

## **REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2007/2414

**Ward:** Tottenham Hale

**Date received:** 20/11/2007

**Last amended date:** N / A

**Drawing number of plans:** 256/A/0110 rev H, 256/A/0111 rev J, 256/A/0112 rev I, 256/A/0113 rev F, 256/A/0100 rev E, 256/A/0101 rev B, 272/DE/101 rev M, 272/DE/102 rev H, 272/DE/103 rev G, 272/DE/104 rev E, 272/DE/105 rev D & 272/DE/106 rev B.

**Address:** The Narrow Boat & 146 - 152 Reedham Close N17

**Proposal:** Demolition of existing public house and erection of four storey residential development comprising of one retail unit, 2 x 1 bed flats, 18 x 2 bed flats, 8 x 3 bed flats and 2 x 4 bed flats.

**Existing Use:** Commercial

**Proposed Use:** Mixed Use / Residential

**Applicant:** Deastone Ltd

**Ownership:** Private

**THIS APPLICATION WAS DEFERRED FROM THE PLANNING COMMITTEE MEETING HELD ON 11 FEBRUARY 2008 DUE TO INSUFFICIENT TIME FOR DISCUSSION AND REACHING A DECISION**

### **PLANNING DESIGNATIONS**

Road Network: Borough Road

**Officer Contact:** Oliver Christian

### **RECOMMENDATION**

GRANT PERMISSION subject to conditions and a Section 106 Legal Agreement.

### **SITE AND SURROUNDINGS**

The proposal site is situated on the Southern part of Reedham Close adjacent the canal and waterway – consists of Narrow Boat public house and a single storey commercial building.

The site is part of a well development housing estate that has owner occupiers and Council tenants.

The site has reasonable access to public transport in the form of buses – Tottenham Hale station (underground and overland rail) is a short walk away.

The site is within an area of archaeological importance and Zone 2 of the flood plain (indicative flood zones).

## **PLANNING HISTORY**

No relevant planning history

## **DETAILS OF PROPOSAL**

The current proposal seeks the demolition of existing public house and shop site for the erection of four storey residential development, two buildings comprising of one retail unit, 2 x 1 bed flats, 18 x 2 bed flats, 8 x 3 bed flats and 2 x 4 bed flats amenity space and associated car parking.

## **CONSULTATION**

747 Local residents  
Ferry Lane Action Group  
Transportation Authority  
Waste Management  
Legal Services  
Building Control  
Scientific Officer  
Local Ward Councillors  
Building Control  
Major/Minor - Site Notice  
Crime Prevention Officer  
London Fire Brigade

## **RESPONSES**

### **Ferry Lane Action Group**

While we support the development of the pub site, and do not object to redevelopment of the shops, the current plan has a number of concerns.

1. We believe that whilst a 4-storey development on the pub site represents a continuing of the current building line, the shop site should not be developed over 2 storeys. The 4 storey development proposed would affect light and skyline for many residents at the south end of Reedham and would give the whole street a more closed-in feel. It would also block the low winter sun for many of the ground floor properties.
2. We are concerned that if the development is car-free, then residents will simply park their cars in Armadale, Yarmouth and Kessock. We support the principle of car-free housing to prevent traffic generation but it needs to

work in context. If the proposal is to go ahead then there must be a S106 agreement to seek to establish and fund a parking control scheme in the southern part of the estate.

3. We want to see the wonderful weeping willow growing in the pub garden facing the river properly protected.
4. The design does not show what renewable energy or other energy efficiency measures are included. We want to see solar thermal and PV; green roofs, rainwater harvesting, water-recycling, SUDS and at least Ecohomes Excellent standard. We note that at the recent BRE exhibition, homes were displayed which meet level 6 of the Sustainable Buildings Code i.e. they are truly carbon-neutral; the government has called for all new homes to meet this standard by 2016, but the Welsh Assembly Government has set a date of 2011, the technology exists and would add only a small fraction to the costs while reducing on-going fuel bills for occupiers; and we think Haringey should be aiming for such a development.
5. We are concerned at the temporary loss of the shop and we ask that if the development proceeds it should be with a S106 agreement to provide a temporary shop in the meantime.
6. The designs show the building being built in yellow brick. This will contrast badly with the rest of the estate. We ask that if it is built it should blend in with the existing materials.
7. The design also shows what appear to be wooden slats on part of the ground floor, and the design does not make it clear what this is. Please clarify.
8. One of the estate bring-banks for recycling is presently located alongside the pub. Please clarify where this will be located after the development (residents of the new block probably won't want it right outside their windows.)

