

<b>Reference No:</b> HGY/2013/1249	<b>Ward:</b> Tottenham Green
<b>Address:</b> Tynemouth Garage, Tynemouth Road N15 4AT	
<b>Proposal:</b> Demolition of existing garage and erection of 7 x two storey, three bedroom dwellings	
<b>Existing Use:</b> Garages	<b>Proposed Use:</b> Residential
<b>Applicant:</b> Mr. Moosa Loonat	
<b>Ownership:</b> Private	
<b>Date received:</b> 21/06/2013	<b>Last amended date:</b>
<b>Drawing number of plans:</b> 108/3D/0, plt108-3D-02, plt108-3D-03, plt108-3D-04, 17650_01_P_revC, 17650_02_ES_revC, plt108(PH)01-p2, plt108(PP)02_p2, plt108(PP)03_p2, plt108(PP)03_p2, plt108(PP)05_p2, plt108(PP)06_p2, plt108(PP)07-p2, plt108(PP)08-p2, plt108(PP)09-p2, plt108(PP)10-p2 and plt108(SP)02-p2	
<b>Case Officer Contact:</b> Aaron Lau	
<b>PLANNING DESIGNATIONS:</b> Road Network: B Road	
<b>RECOMMENDATION</b>	
GRANT PERMISSION subject to conditions and the signing of a Section 106 Agreement.	

## **SUMMARY OF REPORT:**

The proposed redevelopment at Tynemouth Garages is considered to be acceptable. The loss of the existing garage workshop would enable the creation of residential dwellings and in particular would provide much needed family-sized units in the locality helping to deliver mixed sustainable and cohesive communities.

The site has no land use designation in the Council's Local Plan. The loss of employment of this type in the east of Haringey is not significant and is compensated by the benefits brought by the addition of 7 family sized houses within this residential setting..

The lack of on-site affordable housing is justified and balanced against an off-site section 106 contribution towards affordable housing.

The proposal will not cause any significant loss of residential amenity in terms of outlook, daylight/sunlight, overshadowing and noise and disturbance impacts to adjacent properties.

The design would enhance and improve the character and architectural appearance of the streetscene and along this part of Tynemouth Road. The proposal has been inclusively designed to meet the needs of the wider community.

The proposal does not prejudice existing road conditions regarding vehicular movement along Tynemouth Road and the local road network generally, would not have an adverse impact on pedestrians and would not cause significant pressure on parking in the locality to the detriment of local residents

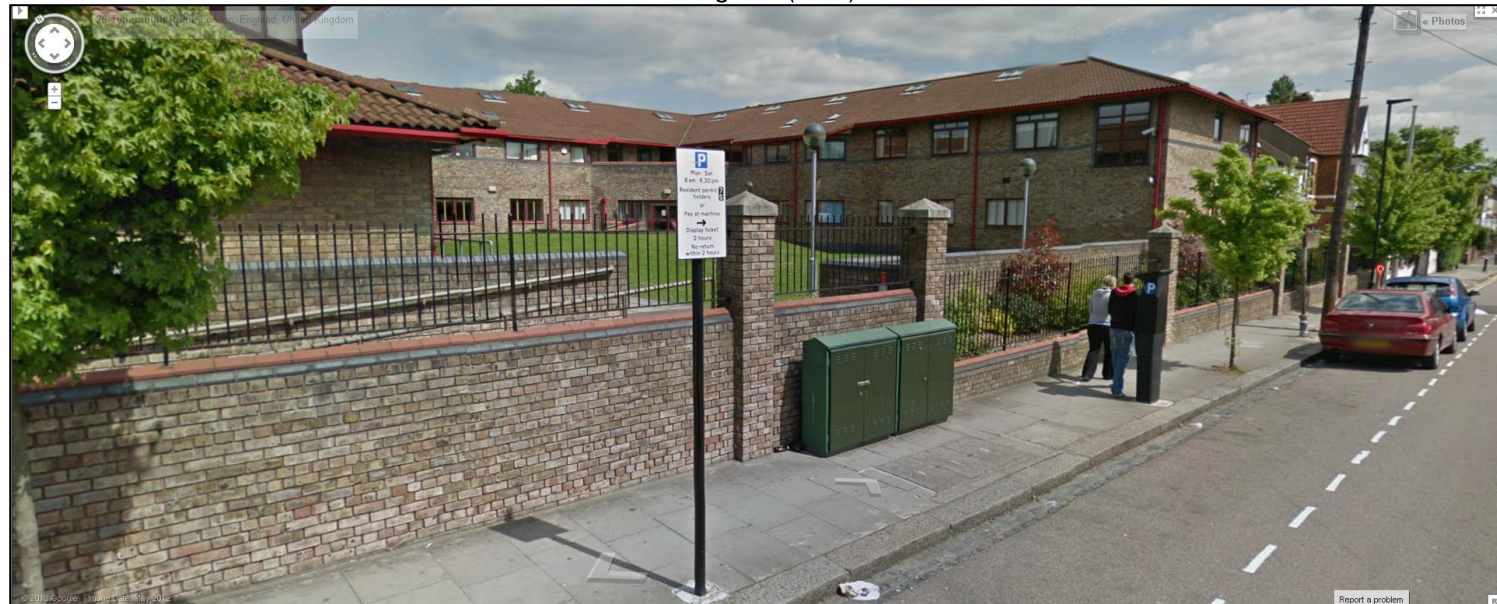
It is recommended that planning permission is granted subject to the signing of a Section 106 and conditions to control the impacts of the development and address any potential concerns upon local residents.

