

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/3175	Ward: West Green
Address: 270-274 West Green Road, London, N15 3QR	
Proposal: Demolition of the existing two storey building with D1 use on the ground floor and residential use (C3) on the upper floor and erection of part three, part four storey building to provide A1 and D1 uses on the ground floor with ancillary office space and 9 residential units on the upper floors (6 x 2 bed and 3 x 3 bed flats) and associated works.	
Applicant: IDM North London Limited	
Date received: 05/11/2014	
Drawing number of plans: 1002 - 001 Site Location Plan 1:1250 A4 x1002 - 010 Existing Site Plan 1:200 A1 x1002 - 011 Existing Plans 1:100 A1 x1002 - 020 Existing Front and Side Elevations 1:100 A1 x1002 - 021 Existing Rear and Side Elevation 1:500 A1 x1002 - P2 - 100 Proposed Ground Floor 1:100 A1 x1002 - P2 - 101 Proposed First Floor 1:100 A1 x1002 - P2 - 102 Proposed Second Floor 1:100 A1 x1002 - P2 - 103 Proposed Third Floor 1:100 A1 x1002 - P2 - 104 Proposed Roof Plan 1:100 A1 x1002 - P2 - 201 Proposed Front and Rear Elevation 1:100 A1 x1002 - P2 - 202 Proposed Side Elevation and Section AA.	
Case Officer Contact: Anthony Traub	
PLANNING DESIGNATIONS:	
Not in a Conservation Area Not a Listed Building West Green Restricted Conversion Area	

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable and is not considered to harm the character of the surrounding townscape or the visual amenity of the street scene;
- The proposed building would continue the existing row of ground floor commercial units on the high street;
- There would be no significant impact on parking;
- The proposal meets the minimum standards of floor sizes as outlined in the London Plan SPG Housing;
- The 9 new residential units would meet Code for Sustainable Homes Level 4 and carbon reduction of 40% in accordance with the London Plan 2011;
- The mix of residential units - 6 x 2 bed and 3 x 3 bed, is considered to be acceptable and would bolster housing stocks within the borough;
- The commercial units would achieve a rating of BREEAM 'Excellent';
- The s106 financial obligations for affordable housing, highways/transportation as well as those obligations levied under Haringey's Local CIL Charging Schedule are considered to be appropriate in mitigating any affect and impact on local infrastructure.

2.1 RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated the authority to issue the planning permission and impose conditions and informatives and subject to section 106 Legal Agreement.

(2) That the section 106 legal agreement referred to in resolution above is to be completed no later than 4th February 2015 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

(3) That, following completion of the agreement(s) 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 subject to the attachment of all conditions all conditions imposed on application ref: HGY/2014/3175 including:

Conditions:

- Time limit
- In accordance with approved plans
- External materials to be approved
- No permitted development for satellite dishes
- Refuse and waste storage (Commercial)
- Construction management plan
- Considerate constructors scheme
- Control of dust
- Combustion and energy plant
- Carbon saving of at least 40%
- Wheelchair accessible units x 1

Informatives:

- Positive statement
- Thames Water
- Fire Brigade
- CIL
- Naming and Numbering

Legal Agreement – Heads of Terms:

A Section 106 legal agreement was entered into in respect of planning permission ref. HGY/2013/1792. The granting of permission for this application would require a Section 106 legal agreement in similar terms that is to include the following:

- Car capped and £1,000.00 contribution;
- Travel plan and car club for 3 years;
- £173,152.00 Offsite Affordable Housing Contribution;
- Considerate constructors;
- £8,700.00 Monitoring and Administration Costs.

In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

(4) That, in the absence of the agreement(s) 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 reasons:

- 1.** In the absence of the provision of a Travel Plan, a travel plan co-ordinator, parking layout, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards car club memberships, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
- 2.** In the absence of the provision of a financial contribution to Offsite Affordable Housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan policy SP2 and London Plan policy 3.12
- 3.** In the absence of a considerate constructors agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.
- 4.** In the absence of a scheme towards Construction training / local labour initiatives and a financial contribution towards Work Placement Co-ordinators (WPCs), the proposal would have an unacceptable impact on the community and would be contrary to Local Plan policy SP8 and London Plan policy 4.1

TABLE OF CONTENTS	
1.0	PROPOSED SITE PLAN
2.0	IMAGES
3.0	SITE AND SURROUNDINGS
4.0	PLANNING HISTORY
5.0	RELEVANT PLANNING POLICY
6.0	CONSULTATION
7.0	RESPONSES
8.0	ANALYSIS / ASSESSMENT OF APPLICATION <ul style="list-style-type: none"> • Principle of development and uses on site; • Design and appearance • Neighbouring amenity; • Quality of accommodation; • Housing mix; • Affordable Housing; • Transportation; • Sustainability; • Waste; • Accessibility; • Planning Obligations.
9.0	HUMAN RIGHTS
10.0	EQUALITIES
11.0	CONCLUSION
12.0	RECOMMENDATION
APPENDIX 1 – Consultation Responses	
APPENDIX 2 – Plans	

3.0 SITE AND SURROUNDS

- 3.1 The site is located on the northern side of West Green Road and is 760sqm in size and is irregular in shape with a dog leg to the rear of the site. This rear portion has vehicular access from Ashley's Alley. The current building occupies 60% of the site and consists of two storeys. The building is currently vacant. The ground floor was previously used as use class D1 medical centre and the first floor used as a 2 bedroom flat.
- 3.2 There are no listed buildings on site and the site is not located in a conservation area.
- 3.3 The site abuts the Park View Academy, sports centre and West Green Learning Centre to the rear. Adjoining to the sides are ground floor commercial units, a small hotel, with some residential uses at upper levels.

