

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2007/1341

Ward: White Hart Lane

Date received: 02/07/2007

Last amended date: 16/08/2007

Drawing number of plans: MBE/K07/2 01, 02 rev C, 03 rev A, 04 rev A, 05 rev A, 06, 07, 08, 09 & MBE/K07/1 10.

Address: Hesta Annexe (R/O 34-52 Great Cambridge Road), White Hart Lane N17 7BT

Proposal: Demolition of existing buildings and erection of single two-storey block comprising 3 no. four bedroom terraced houses, 2 no. three bedroom terraced houses, 4 no. two bedroom flats, 4 no. one bedroom flats, and provision of 11 car parking spaces and 12 bicycle stands.

Existing Use: Educational

Proposed Use: Residential

Applicant: Meadow Barnes Estate

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer contact: Luke McSorley

RECOMMENDATION

GRANT PERMISSION subject to conditions and legal agreement

SITE AND SURROUNDINGS

The application relates to a property that was formerly used for educational purposes by Haringey Council and is currently vacant. The property is a backlands site and is located behind a shopping terrace fronting Great Cambridge Road and semi-detached residential housing fronting White Hart Lane and Cavell Road, N17. The property is not situated within a conservation area.

PLANNING HISTORY

HGY/2007/0711 - Demolition of existing buildings and erection of 2 x 2 storey four bedroom houses and 6 x 2 storey four bedroom houses with rooms in roof. Provision of 8 car parking spaces. WITHDRAWN.

HGY/2007/1204 - Demolition of existing buildings and erection of 2 x 2 storey four bedroom houses and 6 x 2 storey four bedroom houses with rooms in roof. Provision of 8 car parking spaces. PENDING.

DETAILS OF PROPOSAL

The application proposes the demolition of the existing pre-fabricated buildings on the site and the erection of a single two-storey block comprising 3 no. four bedroom terraced houses, 2 no. three bedroom terraced houses, 4 no. two bedroom flats, 4 no. one bedroom flats, and provision of 11 car parking spaces and 12 bicycle stands.

CONSULTATION

13/07/2007

16 – 56 (e) Great Cambridge Rd, N17

16A – 56A (e) Great Cambridge Rd, N17

287 – 301, 348 – 370 (e) White Hart Lane, N17

1 – 41 (o) Cavell Rd, N17

2 – 46 (e) Cavell Rd, N17

27,29, 30 Jellicoe Road, N17

Transportation

Cleansing

Building Control

Legal Services

Ward Councillors

Design

Policy

Conservation

Thames Water

London Fire Brigade

RESPONSES

A petition objecting to the proposed development signed by a number of local residents was received by the Council in relation to the withdrawn application and also the second pending application. The following concerns were raised:

- Preference for site to be used for educational purposes
- Noise concerns
- Too many houses crammed on site
- Security concerns
- Loss of privacy
- Increased traffic from new development and impact on amenity of area

- Disruption during the construction phase
- Impact on loading / unloading of delivery vans that currently occurs along the access way
- Car parking pressures
- Smaller houses would be more appropriate
- Alleyway is dangerous as it is

3 individual objection letters were received with the following concerns raised:

- Preference for site to be used for educational purposes or an elderly persons home
- Preference for the site to be used as a doctors surgery
- Concern regarding potential overlooking
- Loss of view
- Noise issues relating to family housing and occupation by big families and children
- Concern regarding ability of people to access the rear gardens of neighbouring properties via the gap between the proposed development and the northern boundary of the site
- Security and privacy issues
- Proposed development still too intrusive
- Noise from large four bedroom family houses
- Pollution from rubbish bins that will back onto our gardens
- Privacy from overlooking
- Disruption during the construction phase
- Access road is not wide enough
- Development likely to result in demand for more than 1 park per dwelling
- Location of rubbish bin storage not appropriate
- Location of bicycle parking not appropriate
- Concern regarding impact of development on existing trees in the area
- Concern that fire engines will not be able to access the new development

