

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/3509	Ward: Tottenham Hale
<p>Address: Parking area, Whitbread Close, London N17</p> <p>Proposal: Infill development of 4 x dwelling units on existing car parking area</p> <p>Applicant: Haringey Council</p> <p>Ownership: Haringey Council</p> <p>Case Officer Contact: Adam Flynn</p>	
<p>Date received: 17/12/2014</p> <p>Drawing number of plans: 5429-11-1000; 5429-11-1010; 5429-11-1100; 5429-11-1200; 5429-11-1250; 5429-11-1800; 5429-11-1900; Design and Access Statement (Dec 2014); Transport Note (June 2014); Ground Investigation Report; Overshadowing Report (May 2014); Daylight Factor Calculations (May 2014).</p>	
<p>PLANNING DESIGNATIONS:</p> <p>Not in a Conservation Area Not a Listed Building Tottenham Hotspur Matchday CPZ</p>	
<p>1.1 This application is being referred to the Planning Committee because the Council is the applicant.</p>	
<p>1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION</p> <ul style="list-style-type: none"> • The principle of residential development is welcomed on this site. • The proposed residential accommodation would be of an acceptable layout and standard • The impact of the development on neighbouring residential amenity is acceptable • The design and appearance of the proposal is acceptable • There would be no significant impact on parking • The proposal meets the standards outlined in the London Plan SPG Housing • The application is in accordance with the development plan 	

2. RECOMMENDATION

That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives:

Conditions:

1. Implementation within 3 years
2. In accordance with approved plans
3. External materials to be approved
4. Code for Sustainable Homes Level 4
5. No permitted development for satellite dishes
6. Cycle parking
7. Land contamination investigation works
8. Contamination remediation if required
9. Control of dust
10. Combustion and energy plant
11. Travel Plan
12. Construction Management Plan

Informatives:

1. Co-operation
2. Drainage
3. Thames Water
4. Street Numbering
5. Hours of Construction

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

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed Development

3.1.1 The proposal involves the erection of a two-storey building comprising 4 x 1-bed shared ownership flats. Bin storage and cycle storage would be provided along the northern flank of the proposed building. No car parking is proposed.

3.2 Site and Surroundings

3.2.1 The site is located on the eastern side of Whitbread Close, at the junction with Hampden Road. The site comprises an existing hardstanding area used for car parking for properties in Whitbread Close, and is accessed by way of an existing vehicular access from Whitbread Close.

3.2.2 Whitbread Close comprises 3-storey buildings consisting of flats owned and managed by Homes for Haringey.

3.2.3 The site is not located within a conservation area, and there are no Listed Buildings in the vicinity.

3.2.4 The surrounding area is predominantly made up of two and three-storey flatted blocks. The adjacent area also contains a mixture of semi-detached dwellings and terraced dwellings.

3.3 Planning and Enforcement History

3.3.1 No relevant history.

4.0 CONSULTATION RESPONSE

4.1 The following were consulted regarding the application and the following responses were received:

4.2 Internal:

a) LBH Transportation: No objection, subject to conditions.

b) LBH Cleansing: No objection, subject to conditions.

c) LBH Building Control: No objection to the proposal.

d) LBH Environmental Health: No objection, subject to conditions.

4.3 External:

e) Thames Water: No objection to the proposal.

Pre-application advice

4.4. A Pre-application meeting with the Planning Department was held on the 10 April 2014. The architects were advised as to the principle of development and the form and scale of the building proposed for the site.

4.5 The application was presented to members at pre-application briefing on 17 November 2014 and the minutes set out the following: A number of concerns were raised over the design including that it did not fit in with the Victorian housing in the area. The architect advised that although the design did not match existing buildings, it was within the context of the area including referencing roof pitches in the vicinity. In response to a question, confirmation was provided that potentially the recessed balconies could be removed should the units be reconfigured into two houses whereby the ground floor amenity space would be sufficient.