4.0 PLANNING HISTORY

- 4.1 HGY/1993/0397 Granted 22-06-93 Change of use of ground floor of premises from estate agents (Class A2) to Class A1/B2.
- 4.2 HGY/1993/0398 Granted 22-06-93 Change of use of ground floor of premises from Estate Agents (Class A2) to car and motor cycles showroom.
- 4.3 HGY/1993/0399 Refused 06-07-93 Change of use of ground floor of premises from A2 to a wine bar/restaurant (A3).
- 4.4 HGY/1993/0419 Granted 03-08-93 Change of use from estate agents (A2) to doctors surgery (D1).
- 4.5 HGY/1995/0723 Refused 19-09-95 Erection of ground and first floor rear extension and change of use of part ground floor and whole of first floor from Class D1/A2 to Class C2 (residential care home).
- 4.6 HGY/1996/1330 Granted 05-11-96 Change of use from (D1) to (A2) provision of international communications plus minor alterations to shopfront.
- 4.7 HGY/2002/1796 Granted 21-01-03 Installation of perforated steel security shutters
- 4.8 HGY/2014/1727 PENDING Demolition of existing two storey building and erection of four storey mixed use building, with change of use on ground floor to allow A1, A3 and retain D1 use with nine no. residential units above. The scheme is current under appeal for non-determination.

5.0 RELEVANT PLANNING POLICY

National Planning Policy Framework

5.1.1 The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs).

London Plan 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 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.17 Protection and enhancement of social infrastructure
- Policy 3,18 Healthcare facilities
- Policy 4.1 Developing London's economy;
- Policy 5.1 Climate change mitigation;
- Policy 5.2 Minimising carbon dioxide emissions;
- Policy 5.3 Sustainable design and construction;
- Policy 5.7 Renewable energy;
- Policy 5.11 Green roofs and development site environs
- Policy 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;
- Policy 7.15 Reducing noise and enhancing soundscapes;

5.1.3 Haringey Local Plan 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 SP5 Water management and flooding;
- Policy SP6 Waste and recycling;
- Policy SP7 Transport;
- Policy SP11 Design;

5.1.4 Haringey Unitary Development Plan 2006 'Saved Policies'

- Policy UD3 General principles;
- Policy UD7 Waste storage;
- Policy TCR2 Out of Town Centre Development;
- Policy M9 Car-free Residential Developments;
- Policy M10 Parking for development;

5.1.5 Supplementary Planning Guidance

Mayor of London 'London Housing Design Guide'
 SPG 6a Shop fronts, Signage and Security
 Tottenham Lane Design Framework 2005

6.0 CONSULTATION

Ward Councillors
Adjoining neighbours
LBH – Urban Design Officer
LBH – Transportation
LBH – Noise and Pollution
LBH – Housing
LBH – Cleansing
LBH – Building Control
London Fire Brigade
Thames Water
Designing out Crime Officer

7.0 RESPONSES

7.1 London Fire Brigade: No objection to the proposal. Sprinkler Informative recommended should the application be approved.

7.2 LBH Transportation: No objection to the proposal. The site has a medium Public Transport Accessibility Level (PTAL) level of 3 and is served by the 41, 67, 230 and 341 bus routes, which run with a combined two-way frequency of 58 buses per hour. These services provide frequent access to Turnpike Lane underground and Seven Sisters underground/rail stations. Residents of this development would have a reasonable level of access to sustainable modes of transport. Although the site itself does not fall within a Controlled Parking Zone, in view of recent plans to extend parking restrictions within the vicinity of the site we will request that the applicant/developer enter into a S106 agreement to ensure that the residents of the development are not eligible to apply for on-street parking permits within any existing or future Controlled Parking Zone.

It has been noted that cycle storage has been provided in line with London Plan standards, this measure is welcome. However, in order to further discourage private car ownership we will require that each residential unit is offered 3 years paid membership to the local Car Club together with £50 free credit.

7.3 LBH Waste: No objection to the proposal. Residential and commercial units need to have separate arrangements with commercial units needing their own bespoke waste arrangements. Further comments being: *“Commercial business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.*

Waste must be properly contained to avoid spillage, side waste and windblown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.”

- 7.4 Thames Water: No objection to the proposal. A condition is recommended requiring a piling methodology given the sites proximity to local sewerage infrastructure along with several informative should the application be approved.
- 7.5 1 letter of objection has been received from the adjoining neighbour at 276-278 West Green Road. Matters addressed within Appendix 1. Matters raised being:
- Over development of the site;
 - Noise and disturbance during construction;
 - Potential damage to adjoining buildings during construction;
 - The proposal would block right of way of neighbours into the rear of the site as they all share the access;
 - The proposal will block light and air to neighbouring properties;
- 7.6 1 neutral letter has been received from a neighbour at 268 West Green Road. Matters addressed within Appendix 1. Matters raised being:
- The site at 268 runs as a late night pub/banqueting event business. New residential units should be sufficiently sound proofed to not cause conflict between this established use and the proposed residential uses on site.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of development and uses on site;
- Density;
- Design and appearance;
- Neighbouring amenity;
- Quality of accommodation;
- Housing mix;
- Affordable Housing;
- Transportation;
- Sustainability;
- Waste;
- Access;
- Planning Obligations.