## 1.0 PROPOSED SITE PLAN

## 2.0 DRAWINGS & IMAGES

Existing site (front) 1

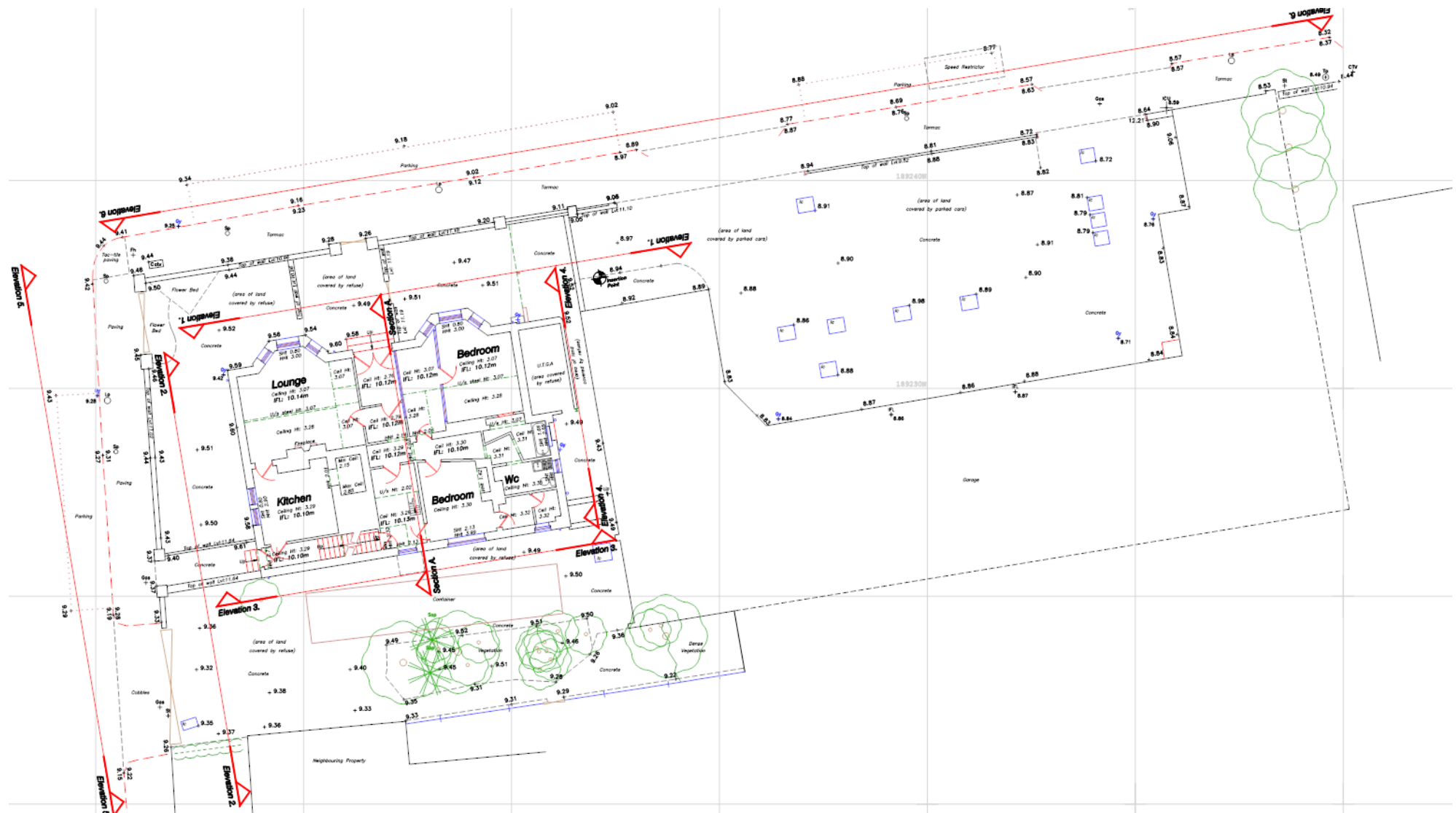
Existing site (front) 2



Opposite 1