4.6 The application was presented to the Haringey Design Panel on 4 December 2014. The panel considered the proposals overall to be not fundamentally unacceptable, albeit that it is of unconventional and somewhat surprising appearance, and has some inconsistencies and concerns. The panel felt that that the design should be reviewed and further refined before submission.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted on the application:

Ward Councillors

Adjoining neighbours (21 letters sent)

- 5.2 One comment from a local resident has been received, and the matters raised being (responses to comments under Appendix 1):
- Refuse bins should be enclosed in a covered bin store with a door, and not visible for other Whitbread Close residents.
 - Cycle parking should be provided for existing Whitbread Close residents.

6.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Design and appearance
- Neighbouring amenity
- Residential Mix and quality of accommodation
- Transportation
- Sustainability
- Land contamination
- Waste
- Accessibility

6.2 Principle of Development

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

6.2.2 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 4 x 1-bed affordable-rented units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, 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.

6.2.3 Furthermore, this site is one of a number that form part of the Council's new build programme which aims to take advantage of the opportunities for development on Council owned land to increase the supply of homes in the Borough and contribute towards regeneration. The programme will provide a mix of tenure types, including housing products aimed at providing entry to home ownership and discounted rents for people on lower incomes as well as new socially rented homes, such as those that would be provided through this development. The Local Plan (paragraph 3.2.20 notes that, "*there is significant need among those on lower incomes for affordable housing at a level equal to social rents*". This application would go some way to meet this significant need.

6.3 Design and Appearance

- 6.3.1 The NPPF should be considered alongside London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.
- 6.3.2 The proposal involves the erection of 4 x 1-bedroom flats in a two-storey building with the entrances formed off Whitbread Close. The design incorporates two steeply pitched roofs and gable ends to reflect the housing along Hampden Lane. The scale of development is considered to be in keeping with the surrounding area and the design successfully manages the transition between the architecture of Hampden Lane and Whitbread Close.
- 6.3.3 The design has been tweaked since the design review panel and members briefing. In terms of the design, massing, and elevation treatment, the proposal would use materials that are commonly found in the area, being brick and tile. There would be a contemporary element in the form of fenestration detail, which, with recessed balconies and featured elevational detail, is considered to provide an interesting and textured facade.
- 6.3.4 Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11.

6.4 Impact on the amenity of adjoining occupiers

- 6.4.1 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 buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.4.2 The proposal has been accompanied by a daylight/sunlight report and shadowing report. These reports confirm that there would be no harmful loss of daylight/sunlight to adjoining neighbours. Whilst it is acknowledged that there would be some loss of daylight/sunlight to the rear garden of 3 Hampden Road, the loss of light is not considered to be so harmful as to warrant refusal of the scheme, given the habitable rooms of neighbouring properties would still receive adequate levels of daylight/sunlight. In addition, the rear garden of 3 Hampden Road is north facing, and already experiences a significant amount of overshadowing presently due to this.
- 6.4.3 The proposed units would be set back some 5.7 metres from the flank wall of 3 Hampden Road, being the nearest windows facing the proposal. Four of these windows do not serve habitable rooms (being kitchens), and the other four are secondary windows to living rooms. Given this, the 5.7 metre separation distance, in an urban environment, is considered to be appropriate to preserve the outlook from the neighbouring property. No windows are proposed that look directly towards number 3 at first floor level, which will ensure the privacy of this block is maintained.

- 6.4.4 The neighbouring property to the north has no habitable room windows facing the development and is over 8 metres away, and the nearest property to the west is located 15 metres away on the opposite side of Whitbread Close. To the south, properties are 16 metres away across Hampden Road. It is therefore considered that the privacy of neighbouring occupiers would not be negatively affected, or their outlook compromised to any significant degree.
- 6.4.5 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.
- 6.4.6 The site is located on a secondary road with low ambient road noise owing to the low number of vehicle and pedestrian movements during the day and evening. The proposal has the potential to accommodate 8 occupants. This number of people is not considered to cause a significant degree of noise and disturbance impact upon nearby residents in meeting the above policy framework.
- 6.4.7 Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development.
- 6.4.8 The proposal is therefore not considered to harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.

