

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2007/1442

Ward: Seven Sisters

Date received: 13/07/2007

Last amended date: N/A

Drawing number of plans A-001 rev 05, 010 rev 05, 011 rev 05, 012 rev 05, 013 rev 05, 050 rev 05, 060 rev 05, 061 rev 05, 062 rev 05, 300 rev 06, 301 rev 06, 302 rev 06, 303 rev 06, 304 rev 06, 305 rev 06, 330 rev 06, 340 rev 06, 400 rev 06, 401 rev 06, 402 rev 06

Address: R/O 242 - 274 Hermitage Road N4

Proposal: Demolition of existing garages and erection of four storey building comprising 10 x two bedroom flats and 3 x one bedroom flats. Erection of 7 x two storey houses comprising 3 x four bedroom houses, 3 x three bedroom houses and 1 x two bedroom house.

Existing Use: Garages / Vacant land

Proposed Use: Residential

Applicant: Howey Estates Ltd

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer Contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

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

SITE AND SURROUNDINGS

The site comprises of a triangular shaped land located to the rear of 242-278 Hermitage Road and the rear of 21-67 Tiverton Road flats. It also includes disused garages located on Tiverton Road. The area directly surrounding the application site is generally mixed residential and industrial, with the properties on Hermitage Road comprising of two- storey Victorian terrace houses and the existing block of flats on Tiverton Road being four - storey. To the south of the site lies an established industrial area.

The site is currently vacant with overgrown vegetation around the boundaries areas; there are no existing mature trees.

Existing access is between Nos.262 and 264 Hermitage Road and on Tiverton Road. The site is located within a triangle with Seven Sisters underground station in close proximity and several bus links on St Ann's Road, Green Lanes and Seven Sisters Road.

PLANNING HISTORY

HGY/1994/0117 - Erection of 2 X single storey houses and 3 X 2 storey houses, parking for 9 cars, private gardens and associated landscaping – refused 18 /10 /94

HGY/2002/1784 - Demolition of existing buildings and erection of 1 X 2bed houses and 1 X 2storey block comprising 8 X 2bed flats, plus 12 car spaces and associated landscaping – withdrawn 12/2/03.

HGY/2004/0443 – Construction of 2 storey apartment block comprising 8 X 2bed self-contained flats and 2 storey 2bed single storey house – withdrawn 12/11/04.

DETAILS OF PROPOSAL

The scheme proposes the demolition of existing garages and erection of four storey building comprising 10 x two bedroom flats and 3 x one bedroom flats. Erection of 7 x two storey houses comprising 3 x four bedroom houses, 3 x three bedroom houses and 1 x two bedroom house.

The scheme provides 10 car parking spaces, private gardens for the houses and storage areas for bicycles, refuse and recycling.

CONSULTATION

Ward Councillors
Tiverton Community Centre
21-115 Tiverton Road
268-306 Tiverton Road
2-240 Tiverton Road
2-52 & 52a Templeton Road
31 -61 Templeton Road
214-320 Hermitage Road
296A, B, 236A, B, 288A, B, 292A, B, 230A, B, 246A, B Hermitage Road
226A, 228A, 240A; Flats 1-4 Green Court, 298-302
Units 1-4, 112, Vale Road, Units 1-30 Florentia Clothing Village, 107
Vale Road, Units 1-5 Tavistock Road.
1-5, units 1-8, 1A, 2A, 3A, 3B, & 2 Overbury Road,
5-47 Fladbury Road
68-79 Remington Road

Transportation
Cleansing
London Fire Brigade
Design Team
Building Control
Scientific Officer

RESPONSES

No 264 Hermitage Road – supports
No.270 Hermitage Road - objects

London Fire Brigade – access for fire fighting - satisfactory

Scientific Officer – ‘to supply a site investigation report, risk assessment & details of any remediation required’ – in relation to potentially contaminated land.

