

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2005/1896

Ward: Noel Park

Date received: 14/10/2005

Last amended date: N/A

Drawing number of plans 109, 110B, 111A, 112, 113A, 114A, 115A, 116A, 117A, 118B, 119B , 120 & Planning Statement.

Address: 725 - 733 Lordship Lane N22

Proposal: Redevelopment of site for a mixed use development comprising a 6/7 storey building of 87 residential units with 50% affordable provision, with commercial uses including a health centre on the ground floor together with hard and soft landscaping works. (Amended Scheme)

Existing Use: Vacant

Proposed Use: Mixed Use

Applicant: Mr Tony Piggott – Inner Circle

Ownership: L B Haringey / Mr Izzet

PLANNING DESIGNATIONS

Metropolitan Centre -Secondary

Officer Contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

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

SITE AND SURROUNDINGS

The site is situated at 725-731 Lordship Lane, N22, which is positioned east of a major interchange at Wood Green Underground station where High Road, Station Road and Lordship Lane meet. It extends to approximately 0.2 hectares and consists of open land – the chapel has been demolished and the site cleared. The site is currently used in part as a mini-cab office base. There are two access points, from Lordship Lane to the north of the site and from Redvers Road on the eastern boundary. It is located within the Wood Green Controlled Parking Zone which currently operates Monday – Saturday 08:00 – 22:00.

The site does not fall within a designated conservation area, but lies in close proximity to the Noel Park Conservation Area. The area surrounding the site is of mixed use with a range of buildings of different heights, styles and ages. To the north of the site two storey residential properties exist, some of which are utilised for commercial purposes or have been converted into self contained flats. The site is bounded by Redvers Road to the west, which separates the site from the Showcase multiplex cinema development with associated restaurants and bars, including Yates, Nandos, Weatherspoons and Macdonald's. North east of the site is a large single storey Mecca Bingo Hall with associated surface level car park. To the rear of the site is a bus terminus.

The site falls within the defined town centre boundary of Wood Green. Wood Green is classified as a Metropolitan Centre – one of only 10 identified in the London Plan. It is the largest retail centre in the Borough consisting of around 330 retail units comprising 86,864 sq. of floor space. The centre has the normal range of national retailers, such as Boots and Marks & Spencer, but also has a significant amount of local shops, reflecting the diverse population in the Borough. Wood Green also offers numerous leisure (including two cinemas and a library) and employment opportunities within close proximity to the site. The site also falls within site specific policy 11 of the emerging unitary development plan.

The site has the highest level of public transport accessibility rating available, with Wood Green underground station and numerous bus stops being a short walk from the site. In addition, Alexandra Palace overland railway station is less than 1 km from the site.

PLANNING HISTORY

Records of the planning history of the site held by the Council commence in 1963.

Planning history is summarised as follows.

The chapel has had a number of uses since it ceased functioning as a religious establishment, with its last use being as a furniture warehouse.

1988, permission was granted for the use of the existing car park for car sales with the erection of a portacabin for ancillary office use.

1994 an application was submitted for the change of use of the first floor to children's adventure play area.

1998 permission was granted for the use of the open yard/lock up as a radio controlled minicab office.

5 further planning applications were submitted between 1998-2003 in association with the minicab office, all of which were permitted with the exception of the 1999 application for renewal, which was refused.

725 Lordship Lane had 4 planning applications submitted between 1963 and 1970.

In 1963 an application was made for the installation of a 5000-gallon fuel tank. In 1965 an application was made for the provision of an additional area, which was approved.

In 1967, an application was made for the conversion of an office and stores to a three-bedroom flat, which was also approved. The final planning application for this part of the site was made in 1970 for the erection of a fire escape.

HGY/2005/0012 – Demolition of existing buildings and erection of 1 x 9 storey building and 1 x 16 storey building to provide 128 residential units and 1230m² commercial floorspace on ground floor etc – refused 1/3/05; subject to appeal.

