

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2007/2210

Ward: Northumberland Park

Date received: 25/10/2007

Last amended date: 11 December 2007

Drawing number of plans: 206120/010, 020, 021, 030, 031, 032, 033, 034, 035, 110A, 120A, 121A, 122A, 130, 131, 132, 133A & 135.

Address: Harpers Yard, Ruskin Road N17

Proposal: Part demolition, refurbishment and erection of part 2 / part 3 storey building comprising of 7 x three bedroom, 1 x two bedroom houses, 1 x two bedroom maisonette, B1 commercial unit with parking and amenity space.

Existing Use: Vacant B1

Proposed Use: Residential and B1 Commercial

Applicant: Inforum Ltd

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Borough Road
Area of Community Regeneration – Haringey East

Officer Contact: Gary Savins

RECOMMENDATION

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

SITE AND SURROUNDINGS

The subject site consists of a former industrial premises accessed from Ruskin Road. The buildings are two storey arranged around a courtyard. The site is essentially a backlands site that is adjoined to the north and south two-storey Victorian dwellings. Overland rail adjoins to the west, with a pedestrian passageway to the east.

The existing buildings on the site are in quite a dilapidated state.

Of particular note in the locality is the development site located directly to the east, with this currently being under construction for the erection of part 1, 2, 3 and 4 storey building comprising 180m² of commercial floor space (B1) and 58 residential units with 20 car parking spaces and associated landscaping.

PLANNING HISTORY

The following relevant town planning history was identified for the site:

HGY/2002/0799 – Partial demolition and alterations to existing buildings to create 13 live/work units with 2 parking spaces and turning head – Granted.

HGY/2005/1131 – Part demolition, part conversion of existing workshop / light industrial building to provide 14 flats and 2 x 2 storey houses with associated parking and cycle storage shed – Granted.

It is important to note that HGY/2005/1131 was granted approval subject to conditions and a section 106 legal agreement which included 8 affordable housing units.

DETAILS OF PROPOSAL

The application is for the part demolition and part refurbishment of the existing buildings on the site to enable the erection of a part 2 part 3 storey building comprising of 7 x 3 bedroom and 1 x 2 bedroom houses, a 1 x 2 bedroom maisonette and a commercial tenancy of 191.7m² to be utilised as a B1 use. The proposed development also involves the provision of 10 vehicular car parking spaces (including 2 disabled spaces), 10 cycle racks, approximately 150m² or amenity space and refuse containers near the entrance of the site.

A large percentage of the existing external building shell on the site is to be retained and / or refurbished. This includes the existing walls to the boundaries. If any variation or replacement is to be undertaken to these walls, they are to be done with the same brick or similar. The proposal has been designed to be built within the existing ridge height of the current building.

The main alteration to the existing built form on the site is the demolition of the 1 storey workshop adjoining the rear of the existing dwellings along Kings Road. This is to be replaced with the car parking, cycle lockers and part amenity space of the new development.

CONSULTATION

Initial

Transportation Authority
Waste Management
Legal Services
Building Control
Scientific Officer
Local Ward Councillors
Tottenham CAAC
Site Notice
Crime Prevention Officer
London Fire Brigade
13-23 (o) Ruskin Road, N17
Units 1-12, Harpers Yard, Ruskin Road, N17
5-19 (o) Kings Road, N17
1-11 (o) Ruskin Road, N17
685-697 (o) High Road, N17
691 – 693 High Road, N17
691 High Road, N17
699 High Road, N1772-96 (e) Birkbeck Road, N17
2, 2a – 28 (e) Ruskin Road, N17
2-8 (e) Kings Road, N17
1 – 3 Kings Road, N17

Additional

Flats A - C, 1 – 9 Ruskin Road, N17
Flats A – C, 4, 8, 10, 12 Ruskin Road, N17

RESPONSES

Transportation Authority

This Authority raised some concerns in relation to this proposed development, their comments included:

'This site is in an area with medium public transport accessibility level with the busy bus route High Road, which offers some 68 buses per hour (two-way), for frequent connections to and from Seven Sisters tube/surface rail stations, a short walking distance away. It is also close to the junction of High Road with Lansdowne Road/Lordship Lane where additional 26 buses per hour (two-way) are also provided for regular bus linkage with Seven Sisters tube/surface rail stations. We have subsequently considered that majority of the prospective residents of this site would use sustainable travel modes for their journeys to and from the site.....'