6.5 Residential Mix and Quality of Accommodation

- 6.5.1 The Council's policy SP2 states that the Council will provide homes to meet Haringey's housing needs and provide a range of unit sizes. This development contributes towards the housing need. The housing mix provided is considered in this instance to be acceptable given the small number of units and the quality of accommodation on offer.
- 6.5.2 London Plan 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. The standards by which this is measured are set out in the Mayor's Housing SPG 2012.
- 6.5.3 In assessing the proposal against these requirements, all the flats would accord with the minimum unit size requirements. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.6 Transportation

- 6.6.1 The proposed site is located in an area with a medium public transport accessibility level (PTAL3) and within the Tottenham Hotspur event day control parking zone which operates on event days Monday to Friday between 17:00

and 20:30 hours and on Saturday, Sundays, public Holidays between 12:00 to 20:00 hours. The site is within walking distance of Tottenham High Road bus corridor, which has several high frequency bus routes which provided good connectivity to Seven Sisters rail and underground station. The applicant has conducted a parking survey in line with the Lambeth Methodology, and the surveys were conducted on Tuesday 20th and Wednesday 21st of May 2014 between 00:00 and 05:00 hours. The survey examined the total number of cars parked within 200 metres of the site, and the total car parking lengths available for cars to park legally. Car parking space size was assumed to be 6 metres instead of 5 metres, which provides a more robust calculation for parking pressures and spare capacity available. The results of the parking concluded that within 200 meter radius of the site there are between 101-105 vehicles parked with between 33-39 car parking spaces available. Whitbread Close had between 8 and 11 car parking spaces available over the two days.

- 6.6.2 The applicant is proposing to redevelop the existing car park which provides car parking for up to 9 cars, to provide 4 x 1-bed units, no additional car parking spaces are being proposed as part of the proposed development. Based on the 2011 census data, with 0.51 cars per household, the proposed 4 units would require 2 additional car parking spaces. The Council's Transportation team considers that the loss of the 9 of street car parking spaces for the existing residential units in the area and the 4 additional units proposed would therefore generate a combined parking demand of 11 car parking spaces. Based on the parking surveys there is sufficient on street car parking spaces available within the area surrounding the site to facilitate any displacement in parking generated by the proposed development. It is also to be noted that the results of parking survey indicated that there were no vehicles parked within the 9 off street car parking spaces over the two surveyed days.
- 6.6.3 The applicant will be required to provide 4 secure sheltered cycle parking spaces in line with the 2013 London Plan. Further conditions are recommended requiring the submission of a travel plan and a construction management plan.
- 6.6.4 Overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site. The proposal is therefore considered to be acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2011 Policy 6.9 and Local Plan 2013 Policy SP7.

6.7 Sustainability

- 6.7.1 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. The Council requires new residential development proposals to meet the minimum Code for Sustainable Homes Level 4 criteria as required under Local Plan Policy SP4.

6.7.2 There is no evidence within the submission to demonstrate how the applicant has considered energy efficiency measures/options as part of their proposal, and the absence of an energy/sustainable report fails to show how the development achieves a min. Code Level 4. However, a condition to this effect requiring the units to be constructed to Code for Sustainable Homes (CfSH) Level 4 is included and would ensure the proposal accords 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.

6.7.3 A further condition has been included by Council's Environmental Health Officer requiring the submission of details regarding the gas boiler details and ensuring these are efficient and accord with the London Plan's NOx emission standards.

6.8 Contamination

6.8.1 There has been little investigation below ground on site. The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, conditions are included with regards to site investigation and/or remediation should it be required.

6.8.2 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate for a residential development and is in general accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6.9 Waste

6.9.1 It is considered that the details included with the application are sufficient to demonstrate that refuse and recycling can be adequately stored on the site.

6.10 Accessibility

6.10.1 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 of the proposed flats have been designed in accordance with Lifetime Homes Standards.

7.0 CIL APPLICABLE

7.1 The proposal results in the creation of new dwellings, and as such would be liable for CIL. This would equate to £9,800 (Mayoral CIL) and £4,200 (Haringey CIL). However, given the application is for affordable housing, relief can be applied for.