Transportation – ‘This development proposal is located within a walking distance of Seven Sisters Road bus route, which provides some 22 buses per hour (two-way), for frequent bus connections to Seven Sisters and Manor House tube stations. We have subsequently considered that some of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site. Also, this site is within Seven Sisters Controlled Parking Zone operating from Monday to Saturday, between 0800hrs and 1830hrs, which controls parking at this location. In addition, this area has not been identified within the Council’s adopted 2006 UDP Policy HSG11 as that renowned to have car parking pressure. Moreover, the applicant has proposed 10 car parking spaces and cycle storage as detailed on Plan No.041/A300 Rev.06 but we will require that the disabled / visitors parking bay is changed to ‘disabled only’. Also, our interrogation with the TRAVL trip prediction database suggests that based on comparative developments (Ossier Crescent- N10, Tysoe Avenue-EN3, Longfield Avenue-NW7, Porter Square-N19 and Yeats Close- NW10), this development proposal would generate a combined traffic inflow and outflow of 6 vehicles during in the morning or evening peak hours. It is therefore deemed that this level of vehicular trips would not have any significant adverse impact on the adjoining roads.

Furthermore, the characteristics of this site fulfil the criteria set out in the Council’s adopted 2006 UDP Policy M9, for dedication as a car-free development. The applicant has created However, there is the concern that the applicant has retained the existing vehicular access off Hermitage Road, which at some 2.29 metres wide, is narrow and would not offer the required visibility for drivers exiting it. We would therefore ask the applicant to dedicate this access to pedestrians and cyclist with the appropriate physical mechanisms in place, to safeguard its usage for this purpose. It is also felt that this location would benefit with improvement to cyclists’ condition, footway improvement and lighting. Hence, we will be seeking some financial

contribution towards this cause.

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

1. Enters into a S.106 agreement that: "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.
2. Contributes £25,000 (twenty five thousand pounds), towards the implementation of cycle route, footway and lighting improvement, in the vicinity of this development.
3. Submits a scheme for dedicating the existing vehicular access off Hermitage Road to pedestrians and cyclists, earmarking 1 car parking bay for the sole use of the mobility impaired persons (i.e 'visitors' bay marking removed) and, the provision of twenty (20) cycle racks which shall be enclosed in a secure shelter, to the transportation planning team for approval.

Informative

1. The proposed development requires a new crossover to be made over the footway. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.
2. 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 1380) to arrange for the allocation of a suitable address.'

RELEVANT PLANNING POLICY

PPS1 Delivering Sustainable Development

PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.

PPS3 Housing

PPS3 2006 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is committed to maximising the re-use of previously developed land -brownfield

land in order to promote regeneration. PPS3 also sets out the Government's commitment to concentrating additional housing developments in urban areas, new emphasis on providing family housing with consideration given to the needs of children to include gardens & play areas. Also, the importance of ensuring housing schemes are well-designed and creates sustainable communities. The need for development to include affordable housing is also set out in PPS3.

The London Plan

The London Plan issued by the Greater London Authority, forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional 'homes' (970 per year). Since the adoption of the London Plan, a London Housing Capacity Study published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan's target. The new target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004.

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. A site with a PTAL rating of 2, where flats are predominantly proposed, the density range suggested is 300 – 450 habitable rooms per hectare. The car parking provision for such locations should be less than 1 space per unit.

Whilst a site, where terraced houses & flats are proposed with PTAL rating of 4, the density range suggested is 200 – 450 habitable rooms per hectare. The car parking provision for such locations should be 1.5 - 1 space per unit.

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

G3 Housing Supply

UD1 Planning Statements
UD2 Sustainable Design and construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD8 Planning Obligations

M9 Car-Free Residential Developments
M10 Parking for Development

HSG1 New Housing Developments
HSG 4 Affordable Housing
HSG 7 Housing for Special Needs
HSG 9 Density Standards
HSG10 Dwelling Mix

SPG1a Design Guidance
SPG 3a Density, Dwelling Mix, Floor space Minima & Lifetime Homes
SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG3c Backlands Development
SPG8a Waste and Recycling
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
SPG10b Affordable Housing
SPG10c Education needs generated by new housing

ANALYSIS / ASSESSMENT OF THE APPLICATION

The site is part backland and part on Tiverton Road frontage; the northern part was previously gardens which were linked to the original houses in Tiverton Road. When the Tiverton Road Estate was built, the land was retained and sold off. It is currently vacant, overgrown with vegetation, which is considered to have little amenity value. The site also includes disused garages, originally in Council ownership which has now been sold off.

