

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB -COMMITTEE

**Reference No:** HGY/2005/1814      **Ward:** Tottenham Hale

**Date received:** 04/10/2005      **Last amended date:** 11<sup>th</sup> November 2005

**Drawing No:** 903R 001, 010REVO, 011REVK, 012REVI, 041REVL, 042REVF,  
043REVD

**Address:** Silver Industrial Estate, Reform Row N17

**Proposal:** Redevelopment of site to include demolition of existing buildings and erection of a part 2 / part 3 storey block providing 10 x one bed, 12 x two bed and 3 x three bed self-contained flats with associated bike and refuse storage.

**Existing Use:** Industrial Units

**Proposed Use:** Residential Units

**Applicant Genesis:** Housing Group

**Ownership:** Private

## **PLANNING DESIGNATIONS**

Road - Borough  
Contaminated Land  
Area of Community Regeneration

**Officer Contact:** Michelle Bradshaw

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

## **1.0 SITE AND SURROUNDINGS**

The site is located at the Silver Industrial Estate, Reform Row N17 in the Tottenham Hale ward. Reform Row runs eastwards from Tottenham High Road. The locality is a mix of residential properties and commercial buildings. The proposal site is a backland site, bounded by a row of two storey terrace dwellings to the south, the rear of the fitness first gym to the west, ALDI Supermarket car-park to the north and Mulberry Infants and Junior School buildings, playground and nature garden to the east. To the south-east corner of the site is a two storey brick building in use as the gymnasium for the Mulberry Primary School. Between this building and the house at number 15 Reform Row is an alleyway that leads into the site of the Silver Industrial Estate. The site is 1822m<sup>2</sup> and presently consists of brick industrial units. The site does not have a specific designation within the adopted or emerging Unitary Development Plans. However, the site directly abuts the designated Town Centre of Tottenham High Road/Bruce Grove.

## **2.0 PLANNING HISTORY**

An application was submitted and granted planning permission in 2002 for the “Demolition of existing light industrial building and the erection of a residential development providing 18 x 2 bedroom self-contained flats (Ref: HGY/2002/1471).

This scheme was never undertaken and as such the site remains as an industrial estate containing industrial units.

## **3.0 DETAILS OF PROPOSAL**

This application seeks full planning permission to demolish the existing industrial units and erect a part 2 storey/part 3 storey residential development consisting of 25 units providing 10 x one bed, 12 x two bed and 3 x three bed self-contained flats with associated bike and refuse storage.

The site is a backland site and covers an area of 0.1822 hectares (1822m<sup>2</sup>).

It is proposed to create 10 x 1 bed (20 habitable rooms), 12 x 2 bed (36 habitable rooms) and 3 x 3 bed (12 habitable rooms). The scheme has 68 habitable rooms and a site area is 1822m<sup>2</sup>. The density of the proposed development is 373 habitable rooms per hectare.

Of the 25 units all are to be affordable housing, with a tenure mix of 19 shared ownership (10 x 1 bed and 9 x 2 bed) and 6 general needs rented (3 x 2 bed and 3 x 3 bed).

The development is proposed to be a “Car Free” scheme. Secure bicycle-parking areas would be created.

## **4.0 CONSULTATION**

A Development Control Forum was held on 20<sup>th</sup> October 2005 at the John Loughborough School, N17. The minutes from the Forum are attached in Appendix 1. The council undertook extensive community consultation as part of the application process. A full list of Consultees is contained below.

Ward Councillors - Tottenham Hale (Alan Stanton, Peter Hillman, Lorna Reith)

Haringey Council – Building Control  
Haringey Council – Transportation Policy Group  
Haringey Council – Environmental Health  
Haringey Council – Waste Management Team  
Haringey Council – Recreation Service (Arboriculturalist)  
Haringey Council – Strategic Sites (Regeneration)

Metropolitan Police - Crime Prevention Officer  
Thames Water

Owner/Occupier:

Units 1 – 7 (c) Silver Industrial Estate, Reform Row, N17  
1 – 15 (c) Reform Row, N17  
1 – 20 (c) Albion Road, N17  
550 – 554 (e) High Road, N17  
1<sup>st</sup> and 2<sup>nd</sup> Floor Flats 550 – 554 (e) High Road, N17  
Tottenham Enterprise Centre, 560 – 568 High Road, N17  
Fitness First, 570 - 572 High Road, N17  
Aldi Supermarket, 574 – 592 High Road, N17  
594 High Road, N17

Manager, Telephone Exchange Reform Row, N17  
Head Teacher, Mulberry Primary School Parkhurst Road, N17  
Head Teacher, Mulberry Infants School Parkhurst Road, N17

## **5.0 RESPONSES**

### **Ward Councillors**

“Overall we feel that many of the 2 and 3 bedroom properties are cramped and poorly designed. We feel all flats of 2 or more bedrooms should have a WC, which is separate from the bathroom. We also feel that all new properties should have provision for a shower as well as a bath (these can be co-located). Showers are environmentally friendlier as they use less water than baths. While we recognise that internal bathrooms are sometimes necessary we are very unhappy with the idea of internal kitchens. Both the first floor 1 bed flats have both internal bathrooms and kitchens and we do not feel this is acceptable. The 3 bed flat on the 2nd floor has a kitchen, which is far too small for potentially 6 people. The bedrooms are also so cramped it would be necessary to stand on the bed in the twin room in order to draw the curtains or

open the window. There is insufficient space for the full household to sit down around the TV. The outside courtyard drawing does not show any external lighting - it looks very unsafe but this may just be the drawing. Please convey our views to the Planning committee”.

The architect has made several amendments to the plans in order to address the concerns of the ward councillors.

The internal layout of the flats has been rearranged to provide the majority of kitchens with windows, separate WC's where possible. All bathtubs will be provided with a showerhead. Storage cupboards are to be provided close to the main entrance and entry door phones will be provided in each flat to open the main pedestrian gate off Reform Row. Refuse bins are 1.465m high, which is a suitable height for residents to reach into. One of the five refuse bins will be replaced with four smaller recycling bins.