However, there are some concerns with this development proposal as

follows:

1. *The narrow width of the vehicular access which at 3.7metres cannot offer the 4.1metres width required for two vehicles to pass as well as a dedicated route for pedestrians and cyclists entering and exiting the site. We would therefore ask that the applicant to submit a scheme for a shared use of the proposed vehicle access by pedestrians/cyclists, with some control within the site, in the form of signage, warning exiting drivers to give priority to vehicles entering the site, at all times.*
2. *Inadequate carriageway visibility: Ruskin Road and the adjacent Pembury Road are heavily parked on both sides with vehicles parked very close to the site access. Hence, we would require the applicant to submit a scheme for improving the view of drivers exiting this site.*
3. *The applicant has not demonstrated whether or not refuse and fire vehicles would be able to service the site or indeed suggested alternative means of servicing the site by these vehicles bearing in mind the problems of a narrow width and impaired visibility associated with the vehicle access together with the potential location of the refuse bins, which we anticipate would be more than the 25metres carrying distance from Ruskin Road. The applicant is also reminded to consider the possibility of achieving sufficient manoeuvring area within the site and on the already heavily-parked Ruskin Road, to ensure that vehicles entering and leaving the site, do so in forward gears.*
4. *We would also highlight that we will be seeking some improvement to pedestrian conditions in the form of a financial contribution towards the construction of an entry treatment at the junction of Ruskin Road with High Road, to enable vehicles accessing and egressing Ruskin Road to pay particular regard to pedestrians, should a revised scheme which successfully addresses our concerns above be submitted.....'.*

All the concerns raised have been discussed with the Transportation Authority, and where appropriate, conditions have been attached to this report.

Waste Management

Waste Management did not object to this proposal, they did however provide a number a comments. The main comments were as follows:

- '- wheelie bins or bulk waste containers must be provided for household collections.*
- wheelie bins must be located no further than 25 metres from the point of collection.*
- bulk waste containers must be located no further than 10 metres from the point of collection.*

A relevant condition has been attached to this report that requires the detailed submission of a waste management scheme to be approved by Council to ensure that all the concerns from Waste Management are addressed.

Scientific Officer

Requested that a condition be included to supply a site investigation report, risk assessment & details of any remediation required.

A relevant condition has been attached to this report.

Tottenham CAAC

The Tottenham CAAC some concerns in relation to this proposed development, their comments included:

'The CAAC considers that nine housing units plus a commercial unit is overdevelopment of this small site. Is it proposed to be a gated community? The CAAC would like there to be a record made of the existing buildings and asks that any refurbishment should be sympathetic to the original design of the building'.

Crime Prevention Officer

The Crime Prevention Officer provided the following observations in relation to this proposed development:

*' - the entrance to the site (via the under-croft) should be gated to prevent the casual intrusion into the site. The undercroft should also be well lit as it is the only way into the site for both vehicles and pedestrians.
- I have not received full details on the proposed boundary treatments, but the ideal is a 1800mm high fence/wall with 300mm trellis topping. Such treatment will increase the height and security in an aesthetically pleasing way.
- the dwellings would benefit from the enhanced security standards detailed in the "Secured by Design Scheme (www.securedbydesign.com).*

The Crime Prevention Department can meet with the developer or any interested party to discuss security measures as required'.

Appropriate conditions and / or informatives have been attached to this report

London Fire Brigade

The London Fire Brigade advised that they were not satisfied with the proposal as '*Access for fire appliances is not provided in accordance with Approved Document B5 2006*'.

The applicant is currently under negotiation with the London Fire Brigade to enable the proposals compliance with their requirements. It is anticipated that either a sprinkler system or dry riser/s will be required to be installed.

An appropriate informative has been attached that outlines the requirement to adhere to London Fire Brigade requirements.

Third Party

Three (3) third party objections were received from nearby properties. These were in the form of 2 x letters and 1 x petition with 6 x signatures. The main issues raised in these objections have been summarised as follows:

- Extent and Impact of Demolition;
- Privacy and Overlooking;
- New Building Materials;
- Traffic and Safety Concerns;
- Impact on Adjoining Residential Amenity;
- Suitability and Proposed Use of the Commercial Unit; and
- Proposed Building Height.

All the comments raised in the submissions received have been considered prior to the preparation of this report.