8.2 Principle of Development

8.2.1 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.

8.2.2 The principle of a mixed-use development on this site is considered to be acceptable. The retention of D1 use on the ground floor and the introduction of an A1 retail use with ancillary office are considered to be appropriate for the high street location.

8.2.3 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 9 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the rear, and in meeting the intent of the

NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.

8.2.4 The proposals would involve a considerable investment in the West Green Ward and is seen as the catalyst for regeneration within the immediate parade of shops.

8.2.5 Therefore, the proposed mix of A1 retail, D1 community, and C3 residential uses are considered appropriate having regard to London Plan 2011 policies 3.3, 3.17, 3.18, 7.3, and Saved UDP 2006 policies UD3 and CW1 and Local Plan 2013 Policies SP1 and SP2.

8.3 Density

8.3.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.

8.2.2 Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is in an 'urban' context and has a PTAL of 3 thus the London Plan density guidance for the site is 200 to 450 habitable rooms per hectare (hr/ha) and 55 to 145 units per hectare (u/ha).

8.2.3 The proposal is within the London Plan density range and is considered to be an appropriate density to optimise the potential of the site.

8.4 Design and Appearance

8.4.1 The NPPF sets out the over-arching policy for design and emphasises its importance and indivisibility from good planning and sustainable development. Paragraph 60 states that planning decisions:

“should not attempt to impose architectural styles or particular taste and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

8.4.2 This approach is reflected in Chapter 7 of the London Plan, Haringey UDP policies UD3 'General Principles' and Local Plan Policy SP11.

8.4.3 The bulk, massing and overall height of the proposed development is considered to be an appropriate response to the high street location of the site and the scale of other new major developments that have been built recently along West Green Road.

8.4.4 The proposal is considered to be acceptable for the following reasons:

- The height of the scheme is considered to set an acceptable height to the high street location which reflects the established built form of other existing buildings that have been built along West Green Road recently. The building would appear as a 3 storey building, with a 4th floor, which would be 'set back' in order to minimise its visual appearance;
- Materials would vary at the upper level of the proposed development. With the 4th story setback, the top floor would have a 'lighter' appearance to that of the lower three floors;

- The contemporary design is considered to provide a visual contrast between the historic buildings in the terrace and the proposed new building;
- The palette of materials is considered to be of high quality. A condition requiring the submission of materials and details prior to construction is recommended should the application be approved.

8.5 Impact on the amenity of adjoining occupiers

- 8.5.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 8.5.2 The proposed building would project the bulk of the four storeys forward towards the high street with a four storey wing running down the eastern boundary, nearest to 276 West Green Road (which is currently in use as a Hotel). This neighbouring building extends the length of the site at a height of three storeys. There is a recessed and screened terrace associated with the hotel use located on the 2nd floor of this neighbouring building. The screening to this terrace is of a height that would avoid any clear views in or out the site. Notwithstanding this, the proposed building has been designed in a manner to be set back from this terrace with windows at an acute angle to ensure there is no mutual overlooking possible.
- 8.5.3 Furthermore, given the location of the site between commercial or community uses and the large adjacent hotel building, with the bulk and massing of the proposed building nearer to the hotel site, the proposed building is not considered to cause any undue overlooking, overshadowing, overbearing, increased sense of enclosure, or loss of daylight/sunlight to adjoining residential properties.
- 8.5.4 Whilst it is acknowledged there have been objections raised with regards to impact on the amenity of neighbouring properties, given the above reasons, the proposal is not considered to harm the amenities of surrounding residential neighbours with regards to loss of outlook, daylight/sunlight, loss of privacy / overlooking or an increased sense of enclosure and is therefore considered to safeguard the amenities of residential neighbours.
- 8.5.5 There is little information within the submitted documents with regards to plant equipment. Any external plant equipment would require a separate planning application with the noise emissions from such equipment carefully considered and controlled.
- 8.5.6 A neutral letter has been received following consultation on the planning application, which has raised an issue with regards to the amenities of future occupiers with regards to noise disturbance given existing uses on neighbouring sites and the high street location. With regards to the proposal meeting energy/carbon reduction and sustainability standards, windows on the proposal would have to at least be double glazed. This form of fenestration is considered to reduce the amount of noise that would be attenuated within the proposed flats and reflects the comments made by this neighbour.

8.5.7 An objection has raised concerns regarding the construction phase of the development. Whilst these effects are only temporary and limited to the construction of the building, a condition requiring a construction management plan and dust management is recommended on any grant of planning permission as well as a considerate contractors clause within the proposed s106 legal agreement in order to ensure the proposed works are undertaken in a manner that will protect the amenity of neighbours.

8.5.8 Overall, the proposal is considered to maintain and safeguard the amenity of surrounding neighbours and is consistent with saved UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.

8.6 Quality of Accommodation

8.6.1 London Plan 2011 Policy 3.5 and accompanying London Housing Design Guide set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered for future occupiers.