## **Thames Water**

### Waste Comments

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

### Water Comments

No water comments

## **Metropolitan Police – Crime Prevention Officer**

I have been in consultation with the architects for the scheme regarding compliance with the Secured by Design scheme and the layout of the site conforms to this. Should the proposed scheme gain planning permission, this consultation would need to continue to ensure full compliance especially with regard to the door and window standards. There are some issues regarding security that need consideration:

- I will require consultation on the boundary treatments, both for the gardens and also for the site perimeter. It will be important to choose the correct height and material for the garden boundaries so that defensible space is promoted without compromising natural surveillance for the future users of the site.
- A lighting schedule for the site, particularly the courtyard and entrance.
- The specification of the gate(s) and entrance to the site will also be crucial in preventing crime and will need careful consideration. Other features such as the design of the cycle, refuse and garden stores is crucial in preventing crime. These features should not be easily climbed in order to protect the security of neighbouring homes.
- The types of planting should be carefully chosen to enhance security but not become overgrown in future years to offer cover and concealment for a criminal.

The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community. The Crime Prevention Department can meet with the developer to discuss the scheme as required.

### **Haringey Council – Building Control**

The proposal, as shown on the latest edition of drawings, is considered satisfactory and has been agreed with the fire brigade.

### **Haringey Council – Environmental Health**

Can you condition HGY/2005/1814 to provide site investigation report, risk assessment, details of previous/present usage & details of any remediation required.

### **Haringey Council – Housing Service**

The housing service supports these proposals, which are broadly in line with the Councils affordable housing policies. The housing service has been involved in detailed discussion with the Housing association and the planning department regarding the schemes unit mix and tenure split. Given the constraints of the site and the schemes economic viability appraisals that have been shared with us by the housing Association. We conclude that the mix and tenure as set out in the planning application are the best that can be achieved and complies with relevant Housing policy.

### **Haringey Council – Transportation Group**

Our interrogation with TRAVL database showed that this development would not generate any significant traffic in the peak traffic periods (some 7 combined traffic inflow/outflow of car trips at the worse case am peak period, using comparative sites: Coopers Close, E1 and Frasers Close, RM1, as the basis for assessment). In addition, albeit this development does not provide car parking spaces, the public transport accessibility level for this site is medium, with the busy bus route, High Road, providing some 77 buses (two-way) per hour. High Road also provides a fast bus connection to Seven Sisters tube station. Hence, it is deemed that a considerable number of prospective residents at this development would use public transport.

In addition, the applicant has also proposed a shared pedestrian/cyclist/vehicular access, to take into account the ad hoc access by servicing/emergency vehicles and, the need for a safe pedestrian/cyclist access. Secured cycle racks have also been proposed.

Consequently, the highways and transportation authority would not object to this application.

## **Haringey Council – Waste Management Team**

“We noted in this instance that the 1100 bins were more than the 10 metre distance for this type of bin.

Its 10 metres as a rule but in this instance if the bin chambers were built where they were our contractor did not have an objection.

However our Contractor agreed to run them down the access path subject to only a few conditions.

Those are that the tarmac road is in good condition and that the bin store is a hard surface and has ramps to allow the bins to be wheeled down if they are stored in an area higher than the road surface.

I note that recycling wheelie bins have been added and they are within the 25 metres distance so there is no objection here.

Where there was the required number of 5 1100 bins, this has been changed to 4 and 4 360 put in, therefore they have enough bin capacity.

I trust this is enough information as if the conditions our contractor stipulated are met they will pick up the waste and therefore we will have no objections.

The position of the bin chambers is not a problem in the plans”.

## **The Mulberry Primary School – Head Teacher**

After meetings with the development consultants and viewing of the plans and attendance at the Development Control Forum the school wishes to bring the following to your attention:

- The increase in traffic from the development in Reform Row which could create a danger to pupils and their families
- The flat roof type design which could increase the vulnerability of the school site
- The visual intrusion from the north facing face of the development which is directly overlooking the school’s main playground
- The demolition work that could cause dust displacement into the school and playgrounds.

## **Resident: 3 Reform Row, N17**

- Extra cars and lorries and associated highway safety
- Height of one of the buildings proposed is higher than the existing building there now and would reduce natural daylight

## **RELEVANT PLANNING POLICY**

### **NATIONAL POLICY**

#### **Planning Policy Statement 1 – Delivering Sustainable Development**

PPS 1 advises that sustainable development is the core principle underpinning planning. The guidance advises that, planning should promote sustainable and inclusive patterns of urban development by:

- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with key services for all members of the community.

#### **Planning Policy Guidance 3 - Housing**

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular 6/98 Planning and Affordable Housing will continue to apply, within the framework of policy set out in this guidance. PPG 3 states that Local planning authorities should:

- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;
- promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

#### **Planning Policy Guidance 13 - Transport**

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people & for moving freight
- promote accessibility to jobs, shopping by public transport/walking/ cycling
- reduce the need to travel especially by car

#### **6.1.4 Planning Policy Guidance 22 – Renewable Energy**

Planning Policy Guidance 22 Renewable Energy aims to put the UK on a path to cut its carbon dioxide emissions by some 60% by 2050. The Government has already set a target to generate 10% of UK electricity from renewable sources by 2010. PPS22 states that “small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy to meeting energy needs both locally and nationally.

## **REGIONAL POLICY**

### **The London Plan**

The London Plan has now been formally adopted having been issued in draft in June 2002 by the Greater London Authority. The London Plan forms the emerging Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It will replace Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional 'homes' (970 per year) of a target for London of 457950 (23000 per year).

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. A site in an urban location, with a PTAL rating of 4 and where flats are predominantly proposed the density range suggested is 450 - 700 habitable rooms per hectare. The car parking provision for such locations should be less than 1 space per unit.

The London Plan sets affordable housing targets for individual boroughs. The target for Haringey is 50%. This figure should include a range of affordable housing following the guide 70:30 for social rented to intermediate housing. However, the actual proportions for any individual site will depend on the boroughs housing need priorities, the characteristics of the residential proposal, the level of affordable housing in the surrounding area & the economic viability of the scheme.



## **LOCAL POLICY**

The Council adopted the Haringey Unitary Development Plan (UDP) in March 1998. The UDP review process is currently underway. The first deposit draft was subject to consultation between September 2003 and December 2003. The second deposit draft was subject to consultation during September 2004 and October 2004.