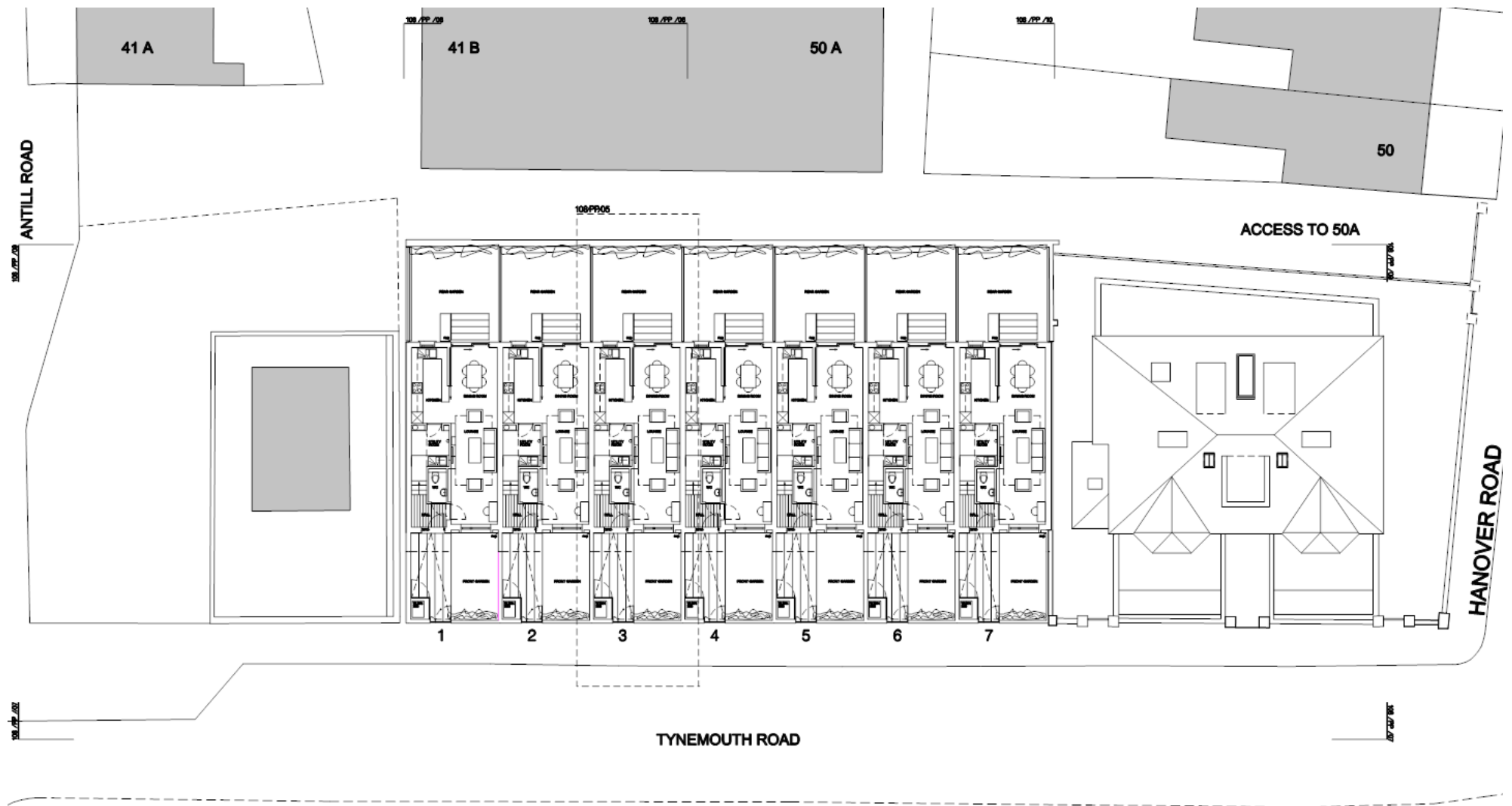
Opposite 2







Planning Sub-Committee Report



Proposed ground floor plan





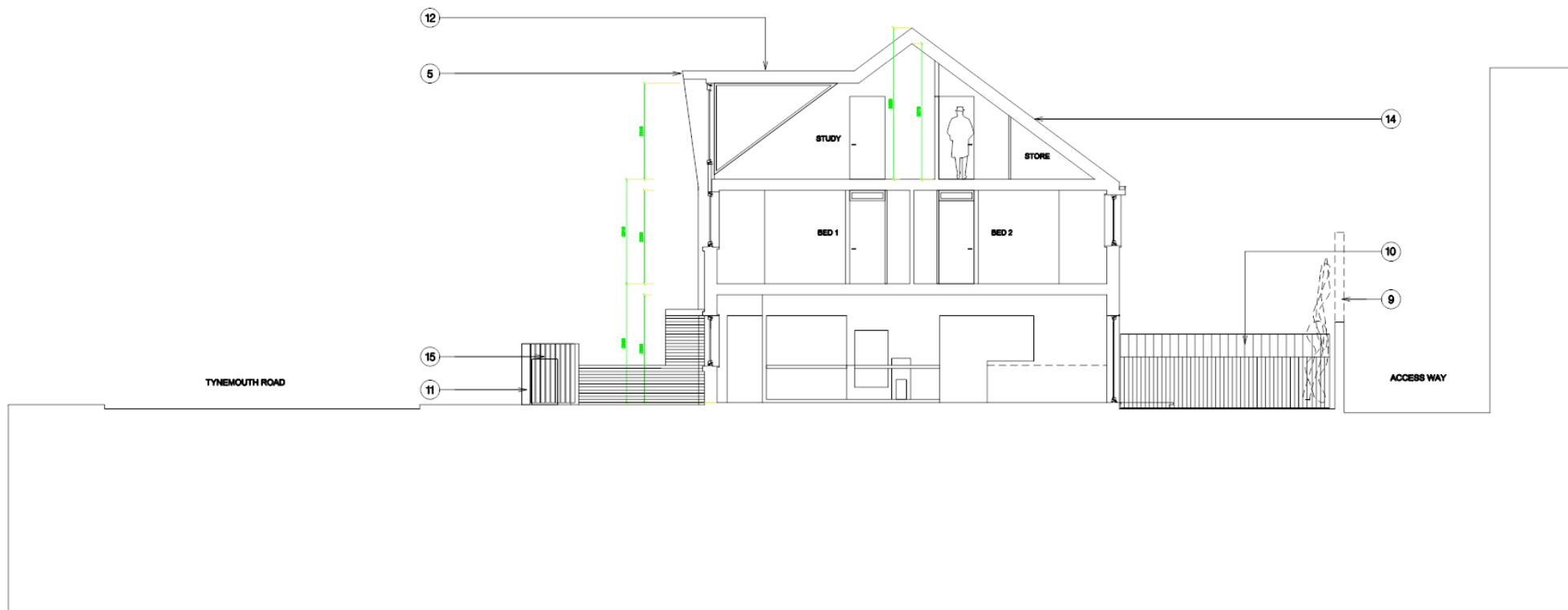
Proposed front elevation (north)