8.6.2 In assessing the proposal against these requirements, all the flats would accord with the minimum unit size requirements with some of the larger sized units exceeding the standards.

8.6.3 The minimum standards prescribed for individual rooms are set out within the London Housing Design Guide and the proposed rooms conform comfortably with these standards.

8.6.4 On site amenity space for the proposed units is provided in the form of balconies to the front and rear of the site with larger terraces to the larger sized units.

8.6.5 Some of the flats are single aspect, however, in order to mitigate this issue, the design of the flats are well proportioned and have long frontages with acceptable outlook from windows, this is not considered to be so harmful as to warrant refusal of the application.

8.6.6 Given the urban location of the site and that all family sized units have generously sized outdoor terraces with all units being well proportioned and laid out, it is considered that the proposal would provide an acceptable level of amenity for future occupiers.

8.7 Housing Mix

8.7.1 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. This approach is supported at the local level through UDP Policy HSG10. Policy 3.8 of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types.

8.7.2 The proposed dwelling mix would provide 6 x 2 bed and 3 x 3 bed.

8.7.3 This dwelling mix is considered to be acceptable and provides a range of dwelling sizes that will bolster the borough's housing stock whilst providing choice between 2 bed and small to large 3 bed units (5 person and 6 person 3 bed units).

8.7.4 Overall, the proposal is considered to provide an acceptable range of housing choices within the scheme, suitable for its high street location in accordance with the NPPF and UDP Policy HSG10 and Policy 3.8 of the London Plan.

8.8 Affordable Housing

8.8.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).

8.8.2 Similarly, The London Plan (2011), policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.

8.8.3 Local Plan 2013 Policy SP2 sets a target of achieving 20% affordable units on sites of 1-9 net units.

8.8.4 The Planning Obligations SPD 2014 sets out the methodology for calculating this contribution with the tariff for the West Green ward being £224.00 per square metre of additional residential floor space.

8.8.5 When calculating this contribution, the floor space of the existing residential unit on site has been subtracted from the calculation.

8.8.6 The proposal would incur a contribution for affordable housing to the amount of £173,152.00. This will be secured via a s106 agreement.

8.9 Transportation

8.9.1 The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This approach is continued in Local Plan Policy SP7. UDP Policy UD3 requires development to not significantly affect private and public transport networks.

8.9.2 The site has a medium PTAL of 3 and is served by the 41, 67, 230 and 341 bus routes, which run with a combined two-way frequency of 58 buses per hour. These services provide frequent access Turnpike Lane underground and Seven Sisters underground/rail stations. It is considered that that the residents of this development would have a reasonable level of access to sustainable modes of transport. Whilst the site itself does not fall within a Controlled Parking Zone, in view of recent plans to extend parking restrictions within the vicinity of the site, the subject proposal would have to be ‘car free’ (to be secured by way of a S106 agreement) to ensure that the residents of the development are not eligible to apply for on-street parking permits within any existing or future Controlled Parking Zone and to promote the use of sustainable forms of transportation.

8.9.3 Cycle storage would be provided in line with London Plan standards, this measure is welcome. However, in order to further discourage private car ownership, it is considered that each residential unit should be offered 3 years paid membership to the local Car Club together with £50 free credit. Again, these measures will promote the use of sustainable forms of transportation and will be secured by way of a S106 agreement.

8.9.4 Subject to the above provisions, the proposed development would not have a harmful impact on the highway network.

8.10 Sustainability

8.10.1 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 SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change.

8.10.2 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.

8.10.3 Policy 5.2 of the London Plan requires major developments to achieve at least a 40% reduction in CO2 emissions over the Building Regulations 2010 standard. The submitted energy statement indicates that the proposal would achieve a 40.1% energy saving per annum over the Building Regulations 2010. The proposed carbon reduction for the residential units achieves the minimum required with the proposed commercial floorspace achieving a BREEAM 'excellent' rating. The development is considered to adequately reduce its greenhouse gas emissions and mitigate its impact on climate change contrary to the NPPF and London Plan Policy 5.2.

8.10.4 A condition requiring this carbon saving to be achieved and that the commercial floorspace achieves a BREEAM 'excellent' rating is recommended should the application be approved and would ensure the proposal accord with the NPPF 2012 and to London Plan 2011 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions has been included.

8.11 Waste

8.11.1 UDP Policy UD7 requires development proposal make adequate provision for waste and recycling storage.

8.11.2 The LBH Waste Management Team has not objected to the proposed development. The residential waste arrangements are considered to be acceptable. However, there is little information as to the commercial waste arrangements. Bespoke waste arrangements must be made for these units. A condition has been imposed requiring the submission of an appropriate waste strategy with regards to the commercial units.

8.12 Access

8.12.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All flats are designed to meet Lifetime Homes standard. The applicant has confirmed that at least 1 unit will be fully wheelchair accessible. A condition requiring at least 1 of the proposed units to be wheelchair accessible is recommended should the application be approved.

8.13 Planning Obligations

8.13.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

8.13.2 The following obligations are considered to be appropriate should the application be approved:

- Car capped and £1,000.00 contribution;
- Travel plan and car club;
- £173,152.00 Affordable Housing Contribution;
- Considerate Contractors;
- £8,700.00 Monitoring and Administration Costs.

9.0 HUMAN RIGHTS

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

10.0 EQUALITIES

10.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 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.