### **Haringey Unitary Development Plan (1998)**

HSG 1.1	Strategic Housing Target
HSG 1.2	Sites For New Housing
HSG 1.3	Change of Use to Residential
HSG 2.1	Dwelling Mix for New Build Housing
HSG 2.2	Residential Densities
HSG 2.3	Backland Housing
HSG2.23	Affordable Housing
DES 1.1	Good Design and How Design Will Be Assessed
DES 1.2	Assessment of Design Quality (1): Fitting Buildings into Surroundings
DES 1.3	Assessment of Design Quality (2): Enclosure, Height and Scale
DES 1.4	Assessment of Design Quality (3): Building Lines, Layout, Massing
DES 1.5	Assessment of Design Quality (4): Detailing and Materials
DES 1.9	Privacy and Amenity of Neighbours
TSP 7.7	Car-Free Residential Developments
RIM 1.2	Upgrading Areas in Greatest Need
RIM 3.1	Energy Conservation and Development
SPG 1.3	Privacy and Overlooking
SPG 2.2	Density for Residential and Mixed Use Developments
SPG 2.3	Standards Required in New Residential Development

### **Haringey Unitary Development Plan – Second Deposit (2004)**

UD 1A	Sustainable Design and Construction
UD2	General Principles
UD 3	Quality Design
UD 6	Waste Storage
UD 8	New Development Location and Accessibility
M6	Car-Free Residential Developments
HSG 1	New Housing Developments
HSG 4	Affordable Housing
HSG 8	Density Standards
HSG 9	Dwelling Mix
ENV2B	Water Conservation
ENV 6	Energy Efficiency
ENV 6A	Renewable Energy and Mitigating Climate Change
SPG 3a	Density, Dwelling Mix, Floor space Minima & Lifetime Homes
SPG 3b	Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG 3c	Backlands Development
SPG 8a	Waste and Recycling
SPG 8b	Materials
SPG 8c	Environmental Performance
SPG 8d	Biodiversity, Landscaping and Trees
SPG10	The Negotiation, Management and Monitoring of Planning Obligations
SPG10a	Affordable Housing

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

There are 11 issues to be addressed:

1. The Principle of Residential Use
2. Density
3. Scale, Height and Massing
4. Privacy and Amenity
5. Design
6. Dwelling Mix and Affordable Housing
7. Unit and Room Size, Layout and Stacking
8. Transport – Traffic, Car – Parking and Cycling
9. Waste Management
10. Sustainability
11. Section 106 Contributions

### **1. The Principle of Residential Use**

National Policy Guidance PPG 3 “Housing” and the London Plan encourage the residential development of brownfield sites. The pressure for new housing in the Borough means that brownfield sites, i.e. previously developed sites, are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of development are increasingly limited as the availability of sites decrease. PPG3, paragraph 17, states that it is essential that the planning system should continue to identify and realise the development potential of derelict, underused and waste land in urban area, both to assist urban regeneration and to reduce pressure for development in the countryside.

The London Plan sets housing targets for Local Authorities for the period up to 2016. The target for Haringey is 19,370 additional ‘homes’ (970 per year). These targets are generally reflected in Unitary Development Plan policy HSG 1.1 ‘Strategic Housing Target’ which states that the Council will seek to increase the number of dwellings in Haringey by 6,700 units between 1992 and 2006. As such, the redevelopment of the site for residential purposes will contribute toward the Council meeting its housing targets, in line with policy HSG 1.1.

Policy HSG 1.2 “Sites for New Housing” and Policy HSG 1.3 “Change of Use to Residential” states that the need to provide additional housing is recognised at a strategic and local level. Therefore, when sites become available for development their use for housing will be encouraged unless there is a conflict with other policies.

The principle of residential use on Silver Industrial Estate was established when permission was granted in 2002 for the “Demolition of existing light industrial building and the erection of a residential development providing 18 x 2 bedroom self-contained flats (Ref: HGY/2002/1471). This scheme was never undertaken and the industrial units remain. However, these industrial units are considered to be under used and rundown. A residential use is

considered to be appropriate for the site being compatible with the surrounding pattern of development. The Council acknowledges that the site can make a contribution to housing supply, and provide an acceptable environment for residential use. Making full re-use of previously developed and accessible urban land for housing purposes is in line with PPG3, HSG 1.2, HSG 1.3, HSG1 and HSG2. In addition, the regeneration potential of the scheme complies with UDP Policy RIM 1.2 “Upgrading Areas in Greatest Need”.

## **2. Density**

PPG3 recommends that more efficient use of land be made by maximising use of previously developed land. It recommends that local planning authorities “avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes”.

The London Plan sets higher density for developments in urban areas than the local planning policies and recommends a density range of 450 – 700 habitable rooms per hectare for flatted developments in urban areas within 10 minutes walking distance of a town centre.

Policy HSG 2.2 of the adopted Unitary Development Plan sets a density range of 175 – 250 habitable rooms per hectare. Where higher densities may be acceptable in all cases the upper limit will be 350 habitable rooms per hectare.

Policy HSG 2.3 “Backland Housing” states that the maximum density should not normally exceed 145 hrh and should be limited to single storey or two-storey dwellings. In very exceptional cases 3-storey development may be acceptable if no loss of amenity would occur.

Policy HSG 8 of the emerging plan policy sets the density range between 200 – 400 habitable rooms per hectare. This policy is the most recent local planning policy and therefore more closely reflects the density ranges set at a regional level, in the London Plan.

The scheme proposes to create 25 residential units, comprising 10 x 1 bed units (20 habitable rooms), 12 x 2 bed units (36 habitable rooms) and 3 x 3 bed units (12 habitable rooms). In total, the scheme would have 68 habitable rooms. The site area is 1822m<sup>2</sup>. Therefore, applying the method set out in Supplementary Planning Guidance (SPG) 2.2 “Density for Residential and Mixed Use Developments” and 3a “Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes”, the density of the proposed development would be 373 habitable rooms per hectare.

The site is within close proximity to a Town Centre and has a medium public transport accessibility rating (PTAL 4). The previously approved scheme proposed a density of 296 habitable rooms per hectare. This application proposes density of 373 habitable rooms per hectare. While this density is higher than the previously approved scheme, it is considered to be

appropriate in this location and overall, in line with the ranges set out in the London Plan and Haringey UDP policy HSG 8.