### **Environment Agency**

Our concern in relation to the buffer zone is related to the overhanging balconies and dividing fencing which will be encroaching into the eight metre buffer zone. We would like to see further enhancements on the site such as a living wall/roof to mitigate for the further encroachment into the buffer zone - Especially as this proposed development is now a lot closer to that of the existing development at the site.

However, if you decide to recommend approval despite our above objection, we would like to see the following conditions attached to any planning permission granted:

**CONDITION 1:** Surface water drainage works and source control measures shall be carried out in accordance with details which have been submitted to

and approved in writing by the local planning authority before development commences.

**REASON:** To prevent the increased risk of flooding.

**CONDITION 2:** Before development commences, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas (except small, privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

**REASON:** To protect and enhance the natural features and character of the area.

### **Transportation Group**

No objections have been raised in respect of the proposal.

### **Waste Management**

Waste Management did not object to this proposal, they did however provide a number of 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 the 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.

### **Crime Prevention Officer**

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

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

Appropriate conditions and informative have been attached to this report

### **London Fire Brigade**

The London Fire Brigade advised that they were satisfied with the proposal. An appropriate informative has been attached that outlines the requirement to adhere to London Fire Brigade requirements.

### **Third Party comments**

There were 2 objections received from nearby properties and 1 from a local councillor. 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;
- Lack of sustainability elements
- Car parking – should be car free
- Buy to let
- Future site management
- Re-cycling and re-location of re-cycling banks
- Suitability 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  
Planning Support Statement 25 – Development and Flood Risk

#### **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 – Backland 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 demolition of existing public house and erection of four storey residential development comprising of one retail unit, 2 x 1 bed flats, 18 x 2 bed flats, 8 x 3 bed flats and 2 x 4 bed flats in two separate blocks. Car parking also hard and soft landscaping is proposed.

The main issues required to be considered are as follows:

- principle of residential use – Flood Risk Assessment (FRA) - sequential test;
- principle of commercial use;
- dwelling mix and density;
- affordable housing;
- building design and siting – impact on the buffer zone;
- privacy and overlooking;
- parking;
- sustainability
- waste disposal; and
- Section 106 legal agreement.

#### **Principle of Residential Use- Flood Risk Assessment (FRA) - sequential test;**

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 SPG3b – Privacy/Overlooking, Aspect/Outlook, and 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 be out of keeping with the immediate locality and is not considered excessive in height, it will not have a significant overbearing affect on neighbouring properties.

A (FRA) was carried out due to the proximity to the waterway to demonstrate that the level of flood risk has been reduced using appropriate flood mitigation measures.

The Environment Agency was satisfied that the development was more than 8.00 metres from the top of the river bank and the edge of the proposed Narrow Boat development (Buffer Zone).

A sequential test was carried out and it was accepted that having been a previously development site within an urban area then redevelopment was appropriate.

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

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 current scheme provides some employment use in the form of 190 sq. m. of retail unit that is consistent with the former employment use on the site.

The proposed commercial tenancy is supported.

#### Backland Housing

Supplementary Planning Guidance SPG3c – Backland Development provides guidance in relation to development of such sites. This SPG outlines that development on such 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 such sites are to include that of potential overlooking and the general development pattern of the area (in terms of use).

The subject site is currently a semi-vacant site that is considered to be underutilised and in an 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.