HGY/2005/0729 - Redevelopment of site including clearance of demolished buildings and erection of 2x8 storey blocks comprising 105 residential units and ground floor commercial and health centre floorspace for use classes A1, A2, A3, B1, D1 and D2 together with hard and soft landscaping – refused 19/7/05; subject to appeal.

DETAILS OF PROPOSAL

The proposal is mixed use incorporating ground floor health centre with 87 residential units above. The buildings are arranged in two blocks, the main block is located to the north of site and the other on the southern boundary. The height of the development is 7 storeys on the Lordship Lane frontage and 6 storeys at the rear of the site.

The health centre covers an area of 1400m² and is located at ground floor with provision of ancillary space and car parking at the lower ground floor in association with its use. The proposed entrance is at the corner of Lordship Lane and Redvers Road.

Entrances to the residential accommodation would be on Lordship Lane frontage for the northern block and on Redvers Road for the southern block. The southern block would be 6 storeys high, whilst the northern block is design to be 7 storeys in height.

CONSULTATION

Local residents covering:

Lordship Lane, Park Ridings, St Albans Crescent, Gathorne Road, Cranbrook Park, Berners Road, Morley Avenue, Moselle Avenue, Coombe Road, Farrant Avenue, Sultan Terrace, Gladstone Avenue, Redvers Road, High Road, Vincent Road, Vincent Square

Avenue Garden Residents Association
Parkside & Malvern Residents Association
Ward Councillors
Tree Officer
Woodgreen Town Centre Manager
Transportation Group
Cleansing and Transport
Crime Prevention Officer
Major/Minor Advert.
Building Control
TFL
Thames Water
London Underground

RESPONSES

There have been 8 letters of objections from local residents. They are: 41 Granville Road x 2, 79 Farrant Avenue, 30 Cranbrook Park, 26 Moselle Avenue, 35 Vincent Square, 58B St Albans Crescent, 18 Gathorne Road. In addition, the Parkside Malvern RA, Avenue Gardens RA and Noel Park North Area RA have objected.

Most of the objections are on grounds of:

- Overdevelopment/excessive density
- Excessive height
- Overshadowing/loss of day & sunlight
- Inappropriate to the conservation area
- Loss of privacy
- Lack of playspace/open space
- Health centre will not benefit local people
- Overcrowding
- Bicycle storage
- Lack of sustainability plan for lighting & ventilation for corridors
- Oversubscribed schools
- Sub standard unit size
- Lack of car parking for residential use

In particular, the Avenue Gardens, Noel Park and Parkside Malvern Residents Associations have objected to the application in some detail on the following grounds:

- Procedural faults
- Excessive density/overdevelopment
- External design
- Internal design
- Daylight and sunlight/ overshadowing – negative impact on existing buildings
- Waste Management
- Accessibility issues given the position of the bus stand
- Lack of disabled parking
- Lack of adequate play area
- Excessive height
- Sustainability –not addressed heating & internal design
- Inappropriate design in relation to adjacent Noel Park Conservation and Article 4 Direction Area
- Lack of rented accommodation within the scheme
- No agreement with PCT for the health centre

Thames Water – ‘would advise that with regard to sewerage infrastructure we would have no objection to the above planning application. On the basis of information provided , Thames Water is unaffected by this proposed development and therefore have no comments to make.’

London Underground – No comments; the property is some 80 metres from the nearest Piccadilly line tunnel.

Crime Prevention Officer – comments received detailing ideas for security and combating anti-social behaviour etc

Cleansing and Transport – no response

Transportation – ‘Although our interrogation with TRAVL trip prediction software revealed that based on a similar site [Compayne Gdns Medical Centre, Camden), the health centre aspect of this development would generate a combined traffic inflow/outflow of 67 vehicles in a critical am peak hour, this proposed development is located where the PTAL is high and controlled parking is in place. It is therefore deemed that since most of the journeys to the site would be made by public transport, this development proposal would not have any significant traffic impact on the adjoining highway network. In addition, as detailed in Basement Plan No.05-211/D118, the applicant has also proposed some 19 car parking spaces to take into account essential car use by some 21 doctors and nurses/midwives. Some 42 cycle racks have also been proposed as shown on Ground Floor Plan No.05-211/D111.