### **3. Scale, Height and Massing**

Policy DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area', DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment and the amenity of residents.

The application proposes, a two-storey linear block running east – west, positioned north of the Reform Row terrace. Adjoining this is to be a three-storey block, positioned to the east of the site.

The development is to be set 0.50m below the existing ground level. Flat roofs would be employed throughout the development. These two measures would reduce the visual impact on the adjacent residential properties. As such, the two-storey section will be subservient to the massing of the Reform Row terrace with its parapet height being lower than the eaves of the houses. Similarly, the three-storey section of the scheme will be subservient to the main school building, with its parapet being just lower than the roof eaves.

The long linear massing of the two-storey block reflects that of the terrace opposite and the more square and articulated mass of the 3-storey section relates to the greater bulk of the adjacent school building. The proposed development would be lower in height than both the existing industrial units and the previously approved residential scheme.

The scale, height and massing of the development has been designed to relate to the nearby buildings and is considered to fit on the site and make a positive contribute to the locality. The residential development proposed for the site is considered to be appropriate in terms of scale, height and massing in compliance with policy DES 1.1, DES 1.2, DES 1.3 and DES 1.4.

### **4. Privacy and Amenity**

Policy DES 1.9 'Privacy and Amenity of Neighbours' seeks to protect the existing privacy and amenity of neighbouring occupiers. SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' states that the Council expects new developments not to result in the degree of privacy enjoyed by adjoining properties to be reduced and that new problems of overlooking are not to be created.

At present, the roofs of the industrial units dominate the northerly outlook from the rear of the Reform Row terrace houses. The proposed building would be set further away from the habitable room windows of the terrace houses than

both the existing industrial units and the previously approved residential scheme. As such, the outlook and sense of enclosure would be improved when compared to the current situation.

The footprint of the proposed building responds to the existing street pattern and maximises usable space to the rear of the site. Sunlight and daylight in the courtyard space between the proposed development and the adjoining properties, is therefore maximised. The development would not reduce the daylight/sunlight reaching the rear gardens of Reform Row.

The principles set out in Supplementary Design Guidance 3b have been applied to windows on the front of the building to ensure that there is no adverse overlooking of the neighbouring residential properties. SPG3b states that all facing habitable room windows directly opposite one another should be a minimum of 20 metres apart for two storey developments and additional 10 metres of each additional storey. The balustrade of the first floor terrace is set 14.5m away from the windows of the adjacent residential properties and the main first floor elevation is set 20m away, in line with SPG3b. The whole development is sunk below the level of the existing site by 0.5m. This reduces the perceived bulk of the buildings to Reform Row and increases privacy and improves outlook.

There is to be a series of windows in two configurations, high level slots partially obscured by timber boards as privacy screens and larger doors protected by sliding timber screens. Windows in the proposed development are to have fixed and moveable privacy screens which offer varying levels of privacy at different times of day and occupation. The terraces and balconies are to have planting boxes would provide a green screen and contribute to protection of resident privacy.

The Head Teacher of the Mulberry Infants and Primary School raised concern over potential visual intrusion from the north facing face of the development which is directly overlooking the school's main playground. The architects have paid close attention to issue of overlooking onto the adjacent school and playground. The north side of the development is a more subdued elevation due to the requirement to create privacy to the habitable room windows close to the boundary with the car park and school nature reserve. Horizontal slot windows are employed to the habitable rooms and full height louvered glazed windows are to be installed to the stairwells. Windows in the 3-storey block at the east-end of the site have been carefully orientated and/or screened to reduce overlooking from the new development onto the adjacent school and playground. As such, there is not considered to be any significant overlooking to the school building, school playground or the neighbouring residential properties.

The scheme has been designed to take into account privacy distances, overlooking, sense of enclosure and daylight/sunlight access. Overall, the proposal is deemed to comply with policy DES 1.9 and SPG3b.

## 5. Design

Policy DES 1.1 'Good Design and How Design Will Be Assessed' and UD3 'Quality Design' state that the council will require development to be of good design, that relates to and fits in with the surrounding area.

The buildings on the site, which are to be demolished, are of no architectural merit and are in a fairly dilapidated state. The proposal is a contemporary building model, which uses a modern approach in design. The proposed design represents a mews-style development in keeping with the residential properties of Reform Row.

Policy DES 1.5 'Assessment of Design Quality (4): Detailing and Materials and SPG8b 'Materials' state that sensitive use of materials can help to integrate an area and contribute to the success of a building within its setting.

The scheme proposes to use a combination of brick, timber and glass. The upper floors would be clad in untreated Western Red Cedar or Red Louro rain-screen plain boarding. The timber will initially be a rich reddish brown and then gradually weather to an oak-like silver appearance. This timber will also be used in sliding timber screens. High performance painted timber windows and polyester powder coated glazed doors will be used in the openings.

The ground floor is detailed as a largely transparent plane of glazing with solid, reflective aluminium powdercoated infill panels set flush with the glass. The colours of the glass and infill panels will be chosen from a palette of light grey/green – blues.

The first floor walls are to be clad with horizontal timber boarding. There is to be a series of windows in two configurations, high level slots partially obscured by timber boards as privacy screens and larger doors protected by sliding timber screens. The balustrading to the edge of the terraces is to be detailed with the same boarding.

The architects main design concept was to create a lighter more transparent ground floor to the linear block to reduce the feeling of enclosure by virtue of this part of the development being below ground level. This is achieved using areas of glazed windows and doors opening onto private gardens. As the upper floors are more exposed to the neighbouring buildings and climate they will have more enclosed and solid form with smaller openings some of which can be closed off via sliding timber shutters.

In terms of landscape design, the pedestrian areas of the site will be paved in block paviors. Fences to front gardens will form the boundaries to these areas. The pedestrian areas will be softened by planting on the bike and bin stores along the Reform Row boundary and in planters on south facing terraces. Low level lighting bollards will be installed along with street furniture such as seats and signage.