The proposal involves the erection of a four storey block of flats on the garage site and two storey dwellings on the land to rear of Hermitage Road properties. The main issues that need addressing on this proposal are:

- Principle of the use and housing need
- Density
- Design, bulk and massing
- Impact on residential amenity of existing residents
- Dwelling mix and amenity of future occupiers
- Access to the proposed development
- Sustainability
- Car parking, waste disposal and recycling

Principle of the 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 lock up garages and overgrown land to the rear of Hermitage Road. The garages are vacant and are no longer required by Housing 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.

Density

The site area given is: 2663m², and the scheme would create 10 x 2 bedroom flats, 3 x 1 bedroom flats, 3 x 4 bedroom houses, 3 x 3 bedroom houses and 1 x 2 bed house giving 66 habitable rooms. The density created would be 248 hrh, which is well within the Council's recommended density between 200 - 700hrh. Therefore the scheme conforms to the Council's density requirement and it is appropriate for this part back land site.

Design, bulk and massing

Policy UD3 ‘General Principles’ & UD4 ‘Quality Design’ require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the

overall quality of the built environment and the amenity of residents. These policies reflect the advice in PPS1 and PPS3.

The underlying design principal of the scheme is to enhance the architectural setting of the area which includes contemporary buildings and Victorian dwellings. So that the proposed four storey block of flats, located on the garage site, is design to improve the existing street scene and match the height of the adjoining Tiverton Road block of flats. This proposed block of flats fronting Tiverton Road is of the same height as the 1960's block with a set back at the roof level. From the street perspective, the full height of the building would not be perceived, as the top floor is set back from the building line. Furthermore, the external material of this building would be a mass of brick punctuated by continuous openings and cantilevered terraces, which will create a well-designed point of interest on the street scene.

The two storey terraced dwellings have been designed to fit into the irregular form of the site; by tapering both the height and the layout to respond to the constraints of site. Consequently the height and mass of the houses are of a scale that would be subordinate to the existing buildings On Hermitage Road and Tiverton Road. The slope within the site from north-west to north-east is utilised with the house towards the narrowest point of the site being 1m lower than the other proposed houses. All terraced houses have been designed to incorporate habitable space within the eaves of the roof space. This not only achieves 100% useable space but acts to ensure that loft extensions are not possible. Therefore the proposed height of the terraced houses would be retained and the subordination to existing properties maintained.

It is considered that the scale, bulk and overall design of the scheme is acceptable and would bring an exciting point of interest to this part of Tiverton Road and the immediate surrounding area.

Impact on residential amenity of existing residents

Policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight' seek to protect existing residential amenity and avoid loss of light and overlooking issues.

The scale, positioning and layout of the proposed two storey houses are considered to minimise any adverse impact on existing properties. Given the nature of the site, it is considered that the proposed dwellings have been located at an acceptable distance from the rear gardens of the properties on Hermitage Road and the existing adjacent Tiverton Road block of flats. Moreover, to further reduce adverse amenity impact, the rear of the proposed houses at first floor level has been designed with obscure and directional windows towards the properties at Tiverton Road. The orientation of the openings, have been designed to ensure that overlooking is not less than 20 meters away to nearby properties. This is illustrated on drawing No. 041/A-330 Rev 6.

The four storey block of flats does not present any problems of overlooking or loss of privacy on the south, east and west elevations as the neighbouring windows are more than 20 meters away. The northern elevation faces the back wall of the existing Tiverton Road block of flats and would not create any problems of overlooking and privacy.

Therefore the proposed development is considered not to present significant problems of overlooking or pose any adverse amenity impact in line guidelines set out in policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight'.

Dwelling mix and amenity of future occupiers

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and SPG3a "Density, Dwelling Mix, Floor space Minima, Conversions, Extensions & Lifetime Homes" set out the Councils standards. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

This scheme would provide 3 X 1 bedroom flats, 10 X 2 bedroom flats, 3 X 3 bedroom houses, 3 X 4 bedroom houses and 1 X 2 bedroom house, which accords with policy guidelines. All the units/rooms are considered to have adequate light and ventilation. In addition, the units have been designed to conform to 'Lifetime Homes Standards' by incorporating provision to meet circulation requirements; living room and convenient potential bed space at entrance level; wheel chair accessible entrance level and toilet facilities with provision made for future incorporation of a shower. All living rooms incorporate glazing at 800mm or lower, affording seated persons' views out.