Proposed rear elevation (south)



Proposed east elevation



Proposed section



Street perspective 1



Street perspective 2

### **3.0 SITE AND SURROUNDINGS**

- 3.1 The application site is rectangular in shape and located on the southern side of Tynemouth Road. The site comprises a single-storey garage that occupies the length of the site with attached single-storey structures and front forecourt parking, and currently enjoys two separate double crossovers associated with the existing car garage use on Tynemouth Road.
- 3.2 The site has a gentle slope from west to east and covers an area of 711 sq.m.
- 3.3 The site is bounded by: a two-storey Victorian detached property to the west known as Tynemouth House; a two-storey substation to the east, a two-storey, bricked health centre (Tynemouth Road Health Centre) opposite and on the north side of Tynemouth Road; and two-storey industrial units (Nos. 41b to 50a Hanover Road) and the rear garden of residential property at No. 50 Hanover Road to the south. Tynemouth Road is characterised by two-storey residential terrace properties to the east and two-storey terrace properties, and three-storey flatted residential developments to the west.
- 3.4 The site has no specific land allocation or policy constraints within the Council's adopted Local Plan Proposals Map but it does fall within Seven Sisters controlled parking zone (CPZ).

### **4.0 PROPOSAL**

- 4.1 The proposal is for the demolition of an existing single-storey garage workshop (362 sq.m.), and the erection of 7 x two-storey, three bedroom town houses. The individual dwelling houses will have a front dormer, a study on the second floor and front and rear gardens.
- 4.2 The new development will be constructed out of a combination of brick, render, fibre cement panels, coloured ceramic tiles and slates for the roof. The brickwork will have a random texture with white lime mortar joints.
- 4.3 No off-street parking is proposed. Bicycle storage is provided in the rear gardens, and refuse bins are accommodated within the front gardens of the individual properties.
- 4.4 The garage currently employs 4 members of staff.

### **5.0 PLANNING HISTORY**

#### **5.1 Planning Application History**

OLD/1983/1623 - Change of use to Depot for poster preparation and distribution (Outdoor Advertising). Vehicle workshop for company vehicles only. Petrol storage for company vehicles only and erection of small extension for paste room. – approved 08/11/1983

OLD/1966/0916 – Re-siting of petrol pumps, new pump island + canopy + conversion of existing shed & sales kiosk. – approved 29/11/1966

OLD/1966/0915 - Erection of garage & workshop. – approved 12/05/1966

OLD/1963/0934 - Alterations to a boundary wall, the demolition of sub-standard buildings, the provision of new petrol pumps and plinth, the provision of a service pit. – approved 27/03/1963

OLD/1949/0704 - Continuation of use of part of premises for light engineering purposes. – approved 10/03/1949

## 5.2 Planning Enforcement History

None.

## 6. **RELEVANT PLANNING POLICY**

### 6.1 National Planning Policy Framework, March 2012

Chapter 1	Building a strong, competitive economy;
Chapter 4	Promoting sustainable transport;
Chapter 6	Delivering a wide choice of high quality homes;
Chapter 7	Requiring good design;
Chapter 8	Promoting healthy communities; and
Chapter 10	Meeting the challenge of climate change, flooding and coastal change

### 6.2 London Plan, July 2011

Policy 3.1	Ensuring equal life chances for all;
Policy 3.3	Increasing housing supply;
Policy 3.4	Optimising housing potential;
Policy 3.5	Quality and design of housing developments;
Policy 3.8	Housing choice;
Policy 3.10	Definition of affordable housing;
Policy 3.12	Negotiating affordable housing on individual private residential and mixed use scheme;
Policy 4.1	Developing London's economy;
Policy 6.3	Assessing effects of development on transport capacity;
Policy 6.9	Cycling;
Policy 6.10	Walking;
Policy 6.11	Smoothing traffic flow and tackling congestion;
Policy 6.13	Parking;
Policy 7.1	Building London's neighbourhoods and communities;
Policy 7.2	An inclusive environment;
Policy 7.3	Designing out crime;
Policy 7.4	Local character;
Policy 7.5	Public realm;
Policy 7.6	Architecture;
Policy 7.14	Improving air quality; and



Policy 7.15 Reducing noise and enhancing soundscapes

6.3 Local Plan, March 2013

Policy SP0 Presumption in favour of sustainable development;  
Policy SP1 Managing growth;  
Policy SP2 Housing;  
Policy SP4 Working towards a low carbon Haringey;  
Policy SP6 Waste and recycling;  
Policy SP7 Transport;  
Policy SP11 Design; and  
Policy SP14 Health and well-being