11.0 CIL APPLICABLE

11.1 Based on the information given on the plans, the Mayor's CIL charge will be £37,030.00 (1,058 sqm of retail/office and residential floorspace x £35.00) and the

Haringey CIL charge will be £11,595.00 (773sqm of residential floorspace x £15.00). 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.. An informative will be attached advising the applicant of this charge.

12.0 CONCLUSION

- 12.1 The proposal involves the erection of a part three part four storey building to contain A1 retail with ancillary office floorspace, D1 community use floorspace on the ground floor with 9 residential units on the upper floors.
- 12.2 The proposal is considered to be an improvement to the current site situation, both optimising and making efficient use of the site whilst providing well proportioned flats which will contribute to the borough's housing stock and providing an active frontage to West Green Road. Given the above, this planning application is recommended for APPROVAL subject to the signing of a s106 legal agreement and conditions.

13.0 RECOMMENDATION

- 13.1 That planning permission be GRANTED in accordance with the Applicant's drawing No's:

1002 - 001 Site Location Plan 1:1250 A4 x1002 - 010 Existing Site Plan 1:200 A1 x1002 - 011 Existing Plans 1:100 A1 x1002 - 020 Existing Front and Side Elevations 1:100 A1 x1002 - 021 Existing Rear and Side Elevation 1:500 A1 x1002 - P2 - 100 Proposed Ground Floor 1:100 A1 x1002 - P2 - 101 Proposed First Floor 1:100 A1 x1002 - P2 - 102 Proposed Second Floor 1:100 A1 x1002 - P2 - 103 Proposed Third Floor 1:100 A1 x1002 - P2 - 104 Proposed Roof Plan 1:100 A1 x1002 - P2 - 201 Proposed Front and Rear Elevation 1:100 A1 x1002 - P2 - 202 Proposed Side Elevation and Section AA

and subject to the following conditions and the signing of a s106 agreement:

Conditions

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

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

2. The development hereby authorised shall be carried out in 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 information submitted with this application, no development shall take place until precise details of the external 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 and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for 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 prevent the proliferation of satellite dishes on the development.

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

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

6. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of :
- a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

7. No works shall be carried out on the site until a detailed report, including risk assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority (reference to the London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. Prior to the first occupation of the hereby approved nine (9no) residential units, installation details of the boiler to be provided for space heating and domestic hot water are to be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by the London Plan 2011 Policy 7.14.

9. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 40%. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that this reduction has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

10. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Excellent' has been achieved for this development,

Or

Evidence that each element of the development is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level Excellent shall be presented to the local planning authority within 6 weeks of the date of this decision and a final certificate shall be presented to the local planning authority within 6 months of the occupation of the development.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

11. At least one (1no) of the hereby approved nine (9no) residential units shall be wheelchair accessible or easily adaptable for wheelchair use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2.

12. No impact piling shall take place until a piling method statement (detailing depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement .

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

INFORMATIVE 1: 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 foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

INFORMATIVE 3: Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE 4: 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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE 5: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE 6: Community Infrastructure Levy. The application is advised that the proposed development will be liable for the Mayor of London's CIL and Haringey's Local CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £37,030.00 (1,058 sqm of retail/office and residential floorspace x £35.00) and the Haringey CIL charge will be £11,595.00 (773sqm of residential floorspace x £15.00). 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.

INFORMATIVE 7: The London Fire Brigade strongly recommends that sprinklers are considered for this development. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

APPENDIX 1 - Consultation responses

No	Stakeholder	Questions/Comments	Outcomes
1	London Fire Brigade	No objection to the proposal. Sprinkler Informative recommended should the application be approved.	
2	LBH Transportation	<p>No objection to the proposal. The site has a medium PTAL level of 3 and is served by the 41, 67, 230 and 341 bus routes, which run with a combined two-way frequency of 58 buses per hour. These services provide frequent access Turnpike Lane underground and Seven Sisters underground/rail stations. Residents of this development would have a reasonable level of access to sustainable modes of transport. Although the site itself does not fall within a Controlled Parking Zone, in view of recent plans to extend parking restrictions within the vicinity of the site we will request that the applicant/developer enter into a S106 agreement to ensure that the residents of the development are not eligible to apply for on-street parking permits within any existing or future Controlled Parking Zone.</p> <p>It has been noted that cycle storage has been provided in line with London Plan standards, this measure is welcome. However, in order to further discourage private car ownership we will require that each residential unit is offered 3 years paid membership to the local Car Club together with £50 free credit.</p>	S106 heads of terms with regards to car free development and car club membership.
3	LBH Waste	<p>No objection to the proposal. Residential and commercial units need to have separate arrangements with commercial units needing their own bespoke waste arrangements. Further comments being: <i>“Commercial business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the</i></p>	Condition requiring waste management plan for commercial units.