London Fire Brigade

- The Brigade is satisfied with the proposals

Transportation –

This site is located where the public transport accessibility level (PTAL) is medium and close to the bus route Great Cambridge Road, which offers some 24 and 39 buses per hour (two-way), for frequent bus connection to Turnpike Lane and Wood Green tube stations respectively. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site. In addition, notwithstanding that this site has not been identified within the Council's adopted 2006 UDP Policy HSG11 as that renowned to have car parking pressure, the applicant has proposed 11 car parking spaces, 12

secure cycle racks and shared vehicle / pedestrian access at the site access junctions with Great Cambridge Road and White Hart Lane as detailed on Site Boundary Plan No. MBE/K07/2 Rev.C. It is also deemed that this proposed development would not have any significant adverse impact on the existing generated vehicular trips or indeed car parking demand at this location.

However, there is the concern that the position of the proposed key-operated bollards, positioned at the one-way site access off White Hart Lane, does not provide adequate pocket for vehicles to wait while the bollards are being retracted, during the course of accessing this site. We would suggest that this apparatus is relocated to a point 12 metres into the site, measured from the southern periphery of the adjoining footway. It is envisaged that this revised arrangement would create a storage area for two cars and prevent the rear end of the second car from protruding onto the adjoining footway. Moreover, this location would benefit from improved cyclists' condition especially as there are proposals to construct some cycle routes along White Hart Lane and Fryatt Road, which would enable cyclists to link with White Hart Lane station and other cycle routes in the borough. We would therefore be seeking some financial contribution towards schemes to enhance the cycling infrastructure, in the vicinity of this development.

Consequently, the highway and transportation authority would not object to this application, subject to the conditions that:

1. The applicant contributes, by way of S.106 agreement, £50,000 (fifty thousand pounds), towards the implementation of cycle routes, in the vicinity of this proposed development.

Reason: To improve the conditions for cyclists at this location.

2. The applicant relocates the proposed key-operated bollards to a point 12 metres into the site access off White Hart Lane, measured from the southern periphery of the adjoining footway.

Reason: To ensure the free flow of pedestrian movement along the adjoining White Hart Lane footway and minimise pedestrian-vehicle conflict at this location.

INFORMATIVE: The new development will require 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.

Consequently, there are no objections on transport and highway grounds.

RELEVANT PLANNING POLICY

Unitary Development Plan (2006)

UD2 'Sustainable Design and Construction'
UD3 'General Principles'
UD4 'Quality Design'
UD8 'Planning Obligations'
HSG 1 'New Housing Developments'
HSG 9 'Density Standards'
HSG 10 'Dwelling Mix'
CSV1 'Development in Conservation Areas'
CSV5 'Alterations and Extensions in Conservation Areas'
CSV7 'Demolition in Conservation Areas'
HSG 1 'New Housing Developments'
HSG 10 'Dwelling Mix'
M3 'New Development Location and Accessibility'
M4 'Pedestrians and Cyclists'
M10 'Parking for Development'
UD7 'Waste Storage'
UD10 'Parking for Development'
OS17 'Tree Protection, Tree Masses and Spines'

Supplementary Planning Guidance

SPG 1a 'Design Guidance and Design Statements'
SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'
SPG 3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'
SPG 3c 'Backlands Development'
SPG10 'The Negotiation, Management and Monitoring of Planning Obligations'
SPG10c 'Educational Needs Generated by New Housing'
SPG10e 'Improvements to Public Transport Infrastructure and Services'

ANALYSIS / ASSESSMENT OF THE APPLICATION

The planning issues relevant to the application are considered to be: -

- Principle of residential use and housing need
- Design & layout
- Parking
- Traffic / Access Issues
- Amenity, Privacy & Overlooking Issues
- Dwelling Mix
- Density
- Planning obligations - Section 106 items

Principle of residential use and housing need

Planning Policy Statement 1: “Delivering Sustainable Development” advises that sustainable development is the core principle underpinning planning. The guidance advises, in paragraph 27 (viii), that planning should “promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings”.

National Policy Guidance PPS 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.

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 G3 ‘Housing Supply’. However, since the adoption of the London Plan, a London Housing Capacity Study has been undertaken. Its findings published in 2004 indicated that the borough’s housing potential capacity is lower than the London Plan target. To this end the Council is now seeking to increase the number of dwellings in borough by 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. Therefore, the redevelopment of the site for residential purposes will contribute toward the Council meeting its housing targets, in line with policies G3 ‘Housing Supply’ and HSG1 ‘New Housing Developments’.

