximity to a town centre location.

8.8 Transport Considerations/Access

8.8.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the Parking Policies in the London Plan 2011 and Haringey Local Plan Policy SP7 and more generally in Policy UD3 of the UDP 2006.

8.8.2 No off-street parking is proposed and four cycle parking spaces are provided. The Council's Transportation Team has assessed the proposal and do not object. Although the site falls within the West Green Road Restricted Conversion Area, good access to public transport together with the applicant's commitment towards the establishment of a new controlled parking zone within the vicinity of the site will make it possible to designate the development as

“car-free” whereby no residents occupying the residential part of the development are eligible to apply for on-street parking permits.

8.8.3 The applicant has agreed to a Section106 contribution towards the installation of parking restrictions and the closure of the redundant crossover onto West Green Road, re-instatement of the footway and relevant amendment to the Traffic Management Order. Conditions will also be applied accordingly.

8.8.3 The development would cause no harm to transport networks in compliance with the above policies.

8.9 Landscaping

8.9.1 London Plan Policy 7.5 states that public spaces should incorporate the highest quality landscaping and planting. Local Plan Policy SP11 seeks to ensure that development proposals demonstrate that opportunities for soft landscaping have been taken into account. This is also reflected in Saved UDP policy UD3.

8.9.2 The site currently has no landscaping. The proposed scheme would deliver a significant amount of soft landscaping to the front and rear of the site and on the flat roof, in the form of grass, new tree planting and hedging. The proposal would also incorporate areas of hard landscaping

8.9.3 The details can be addressed in a planning condition consistent with London Plan Policy 7.5, Local Plan Policy SP11 and Saved UDP Policy UD3.

8.10 Waste Management

8.10.1 London Plan Policy 5.17 ‘Waste Capacity’ and Saved UDP Policy UD7 ‘Waste Storage’ require development proposals to make adequate provision for waste and recycling storage and collection.

8.10.2 Any concerns relating to waste management can be addressed in a planning condition consistent with Local Plan Policy SP6 and saved UDP policy UD7.

8.11 Energy and Sustainability

8.11.1 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.

8.11.2 The development has the potential for Code for Sustainable Homes Level 4 and the proposed commercial element has the potential to achieve a ‘Very Good’ BREEAM rating, this is equivalent to a 25% reduction emissions over a Building Regulations 2010 baseline. A condition will be applied securing this. Furthermore, solar PVs are proposed on the roof to help meet the above target.

8.11.3 The proposal would also include a green roof which is an essential sustainable design measure. Further details of the green roof can be conditioned.

8.11.4 The development would therefore comply with Policy 5.2 and 5.11 of the London Plan.

8.12 **Mayoral Community Infrastructure Levy**

8.12.1 Based on the Mayor of London's CIL charging schedule the London Borough of Haringey is set at a rate of £35 per square metre. The total gross internal area of the development would be 480 sqm. The demolished area would be 229 sqm. Therefore the chargeable floor space would be 251sqm and the cost would total £8,785.

8.12.2 This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges if the developer fails to assume liability, or to submit a commencement notice, or for late payment or an indexation in line with the construction costs index.

8.13 **Planning Obligations – Section 106 Legal Agreement and Head of Terms**

8.13.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is also set out in Council's Development Plan policies and supplementary planning guidance, specifically SPG10a "Negotiation, Management and Monitoring of Planning Obligations" (Adopted 2006).

8.13.2 The statutory policy tests which planning obligations must meet are set out in the Community Infrastructure Levy Regulations 2010. 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

8.13.3 The applicant has provided an £8,500 contribution in the form of a Section 106 contribution towards the installation of parking restrictions and the closure of the redundant crossover onto West Green Road, re-instatement of the footway and relevant amendment to the Traffic Management Order.

8.13.4 The applicant has also agreed to enter into a Section 106 agreement to ensure that: "The residential unit is 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.

9.0 **CONCLUSION**

9.1 The development proposal accords with the development plan. The Committee is accordingly obliged in development plan terms to give this proposal

favourable consideration consistent with Haringey Local Plan Policy SP0.

There are a number of benefits to this scheme which outweigh any perceived disbenefits to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

9.2 The benefits to the scheme are as follows;

- The scheme optimises the potential of the site for high quality housing/commercial;
- It is a more neighbourly use compared to the existing commercial uses on the site;
- The design, form and choice of materials for the proposed buildings have been designed sensitively to the character of the surrounding area;
- The development has sensitively addressed the impact on living conditions of neighbouring properties;
- The quality of accommodation is considered appropriately built in accordance with Life Time Homes Standards;
- The scheme would introduce measures to reduce the energy emissions of the proposed building;
- The development would be car free;

The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions.