RELEVANT PLANNING POLICY

National Guidance

Planning Policy Statement 1 – Delivering Sustainable Development

Planning Policy Statement 3 – Housing

Planning Policy Guidance 13 – Transport

The London Plan

Policy 3A.1 – Increasing London's Supply of Housing

Policy 3A.21 – Education Facilities

Policy 4B.3 – Maximising the Potential of Sites

Unitary Development Plan 2006

G2 – Development and Urban Design
UD2 – Sustainable Design and Construction
UD3 – General Principles
UD4 – Quality Design
UD7 – Waste Storage
UD8 – Planning Obligations
HSG1 – New Housing Developments
HSG2 – Change of Use to Residential
HSG9 – Density Standards
HSG10 – Dwelling Mix
EMP5 – Promoting Employment Uses
M10 – Parking for Development

Supplementary Planning Guidance

SPG1a – Design Guidance
SPG3a – Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes
SPG3b – Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight
SPG3c – Backlands Development
SPG7a – Parking Standards
SPG7b – Vehicle and Pedestrian Movement
SPG8a – Waste and Recycling
SPG10a – The Negotiation, Management and Monitoring of Planning Obligations
SPG10c – Educational Needs Generated by New Housing Development
SPG10d – Planning Obligations and Open Space
SPG10e – Improvements to Public Transport Infrastructure and Services

ANALYSIS / ASSESSMENT OF THE APPLICATION

The application involves the part demolition and part refurbishment of the existing buildings on site to enable the erection of 9 residential units and 1 commercial premises.

The main issues required to be considered are as follows:

- principle of residential use;
- principle of commercial use;
- backland housing;
- dwelling mix and density;
- affordable housing;
- building design and siting;
- privacy and overlooking;
- parking;
- waste disposal; and
- section 106 legal agreement.

Principle of Residential Use

The principle of residential use has been demonstrated in the granting of planning permission HGY/2005/1131 in September 2005.

Guidance from central government and the London Plan encourage the residential development of brownfield sites. The pressure of land for new housing in the Borough means that brownfield sites such as this one are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of this development are increasingly limited as the available sites decrease.

Policy HSG1 – New Housing Developments reflects the requirement for Council to address the need for additional housing to be provided within the Borough. The subject site is considered to be located within a predominantly residential area and is within close proximity to public transport facilities and community services.

Supplementary Planning Guidance SPGb – Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight recognises the need to ensure that the existing amenity of neighbouring properties is not harmed. In this case, primarily due to the refurbishment of a number of the buildings on the site, the proposed development has been designed to fit in without compromising the Council's development standards. Furthermore, as the proposed development will not exceed the existing height of buildings on the site, it will not have a significant overbearing affect on neighbouring properties.

Given the proposed use, adjoining residential properties and proximity to public transport options, the proposed primary residential use on the site is considered appropriate.

Principle of Commercial Use

Examples of B1 uses include offices and studios.

Due to the small size of the proposed tenancy and the intended use, it is not anticipated that the proposal will result in adverse impacts on the existing, and proposed, residential development. The proposed commercial tenancy is supported.

Backland Housing

Supplementary Planning Guidance SPG3c – Backlands Development provides guidance in relation to development of such sites. This SPG outlines that development on backland sites may be granted planning permission where they meet all appropriate standards, and that residential uses may be a suitable use. Key considerations for development of backland sites are to include that of potential overlooking and the general development pattern of the area (in terms of use).

The subject site is an currently a vacant site that is considered to be underutilised and in a extremely run-down state. The proposed development

will enable the refurbishment of the site and introduction of a primary residential use that is considered to be consistent with the surrounding land use pattern. As outlined above, the proposed small commercial tenancy is also considered to be a compatible form of development on the site.

As the proposal includes refurbishment and retention of a number of structures on the site, it is not considered that it will result in any additional overlooking and amenity impacts on nearby residential properties. It is also noted that the height of the buildings on the site are not to exceed the current height of the established buildings on the site.

The proposed development is considered is considered to be a compatible use of this existing backland site given the adjoining residential uses.

Density

Policy HSG9 – Density Standards outlines that residential development in the Borough should normally be provided at a density between 200 – 700 habitable rooms per hectare and should have regard to the density ranges set out in Table 4B.1 of the London Plan.

The proposed development intends to provide 34 habitable rooms on a site area of 1,085.35m². This equates to a density of approximately 314 habitable rooms per hectare and 83 units per hectare.

This proposed density is considered to be consistent with both the provisions of the Unitary Development Plan and the London Plan.