It is considered that the proposal will not result in any detrimental overlooking and amenity impacts on nearby residential properties. It is also noted that the height of the buildings on the neighbouring sites and the height of the proposed buildings for the development is not incompatible. The proposed development is considered to be a compatible use of this existing 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 100 habitable rooms on a site area of 1600m<sup>2</sup>. This equates to a density of approximately 625 habitable rooms 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 is consistent with the general dwelling mix envisaged by Council; the proposed design will enable provision of larger family style dwellings (3 & 4 bedroom) which are considered to be a critical form of housing that is required to be provided within the Borough.

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



## **Affordable Housing**

This current proposal is for the provision of 30 residential units in total on the site.

The scheme will provide for up to 60% of the units being affordable housing – above the normal 50% that is sought on schemes of this size.

The affordable element consists of : 2 x 4 bed, 8 x 3 bed, 4 x 2 bed and 2 x 1 bed units – providing a mix that meets the Council's aim in providing larger units.

## **Building Design and Siting**

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.

The proposed development does not encroach into the buffer zone. The buffer zone is measured from the bank top, which is defined as the point at which the bank meets the level of the surrounding land.

The Environment Agency requires that the buffer zone shall be free of structures, hard standing, car parking, roads, fences and overhanging structures (such as balconies). Domestic gardens and formal landscaping should not be incorporated into the buffer zone.

There is no built form within the buffer zone – however there are balconies that overhang.

The Environment Agency requires that the buffer zone should be permanently delineated and planted with locally native plants of UK genetic provenance if these are not already present.

It is proposed that the land between the boundary wall and the Narrow Boat building will be suitably landscaped.

Appropriate conditions are attached to comply with this requirement.

## **Privacy and Overlooking**

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

The main potential for privacy impacts and overlooking of nearby properties is from the new elevation and adjoining dwellings on Reedham Close.

Notwithstanding, the distance between these facades and dwellings on Reedham Close is not less than 20m at the narrowest end and complies with Council's standard on privacy and overlooking.

The 4<sup>th</sup> storey of the shop site is set back has a flat roof making the height less bulky and intrusive.

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 Councils maximum requirements for parking. The subject site is within an area with a medium public transport accessibility level and the applicant is proposing on-site car parking spaces (including disabled) and cycle racks.

The intended provision on the site complies with these maximum standards stipulated in the UDP. Furthermore, it has been considered by the Transportation Group that the level of generated car trips would not have any significant adverse impact on the surrounding roads'.

It is considered that this proposal does not result in adverse traffic and parking impacts, namely in relation to vehicular or pedestrian interaction. Additionally this proposal will not result in detrimental traffic and parking impacts on the surrounding road networks.

### **Sustainability**

The scheme proposes a number of sustainability elements - the provision for solar hot water panels - rain water harvesting, water –recycling, Suds. The energy assessment carried out shows that the development will achieve a 10.4% energy saving per annum.

Building materials – some from the demolished buildings are to be re-cycled – some to be sourced from sustainable sources.

### **Waste Disposal**

Adequate bin storage/recycling have been allocated for the scheme that is easily accessible.

### **Section 106 Legal Agreement**

This scheme is subject to a legal agreement:

- a £180,000 contribution towards education;

- a £15,000 contribution towards environmental/transport improvements in the immediate locality; and
- and £6,000 contribution towards administration.
- agreement to reduce opportunity for buy-to-let purposes.
- to retain a temporary mobile shop unit during the construction phase.

Total contribution: £200,000.

### **Applicant's Response to Councillors objection.**

The proposed development is four storeys high same as the existing development in the area. The difference in height between the existing parade of shops and the proposed development is less than 5m. The existing ridge height of the shop site is 7.01m. The ridge height of the proposed block is 12m.

The proposed development will not lead to a closed feeling, nor lead to loss of light or significantly affect the views due to the following reasons.

There is approximately 30m distance between the proposed development and the nearest building line of the block of flats.

There are several matured trees between the two buildings. These trees when in full foliage obscure the views.

Currently, the residents of the block of flats can see the top of the trees at the rear of the proposed block. The proposed development will not significantly detract from the view.