However, there is the concern that the Transport Assessment Report submitted in support of this development proposal has not addressed the problems associated with the restricted width of the footway opposite this development site, along and including the section where the eastbound bus shelter is located. It was observed during the site visit conducted on 25th May 2005 that a considerable number of bus passengers converged on this footway as they waited for buses, thereby creating unnecessary obstruction to pedestrian movements along this footway.

It is therefore considered that this situation, if not controlled, would encourage frustrated pedestrians to engage dangerous manoeuvres and crossing strategies involving the use of the carriageway to continue their journeys, hence exacerbate pedestrian/vehicular conflicts. It is to be noted also that a development of this magnitude would only intensify this problem with the additional high level of bus passengers and pedestrians expected to be generated.

Furthermore, the highways and transportation section needs to ascertain that the site access would not have any adverse effect on the existing bus stand on Redvers Road.

Consequently, the highways and transportation authority would not object to this application subject to the following conditions:

- (1) The applicant provides 40 (forty) bicycle racks with secure shelter.
- (2) The vehicular site access to be approved by the highways and transportation section'

RELEVANT PLANNING POLICY

Planning Policy Guidance 3 Housing:

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular 6/98 *Planning and Affordable Housing* will continue to apply, within the framework of policy set out in this guidance.

PPG3 states that Local planning authorities should:

- plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing;
- provide wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available, and seek to create mixed communities;

- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;

Para 54 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas.

Para 61 recommends that local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments in locations such as town centres, where services are readily accessible by walking, cycling or public transport.

Planning Policy Guidance 13 Transport:

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people and for moving freight
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- Reduce the need to travel especially by car.

The London Plan:

The London Plan has now been adopted and 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) out of a target for London of 457950 (23000 per year).

The London plan also states that higher densities can be achieved within Metropolitan centre with a high PTAL rating.

Local Policy:

The following policies in the Council's Adopted and Emerging Unitary Development Plan are considered relevant to the consideration of this application:

HSG 1.1/HSG1: New Housing Developments/Strategic Housing Target
Sets out the Council's housing strategic target for the period 1992-2006

HSG 2.1/HSG9: Dwelling Mix for New Build Housing
These policies require that new development include a mix housing types for non-family and family households.

HSG 2.2/HSG8: Residential Densities
These policies deal with density requirement.

HSG 2.23/ HSG4: Affordable Housing
SPG 11 Affordable Housing
These policies require all major housing developments to make a contribution towards meeting the Borough's need for affordable housing.

DES 1.1 Good Design & how Design Will Be Assessed
DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale and DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing.
UD3: Quality Design
These policies seek to ensure that new development relate satisfactorily to the scale and character of adjoining townscape.

UD2 General Principles
Set out the general principles for development in the Borough.

DES 1.9 Privacy & Amenity of Neighbours
This policy seeks to protect the reasonable amenity of neighbours.

DES 2.2 Preservation and Enhancement of Conservation Areas
Seeks to protect the character and appearance of Conservation Areas

TSP 7.1/ UD9: Parking For Development
Appendix 1 – Parking Standards
Deals with parking requirement.

TSP 7.7: Car Free Developments
Set out the criteria for car free development

UD6: Waste Storage
This policy deals with the provision of waste storage & waste collection

RIM 1.7: Designing Out Crime
To ensure new development conforms to designing out crime principles

UD5 Mixed Use Development
Seeks to ensure optimal use of land whilst maintaining a decent environment for the present and the future.

UD8 'New Development Location and Accessibility'
Deals with the location of new development in relation to public transport.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The site has recently been refused two planning applications for mix commercial and residential development, which are now subject to appeal. This proposal has been revised from the previous schemes in relation to the height of buildings and the number of residential units. The height of the current scheme has been reduced from 8 storey to 7storey on the Lordship Lane frontage and 6 storey to the rear of the site. The number of residential units has been reduced from 105 to 90 in the original application, which has since been revised to provide 87units.