In addition, a condition will be attached to planning permission requiring full details of materials be submitted to and approved in writing by the Local Planning Authority prior to works commencing. On this basis, the proposal is deemed to comply with policy DES 1.5 “Assessment of Design Quality (4): Detailing and Materials” and SPG8b ‘Materials’. Overall, the quality of the scheme in terms of design is considered to be high, making a positive contribution to the character of the area and locality generally, in line with policy DES 1.1 “Good Design and How Design Will Be Assessed” and UD3 “Quality Design”.

## **6. Dwelling Mix and Affordable Housing**

Policy HSG 2.1 “Dwelling Mix for New Build Housing” and HSG 9 “Dwelling Mix” requires that development include a mix of housing types for both family and non-family households. The scheme comprises 10 x 1 bed units (40%), 12 x 2 bed units (48%) and 3 x 3 bed units (12%).

It is considered that the proposed dwelling mix provides a suitable mixture of housing types in line with the guidance set out in policy HSG 2.1 and HSG 9.

PPG3, Circular 6/98 and local policy HSG 2.23, HSG 4 “Affordable Housing” and SPG10a, require that all major developments include provision of affordable housing.

The proposed scheme for residential accommodation would comprise 25 units, all of which would be affordable housing. The development would have a tenure mix of 19 shared ownership (10 x 1 bed and 9 x 2 bed) and 6 general needs rented (3 x 2 bed and 3 x 3 bed), representing a tenure split of 76% to 24% respectively.

The proposal complies with UDP policy HSG 2.23 and HSG 4 in that it includes in excess of 50% housing to be affordable/provided by a Registered Social Landlord (RSL).

The housing service supports these proposals, which are broadly in line with the Councils affordable housing policies. The housing service has been involved in detailed discussion with the Housing association and the planning department regarding the schemes unit mix and tenure split. Given the constraints of the site and the schemes economic viability appraisals that have been shared with us by the housing Association. We conclude that the mix and tenure as set out in the planning application are the best that can be achieved and complies with relevant Housing policy

A planning obligation agreement would be required to ensure that the dwellings provided continue to be available as affordable housing for successive occupiers.

## **7. Unit and Room Size, Layout and Stacking and Amenity**

In terms of the standard of accommodation provided, the proposal must be assessed against SPG 2.3 “Standards Required in New Residential Development” and SPG3a “Density, Dwelling Mix, Floor space Minima, Conversions, Extensions & Lifetime Homes”. The policy outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

The ward councillors raised several concerns about the scheme, most of which related to unit size, layout, light and ventilation. The architect has made several amendments to the plans in order to address the concerns of the ward councillors.

The internal layout of the flats has been rearranged to provide the majority of kitchens with windows, separate WC's where possible. All bathtubs will be provided with a showerhead. Storage cupboards are to be provided close to the main entrance and entry door phones will be provided in each flat to open the main pedestrian gate off Reform Row. Refuse bins are 1.465m high, which is a suitable height for residents to reach into. One of the five refuse bins will be replaced with four smaller recycling bins.

SPG 3a recommends that 1 bedroom 2 person units have a floor area of 48m<sup>2</sup>, 2 bedroom 4 person units should have a floor area of 73m<sup>2</sup>, 3 bedroom 5 person units an area of 82m<sup>2</sup> and 3 bedroom 6 person units a floor area of 90m<sup>2</sup>. The one-bedroom units in this development range in size from 46m<sup>2</sup> to 50m<sup>2</sup>. The two-bedroom units range from 67m<sup>2</sup> to 70m<sup>2</sup>. The three-bedroom five person unit is 96m<sup>2</sup> and the three-bedroom six person unit 100m<sup>2</sup>. Some of the one and two bed units fall short of the minimum unit sizes as set out in the supplementary planning guidance, however the room sizes meet the room size requirements and the flats are considered to provide a good standard of accommodation. All of the three bedroom units are much larger than the sizes set out in the SPG.

Of the 25 units, 18 have dual aspect outlook to the north and south. The majority of units have access to a ‘long view’ and the three remaining units have aspect onto private gardens.

Due to the orientation of the development, the majority of flats will receive very good direct sunlight to the main living space from late morning to afternoon all year round. In addition, kitchens and courtyards on the north side of the two-storey block will receive early morning and late evening sun in the summer months.

In terms of amenity, at ground floor level, there is a communal entrance courtyard, which leads on to the mews-street where there will be opportunity for sitting. At ground floor level all units have private external gardens and courtyards mostly in excess of 30 square metres. Most of the gardens have southerly aspect. At first floor level units in the two-storey section have



terraces of 27 square metres. All other flats at this level and second floor level have private balconies.

All units/rooms are considered to have adequate light and ventilation. In addition, the stacking and layout arrangement is deemed to be acceptable. The proposed units provide a satisfactory standard of accommodation and internal layout appropriate for the development. As such, the residential accommodation is found to comply with policy SPG 2.3 and SPG3a.

## **8. Transport – Traffic, Car – Parking and Cycling**

PPG13 'Transport' aims to promote more sustainable transport choices for people and for moving freight, promote accessibility to jobs, shopping etc by public transport/walking/cycling and reduce the need to travel especially by car. Haringey Unitary Development Plan policy UD 8 'New Development Location and Accessibility' reflects the guidance set out in PPG13. The policy states that the council will require that developments locate where the need for travel by car will be reduced and the use of public transport will be increased and that the development location and design encourage cycling and walking.

The site is located off Reform Row, N17. To the west, Reform Row directly joins Tottenham High Road (A1010). The site abuts the Tottenham High Road/Bruce Grove Town Centre where employment, shopping and leisure facilities are available.

The site is within walking distance of Bruce Grove railway station at 350 metres and there are several bus stops along Tottenham High Road. These factors give the site a Public Transport Accessibility Level (PTAL) of 4, where 1 is the lowest and 6 is the highest.

Given the location of the site, it is considered appropriate to provide a car-free development and thus discourage the use of private car use.

Policy TSP 7.7 and M6 "Car-Free Residential Developments" state that the Council will consider, in appropriate locations, proposals from developers for new residential developments without the provision of car-parking.

This scheme is to be a "car-free" development. In addition, several secure bicycle-parking areas are proposed.