The block of flat has been designed with good outlook prospects and amenity space in the form of a balcony for each flat. The balconies to the north east corner of the block of flats has been re-design and a 2m high obscure glazing proposed to prevent overlooking into proposed house No.1.

The scheme also includes amenity in the form of landscaped areas and private front & rear garden space for the houses. The landscaping would incorporate new planting to include trees and shrubs.

Therefore the proposed units are considered to provide satisfactory standard of accommodation, layout and amenity space provision consistent with policy HSG10 and SPG3a.

Access to the proposed development

A new access to the development is proposed from Tiverton Road, which would be the main entrance for vehicles and pedestrians. However, the existing access between 262 & 264 Hermitage Road would be retained for pedestrian use and for the purpose of refuse collection.

To improve the quality of lighting to the under passage to the development, the original proposed first floor building has been removed. Furthermore the entrance height has been increased from 2.3m to 4.6m to improve accessibility for van/trucks and emergency vehicles. The LFEPA has sent comments confirming that the access is satisfactory for fire fighting purposes.

Sustainability

The re-use of under utilised land and the provision of 50% affordable housing are regarded as important sustainable features of the development in themselves which comply with the thrust of both national and London wide guidance. The configuration of the proposed buildings, for example all the units are design to have good natural ventilation and daylighting. In addition, the scheme would be restricted in terms of access to parking permits to control car parking in the area to reduce congestion and carbon footprint. The scheme would also provide a secured storage space for 20 bicycles to encourage sustainable mode of travel.

In terms of assessment of this type of development, the BRE Ecohomes Assessment procedure is regarded as most appropriate. This approach is used to benchmark the overall sustainability of developments. Using this approach based on an assessment of seven key areas; (including energy, transport, pollution, materials, health and wellbeing, water & land use and ecology) the scheme would achieve a very good rating. The scheme includes particular features to improve its energy efficiency/sustainability including solar water heating panels, recycling facilities, the reduction of water consumption/ recycle of rainwater etc.

Car parking, waste disposal and recycling

The scheme provides 10 off-street parking spaces, which are overlooked by the units to create an acceptable security for the area. However, access to parking permits would be restricted to control car parking in the area. The scheme would also provide a secured storage space for 20 bicycles to encourage sustainable mode of travel. In addition the refuse area has been located nearer to the Hermitage Road entrance to enable easier refuse collection.

Transportation Group has indicated that, the scheme should provide secured undercover cycle storage; this is dealt with by a proposed condition to ensure, this requirement is implemented should the scheme be approved.

Comments received from consultation and the Council's response

Two letters have been received from local residents, one to support and the other to object. The grounds for support includes:- the high quality design of the scheme, that the houses are subordinate to houses in Hermitage Road and the retention of Hermitage Road access for pedestrian use only.

The grounds of objection includes: - security concerns, boundary fence, hostile environment due to people being hemmed in from all sides, objection to re-development of the land.

Response: This concern is dealt by a proposed condition to ensure the scheme to comply with BS for 'security of residential buildings.'

Response: A condition has been attached to this report for submission of boundary fence for approval, which should deal with this concern.

Response: The proposed development is not considered to create a hostile environment, the site has a frontage on Tiverton Road and the intensity of the proposed development conforms to the Council's guidelines relating to density, design etc.

Response: The redevelopment of this site will contribute to meeting the Council's housing needs and bring about the re-use of what is currently under used land in line with advice in PPS3, The London Plan and G3 Housing Supply of the Unitary Development Plan.

SUMMARY AND CONCLUSION

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 G3 Housing Supply of the Unitary Development Plan.

The scheme proposes a total of 20 residential units which results in a density of 248 habitable rooms per hectare.

The underlying design principal of the scheme is to enhance the architectural setting of the area which includes contemporary buildings and Victorian dwellings. The height and mass of the houses are of a scale that would be subordinate to the existing houses on Hermitage Road and the proposed block of flats fronting Tiverton Road is of the same height as the existing 1960's block. The treatment of the external material would bring an exciting and well-designed point of interest on the street scene. The development would be restricted in terms of parking permit to control car parking in the area.