Dwelling Mix

Policy HSG10 – Dwelling Mix and Supplementary Planning Guidance SPG3a – Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes provide advice in relation to new residential development and the dwelling mix that should be provided.

The proposed mix of dwellings to be provided is essentially 7 x 3 bedroom and 2 x 2 bedroom units. This equates to an effective mix of 77% x 3 bedroom and 22% x 2 bedroom units.

Whilst it is noted that the proposed mix is not consistent with the general dwelling mix envisaged by Council, the proposed design will enable provision of larger family style dwellings (3 x bedroom) which are considered to be a critical form of housing that is required to be provided within the Borough. Due to the constraints of the site (ie. ability to provide on-site car parking) the provision of a large number of smaller units on the site is not considered justified.

The proposed dwelling mix is considered suitable in this particular instance, particularly given the constrained nature of the site.

Affordable Housing

The existing approval on the site (HGY/2005/1131) included approval for 16 residential units, with 8 of these being affordable housing. This current proposal is for the provision of 9 residential units on the site.

Whilst there will be certain situations where developers, in order to avoid any element of affordable housing, will deliberately seek to leave part of a site vacant or will under-provide on a site, the situation at Harper's Yard is slightly different, in that the scheme is largely the re-use of the existing building envelope, rather than being a new build. Further, the current scheme provides some employment use in the form of 190 sq. m. of B1 business use, and that is consistent with the former employment use on the site.

Therefore whilst the lack of affordable housing is regretted, there is insufficient basis to refuse the current scheme on housing policy grounds; the scheme is not a complete new-build but a re-use of existing buildings; it retains an employment use on the site; and provides more family accommodation than the previous affordable housing scheme. Due to the constrained nature of the site, the incorporation of additional units is not considered to necessarily be the best development outcome. This includes the limited ability for on-site car parking and that the existing built form is to essentially be retained.

Building Design and Siting

This proposal involves the substantial retention of a number of the existing external fabric and built form on the site. Any new / refurbished development is not to exceed the established building height and is to match the existing external materials.

The applicant has amended the initial design to relocate the proposed glass block wall that was to allow light into the light well of the commercial area. This feature has been relocated from the elevation that adjoined 23 Ruskin Road to the side elevation abutting the railway corridor.

The proposed residential units are considered to satisfactorily comply with Council requirements in relation to internal floor areas, storage space and residential amenity space etc.

The proposed building design and siting is considered to be commensurate with the established development on the site.

Privacy and Overlooking

Supplementary Planning Guidance SPG3b – Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight seeks to achieve an acceptable standard of development, which fits the surrounding area avoids the loss of existing amenity.

This proposal is contained within the existing building envelope and boundary walls are to be retained to prevent loss of privacy. Furthermore, there are no new windows proposed in the boundary walls / flank elevations of the development. The new mono-pitch roof is designed with roof lights on the south elevation which are not for habitable rooms and should not overlook properties on Ruskin Road.

The main potential for privacy impacts and overlooking of nearby properties is from the new northern elevation and adjoining houses on Kings Road. Notwithstanding, the distance between these facades and houses on Kings Road is not less than 20m at the narrowest end and complies with Council's standard on privacy and overlooking.

It is not considered that this proposal will result in any unreasonable privacy and overlooking issues of nearby residential properties.

Traffic and Parking

National Planning Policy seeks to reduce the dependence on the private car urban areas such as Haringey. The advice in both Planning Policy Statement 3 – Housing and Planning Policy Guidance 13 – Transport make clear recommendations to this effect. This advice is also reflected in The London Plan.

Policy M10 – Parking of the Unitary Development Plan sets out the Council's maximum requirements for parking. The subject site is within an area with a medium public transport accessibility level and the applicant is proposing 10 on-site car parking spaces (including 2 disabled) and 10 cycle racks.

The intended provision on the site complies with these maximum standards stipulated in the UDP. Furthermore, additional interrogation by the Transportation Authority indicated that the 'level of generated car trips would not have any significant adverse impact on the surrounding roads'.

Appropriate conditions have been attached to ensure that this proposal does not result in adverse traffic and parking impacts, namely in relation to vehicular/pedestrian interaction.

Subject to compliance with the attached conditions, it is not considered that this proposal will result in detrimental traffic and parking impacts on the surrounding road networks.

Waste Disposal

Adequate bin storage has been allocated for the scheme nearby to the access point. This is some concern in relation to the ongoing maintenance and accessibility to this area, namely that it would not prohibit entry and exit to the site. As such, a condition has been attached to this report requiring the detailed submission of a waste management scheme to be approved by Council.