The site has good transport accessibility, with a Public Transport Accessibility Rating (PTAL) of 4 and as such the provision is considered to meet the objectives of PPG13, UD8, TSP 7.7 and M6. The proposed development, being "car-free" will generate less vehicular traffic movement compared with that generated by the existing light industrial use.

Haringey Council – Transportation Team have carried out an interrogation of the TRAVL database which showed that this development would not generate any significant traffic in the peak traffic periods (some 7 combined traffic

inflow/outflow of car trips at the worse case am peak period, using comparative sites: Coopers Close, E1 and Frasers Close, RM1, as the basis for assessment). In addition, albeit this development does not provide car parking spaces, the public transport accessibility level for this site is medium, with the busy bus route, High Road, providing some 77 buses (two-way) per hour and Bruce Grove overland station trains running every 15 minutes. The High Road also provides a fast bus connection to Seven Sisters tube station. Hence, it is deemed that a considerable number of prospective residents of this development would use public transport.

In addition, the applicant has also proposed a shared pedestrian/cyclist/vehicular access, to take into account the ad hoc access by servicing/emergency vehicles and, the need for a safe pedestrian/cyclist access. Secured cycle racks have also been proposed at a ratio of 1.5 cycle racks per unit. Consequently, the highways and transportation authority do not have any objection to the proposal.

On this basis, the proposed car-free scheme is considered appropriate for this location, in line with PPG3, UD8, TSP 7.7 and M6.

## **9. Waste Management**

Policy UD6 'Waste Storage' and SPG 8a 'Waste and Recycling' states that all developments is to include appropriate provision for the storage and collection of waste and recycling materials. Adequate recycling storage space within premises is necessary to help meet the Governments recycling targets. By providing sufficient recycling storage space within units, this will greatly encourage people to separate their waste for recycling.

At present servicing and refuse collection for the site is undertaken on street from Reform Row. Due to the restrictive nature of the site in terms of vehicular access, it is anticipated that refuse collection would be carried out whilst the Refuse Collection Vehicle (RCV) is stopped in Reform Row, rather than the vehicle entering the site. To this end, it is proposed that the bin stores would be located within the site boundary but within 25 metres of the RVC's stopping point adjacent to the site access.

The Waste Management Team has been involved in the consultation and provided the following comments: "We noted in this instance that the 1100 bins where more than the 10 metre distance for this type of bin. Its 10 metres as a rule but in this instance if the bin chambers where built where they where our contractor did not have an objection. However our Contractor agreed to run them down the access path subject to only a few conditions. Those are that the tarmac road is in good condition and that the bin store is a hard surface and has ramps to allow the bins to be wheeled down if they are stored in an area higher than the road surface. We note that recycling wheelie bins have been added and they are within the 25 metres distance so there is no objection here. Where there was the required number of 5 1100 bins, this has been changed to 4 and 4 360 put in, therefore they have enough bin capacity. We trust this is enough information as if the conditions our contractor

stipulated are met they will pick up the waste and therefore we will have no objections. The position of the bin chambers is not a problem in the plans”.

Notwithstanding this, the council will condition any planning consent to require a detailed scheme for the provision of refuse, waste storage and recycling within the site to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. In addition, such a scheme as approved, shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority. On this basis, the scheme is found to comply with policy UD6 “Waste Storage” & SPG 8a.

## **10. Sustainability**

It is a requirement that a sustainability checklist accompany all major planning application. The applicant has provided a completed sustainability checklist as part of the application submission in line with SPG 8c “Environmental Performance” and SPG 9 “Sustainability Statement – Including Checklist”.

A preliminary Stage D Ecohomes Assessment has been carried out by the applicants registered Ecohomes Assessor. The scheme is predicted to achieve a score of 49.95%, which equates to a rating of “Good” subject to detailed design and specifications. This is just above the 48% required for a “Good” rating, with 60% required for a “Very Good”. As identified throughout the report, there are many ways by which the score could be improved. In addition, there were some categories, where input from the developer is required to determine the number of credits to be achieved.

The development scored a high rating in the following categories: Drying Space, External lighting, Public Transport, Cycle Storage, Local Amenities, Insulants ODP and GWP, Nox Emissions, Timber: Basic Building Elements, Timber: Finishing Elements and External Water Use.

The development scored an acceptable rating, but with room for improvement in the following areas: Eco labelled goods, Recycling Facilities and Environmental Impact of Materials.

The development scored a poor rating in the following areas: Reduction of Surface Runoff, Internal Water Use, Zero Emission Energy Source, Daylight and Ecological Enhancement.

### **1) Reduction of Surface Runoff**

Policy ENV2A Surface Water Runoff states that the Council will encourage all built developments to incorporate sustainable drainage systems (SuDS) techniques. While the provision of water butts for collecting rainwater is being looked at by the development team, this will not meet the requirements of the credit unless further attenuation is provided, such as a secondary holding tank which collects the overflow from the water butt and gradually distributes this into the local drainage system. Therefore, improvements could be made in terms of policy ENV2A.

## 2) Internal Water Use

Policy ENV2B Water Conservation states that the Council will expect all new developments to incorporate water conservation methods. The calculated water consumption of 48.64m<sup>3</sup>/bedspace/yr equates to 1 credit out of a possible five. This poor performance in terms of internal water use could be improved if dual flush toilets, aerating taps/use of flow regulators were incorporated. The Planning Department encouraged the architect to incorporate harvested rainwater or recycled grey water to flush WCs however this has not been incorporated to date. Therefore, further measures could be taken to achieve the intentions of policy ENV2B.

## 3) Zero Emission Energy Source

Ideally, a zero emission energy source should be incorporated into a scheme at the design stage of development. This has not been undertaken. As such, a condition is to be attached to planning permission, if granted, requiring that the total energy demand of the development be reduced by 20% relative to the baseline developed in a site wide energy use assessment and inclusion of onsite renewable energy generation to reduce the remaining carbon emissions by 10%. In addition, the potential for use of Combined Heat and Power (CHP) should be examined. The fulfilment of this condition would result in compliance with policy RIM 3.1 Energy Conservation and Development, ENV6 Energy Efficiency & ENV6A Renewable Energy & Climate Change.