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

Policy UD3 General principles;  
Policy UD7 Waste storage;  
Policy ENV5 Works affecting watercourses;  
Policy ENV6 Noise pollution;  
Policy ENV11 Contaminated land;  
Policy EN7 Air, water and light pollution;  
Policy HSG2 Change of use to residential; and  
Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

SPG1a Design Guidance;  
SPG4 Access for all – mobility standards;  
SPG5 Safety by design;  
SPG7a Pedestrian & vehicular movement;  
SPD Sustainable Design & Construction; and  
SPD Housing

6.6 Other

London Borough of Haringey – Community Infrastructure Study; and  
Mayor of London ‘London Housing Design Guide’

7.0 CONSULTATION

Internal	External
Ward Councillors LBH - Building Control LBH - Transportation LBH - Waste Management LBH - Environmental Health LBH - Housing Design & Major Projects LBH - Health LBH - Tottenham Team	<u>Amenity Groups</u> Tynemouth Area Residents Association  <u>Local Residents</u> 152 adjoining properties on Tynemouth Road, Antill Road and Hanover Road  <u>Stakeholders</u> London Underground

	Thames Water London Fire Brigade
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## 8.0 RESPONSES

### 8.1 Haringey Transportation:

No objection subject to a reinstatement of crossover condition and an £8,000 financial contribution secured by a S106 Agreement for pedestrian and cycling improvements:

*“Although, the application does not include any on-site parking provision, the site does not fall within an area that has been identified within the Haringey Council adopted UDP (saved policies 2013) as that suffering from a high level of on-street parking pressure. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds towards environmental improvements for pedestrians and cyclists within the vicinity of the site.*

*The application will require the closure of two existing crossovers and re-instatement of the footway. In addition to this the highway and transportation authority will also require that the adjacent on street parking bays, which form part of the Seven Sisters controlled parking zone be extended to cover the area of carriageway fronting the whole of the application site. It will also be necessary to remove an on-street loading bay fronting the site. All costs associated with these works including amendments to the existing traffic management order (TMO) are to be borne by the applicant.*

*Therefore, there are no highways and transportation objections to the above development proposal”*

### 8.2 Haringey Environmental Health:

No objection subject to conditions relating to land contamination, control of construction dust and combustion and energy plant.

### 8.3 Haringey Building Control:

No comments.

### 8.4 Haringey Housing Design & Major Projects

No objection subject to a financial contribution towards off-site housing:

*“The Housing Investments and Sites Service is supportive of this scheme in principle, provided it complies with Haringey’s affordable housing off-site requirements.*

*There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the tenure and reduce the socio-economic problems associated with high concentrations of social rented housing, such as*

*worklessness, poor education attainment levels and anti-social behaviour and promote the area's regeneration, current Local plan policies promotes higher proportions of market sale homes and intermediate housing in the east of the borough. This position is supported by sections 5.28 – 5.30 of the Housing SPD".*

#### 8.5 London Underground

No objection subject to detailed structure design and method statements conditions.

#### 8.6 Thames Water

No objection.

#### Local Representations

8.7 A letter of support from Cllr Watson has been received.

### 9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- principle of development;
- density;
- affordable housing and housing mix;
- design and impact on the streetscene;
- impact on residential amenity;
- transport and parking;
- accessibility; and
- sustainability

#### 9.2 Principle of development

9.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

9.2.2 Policy HSG2 of the UDP states that a change of use to housing will be considered provided, "*the building does not fall within a defined employment area*". This site is not designated as a Locally Significant Industrial Site (LSIS) or is it within a Local Employment Area as identified on the Proposals Map. Policy EMP4, outlines criteria for the change of use of land and buildings previously in employment use. The policy states that planning permission will be granted to redevelop or change the use of land and buildings in employment use provided:

*a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and*

*b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or*

*c) The redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits*

9.2.3 The applicant has failed to provide any evidence of an unsuccessful marketing campaign, re-provided employment on the new scheme or indicated if the jobs are to be relocated elsewhere.

9.2.4 However, the garage is set within a predominantly residential area where the workshop with its associated activities (such as the comings and goings of vehicles, use of machinery, car spraying, and panel beating among others), has the potential to adversely impact on the amenity of local residents. In that sense the use of the site for residential would be more compatible with its surrounds. Moreover, there is strong evidence that there is an oversupply of such workshops within the east of the borough and hence the loss of this garage will not jeopardise the ability of people to access such facilities.

9.2.4 The provision of new housing in the form proposed is strongly supported by policy. Local Plan Policy SP1 sets out the strategic vision to provide up to 5,000 new homes by 2026 and this scheme will make a positive contribution to that target with 7 family sized houses. Hence, on balance it is considered the benefits provided in this case outweigh the small loss of employment within the borough and the principle of redevelopment is accepted.

### 9.3 Density

9.3.1 Local Plan Policy states that new development should meet the density levels in the Density Matrix of the London Plan. The density proposed of 98.45 (7 units / 0.0711 Ha) units per hectare or 492.26 (35 / 0.0711) habitable rooms per hectare accords with table 3.2 within London Plan Policy 3.4, which suggests a density of up to 185 u/ha and 700 hr/ha at this urban location (PTAL 6a), subject to all other material planning considerations being met.