10.0 RECOMMENDATIONS

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2013/0790, subject to a pre-condition that Vivendi Architects 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 £8,500 towards the installation of parking restrictions and the closure of the redundant crossover onto West Green Road, re-instatement of the footway and relevant amendment to the Traffic Management Order.

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

(3) 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/2013/0790 be refused for the following reason:

The proposal fails to provide a contribution in accordance with the requirements from the Council's transportation team towards the installation of parking restrictions and the closure of the redundant crossover onto West Green Road,

OFFREPC
Officers Report

re-instatement of the footway and relevant amendment to the Traffic Management Order

11.0 GRANT PERMISSION subject to Conditions as set out below;

IMPLEMENTATION

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans: 1274-P-01-00, 02-00, 02-01, 03-00, 03-01, 03-02

Reason: To avoid doubt and in the interests of good planning.

PRE-COMMENCEMENT CONDITIONS

Materials

3. 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. The development shall be implemented in accordance with the approved samples.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

Landscaping

4. Notwithstanding the details of landscaping referred to in the application, a scheme for hard and soft landscaping and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. Any planting details approved shall be carried out and implemented in accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the local planning authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory

setting for the proposed development in the interests of the visual amenity of the area.

Boundary Treatment

5. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

Construction Management Plan

- 6 No development shall take place until a construction management plan (CMP) and construction logistics plan (CLP) have been submitted to and approved in writing by the local planning authority. The CMP and CLP must:
 - provide details of how construction work (including work associated with demolition) will be undertaken in a manner to minimise disruption to traffic and pedestrians on West Green Road and roads surrounding the site including how construction vehicle movements will be planned and co-ordinated to avoid the AM and PM peak periods (defined as 0800 to 0900 hours and 1700 to 1800 hours on Monday to Friday); and

The development shall be constructed and completed in accordance with the approved CMP and CLP.

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

Sustainable construction

6. 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 residential elements of the scheme will achieve Code for Sustainable Homes Level 4 and the non-domestic elements BREEAM 'Very Good' standard. 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 Local Plan Policy SP4 and London Plan Policy 5.2.

Reason: To promote sustainable construction in accordance with Chapter 5 of the London Plan.

Levels

8. 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.

Waste Storage

9. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of The London Plan.

Control of Construction Dust

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 to ensure that the effects of the construction upon air quality is minimised

Biodiversity

11. Notwithstanding the description of the green roof in the application, a detailed green roof plan, shall be submitted to and approved in writing by the Local Planning Authority before the development is brought into use.

Reason: to support biodiversity on the site and provide a suitable setting for the proposed development in the interests of visual amenity.

POST-COMMENCEMENT CONDITIONS

Lifetime Homes

12. The residential units hereby approved shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Council's standards in relation to the provision of Lifetime Homes.

Obscure glazed windows

13. No unit shall be occupied until the obscure glazed windows shown on the approved drawings have been installed. The windows shall thereafter be retained and not removed without the prior written consent of the Local Planning Authority.

Reason: To prevent overlooking to adjoining neighbours in accordance with Saved UDP policy UD3 'General Principles' and Local Plan Policy SP11 'Design'

Surface Water Drainage

14. The applicant shall 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

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE – Commercial Environmental Health

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

INFORMATIVE – Naming

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

INFORMATIVE - Waste

The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site in order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance

12.0 APPENDICES

12.1 Consultation responses

No	Stakeholder	Questions/Comments	Responses
1	LBH - Transportation	<p>The application site has a medium public transport accessibility level and is served by the number 41 bus route, which operates with a two-way frequency of 20 buses per hour. Further to this Seven Sisters underground and rail stations are within reasonable walking distance of the site. It is therefore considered that majority of residents, staff and patrons would use sustainable modes of transport for journeys to and from the site.</p> <p>Our interrogation of the TRAVL trip rate prediction software indicates that based on comparable sites for the existing B1 use (Mereway Road, TW2, Gap Road SW19 and Crown Road, EN1) which share the developments current use class, a development of 229m² would typically generate 5 vehicle movements (in and out) during the morning peak hour and approximately 3 vehicle movements (in and out) during the evening peak hour.</p> <p>Analysing vehicular trip generation rates for comparable residential</p>	<p>As noted in para. 8.8 – 8.8.3 and Condition 6 ‘Construction Management Plan’</p> <p>The applicant has agreed to a S106 contribution towards the installation of parking restrictions and the closure of the redundant crossover onto West Green Road, re-instatement of the footway and relevant amendment to the Traffic Management Order.</p>