The main issues that needs to be address with regards to this proposal are: i) the principle of mix use on the site, ii) dwelling mix for new build housing, iii) affordable housing, iv) education, v) density, vi) size, bulk and design, vii) privacy and overlooking, viii) effect on Noel Park Conservation Area, ix) car parking and x) waste disposal and xi) sustainability. Each of the issues are discussed below:

i) Principle of mixed use on the site

Guidance from central government and the London Plan set housing targets for Local Authorities. The London Plan sets housing targets for individual Boroughs for the period up to 2016. These targets are generally reflected in Unitary Development Plan policies HSG 1.1 & HSG1: New Housing Developments /Strategic Housing Target. This development will contribute toward the Council meeting its target and site specific proposal 11 of the emerging unitary development plan.

The pressure of land for new housing in the Borough means that infill and previously developed sites 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 DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area'; recognises this pressure and seeks to ensure an appropriate level of development for these sites which ensures that existing amenity is not harmed. In this case, the site allows the proposed development to be fitted in without unduly compromising the amenity of neighbouring properties. The proposed ground floor health centre with residential on upper floors fronting the Lordship Lane conforms to the existing commercial/residential use of this part of Lordship Lane.

ii) Dwelling mix for new build housing

Policy HSG 2.1: 'Dwelling Mix For New Build Housing' requires a mix of unit sizes including the provision of family, (i.e. over 1-bed), units. This scheme proposes 27x 1 bed flats and 60 x 2 bed flats. It therefore complies with the policy.

iii) Affordable housing

PPG 3 and paragraph 10 of Circular 6/98, The London Plan and local policies HSG 2.23/ HSG4 'Affordable Housing' & SPG 11 'Affordable Housing' requires that a development of this size include affordable housing. The scheme proposes 87 units in total, which is above the threshold for development requiring an affordable housing element. Therefore it would be necessary for the Council to enter into Section 106 agreement with the applicant to secured 50% of the units for affordable housing, of which 100% would be in shared-ownership. This would be consistent with the Council's policy on affordable housing tenure.

iv) Education

Supplementary Planning Guidance Note 12 'Education Needs Generated by New Housing Development' requires the applicant enter into a legal agreement with the Council to provide a contribution towards the impact of the development on local education provision. The Guidance recognises that all-new development, with 5 or more units with childbed spaces are likely to have an impact. The Guidance sets out a formula for assessing the contribution based on figures provided by the Department of Education and Science of the cost of school places.

This report recommends that a contribution is required for this development through a legal agreement should planning permission be granted.

v) Density

Policies HSG 2.2/HSG8: 'Residential Densities' sets out the density range for the Borough. PPG3 recommends that more efficient use is made of land by maximising use of previously developed land. It recommends that Local Authorities "*avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes.*" This advice supersedes the housing density policy in the Adopted Unitary Development Plan. The London Plan also sets higher densities for development in urban areas and recommends a density range of up to 1100 habitable rooms per hectare for flatted developments with PTAL rating between 6 to 4. The PTAL rating in the area is 6.

The Adopted Unitary Development Plan sets a density range of 175 – 250 habitable rooms per hectare, with a maximum of 210 habitable rooms per hectare for predominately family housing. Whilst the emerging Plan policy sets the density range between 200 – 400 habitable rooms per hectare and up to 700 habitable rooms per hectare in areas with high public transport accessibility rating.

The method of calculation set out in Supplementary Planning Guidance Note 3a, for mixed use developments requires an appropriate factor to be applied to the site area, incorporating half the road width, to allow for the non-residential uses proposed. Applying this method of calculation, the net residential site area is 0.236 hectares and the scheme would create 234 habitable rooms, resulting in a density of 992 habitable rooms per hectares.