The proposed development is design to ensure overlooking and loss of privacy is minimise with 20 metre distance required by policy achieved for principal windows facing, reducing potential overlooking of the existing properties.

The applicant will enter into a S106 Agreement of the Town and Country Planning Act 1990 covering in particular affordable housing, education, highway improvements and lighting.

Therefore it is considered that overall the proposed scheme is acceptable and complies with national, regional and relevant local policies G3 'Housing Supply', UD1 'Planning Statements', UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', M9 'Car-Free Residential Developments', M10 'Parking for Development', HSG1 'New Housing Developments', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', HSG 9 'Density Standards' and HSG10 ' Dwelling Mix'.

RECOMMENDATION 1

- (1) That planning permission be granted in accordance with planning application reference number HGY2007/1442, subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the Council [under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure:
- The provision of affordable housing at 50% of the total units = 33 habitable rooms; to achieve: 17 habitable rooms for shared ownership units and 16 habitable rooms for renting.
 - An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £130,000 .00
 - A contribution of £1000.00 towards the amendment of TMO for a car free scheme to prevent current or future occupiers being eligible for residents parking permits for existing or future restricted parking areas in the area.
 - A contribution of £25,000 towards implementation of cycle route, footway and lighting improvement in the vicinity of the site.
 - A cost recovery charge of £4,680 - 3% of the total value of the S106.

and

- (2) That the agreement referred to in resolution (1) above is to be completed no later than 11 October 2007 or within such extended time as the Council's Assistant Director (PEPP) shall in his/her sole discretion allow; and

RECOMMENDATION 2

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

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Policy HSG4 'Affordable

Housing' and Supplementary Planning Guidance 10b 'Affordable Housing' of Unitary Development Plan

- (4) In the event that the Planning Application is refused for the reasons set out in resolution (3) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

Subject to the following condition(s)

Registered No. HGY/2007/1442

Applicant's drawing No(s): A-001 rev 05, 010 rev 05, 011 rev 05, 012 rev 05, 013 rev 05, 050 rev 05, 060 rev 05, 061 rev 05, 062 rev 05, 300 rev 06, 301 rev 06, 302 rev 06, 303 rev 06, 304 rev 06, 305 rev 06, 330 rev 06, 340 rev 06, 400 rev 06, 401 rev 06, 402 rev 06.

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 including the provision of external lighting 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. 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.

7. Before the commencement of any works on site, a fence or wall, materials to be agreed with the Local Planning Authority, shall be erected and permanently retained for all site boundaries.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development.

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

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

9. 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.

10. 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.

11. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation, air quality assessment 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.

12. That details of a scheme of the layout of the hard surface to be permeable to allow rain water to run through the surface to the soil underneath shall be submitted and approved by the Local Planning Authority before commencement of works.

Reason: In order to ensure rainwater is able to soak away into the soil rather than become surface water running off into the public drainage system.

13. That the provision of 20 cycle racks in a secure shelter shall be constructed on the site.

Reason: In order to promote sustainable mode of travel.

14. That the detailing of all the sustainable features which form part of the approved scheme including solar water heating panels, recycling of rainwater, reduction of water consumption etc shall be submitted for approval by the Local Planning Authority and implemented thereafter.

Reason: To ensure the development is sustainable.

15. That a scheme for dedicating the existing vehicular access off Hermitage Road for the sole use pedestrians and cyclists shall be submitted and approved by the Local Planning Authority and retain permanently thereafter.

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

16. The residential buildings proposed by 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' & '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'.

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

INFORMATIVE: The necessary works to construct the crossover will be carried out by the Assistant Director Street Scene at the applicants expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

REASONS FOR APPROVAL

The proposed scheme is acceptable and complies with national, regional and relevant local Policies G3 'Housing Supply', UD1'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', M9 'Car-Free Residential Developments', M10 'Parking for Development', HSG1 'New Housing Developments', HSG 4 'Affordable Housing', HSG 7'Housing for Special Needs', HSG 9 'Density Standards' and HSG10 'Dwelling Mix' of the Haringey Unitary Development Plan.