		<p><i>criminal Court system.</i></p> <p><i>Waste must be properly contained to avoid spillage, side waste and windblown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.”</i></p>	
4	Thames Water	No objection to the proposal. A condition is recommended requiring a piling methodology given the sites proximity to local sewerage infrastructure along with several informative should the application be approved.	
5	<p>Neighbouring Properties</p> <p>1 letter of objection, 1 neutral letter</p>	<p>Matters raised (response in italics below)</p> <p><i>Over development of the site;</i> The proposal is within the density limit guidelines stipulated within the London Plan and reflects the scale and massing of new developments recently built on West Green Road.</p> <p><i>Noise and disturbance during construction;</i> A condition has been recommended regarding dust control and a construction management plan. A s106 head of term will require the builders to be registered with the national considerate constructors scheme.</p> <p><i>Potential damage to adjoining buildings during construction;</i> This matter would be the subject of any party wall agreement and would not hold sufficient planning merit or weight to refuse the application.</p> <p><i>The proposal would block right of way of neighbours into the rear of the site as they all share the access;</i> A construction management plan has been conditioned as part of any decision to grant the application which will consider servicing arrangements during the build phase of the proposal.</p> <p><i>The proposal will block light and air to neighbouring properties;</i> See ‘neighbouring amenity’ above. The proposal has been designed in a manner to take into account the local context and built form of the immediate area. Adjoining sites have no habitable room windows that are in close proximity that would be affected by the development.</p> <p><i>The site at 268 runs as a late night pub/banqueting event business. New residential units should be sufficiently sound proofed to not cause conflict between this established use and the proposed residential uses on site.</i></p>	

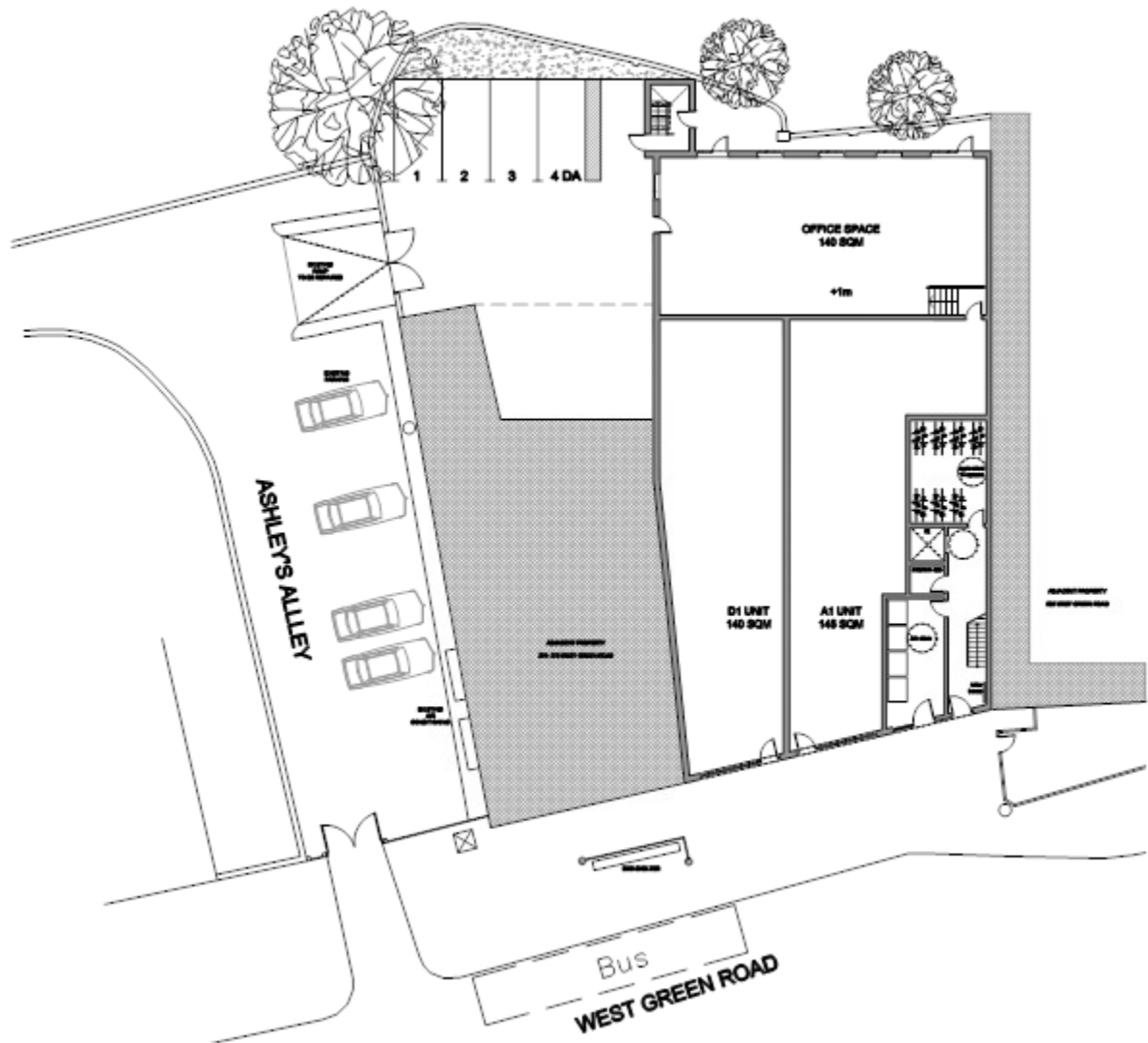
		<p>The proposal would need to meet energy/carbon reduction and sustainability standards, therefore, windows on the proposal would have to at least be double glazed. This form of fenestration is considered to reduce the amount of noise that would be attenuated within the proposed flats and reflects the comments made by this neighbour.</p>	
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APPENDIX 2 – Plans