8.0 CONCLUSION

- 8.1 The proposal involves the erection of 4 x 1-bedroom flats with rear gardens or terraces, refuse stores, and cycle storage.
- 8.2 The proposal is seen to be a subservient and complementary in-fill development to the surrounding townscape, utilising a currently underutilised piece of land to provide 4 affordable flats that are well proportioned and will add to the borough's affordable housing stock. The proposal is in line with the Development Plan and this application is recommended for APPROVAL.

9.0 RECOMMENDATION

- 9.1 GRANT PLANNING PERMISSION subject to the following conditions and informatives:

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 following approved plans and specifications: 5429-11-1000; 5429-11-1010; 5429-11-1100; 5429-11-1200; 5429-11-1250; 5429-11-1800; 5429-11-1900; Design and Access Statement (Dec 2014); Transport Note (June 2014); Ground Investigation Report; Overshadowing Report (May 2014); Daylight Factor Calculations (May 2014).

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. The dwelling(s) hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 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.

5. 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.

6. No development, except for site clearance works, shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 4 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

7. Before development commences, other than for investigative work:
 - a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

8. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

9. 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.

10. Prior to the first occupation of the hereby approved four (4no) 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.

11. A residential travel plan must be secured as part of the development and should include the following measures in order to maximise the use of public transport:

Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Council's Transportation Planning team.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

12. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on the High Road and Whitbread Close is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

Informatives:

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: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE 3: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE 4: 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 5: Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

10.0 APPENDICES

APPENDIX 1 – Consultation responses

No	Stakeholder	Questions/Comments	Responses
1	LBH Environmental Health	No objection to the proposal.	Conditions recommended.
2	LBH Cleansing	No objection to the proposal.	Conditions recommended.
3	LBH Transportation	<p>The proposed site is located in an area with a medium public transport accessibility level (PTAL3) within the Tottenham Hotspur event day control parking zone which operates on event days Monday to Friday between 17:00 and 20:30 hours and on Saturday, Sundays, public Holidays between 12:00 to 20:00 hours. The site is within walking distance of Tottenham High Road bus corridor (149, 259, 279, 318, 341, 349 and 476) which has several high frequency bus routes which provided good connectivity to Seven Sisters rail and underground station.</p> <p>The applicant has conducted a parking survey in line with the Lambeth Methodology, the surveys were conducted on Tuesday 20th and Wednesday 21st of May 2014 between 00:00 and 05:00 hours, the survey examined the total number of cars parked within 200 metres of the site, and the total car parking lengths available for cars to park legally. Car parking space was assumed to be 6 metres instead of 5 metres; this provides a more robust calculation for parking pressures and spare capacity available. The results of the parking concluded that within 200 meter radius of the site there are between 101-105 vehicles parked with between 33-39 car parking spaces available. Whitbread Close had between 8 and 11 car parking spaces available over the two days.</p> <p>The applicant is proposing to redevelop the existing car park which provides car parking for up to 9 cars to provide 4x1 bed, no additional car parking spaces are being proposed as part of the proposed development. Based on the 2011 census data for the Stroud Green Ward, with 0.51 cars per household, the proposed 4 units would require 2 additional car parking spaces. We have considered that the loss of the 9 of street car parking spaces and the 4 additional units proposed would generate a</p>	Conditions recommended. Car club not considered justified by planning officers.