Section 106 Legal Agreement

This scheme is subject to a legal agreement:

- a £72,207 contribution towards education;
- a £16,585 contribution towards environmental/transport improvements in the immediate locality; and
- a £4,440 contribution towards administration.

Total contribution of £93,232.

SUMMARY AND CONCLUSION

The proposed development is of a type and scale which is appropriate to this location. The scheme meets the relevant policy requirements for sites of this type as well as being in line with general national policy and The London Plan.

The position of the buildings on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of daylight or sunlight. The design approach is modern which fits in with the surrounding area, adequate amenity space is provided and the scheme includes sufficient on-site parking.

Accordingly, planning permission is therefore recommended subject to a legal agreement and conditions.

RECOMMENDATION 1

The Sub-Committee is recommended to **RESOLVE** as follows:

- (1) That Planning permission be granted in accordance with Planning application no. HGY/2007/2210, 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 and Country Planning Act 1990 (as amended) in order to secure a contribution of £72,207 toward educational facilities within the Borough, an environmental contribution of £16,585 towards environmental/highway infrastructure within the Borough and a contribution of £4,440 for administration.
- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 23 January 2007 or within such extended

time as the Council's Assistant Director (Planning Policy and Development) shall in her discretion allow; and

- (3) That following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2007/2210 & Applicant's drawing No.(s) 206120/010, 020, 021, 030, 031, 032, 033, 034, 035, 110A, 120A, 121A, 122A, 130, 131, 132, 133A & 135.

for the following reason:

The proposed development for part demolition, refurbishment and erection of part 2 / part 3 storey building comprising of 7 x three bedroom, 1 x two bedroom houses, 1 x two bedroom maisonette, B1 commercial unit with parking and amenity space complies with Policies G2 'Development and Urban Design', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', HSG1 'New Housing Developments', HSG2 'Change of Use to Residential', HSG9 'Density Standards', HSG10 'Dwelling Mix', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG1a 'Design Guidance', SPG3a 'Density, Dwelling Mix, Floorpace Minima, Conversions, Extensions and Lifetime Homes', SPG3b 'Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight', SPG3c 'Backlands Development', SPG7a 'Parking Standards', SPG7b 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development', SPG10d 'Planning Obligations and Open Space' and SPG10e 'Improvements to Public Transport Infrastructure and Services'.

subject to the following 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 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 in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls 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. 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.

5. 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.

6. 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.

7. 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.

8. 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 thereafter to the satisfaction of the Local Planning Authority.

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

9. 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'.

10. That original bricks forming part of the existing buildings to be demolished shall be cleaned, and stored securely to allow their re-use in those parts of the development to be agreed by the Local Planning Authority prior to the commencement of the development hereby approved.

Reason: In order to safeguard the character and appearance of the locality.

11. 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.

12. No detriment to the amenity of the neighbourhood shall be caused by noise or other disturbance than is reasonable as a result of the commercial B1 use of the premises hereby authorised.

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

13. The commercial B1 use hereby permitted shall not be operated before 0700 or after 2100 hours on any day.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

14. That a scheme for a shared use of the proposed vehicle access by pedestrians/cyclists, with some control within the site, in the form of different surface materials, and signage warning exiting drivers to give priority to vehicles entering the site at all times, be approved in writing by the Local Planning Authority prior to the commencement of the works

Reason: In the interests of Highway Safety.

15. That part of the development to be used for employment purposes (Use Class B1) shall be permanently retained for such purposes and shall at no time be converted into residential use.

Reason: In order to provide a balanced range of uses within the site having regard to the previous use of the site for employment purposes.

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 applicant is advised that the proposal is required to install all necessary appliances to ensure compliance with London Fire Brigade requirements.

RECOMMENDATION 2

The Sub-Committee is recommended to **RESOLVE** as follows:

- (1) That in the absence of the agreement referred to in recommendation 1 resolution (1) above being completed within the time period provided for in recommendation 1 resolution (2) above, the Planning application reference number HGY/2007/2210 be refused for the following reason:

The proposal fails to provide:

- a) An educational contribution in accordance with SPG10c.
- b) An environmental contribution towards environmental infrastructure within the Borough in accordance with SPG10d.
- c) A contribution towards improving the footway conditions for pedestrians in accordance with SPG10e.

As required by Policy UD8 'Planning Obligations' of the adopted Unitary Development Plan (2006) and SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.