Although the density proposed of 992hrh exceed the Council's current upper density limit of 700hrh. A number of material considerations indicate that the proposed density is satisfactory in this particular case:

- The close proximity of the site to the Council's metropolitan shopping centre and the numerous public transport services available.
- The site constitutes previously developed land and its re-use for residential would be in line with PPG3. PPG3 also requires density standards, which pre-date its publication to be applied flexibly in order to avoid the wasteful use of land.
- The London Plan gives an acceptable density range for central urban areas (with PTAL 6 to 4 and within 10mins walking distance of a town centre) between 650-1100hrh.

vi) Size, bulk and design

Policies DES 1.1 Good Design and How Design Will Be Assessed, DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing also UD3 Quality Design require that new buildings are of an acceptable standard of design and fit in with the surrounding area. The proposal incorporates two blocks; seven storey to the north of the site on Lordship Lane frontage and six storey to the rear.

The main block which fronts Lordship Lane is design to connect to the existing pattern of development on this frontage and also nearby Metropolitan Town Centre. The proposed seven -storey block on this frontage relates with the adjoining cinema complex buildings in terms of height and bulk. The rear block would be position in excess of 30m from new residential development on Wellesley Road. The building is arranged as 'L' shape along two road frontages, which result in the creation of a private space to the rear. Individual amenity space is designed into the scheme in the form of balconies, accessed from the living space and recessed to provide privacy. The design is modern and suited to the Metropolitan Town Centre.

vii) Privacy and overlooking

Policy DES 1.9 'Privacy and Amenity of Neighbours' seeks to protect the reasonable amenity of neighbouring occupiers. In this case, the proposed building meets the requirements of Supplementary Planning Guidance Note 1.3 Privacy and Overlooking and will not therefore result in adverse loss of privacy. The proposed rear building block is in excess of 30 metres from the newly built residential block on Wellesley Road and at least 75 metres from the rear of the properties in Noel Park. Therefore it is considered that there will be no significant effect on sunlight and daylight to the rear of those properties as a result of the development.

The applicant has produced a BRE daylight and sunlight report, which concludes in paragraph 8.3.1 that:

'Despite the urban grain of the site's location, the results of this study confirm that the impact upon neighbouring residential properties will generally be very moderate.'

viii) Effect on Noel Park Conservation Area

Noel Park Conservation Area is located to the immediate South of the site - The bulk of the development is located at the western and southern end of the site. However the development would be seen from the rear of the nearest houses that are in the conservation area at least 75 metres from the site boundary. Additionally between the site and the closest houses is a newly built 4-storey residential development on Wellesley Road. As such it is considered that although visible from the surrounding area because of the distance between the site and the Conservation Area there will no direct effect upon the character and appearance of the Conservation Area.

ix) Car parking

The residential element of the scheme would be 'car - free' which meets the Councils standards for this type of development in this location. However, the scheme provides car parking at lower ground floor for the use of the health centre. The scheme also includes provision for secure covered cycle parking. The site has high public transport accessibility rating of 6 with numerous public transport links and services. The surrounding area also has in operation controlled parking zone. As such it is considered that the site is an appropriate location for a car-free scheme. Transportation Group has no objection to the proposal subject to the following conditions:

(1) The applicant provides 40 (forty) bicycle racks with secure shelter.

(2) The vehicular site access to be approved by the highways and transportation section

x) Waste disposal

It would not be necessary for refuse vehicles to enter the site as the refuse collection point is located on Redvers Road. Separate refuse stores including provision for recycling would be provided for each residential block adjacent to Redvers Road. However, to ensure that the Council's standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

xi) Sustainability

It is a requirement that a sustainability checklist accompany all major planning application. The applicant has provided a completed sustainability checklist as part of the application submission in line with SPG 8c "Environmental Performance" and SPG 9 "Sustainability Statement – Including Checklist". The use of the site, which is 'brownfield' for the proposed mixed-use development fundamentally, addresses the principal of sustainability and this approach is demonstrated in the design of the scheme. The following outlines some aspects of sustainable elements designed into the scheme:

- **Daylight**
The residential flats have been designed to orientate east and west and as such a number of the flats benefit from southerly aspects with a series of north facing flats onto Lordship Lane. Flats are extensively glazed to take advantage of natural light. Balconies are recessed to provide privacy and also to shade the large glazed areas of the living rooms during summer months when the sun is high. Whilst allowing the passive solar gain during winter months to reduce the requirement for heat input.
- **Ecological Enhancement**
The proposed introduction of street trees and a secluded roof terrace should provide the opportunity for habitat space to support wildlife and increase the number of plant species in the area.
- **Thermal Performance**
The buildings and its associated services has been designed to achieve an Eco Homes rating of 'good', which meets the current Building Regulations. The overall building structure is concrete frame with low embodied energy. This results in a building form, which has a long lifespan and provides sound attenuation and thermal mass.
- **Transportation**
The site is located within close proximity to Wood Green Underground Station and the area is served by numerous public transport bus links. This combined with the provision of secure cycle storage creates an opportunity for alternative forms of sustainable transport to the car for future occupiers of the development.

Council's Response to Comments Received from Consultation

In particular, the Avenue Gardens, Noel Park and Parkside Malvern Residents Associations have objected to the application in some detail on the following grounds:

- Procedural faults
- Excessive density/overdevelopment
- External design
- Internal design
- Daylight and sunlight/ overshadowing – negative impact on existing buildings
- Waste Management
- Accessibility issues given the position of the bus stand
- Lack of disabled parking
- Lack of adequate play area
- Excessive height
- Sustainability –not addressed heating & internal design
- Inappropriate design in relation to adjacent Noel Park Conservation and Article 4 Direction Area
- Lack of rented accommodation within the scheme
- No agreement with PCT for the health centre

Response:

The Council has carefully considered the objections received and has concluded that, in light of national policies, regional guidance and local policies.

- We have taken account the procedural issues raised in the letter received and considered that the application is valid and capable in being determined in its current form.
- It is considered that the density falls within the density limits set within the The London Plan.
- In relation to design issues, the design is considered to be a satisfactory modern design inkeeping with the town centre.
- The applicant has submitted a sunlight and daylight report which indicates that whilst there is some impact on adjoining properties this at a level would be inkeeping with the context of the site in an urban area.
- Waste management provision has been discussed with Council's Waste management section and is considered to be satisfactory and is subject to a condition in the recommendation.
- In relation to accessibility, the applicants have discussed access with the Council's Transportation Group in order to provide satisfactory access to the scheme. The scheme provides disabled parking spaces.
- In relation to amenity space the scheme provides balconies, communal space and roof garden.

- In relation to height the scheme is in keeping with adjoining cinema building.
- In relation to sustainability, this is addressed by a condition in the recommendation.
- In relation to the effect of the design on Noel Park Conservation Area, it is considered that the building is sufficiently far away from the Conservation Area not to have any direct impact upon the character and appearance of it.
- In relation to the amount of rented accommodation 30% of the affordable accommodation is for rent and this complies with the Council's policy on affordable housing.
- The issue of agreement between the PCT and the applicant in relation to the provision of the health centre is not a material consideration.

Crime Prevention Officer – comments received detailing ideas for security and combating anti-social behaviour etc

Response:

To deal with the Crime Prevention Officer comments, a condition has been attached to this report requiring compliance with BS 8220(1986) Part 1 'Security of Residential Buildings' to ensure the scheme incorporates 'Designing out crime' principles

Transportation – "the highways and transportation authority would not object to this application subject to the following conditions:

- (1) The applicant provides 40 (forty) bicycle racks with secure shelter.
- (2) The vehicular site access to be approved by the highways and transportation section

Response:

In accordance with Transportation request, a condition has been attached to the development should it be approved, requiring submission for approval of details of: the vehicle access to the site and the provision of 40 (forty) bicycle racks.

SUMMARY AND CONCLUSION

The proposed density is in line with national policy and regional guidance, which encourages Local Planning Authorities to approve higher density schemes in locations such as this one. Accordingly the proposal is not considered to be harmful and therefore it is consistent with HSG 2.2 / HSG8 'Density Standards'. The scale and position of the proposed buildings on the site means that, the surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with policies DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into

the Surrounding Area', DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale', UD3: 'Quality Design' and DES 1.9 'Privacy and Amenity of Neighbours'.