	<p>combined parking demand of 11 car parking spaces.</p> <p>Based on the parking surveys there is sufficient on street car parking spaces available within the area surrounding the site to facilitate any displacement in parking generated by the proposed development. It is also to be noted that the results of parking survey indicated that there were no vehicles parked within the 9 off street car parking spaces over the two surveyed days. The applicant will be required to provide 4 secure sheltered cycle parking space in line with the 2013 London Plan.</p> <p>We have considered that the proposed 4 additional residential units are unlikely to generate any significant increase in trips or parking demand which would result in any adverse impact on the surrounding highways network. Therefore, the highway and transportation authority would not object to this application subject to the following conditions:</p> <p>Conditions:</p> <p>1) A residential travel plan must be secured as part of the development and should include the following measures in order maximise the use of public transport:</p> <p>A) Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's transportation planning team.</p> <p>B) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), evidence of which must be submitted to the Transportation planning team.</p> <p>C) Provide 4 secure sheltered cycle parking spaces in line with the 2013 London Plan.</p> <p>2) The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on the High Road and Whitbread Close is minimised. It is also requested that construction vehicle movements should be carefully planned and</p>	
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		<p>co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation network.</p> <p>Informative: 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.</p>	
4	LBH Building Control	No objection to the proposal	Noted.
5	Thames Water	No objection to the proposal	Informative recommended.
6	Neighbouring Properties: 1 comment has been received	<p>Matters raised:</p> <ul style="list-style-type: none"> - Any communal bins for the new building should not be visible when looking out from the flats on the northern aspect of Whitbread Close. They should be enclosed inside an enclosed, covered bin store with a door. - Cycle parking on the northern aspect of the plot should have capacity for residents of the existing Whitbread Close development. Currently no cycle parking for these residents, which is increasing unnecessary car use. 	<p><i>Enclosed bin stores are shown on the proposed plans.</i></p> <p><i>The proposed cycle parking is for the development. Any use of such cycle parking for existing dwellings falls outside the scope of this application.</i></p>

APPENDIX 2 – Plans

SITE LOCATION PLAN



Aerial Photograph



3D Representation of Proposal

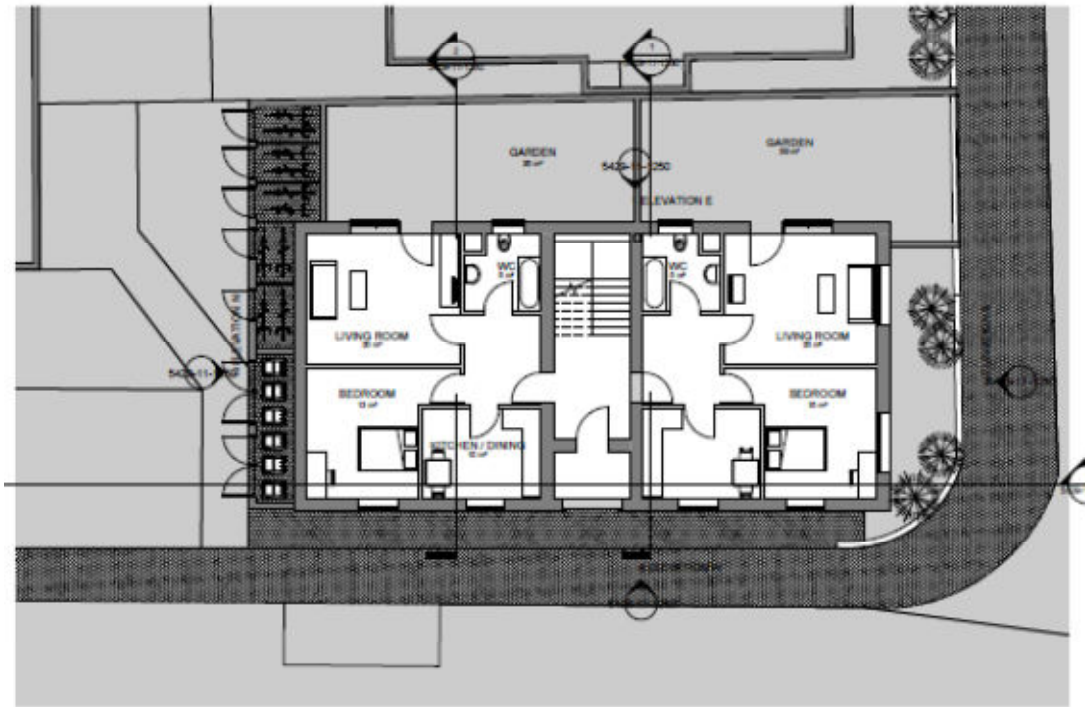


Proposed Elevations



Proposed Floor Plans

GROUND FLOOR
1: 100



FIRST FLOOR
1: 100