There is a four storey development to the rear of the site; this building as can be seen from the photograph still allows a clear view of the sky.

The existing gaps between the buildings will be retained, thereby enhancing the sense of place and openness.

There are recent examples of four storey developments, in close proximity to one another.

Loss of light - Given the urban nature of the area, and the distance between the two developments, the proposed building will not significantly impact on light to the block of flats.

**Building Materials**

External materials would match the existing brickwork. This can be a condition of planning.

**Sustainability Issues:** In addition to the provision for solar hot water panels already provided. The applicant has agreed to include rain water harvesting, water –recycling, Suds. These can be a condition of planning. As you are aware, the energy assessment carried out shows that the development will achieve a 10.4% energy saving per annum.

**Recycling:** Appropriate location for the recycling bins would be agreed with officers.

**Buy – to - let.**

A Section106 agreement can be entered into with regards to reducing the opportunity for buy-to-let purposes.

**Future Site Management:** The shop site will be managed by Dealstone, as they will retain the freehold. A service charge will be levied and used for the maintenance of the common part. Contact details of the management

company will be available should anyone wish to contact them. The pub site will be managed by the RSL.

Temporary Loss of Shop – Dealstone and the shop owner have reached an agreement on operating a temporary mobile unit during the construction phase. The closure period will be minimised by closing the shop only when the construction is about to commence e.g. the weekend before construction commences on site and reopening as soon as the major building works are completed. The applicant is prepared to enter into a Section 106 agreement to this effect.

Car Parking: The applicant is prepared to contribute to traffic and highways improvements in the vicinity of the site.

## **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/2007/2414, 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 £180,000 toward educational facilities within the Borough, an environmental contribution of £15,000 towards environmental/highway infrastructure within the Borough, agreement to reduce opportunity for buy-to-let purposes, to retain a temporary mobile shop unit during the construction phase and a contribution of £5,000 for administration costs.
- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 18 February 2008 or within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in her discretion allow; and

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/2007/2414 and Applicant's drawing No.(s) 256/A/0110 rev H, 256/A/0111 rev J, 256/A/0112 rev I, 256/A/0113 rev F, 256/A/0100 rev E, 256/A/0101 rev B, 272/DE/101 rev M, 272/DE/102 rev H, 272/DE/103 rev G, 272/DE/104 rev E, 272/DE/105 rev D & 272/DE/106 rev B for the following reasons:

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. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.  
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. Surface water drainage works and source control measures shall be carried out in accordance with details which have been submitted to and approved in writing by the local planning authority before development commences.  
Reason: To prevent the increased risk of flooding.
5. Before development commences, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas (except small, privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.  
Reason: To protect and enhance the natural features and character 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. An enclosure for dustbins in accordance with guidance issued by the Local Planning Authority shall be provided prior to the occupation of the building as flats. Details of design, materials and location of the dustbin enclosure shall be agreed in writing prior to the occupation of the building.

Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.

8. 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.

9. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1). The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2). (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

2). (b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

2). (c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3). All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2) consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

10. That not more than 30 separate units, whether flats or houses, shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

11. 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.

12. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

13. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

14. That details of a method statement dealing with the routing of delivery vehicles to the site, including a schedule of delivery times, the location of parking for heavy vehicles and parking for work men and location of storage of materials on the site shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works.

Reason: In order to prevent nuisance to adjoining properties and insure that the proposed development does not prejudice the safety and free flow of traffic and pedestrian on the public highway

15. That details of a scheme for the prevention of dust nuisance particularly during demolition of the existing building shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works.

Reason: In order to protect the amenity of adjoining properties.

INFORMATIVE: The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'.

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: In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for

drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant:

- a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution,
- b) Check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils and
- c) Looks to ensure the separation of foul and surface water sewerage on all new developments.

## REASONS FOR APPROVAL

The proposed development for demolition of the existing public house and erection of 4 storey building comprising of 8 x three bedroom, 18 x two bedroom, 2 x 1 bedroom, 2 x 4 bedroom flats and 1 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 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 'Backland 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'.