		<p>sites (Enfield Lock, EN3, Broadmead Road, UB5 and Great West Road, TW8) for a development of 188m² in addition to the above B1 sites for a development of 196m² the database predicts that the in and out traffic movements consisting of 5 vehicle movements during the morning peak and 3 vehicle movements during the evening peak would remain unchanged for this site.</p> <p>The applicant's agent Icen Projects Ltd has submitted a statement to support the applicant's intention to designate the development as Car-free. The document details the applicants willingness to enter into a Section 106 agreement to secure a contribution towards the implementation of parking restrictions within the vicinity of the site to mitigate against any parking demand arising from the development. Further to this, the closure of the existing crossover across the development's roadside frontage onto West Green Road will be required as part of the development and will result in an increase in on-street parking provision. All costs associated with the closure of the access including amendments to the existing traffic management order (TMO) are to be borne by the applicant.</p>	
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		<p>In addition, it has been noted that the application includes the provision of secure and covered cycle storage to London Plan standards. This will further encourage the proposed residents to use sustainable modes of transport.</p> <p>Although the site falls within the West Green Road Restricted Conversion Area, good access to public transport together with the applicant's commitment towards the establishment of a new controlled parking zone within the vicinity of the site will make it possible to designate the development as "car-free" whereby no residents occupying the residential part of the development are eligible to apply for on-street parking permits.</p> <p>Therefore, the highway and transportation authority does not wish to object to this application subject to the imposition of the appropriate conditions:</p>	
2	LBH – Commercial Environmental Health	<p>The following conditions are recommended;</p> <p>Control of Construction Dust: No works shall be carried out on the site until a detailed report, including risk assessment, detailing management of demolition and construction dust has been</p>	As noted in condition 10 'Control of Dust' and in the Informative

		<p>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.</p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works being carried out</p>	
3	Thames Water	<p>Waste Comments Surface Water Drainage - 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</p>	As noted in Condition 14 'Surface Water Drainage' and the informative

		<p>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>Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our</p>	
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		<p>website at www.thameswater.co.uk</p> <p>Water Comments 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>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 Thame's Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Supplementary Comments In reviewing the Councils' weekly list for planning applications, Thames Water has identified this application as one of interest to us. Whilst we recognise that there is no statutory requirement for you to consult us, we would respectfully ask to be pro-actively consulted on all similar applications in future, so that the adequate provision of water industry infrastructure can be assessed and considered as part of the decision process.</p>	
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	Neighbours Consulted – letters of objections received	Comments	Responses
4	Flat 2 1A Dorset Road	<p>Looking at the flank elevations there still appears to be an issue with daylight and overlooking. I cannot see clearly from the plans what changes have been made if any but I am not used to assessing plans.</p> <p>The outline of the current building has a flat roof which rises to an additional story at the north.</p> <p>My flat faces the flat roof. In the elevations and plans they appear to be using the highest point and extending this. This means there will be a additional storey erected where the flat roof currently is approximately 6' away from my windows.</p> <p>This will</p> <ol style="list-style-type: none"> 1) Significantly reduce the light entering my bedrooms. Currently the garage sometimes stores car parts on this flat roof and this affects the light so an entire new story will have significant effect. 2) Cause an issue with overlooking if there are any windows on that wall. It is possible that the new building will be further back which 	<p>As noted in para. 8.5.2 – 8.5.9.</p> <p>Condition 13 'Obscure glazed windows' is to ensure that no unit shall be occupied until the obscure glazed windows shown on the approved drawings have been installed. To prevent overlooking to adjoining neighbours.</p> <p>The applicant/architect submitted a daylight/sunlight report which demonstrates that there would be very little difference, and in most locations no difference in the daylight and sunlight received by residential properties.</p>

		<p>of course be relevant, however I can see nothing on the plans that actually states the distance between the wall of the proposed development and "The Warehouse".</p> <p>In the daylight report they referred to lack of access to check. As far as I am aware no one from the developers or planning has attempted to gain access to assess. I am happy to liaise with planners and developers if they need access to see the extent of the issue.</p>	
5	Flat 3, 1A Dorset Road	<p>There are already residential flats adjacent to this which have been extended. The warehouse forms the border with my property and I am concerned about the closeness of the building and also the fact that there is already residential flats on this site.</p>	<p>The proposal seeks to optimise the potential of the site and provide high quality housing/commercial that would be sustainable as opposed the existing hand car wash and garage commercial unit with rear warehouse buildings which currently detracts from the area.</p> <p>Please refer to the comments above.</p>

For Sub Committee

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Officers Report