## 4) Daylight

The scheme scored 0 credits out of possible 3 credits. Initially the kitchens did not have external windows and therefore would have relied upon artificial lighting and mechanical ventilation. The ward councillors raised concerns about the light to kitchens and the plans were substantially revised to ensure the vast majority of kitchens would have a window. Two out of the 25 flats could not be redesigned to have a window in the kitchen, but the revised scheme is considered to be a great improvement to the original scheme.

## 5) Ecological Enhancement

The site currently has no ecological value. There is no intention at this stage to employ the services of an Ecological Consultant or design-in ecological features for positive enhancement of the site. The Planning Department encouraged the architect to incorporate ecological features such as brown/green roofs into the development however no such measures have been taken to date. As such, further measures could be made to take account of guidance set out in SPG8d "Biodiversity, Landscaping and Trees".

Overall, this development is predicted to achieve a score of 49.95%, which equates to a rating of "Good" subject to detailed design and specifications. The council would like to encourage new developments to set a high standard and be at the forefront of sustainability and thus achieve "Very Good" and "Excellent" ratings, where feasible.

## **11. Section 106 Contributions**

The application is subject to a legal agreement as required by SPG10 “The Negotiation, Management and Monitoring of Planning Obligations” including the following heads of terms:

- **Affordable Housing**

A planning obligation agreement is required to ensure that the dwellings provided continue to be available as affordable housing for successive occupiers. SPG 10a “Affordable Housing” sets out the specific requirement for affordable housing in schemes of 10 units or more. This proposal falls within this criterion and proposes that all the units are affordable with a tenure split of 24% social renting and 76% shared ownership. This is considered to be broadly in line the guidance contained in SPG 10a and is in line with the Guidelines being pursued by the Housing Corporation.

- **Buy to Let Restriction**

- **Local Labour Agreement (Construction Web)**

- **Car-Free Development**

- **Considerate Contractor**

- **Education Contribution**

Education Contribution set at £98,952.10

- **Environmental Infrastructure Contribution**

Environmental infrastructure contributions set at £10,000

- **Cost Recovery Charge**

Cost Recovery contributions are set at £ 5,447.61

Haringey Council – Planning Policy Team were consulted with regard to the inclusion of a s106 employment contribution due to the industrial use of the site. However given that the Council has agreed to the principle of the loss of employment and the introduction of residential use on the entire site, with the granting of permission Ref: HGY/2004/1471, it was concluded that it would be unreasonable to seek an employment contribution for this application.

## SUMMARY AND CONCLUSION

The proposal has been assessed against the relevant National, Regional and Local planning policies, particularly the Haringey Unitary Development Plan (1998) and the Haringey Unitary Development Plan – Second Deposit (2004).

The proposed development as amended is considered appropriate for the site. The redevelopment of an underused industrial site would make a beneficial contribution to housing provision in the Borough and regeneration in this locality. The scheme is considered fit in with the surrounding development in respect of scale, massing, height, density design and external materials and finishes.

It is considered that the proposal would not result in any significant impact upon local amenity or the safety and security of the properties abutting the site.

Taking account of the close proximity to a town centre and public transport accessibility, a car-free development is considered appropriate in this location. Cycle storage will be provided on site.

In terms of sustainability the scheme scored well in many categories of the Eco-Homes assessment. Improvements could be made in the following categories: Reduction of Surface Runoff, Internal Water Use, Zero Emission Energy Source, Daylight and Ecological Enhancement. These will be address by a combination of conditions and informatives.

On this basis, it is recommended that planning permission be GRANTED subject to conditions and a section 106 legal agreement.

## RECOMMENDATION

- (1) That planning permission be granted in accordance with planning application reference number **HGY2005/1814**, subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure:

- **Affordable Housing**

19 shared ownership (10x1-bed, 9x2-bed) units, and 6 social rented (3x2-bed, 3x3-bed) units

All the units are affordable with a tenure split of 24% social renting and 76% shared ownership.

- **Education Contribution**

Education Contribution set at £98,952.10

- **Environmental Infrastructure Contribution**

Environmental infrastructure contributions set at £10,000

- **Buy to Let Restriction**

- **Car-Free Development**

- **Local Labour Agreement (Construction Web)**

- **Considerate Contractor**

- **Cost Recovery Charge**

Cost Recovery contributions are set at £ 5,447.61

(2) That the agreement referred to in resolution (1) above is to be completed no later than **2 January 2006** or within such extended time as the Council's Assistant Director (PEPP) shall in his/her sole discretion allow; and

(3) That, following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application for the following reason:

*"The proposal has been assessed against and found to comply with Strategic Housing Target, HSG 1.2 Sites For New Housing, HSG 1.3 Change of Use to Residential, HSG 2.1 Dwelling Mix for New Build Housing, HSG 2.23 Affordable Housing, DES 1.1 Good Design and How Design Will Be Assessed, DES 1.2 Assessment of Design Quality (1): Fitting New Buildings Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale, DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Rhythm and Massing, DES 1.5 Assessment of Design Quality (4): Detailing and Materials, DES 1.9 Privacy and Amenity of Neighbours, TSP 7.7 Car-Free Residential Developments, RIM 1.2 Upgrading Areas in Greatest Need of the Haringey Unitary Development Plan (1998) and policy UD 1A Sustainable Design and Construction, UD2 General Principles, UD 3 Quality Design, UD 6 Waste Storage, UD 8 New Development Location and Accessibility, M6 Car-Free Residential Developments, HSG 1 New Housing Developments, HSG 4 Affordable Housing, HSG 8 Density Standards, HSG 9 Dwelling Mix of the Haringey Unitary Development Plan - Second Deposit (2004) and Supplementary Planning Guidance SPG 1.3 Privacy and Overlooking, SPG 2.2 Density for Residential and Mixed Use Developments, SPG 2.3 Standards Required in New Residential Development, SPG 3a Density, Dwelling Mix, Floor space Minima & Lifetime Homes and SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight."*

Subject to the planning conditions set out below:

Registered No: HGY/2005/1814

Drawing No's: 903R 001, 010REVO, 011REVK, 012REVI, 041REVL, 042REVF, 043REVD

1. EXPIRATION OF PERMISSION

The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. IN ACCORDANCE WITH APPROVED PLANS

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

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. TOTAL SEPARATE UNITS

That not more than 25 separate units, whether flats or houses, shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

4. BUILDING SAMPLES

Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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

5. CRIME PREVENTION - SECURED BY DESIGN

The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and



objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

6. CENTRAL AERIAL SYSTEM

The proposed development shall have no more than 4 central dishes/aerial systems for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood.