The application site is currently occupied by a number of pre-fabricated buildings that were previously used for educational purposes by Haringey Council. The site is no longer required for educational use is currently vacant and the redevelopment of this site will bring about the re-use of what is currently under used land in line with advice in PPS3, The London Plan and policy G3 ‘Housing Supply’ of the Unitary Development Plan.

Design & layout

The application proposes the erection of a single two-storey block comprising 3 no. four bedroom terraced houses, 2 no. three bedroom terraced houses, 4 no. two bedroom flats, and 4 no. one bedroom flats. The proposed scheme at the southern end of the application site would take the form of a traditional terrace of 5 dwellings before altering to a 2 storey block containing the 8 one and two bed flats. Three mid-terrace dwellinghouses (No.s 1, 2, 3) have dormer windows in the rear roof slopes and these dwellings would each have four bedrooms. Dwellings No.s 4 and 5 would not have dormer windows and would be three bedroom houses.

The scale, height and bulk of the proposed development is considered to be in keeping with the existing residential development situated in the surrounding area. The area to the north and east of the application site is formed of two storey semi-detached dwellinghouses while there is a large shopping parade with residential flats above fronting Great Cambridge Road to the west.

Parking

The application details one parking space for each dwelling which would be set in the front garden of each property. The Council's Transportation Team have commented on the application and concluded that 11 off street car parks is an adequate number for a residential development of this scale. Parking for 12 bicycles is also detailed on the proposed plans. The proposed development is considered to be consistent with policy UD10 'Parking for Development'.

Traffic / Access Issues

The access arrangements for the proposed development detail a shared pedestrian / vehicle access point off White Hart lane with a shared pedestrian / vehicle exit point onto Great Cambridge Road. The flow of traffic would be one way. The access way is currently used to gain access to the rear of properties that front Great Cambridge Road. There are currently some traffic control measures in place with vehicle access off Great Cambridge Road prevented by small barriers set in the ground. The proposed plans detail a proposed key operated bollard that is shown just over 6 metres from the entry point to the development off White Hart Lane. Transportation have expressed some concerns about the siting of this bollard, namely that its proposed location does not provide adequate pocket for vehicles to wait while the bollards are being retracted, during the course of accessing this site. They suggest that this apparatus is relocated to a point 12 metres into the site, measured from the southern periphery of the adjoining footway. It is envisaged that this revised arrangement would create a storage area for two cars and prevent the rear end of the second car from protruding onto the adjoining footway.

Amenity, Privacy & Overlooking Issues

The garden area of dwelling the southern most dwelling (No. 5) would meet the 50 square metre area requirement for outdoor amenity space as detailed in SPG 3a. However the layout of the garden is not considered ideal in that the garden would have a very limited depth. Dwelling numbers 1, 2, 3 and 4 would all meet the 50 square metre outdoor amenity space requirement for new dwellings. A large communal garden area 364 square metres in size would be shared by the occupiers of the 8 one and two bed flats. This size of this communal garden area is consistent with SPG 3a.

While the layout of the garden of dwelling No. 5 is not considered ideal it is not considered sufficient rear for the refusal of the application. In terms of garden space the proposed development is considered consistent with policies UD3 'General Principles' UD4 'Quality Design' and SPG 3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'

The northern end of the proposed development would be set 2.5 metres off the rear boundaries of the neighbouring properties at 295 and 297 White Hart Lane. Two windows are shown in the side northern elevation one at ground floor level and the other at first floor level. The northern end wall of the proposed development would be located approximately 14.5 to 15 metres from the rear elevation of these two dwellings. While the ground floor level window would not give rise to a loss of privacy it is considered that the first floor window which would provide light to a kitchen should contain obscure glazing to avoid any overlooking into the neighbouring rear gardens. If the application is approved this could be done through the use of an appropriate condition.

The proposed development will alter the existing outlook from the rear gardens of the neighbouring White Hart Lane properties however the new building would be set 2.5 metres off the northern site boundary as discussed above the scale, height and bulk of the proposed development is considered to be in keeping with the existing residential development situated in the surrounding area.