### 9.4 Affordable Housing

9.4.1 London Plan Policy 3.12 states that Boroughs should seek, “*the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to: current and future requirements for affordable housing at local and regional levels identified in line; affordable housing targets; the need to encourage rather than restrain residential development; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; the specific circumstances of individual sites*”.

9.4.2 Local Plan Policy SP2 requires residential developments below 10 units to provide 20% affordable housing on-site based on habitable rooms, to meet an overall borough target. Paragraph 173 of the NPPF, seeks to ensure viability, so that the

cost of any requirements for affordable housing when taking account of the normal cost of development and mitigation provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

- 9.4.3 Whilst in most cases Affordable Housing, as part of a S106 Agreement, is located on the application site, there is provision in the 'Housing' SPD and Local Plan Policy SP2 to allow for a commuted sum to be paid in lieu of the non provision of affordable units on site. This financial contribution can be used by the Council to assist in providing affordable housing at other suitable sites in the borough.
- 9.4.4 The applicant has submitted an economic viability assessment, which Officers have independently verified. This report has concluded that there is no surplus available for section 106 contributions as a whole.
- 9.4.5 The proposals have been assessed against the Council's policy in respect of development and planning obligations. Based on the number and mix of units proposed, a commuted sum of £105,000 would be expected for affordable housing, £55,040 for educational facilities and £8,000 towards environmental improvement works. The total section 106 contributions sought for the site would therefore be £168,000.
- 9.4.6 Following review of the independent assessment of the viability report on the build costs, sales values, profit levels and bank charges, the applicant has agreed to offer a total section 106 payment of £123,000. Although this does not entirely meet the total contribution required for the site, the level of contribution offered is considered acceptable given the viability of the scheme and the regeneration benefits that the proposal would bring.
- 9.4.7 Given the level of contribution proposed the Council recognises that the provision of on-site affordable housing, particularly as part of smaller schemes, may be difficult to achieve both for private developers and registered affordable housing providers. As such in these circumstances a commuted sum is considered acceptable. An off-site affordable housing contribution of x is proposed.

## 9.5 Housing Mix

- 9.5.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 seeks to ensure that development schemes deliver a range of housing choices in terms of mix of housing and types. This approach is continued in Haringey Local Plan SP2, which is supported by the Council's 'Housing' SPD.
- 9.5.2 The Council's SPD 'Housing' sets out the desired mix for residential developments. This proposal is for 3 bed private units. The SPD does however recognise a particular need for family sized housing which this development would provide. Moreover, when considered alongside the neighbouring site 'Tynemouth House' (also in the ownership of the applicant) which obtained planning consent in 2013 for its conversion to create for 1 x studio flat, 2 x1 bed and 4 x 2 bed units, the two sites provide for a redevelopment which broadly meets the Council's target for foster mixed, sustainable and cohesive communities.

## 9.6 Design

- 9.6.1 The NPPF, the London Plan, Local Plan Policy SP11 and saved UDP Policy UD3 seek to promote high quality and attractive places, buildings and landscaping within their context.
- 9.6.2 The Council supports the demolition of the existing single-storey garage workshop as it offers no architectural value nor does it contribute to the streetscape.
- 9.6.3 The proposal is for 7 x 2 storey terraced residential dwelling houses with pitched roof with a projecting front roof dormer with overhang. The new development will be constructed out of a combination of brick, render, fibre cement panels, and roof slates. The brickwork will have a random texture with white lime mortar joints. The inset panels of the first floor front window of the individual properties will be made out of coloured ceramic tiles.
- 9.6.4 The proposed scale is considered to be consistent with the ridge line being in keeping with the prevailing two-storey terraced properties within Tynemouth Road, Antill Road and Hanover Road. The use of the front dormers is felt appropriate within the context of this scheme and its surrounds. Amendments have been made to the design through the application process in order to address Officer's concerns.
- 9.6.5 Overall, the new development is considered to be sensitively designed and would enhance the character and visual amenity along this section of Tynemouth Road and as such meets the design aims and objectives of the NPPF, London Plan Policies 7.4, 7.5 and 7.6, Local Plan Policy SP11 and saved UDP Policy UD3.

## 9.7 Quality of Accommodation

- 9.7.1 Local Plan Policy SP2, London Plan Policy 3.5 and accompanying London Housing Design Guide set out the minimum unit and individual room sizes for new residential development.

London Plan Requirement	Proposed unit size	Compliance?
(3 bed 5 persons 2-storey unit) – 102 sqm	112sqm	Yes

- 9.7.2 In assessing the proposal against these requirements, the new 3 bed units (112 sqm) would all meet the minimum unit size requirement in offering a good standard of living accommodation for future occupiers of the new development.

- 9.7.3 The London Plan also sets out the individual room sizes for a 3 bed 5 persons unit:

London Plan Requirement	Proposed room size	Compliance?
working kitchen (8.3 sqm)	7.6 sqm	No
living/diner (20.5 sqm)	23.06 sqm	Yes
first double bedroom (12 sqm)	11.8 sqm	No
second double bedroom (12 sqm)	11.74 sqm	No
third single bedroom (8 sqm)	5.9 sqm	No
amenity (8 sqm)	24sqm	Yes

- 9.7.4 The combined open plan living/diner area would exceed the minimum guidelines and the undersized working kitchen would be compensated by the generous living/diner room. The double bedrooms (fractionally) and single bedroom will be under the minimum standard. However, the individual residential units benefit from a second floor study and they all offer designated storage space/utility room, a large bathroom, good circulation spaces, large private rear gardens, and in addition the net floor area of the individual units would meet the London Plan minima. Under these circumstances, it is Officer's opinion that the shortfall of some of the individual rooms is outweighed by the benefits provided
- 9.7.5 The orientation of the new units is dual aspect with a north/south orientation. This arrangement affords an acceptable level of natural ventilation and daylight within the individual rooms. The general layout and orientation of the new accommodation is therefore acceptable.