The proposal incorporates sustainable principles in the design of the scheme in line with UD2 'General Principles', UD6 'Mixed use Development' and UD8 'New Development Location and Accessibility'.

Furthermore the proposal will contribute towards the Borough's strategic housing target as well as providing additional affordable units of accommodation in the Borough. The proposal therefore conforms to policies HSG 1.1: 'Strategic Housing Target' and HSG 2.23/ HSG4: 'Affordable Housing'.

The scheme is subject to a legal agreement, the main elements are:

- That there shall be no other use of the ground floor of the proposed development other than a health centre use for a period of two years from completion of the approved scheme.
- Affordable housing comprising of: 117 habitable rooms
- An education contribution of £ 321,960.38 and
- A contribution of £107,320.00 towards environment improvements in the locality.
- An administration cost of £21,464.00

RECOMMENDATION

1. That planning permission be granted in accordance with planning application reference number HGY/2005/1896, subject to a pre-condition that Mr. Tony Piggott of Inner Circle shall first have entered into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure not less than 117 habitable rooms affordable housing, 100% of the affordable units in shared-ownership and an administration cost of £21,464.00.
2. That the Agreements referred to in resolution (1) above is to be completed no later than 13 January 2006 or within such extended time as the Council's Assistant Director (Planning, Environmental Policy and Performance) shall in her sole 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/2005/1896 & applicant's drawing Nos. 05-211/D109 - 110B, 111A, 112, 113A, 114A, 115A, 116A, 117A, 118B, 119B & 120.

for the following reasons:

The proposed density is in line with national policy and regional guidance, which encourages Local Planning Authorities to approve higher density schemes in location such as this one. Accordingly the proposal is not considered to be harmful and therefore it is consistent with HSG 2.2 / HSG8 'Density Standards'. The scale and position of the proposed buildings on the site means that, the surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with policies DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area', DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale', UD3: 'Quality Design' and DES 1.9 'Privacy and Amenity of Neighbours'.

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The scheme is subject to a legal agreement, the main elements are:

- That there shall be no other use of the ground floor of the proposed development other than a health centre use for a period of two years from completion of the approved scheme.
- Affordable housing comprising of: 117 habitable rooms
- An education contribution of £ 321,960.38 and
- A contribution of £107,320.00 towards environment improvements in the locality.
- An administration cost of £21,464.00

subject to the planning 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. 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.

b) Explanation of how total energy demand will be reduced by 20% relative to the baseline developed in a), through improvements to building energy efficiency standards.

Calculation of the resulting carbon savings.

c) The strategy must examine the potential use of CHP to supply thermal and electrical energy to the site. The scale of the CHP generation and distribution infrastructure to be determined through agreed feasibility studies. Resulting carbon savings to be calculated.

d) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (ie after b. and c. are 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.

4. 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.

5. 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.

6. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

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. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the ground floor of the premises shall be used as a Health Centre only and shall not be used for any other purpose including any purpose within Class D1 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

9. 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'.

10. That a scheme for vehicular site access shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced.

Reason: In order to obtain a satisfactory means of ingress and egress between the premises and the highway so as to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

11. That a scheme for the provision of 40 cycle racks under a secured shelter be submitted and approved by the Local Planning Authority.

Reason: In order to encourage sustainable travel modes.

12. 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.

13. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the ground floor of the premises shall be used as a health centre only for at least two years from the date of completion of the proposed development and shall not be used for any other purpose including any purpose within Class D1 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

INFORMATIVE: The applicant is advised to contact the Crime Prevention Officer, Tottenham Police Station, 398 High Road, London N17 9JA (tel. 020 8345 0934) regarding crime prevention information that may assist the security of the proposed development hereby authorised.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

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.

4. 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 reference number HGY/2005/1896 be refused for the following reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 Affordable Housing attached to the emerging Unitary Development Plan

5. In the event that the Planning Application is refused for the reasons set out in resolution (4) 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(s) contemplated in resolution (1) above to secure the obligations specified therein.