There is concern that the proposed dormer windows of dwelling No.s 2 and 3 could overlook the rear gardens of the neighbouring properties at 14 and 16 Cavell Road. It has been suggested that these dormer windows are replaced with rooflights which would prevent any potential overlooking issues arising and amended plans detailing this change have been sought and will be reported at the Planning Committee meeting.

Dwelling Mix

Policy HSG 10 'Dwelling Mix' states that all new residential development should, where possible, provide a mix of dwelling types and size in order to meet the housing needs of the local community. In new development a mix of dwelling types is needed to provide a range and choice of housing in the borough. SPG 3a 'Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes' lists the appropriate percentages for a mix of different dwelling sizes.

The proposed development would provide:

Size of dwelling	Percentage mix
1 bed	31%
2 bed	31%
3 bed	15%
4 bed	23%

The proposed development provides a mix of dwelling types and sizes. This is required to ensure that the housing needs of the local community are met and that there is a range and choice in terms of dwelling mix and size in new residential developments. The proposed development is considered to be consistent with policies HSG 1 'New Housing Developments' and HSG 10 'Dwelling Mix' and SPG 3a 'Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'.

Density

Policy HSG 9 'Density Standards' states that residential development in the borough should normally be provided at a density range of between 200hrh – 700hrh (habitable rooms per hectare). This policy also states that density ranges will be applied flexibly in light of local circumstances. Therefore, the Council will adopt a design led approach to density and will consider the following factors:

- a) the character of the surrounding area, in terms of existing building form, massing and building heights;
- b) historic heritage context, including listed buildings and conservation areas;
- c) the characteristics of the site;
- d) the quality of the design;
- e) the range and mix of housing types;
- f) the level of service provision and public spaces;
- g) car parking provision.

The area of the application site is approximately 1723 square metres in area (0.1723 ha). The proposed development would have a total of 43 habitable rooms. This gives the proposed development a density of 249 habitable rooms per hectare. The proposed development is considered consistent with policy HSG 9 'Density Standards'.

Planning obligations - Section 106 items

Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b 'Affordable Housing' and SPG 10e 'Improvements to Public Transport Infrastructure and Services' set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate, in line with the national guidance set out in Circular 1/97.

The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 to include provision to achieve improvements to the local environment and facilities in the borough. The main features of the S106 Agreement are:

Affordable Housing

Provision of 3 x 4 bed 7 person dwellinghouses and 2 x 3 bed 5 person dwellinghouses for affordable housing as per SPG 10b 'Affordable Housing'. This provides 23 habitable rooms as affordable housing out of a total of 43 habitable rooms. This is consistent with policy HSG4 'Affordable Housing' of the Haringey 2006 Unitary Development Plan which sets a target of 50% affordable housing for developments in excess of 10 or more units.

Education

Under the terms of Circular 05/2005 Planning Obligations, and in line with Supplementary Planning Guidance 10 'The Negotiation, Management and Monitoring of Planning Obligations' and 10c 'Educational Needs Generated by New Housing', it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size of and scale of the development. An education contribution of **£ 85,084.34** as per the formula in SPG 10a 'Educational Needs', would be required for this development.

Transportation

This location would benefit from improved transportation links for cyclists. There are proposals to construct cycle routes along White Hart Lane and Fryatt Road, which would enable cyclists to link with White Hart Lane station and other cycle routes in the borough. As such a financial contribution towards schemes to enhance the cycling infrastructure, in the vicinity of this development is sought as per SPG 10e 'Improvements to Public Transport Infrastructure and Services'. A contribution by way of a S.106 agreement, for **£50,000** (fifty thousand pounds), towards the implementation of cycle routes, in the vicinity of this proposed development is sought.