SITE LOCATION PLAN



Proposed Ground Floor Plan



Proposed First Floor Plan



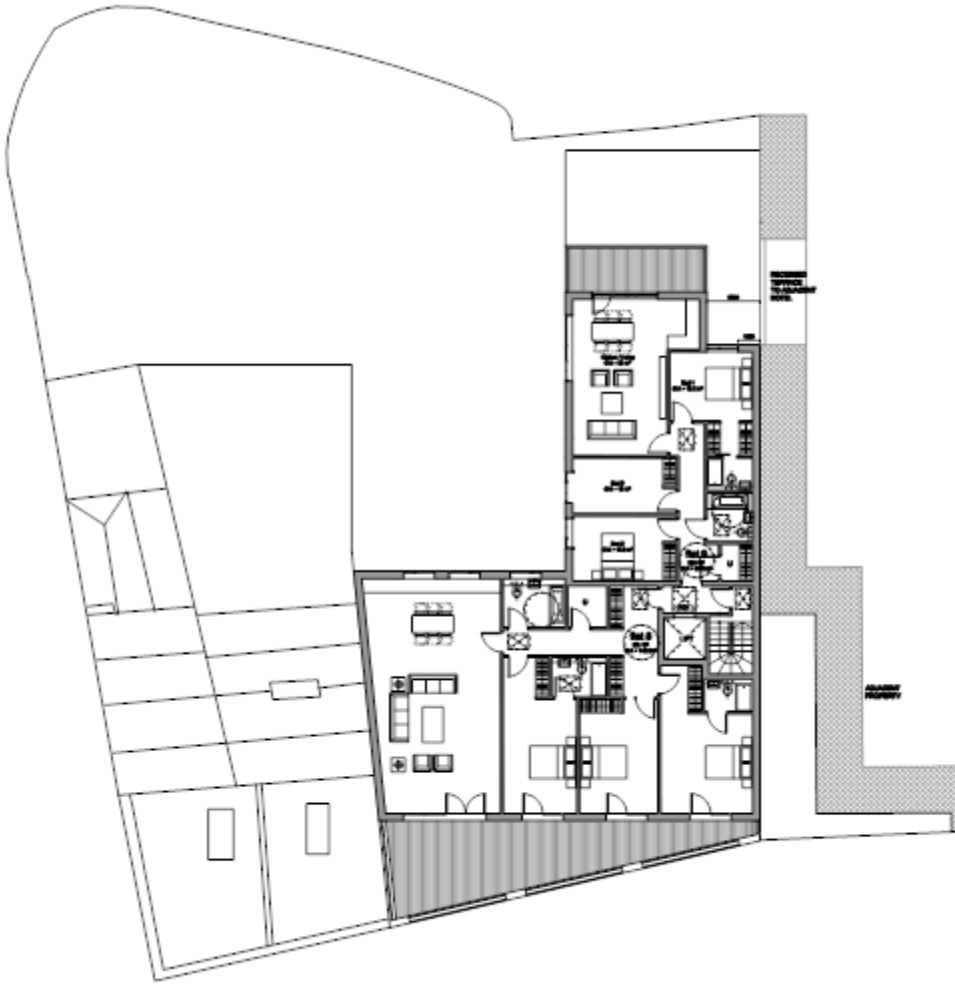
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Proposed Second Floor Plan