9.8 Impact on residential amenity

*Sunlight/daylight and outlook*

- 9.8.1 Whilst the adjacent site at Tynemouth House is currently not in residential use, planning permission was granted in 2013 for its subdivision and conversion into self-contained flats. The new two-storey building will occupy the width of the site and match the front and rear extents of the adjacent building at Tynemouth House so as to not incur any significant loss of amenity in terms of daylight/sunlight and outlook to future occupiers of Tynemouth House.
- 9.8.2 In terms of impact upon the residential property at 50 Hanover Road, the rear building line of the proposal at its nearest point will be located some 9 metres away from its property boundary and some 13.5 metres away from the nearest first floor, rear-facing habitable room window. This distance is considered adequate so as to not have any detrimental impact in terms of loss of daylight/sunlight. The nearest properties to the south-east at 41 and 41a Anvill Road would not be affected by the proposal as the rear windows of these properties are perpendicular and sited over some 19 metres from the rear elevation of the development site. No other residential properties in the vicinity will be significantly affected by the siting and scale of the proposal.

*Noise and disturbance*

- 9.8.3 Saved UDP Policies UD3 and ENV6 require development proposals to demonstrate that there is no significant adverse impact on residential amenity including noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance. In addition saved UDP Policy ENV7 necessitates developments to include mitigating measures against the emissions of pollutants and separate polluting activities from sensitive areas including homes. These policies align with London Plan Policies 7.14 and 7.15 and the NPPF which protects residential properties from the transmission of airborne pollutants arising from new developments.



9.8.4 The general activities associated with the existing car workshop use such as the revving of engines, opening and slamming of vehicle doors, operation of machinery and general vehicle movements within the site, generate significant noise and disturbance to surrounding properties which is magnified by the low ambient noise within Tynemouth Road. The new residential proposal is therefore judged to be a more compatible use, which would cause significantly less unwanted airborne pollutants than the existing workshop garage use. The proposed development would therefore be compliant to the NPPF, saved UDP Policies UD3, ENV6 and ENV7 and London Plan Policies 7.14 and 7.15.

## 9.9 Transport and parking

9.9.1 The site has a public transport accessibility level (PTAL) rating of 6a which represents excellent access to local public transport services and also it falls within Seven Sisters controlled parking zone (CPZ).

9.9.2 The application makes no provision for off-street parking, However, the site does not fall within an area that has been identified by the Council as that suffering from a high level of on-street parking pressure. An inspection of the site and surrounds confirms this. In order to further encourage the use of sustainable modes of transport the Council requires that the applicant make a £8,000 financial contribution via a S106 legal agreement to secure funds towards environmental improvements for pedestrians and cyclists in the vicinity of the site.

9.9.3 The two existing double crossovers fronting Tynemouth Road would be required to be reinstated and secured by condition. The reinstatement of the highway and subsequent removal of vehicles entering and leaving the site at two separate points across the site would improve the walking conditions for pedestrians especially those with disabilities and parents with push chairs and small children using this section of Tynemouth Road.

9.9.4 The Council would require that the adjacent on street parking bays, which form part of the Seven Sisters controlled parking zone be extended to cover the area of carriageway fronting the whole of the application site. It will also be necessary to remove an on-street loading bay fronting the site. All costs associated with these works including amendments to the existing traffic management order (TMO) subject to a condition are to be borne by the applicant.

## 9.10 Accessibility

9.10.1 The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP2 require all development proposals to provide satisfactory access for disabled people. All residents units should be built in accordance with Lifetime Homes Standards (LTH) and Part M of Building Regulations to ensure any new housing development is suitable for the disabled users.

9.10.2 The applicant has submitted a Lifetime Homes checklist within its design and access statement to demonstrate that the new residential accommodation has been laid out in accordance with Lifetime Homes Standards. The proposal would meet the requirements such as achieving a level threshold at the entrance, 300mm leading on the pull side to all doors and wide doors and stairs. The proposal also

makes provision for a level entry WC and large bathroom for ease of use as required. In short, the scheme has been inclusively designed to meet lifetime requirements of future occupiers on the site in accordance to The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP2.

## 9.11 Sustainability

9.11.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far residential development proposals meet the Code for Sustainable Homes Level 4 criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.

9.11.2 The application has shown a commitment to achieve code level 4 within its submission. Integrated solar roof tiles are proposed to take advantage of the south orientation of the individual properties. Sustainable and renewable materials will be considered and low energy lights, passive ventilation, dual flush toilets, and low energy condensing boilers are proposed to meet the code. A condition has been imposed to ensure that the development achieves code level 4 and for any report to be conducted by a certified energy officer.

## 10. **Legal Agreement – Heads of Terms**

The following Section 106 Heads of Terms have been agreed by the applicant.