SUMMARY AND CONCLUSION

The redevelopment of this site for residential purposes will contribute toward the Council meeting its housing targets and also enable the re-use of a property that is currently vacant in line with advice in PPS3, The London Plan and policy G3 'Housing Supply' and HSG1 'New Housing Developments' of the Unitary Development Plan 2006. The scale, height and bulk of the proposed development is considered to be in keeping with the existing residential development situated in the surrounding area. The proposed development would not detract from the residential amenity of any neighbouring properties and is consistent with policies UD3 'General Principles' and UD4 'Quality Design'. The proposed development is considered to be consistent with policy UD10 'Parking for Development' of the Unitary Development Plan 2006 and the Council's Transportation Team is satisfied with the proposed access and traffic arrangement subject to an appropriate condition. In terms of dwelling mix the proposed development is considered to be consistent with policies HSG 1 'New Housing Developments' and HSG 10 'Dwelling Mix' and SPG 3a 'Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes' and the proposed development

with a density of 249 habitable rooms per hectare is consistent with policy HSG 9 'Density Standards'.

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2007/1341 subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) Provision of 3 x 4 bed 7 person dwellinghouses and 2 x 3 bed 5 person dwellinghouses for affordable housing as per SPG 10b 'Affordable Housing'. This provides 23 habitable rooms as affordable housing out of a total of 43 habitable rooms.
- (1.2) An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £ 85,084.34 towards educational facilities within the Borough.
- (1.3) A contribution as per SPG 10e 'Improvements to Public Transport Infrastructure and Services' of £50,000 towards schemes to enhance the cycling infrastructure, in the vicinity of this development.
- (1.4) Plus 5% of this amount as recovery costs / administration / monitoring which equates to £6754.21. This gives a total amount for the contribution of **£141,838.55**.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed by the 28th of September 2007, planning application reference number HGY/2007/1341 be REFUSED for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education needs within the Borough as set out under SPG10c 'Education needs generated by new housing', affordable housing provision in accordance with the requirements set out in Policy HSG4 'Affordable Housing' and Supplementary Planning Guidance 10b 'Affordable Housing' of Unitary Development Plan and improvements towards public transport infrastructure and services in the vicinity of the application site as per SPG 10e 'Improvements to Public Transport Infrastructure and Services' the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

RECOMMENDATION 3

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2007/1341 and Applicant's drawing No.(s) MBE/K07/2 01, 02 rev C, 03 rev A, 04 rev A, 05 rev A, 06, 07, 08, 09 & MBE/K07/1 10.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of 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 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. 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.
4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.
Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.
5. 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.

6. 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.
7. 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.
8. 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'.
9. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
10. The flatted part of the proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.
Reason: In order to protect the visual amenities of the neighbourhood.
11. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.
Reason: To avoid overdevelopment of the site.
12. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.
Reason: In order for the Local Planning Authority to ensure the site is contamination free.

13. The proposed key-operated bollards are to be relocated to a point 12metres into the site access off White Hart Lane, measured from the southern periphery of the adjoining footway.

Reason: To ensure the free flow of pedestrian movement along the adjoining White Hart Lane footway and minimise pedestrian-vehicle conflict at this location.

14. The proposed first floor window in the northern side (flank) elevation is to contain obscure glazing only and the obscure glazing shall be retained indefinitely.

Reason: To avoid any overlooking and to avoid a loss of residential amenity.

INFORMATIVE: The new development will require 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.

REASONS FOR APPROVAL

The redevelopment of this site for residential purposes will contribute toward the Council meeting its housing targets and also enable the re-use of a property that is currently vacant in line with advice in PPS3, The London Plan and policy G3 'Housing Supply' and HSG1 'New Housing Developments' of the Unitary Development Plan 2006. The scale, height and bulk of the proposed development is considered to be in keeping with the existing residential development situated in the surrounding area. The proposed development would not detract from the residential amenity of any neighbouring properties and is consistent with Policies UD3 'General Principles' and UD4 'Quality Design'. The proposed development is considered to be consistent with Policy UD10 'Parking for Development' of the Unitary Development Plan 2006 and the Council's Transportation Team is satisfied with the proposed access and traffic arrangement subject to an appropriate condition. In terms of dwelling mix the proposed development is considered to be consistent with Policies HSG 1 'New Housing Developments' and HSG 10 'Dwelling Mix' and SPG 3a 'Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes' and the proposed development with a density of 249 habitable rooms per hectare is consistent with Policy HSG 9 'Density Standards'.