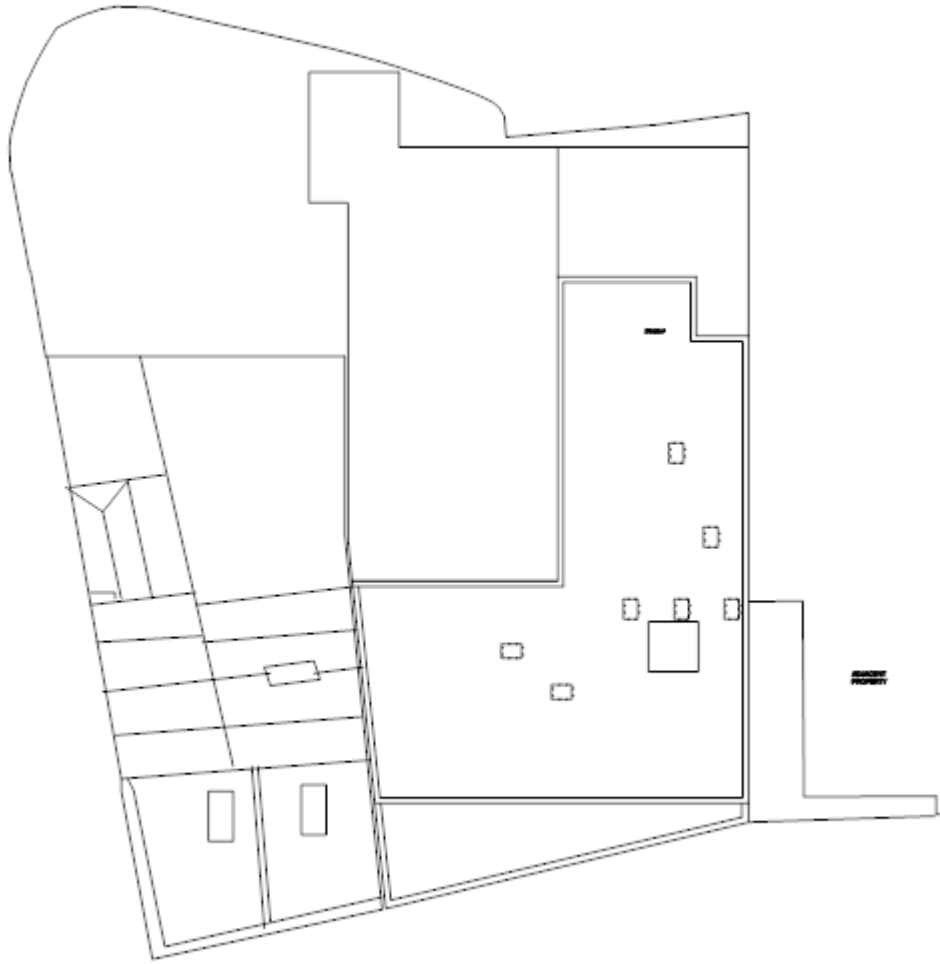


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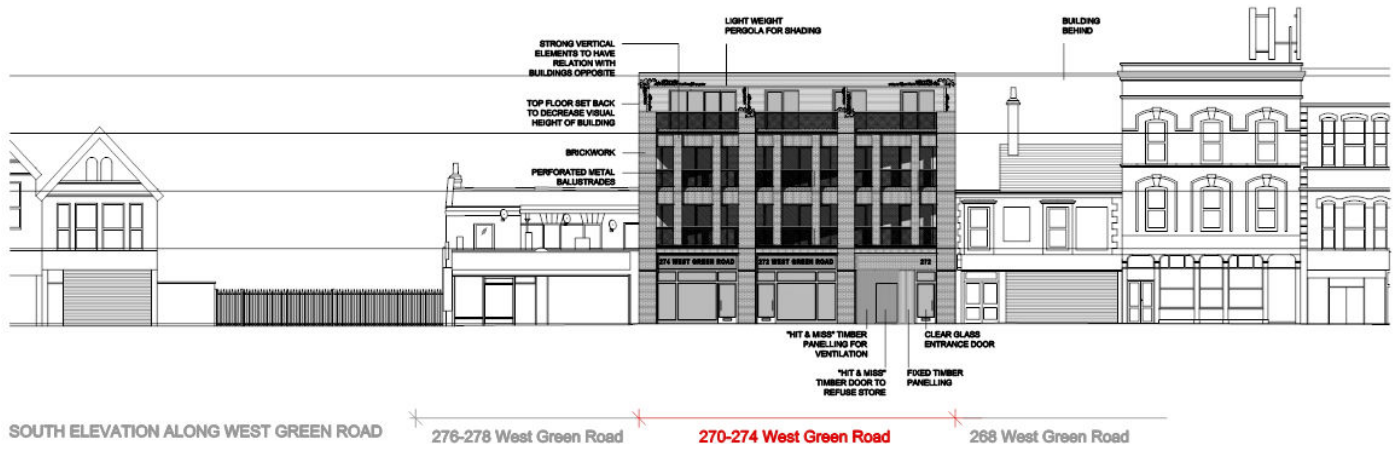
Proposed Third Floor Plan



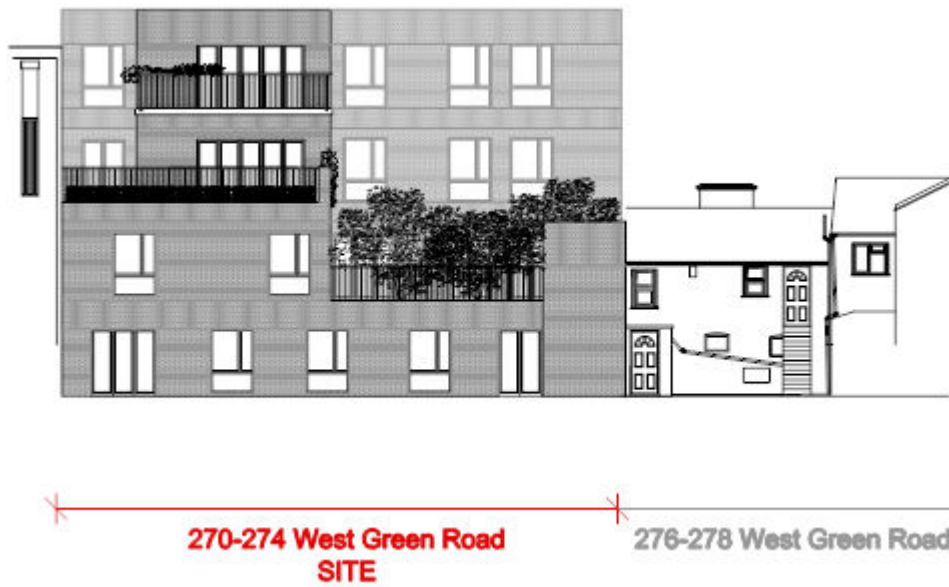
Proposed Roof Plan



Proposed Street (South) Elevation



Proposed Rear (North) Elevation



Proposed Side (West) Elevation



PROPOSED SIDE ELEVATION

Proposed Cross-Section



PROPOSED SECTION AA

AERIAL PHOTOGRAPH