10.1 **Affordable Housing** - The applicant shall make a financial contribution of £105,000 (One hundred and five thousand pounds) towards off-site affordable housing provision.

10.2 **Walking and Cycling Improvement Works** – The applicant shall make a financial contribution of £8,000 (Eight thousand pounds) towards walking and cycle improvements in the area surrounding the site.

10.3 **Car club scheme** - the applicant must offer free membership to all residents of the development for at least the first 2 years, and £50 (fifty pounds) in credit for a period of 2 years, evidence of which must be submitted the Transportation planning team.

10.4 **Education** - The applicant will be required to contribute £15,000 (Fifteen thousand pounds) towards educational facilities.

10.5 **Section 106 Monitoring:** The applicant shall make a financial contribution of £5,650 (Five thousand six hundred and fifty pounds) to be used by the Council to monitor the compliance with the S106 Agreement (equates to 5% of the total contributions).

## 11.0 **CIL Applicable**

11.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended).

The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.

- 11.2 Based on the proposed residential floorspace, the proposal will attract a total CIL of £27,440 (£35 x 784sqm)

## **12.0 HUMAN RIGHTS**

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

## **13.0 EQUALITIES**

- 13.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

## **14.0 CONCLUSION**

- 14.1 The proposed redevelopment at Tynemouth Garages is considered to be acceptable. The loss of the existing garage workshop would enable the creation of residential dwellings and in particular would provide much needed family-sized units in the locality helping to deliver mixed sustainable and cohesive communities.
- 14.2 The site has no land use designation in the Council's Local Plan. The loss of employment of this type in the east of Haringey is not significant and is compensated by the benefits brought by the addition of 7 family sized houses within this residential setting.
- 14.3 The lack of on-site affordable housing is justified and balanced against an off-site section 106 contribution towards affordable housing.
- 14.4 The proposal will not cause any significant loss of residential amenity in terms of outlook, daylight/sunlight, overshadowing and noise and disturbance impacts to adjacent properties.
- 14.5 The design would enhance and improve the character and architectural appearance of the streetscene and along this part of Tynemouth Road. The proposal has been inclusively designed to meet the needs of the wider community.

- 14.6 The proposal does not prejudice existing road conditions regarding vehicular movement along Tynemouth Road and the local road network generally, would not have an adverse impact on pedestrians and would not cause significant pressure on parking in the locality to the detriment of local residents
- 14.7 It is recommended that planning permission is granted subject to the signing of a Section 106 and conditions to control the impacts of the development and address any potential concerns upon local residents.

## 15.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and the signing of a Section 106 Agreement.

Applicant's drawing No.(s) 108/3D/0, plt108-3D-02, plt108-3D-03, plt108-3D-04, 17650\_01\_P\_revC, 17650\_02\_ES \_revC, plt108(PH)01-p2, plt108(PH)02-p2, plt108(PH)03-p2, plt108(PH)03\_p2, plt108(PH)05\_p2, plt108(PH)06\_p2, plt108(PH)07-p2, plt108(PH)08-p2, plt108(PH)09-p2, plt108(PH)10-p2 and plt108(SP)02-p2

Subject to the following condition(s)

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

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

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the provisions of Part 1 Schedule 2 of the Town and Country Planning General Development Order 1995 (or any subsequent re-enactment), no development including all domestic extensions/alterations to the development hereby permitted shall be carried out without the prior written consent of the Local Planning Authority

Reason: To safeguard residential amenity and the appearance of the new development

4. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

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

5. Prior to the occupation of the development hereby approved details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, shall be submitted to, and be approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works are to be completed prior to occupation of the development and shall be permanently maintained to the satisfaction of the Local Planning Authority thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality

6. No development shall commence 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 Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Dorset Road would be minimised. It is also requested that construction vehicle movements are coordinated outside the peak network operational hours.

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

7. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to, and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 2 cycle parking spaces per unit, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

8. Prior to the occupation of the development hereby permitted the redundant crossovers shall be removed and the footway re-instated. Additionally, the existing on-street controlled parking bays forming part of the Seven Sisters Controlled Parking Zone shall be extended across the sites whole roadside frontage onto Tynemouth Road. The necessary works, which will also require the removal of an existing on-street loading bay will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed.

Reason: In the interests of highway safety and to maintain on-street parking facilities within the vicinity of the site.

9. The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:

- provide details on all structures
- accommodate the location of the existing London Underground

- structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

10. a) No development shall commence until 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.

11. No development shall commence until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved in writing by the Local Planning Authority. (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 the Local Planning Authority prior to any works being carried out on the site.

Reason: To minimise loss of amenity to neighbouring residential premises during the construction of the development.

12. Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have drNOx emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution.

13. Prior the occupation of the development hereby permitted, a Building Research Final Code Certificate confirming that the development has achieved not less than a Code 4 level for Sustainable Homes shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability

Informatives:

*a) Positive and proactive manner*

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to work with the applicant in a positive and proactive manner. As with all applicants, we have made available detailed advice in the form of our statutory policies, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

*b) Thames Water*

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 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.

Water - 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.

*c) Transportation*

Crossover - The proposed development requires redundant crossovers to be removed and the existing on-street controlled parking zone bay be extended. The necessary works and amendment to the traffic management order will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

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

*d) London Underground*

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

*e) Environmental Health*

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

*f) CIL*

The application is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £27,440 (£35 x 784sqm). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.