7. DETAILS STORAGE/COLLECTION OF REFUSE

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

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

8. CYCLE PARKING CONDITION

That details of secure, covered parking spaces for bicycles, provided at a ratio of 1.5:1 per unit, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development hereby approved being commenced.

Reason: to ensure adequate provision of cycle parking within the scheme.

9. SITE INVESTIGATION

A full site investigation, history, details of previous and present usage, risk assessment and details of any remediation required should be submitted to and approved in writing by the Local Planning Authority before works may commence onsite.

Reason: In order to protect the health of future occupants of the site.

10. SOIL CONTAMINATION

A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.

Reason: In order to protect the health of future occupants of the site.

11. LEVELS AND THRESHOLDS

That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

12. HARD LANDSCAPING

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

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

13. LANDSCAPING SCHEME TO BE APPROVED

Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those existing trees to be retained, those existing trees to be removed and those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict 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 trees or 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.

#### 14. ENERGY

No development shall commence until 2) and 3) are carried out to the approval of LB Haringey and the Greater London Authority.

1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:
  2.
    - a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.
    - b) Explanation of how total energy demand will be reduced by 20% relative to the baseline developed in b), through improvements to building energy efficiency standards. Calculation of the resulting carbon savings.
    - c) The strategy must examine the potential use of CHP to supply thermal and electrical energy to the site. The scale of the CHP generation and distribution infrastructure to be determined through agreed feasibility studies. Resulting carbon savings to be calculated.
    - d) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (ie after b. and c. are accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey and the Greater London Authority.
  3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey and the Greater London Authority prior to the commencement of development.

#### 15. DRAINAGE WORKS

Details of on site drainage works to be submitted to, and approved by, the local planning authority in consultation with the sewerage undertaker. No works which result in the discharge of foul or surface water from the site shall be commenced until the onsite drainage works referred to above have been completed"

Reason - To ensure that the foul and / or surface water discharge from the site shall not be prejudicial to the existing sewerage system.

16. METHODOLOGY STATEMENT

That a detailed methodology statement concerning the organisation and control of the construction process to be carried out, including details of the reuse of materials resulting from the demolition of existing buildings and associated construction works, including excavation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In order to ensure the efficient use and reuse of materials and minimise waste and traffic movements.

17. ROUTING OF LORRIES

That a routing of lorries delivering plant or materials will only use designated road agreed in advance with the Local Planning Authority

Reason: To minimise the impact of lorry traffic in local residential roads.

18. UN/LOADING WITHIN THE BUILDING SITE

Vehicles may arrive, depart, be loaded or unloaded within the general area of the application site only between 0800 hours and 1800 hours Monday to Friday and 1000 hours and 1600 hours Saturday and not at all on Sunday or Bank Holidays.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

19. CONSTRUCTION WORKS - HOURS

The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

INFORMATIVE: The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

INFORMATIVE: The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'.

INFORMATIVE: The proposed development requires a new crossover to be made over the footway. The necessary works 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.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: All opportunities to conserve water on site and increase water efficiency, such rainwater/grey water harvesting for flushing WCs, Dual Flush WCs, aerating/reduced flow taps and showers etc, should be incorporated into the scheme.

INFORMATIVE: All opportunities to preserve and encourage on site biodiversity and sustainability such as incorporating into the scheme brown/green roofs etc should be considered as part of the process of implementing the development.

- (4) That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reason:

*“The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 Affordable Housing attached to the emerging Unitary Development Plan.”*

- (5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) there has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
  - (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

## APPENDIX 1.



### PLANNING & ENVIRONMENTAL CONTROL SERVICE DEVELOPMENT CONTROL DIVISION

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#### MINUTES

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Meeting : **DEVELOPMENT CONTROL FORUM :**  
**Reform Row, Industrial Estate N17**

Date : **20<sup>th</sup> October 2005**

Place : **St Loughborough School, Holcombe Road, N17**

Present : Paul Smith(Chair), Tay Makoon, Cllr Bevan,  
School Headmaster, Crime Prevention Officer  
Applicants agent

Minutes by : Tay Makoon

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Distribution :

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Item		Action
1.	<p>Paul Smith introduced the meeting by welcoming everyone and explained the purpose of the meeting and apologised for the lack of attendance.</p> <p><b>Presentation by applicant</b></p> <ul style="list-style-type: none"><li>• Redevelopment of site to include demolition of existing buildings and erection of existing buildings and erection of a part 2/part 3 storey block providing 10 x one bed 12 x 2 bed and 3 x 3 bed self contained flats with associated bike and refuse storage.</li></ul>	

Item		Action
	<p>Main Issues:</p> <ul style="list-style-type: none"> <li>• The principle of residential use</li> <li>• Design scale, height, massing &amp; density</li> <li>• Privacy and amenity</li> <li>• Transport – Car-Free; Cycle Storage</li> <li>• Sustainability</li> </ul> <p><b>Question from the floor</b></p> <ul style="list-style-type: none"> <li>• School Head Master explained that he was at the meeting to listen and that all his concerns have been sent to the Planning Service and does not wish to address them here.</li> <li>• Cllr Bevan</li> </ul> <p>3 issues to raise</p> <ol style="list-style-type: none"> <li>a) Whiteness - too white and over the years it will not weather well.</li> <li>b) Roof (flat roof)</li> <li>c) Wood facing looks awful why not use some other material</li> </ol> <p><b>Answer:</b> White finishes are a part of the design concept. Part of the building will be excavated making some spaces dark. White finishes are design to make the area light the colour white was chosen to make a safe and light environment. It was stated that the timber would weather naturally into a grey colour. Metal cladding around the building will provide the gardens with privacy. The angle of the roof allows for drainage and maintenance.</p> <p>The architect also stated that the scheme had no parking spaces inside the courtyard and that cycle spaces will be provided.</p> <p>PS ended the meeting by thanking everyone for attending and if not done so already to write to the planning department with comments.</p> <p><b>End of meeting</b></p>	