

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2015/0034	Ward: St Anns
Address: Former St Ann’s Police Station, 289 St Anns Road, N15 5RD	
<p>Proposal: Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.</p> <p>Applicant: One Housing Group</p> <p>Ownership: Private</p> <p>Case Officer Contact: Anthony Traub</p>	
Date received: 05/01/2015	
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<p>Drawing number of plans:</p> <p>OHG-MPS-HTA_A_XX-00_DR_0001 Rev A; OHG-MPS-HTA_A_XX-00_DR_0002; OHG-MPS-HTAA_XX-00_DR_0004; OHG-MPS-HTA-A_XX-00-DR_0005; OHG-MPS-HTA-A_XX-E1-DR_0003; OHG-MPS-HTA-A_BAB-ZZ-DR_0200 Rev F; OHG-MPS-HTA-A_BAB-ZZ-DR_0201 Rev E; OHG-MPS-HTA-A_BC-ZZ-DR_0203 Rev C; OHG-MPS-HTA-A_XX-00-DR_9100 Rev E; OHG-MPS-HTA-A_XX-E1-DR_0204 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0205 Rev A; OHG-MPS-HTA-A_XX-E1-DR_0207 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0208 Rev C; OHG-MPS-HTA-A_XX-E1-DR_0209 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0211 Rev B; OHG-MPS-HTA-A_BA-UN-DR_0300 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0301 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0302 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0303 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0304 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0305 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0306 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0310 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0311 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0312 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0313 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0314 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0315 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0316 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0317 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0318 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0319 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0320 Rev A; OHG-MPS-HTA-A_BC-UN-DR_0330 Rev A.</p>	
1.1	The proposal is a major application and is therefore presented to Committee for consideration.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the change of use of the former Police Station to residential use is considered to be acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable
- The proposal is considered to preserve the appearance of the St Ann's Conservation Area and the less than significant harm caused is outweighed by the other benefits of the proposal. In addition the harm could be overcome by a variation in materials and materials are conditioned in any case;
- There would be no significant impact on parking or the surrounding highway network;
- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The application documents confirm that the new residential units would meet Code for Sustainable Homes Level 4 and a carbon reduction of 35% against Part L of the Building Regulations 2013;
- The indicative mix of residential units is considered to be acceptable and would support housing delivery within the borough;
- The s106 obligations relating to skills and training, highways/transportation, are considered to be appropriate in mitigating any effect on local infrastructure; and
- The s106 obligation to provide 13% affordable housing is considered to be acceptable and has been supported by an independently assessed viability assessment.

2. RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated the authority to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement covering the Heads of Terms set out below.

(2) That the section 106 legal agreement referred to in resolution (1) above is to be completed no later than 30/06/2015 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his 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 the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2015/0034 including:

1.2.1 Conditions

- 1) Time Limit
- 2) In accordance with approved plans
- 3) Submission of details for materials
- 4) Central satellite dish – removal of PD rights for antennas
- 5) Refuse and recycling details
- 6) Construction management statement
- 7) Dust management
- 8) Boilers
- 9) CfSH and carbon reduction
- 10) Wheelchair accessible homes
- 11) Removal of PD rights to 5 x mews houses
- 12) Minimum cycle parking provision and maximum on site car parking provision
- 13) Hours of building works (8.00am to 6.00pm Monday to Friday. 8.00am to 1.00pm Saturdays. No working on Sundays or Bank
- 14) Site wide landscaping
- 15) Drainage: Greenfield run-off rates to be achieved

1.2.2 Informatives

- 1) Positive Statement
- 2) CIL Liability
- 3) Naming and Numbering
- 4) Thames Water
- 5) London Fire Brigade

1.2.3 Legal Agreement – Heads of Terms:

The granting of permission for this application is subject to the prior completion of a Section 106 legal agreement to include the following heads of terms:

- Car capped;
- Residential Travel Plan, Car Club, Electric Charging Points;
- £3,000.00 for Travel Plan monitoring;
- £20,000.00 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000.00 towards cycling and walking improvements;
- 13% (by unit number) Affordable Housing.
- Employment and training obligations. Notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months;
- Considerate Contractors Scheme.

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

(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 be refused for the following reasons:

- 1.** In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, traffic management studies, the proposal would have an unacceptable impact on local traffic movement and surrounding road network. As such, the proposal would be contrary to Local Plan Policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
- 2.** In the absence of the provision of 13% on site affordable housing and review mechanism to secure further affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area. As such, the proposal would be contrary to Local Plan Policy SP2 and London Plan Policy 3.12.
- 3.** In the absence of a considerate constructor's agreement, the proposal would have an unacceptable impact on the amenity of surrounding neighbours. As such, the proposal would be contrary to Unitary Development Plan Policy UD3 and London Plan Policy 7.6.

In the absence of a scheme providing Construction training / local labour initiatives the proposal would have an unacceptable impact on the community. As such, the proposal would be contrary to Local Plan policy SP8 and London Plan Policy 4.1

(5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) 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,
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management 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.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.

3.2 Site and Surroundings

- 3.2.1 The application site comprises the old St Ann's Police Station site, which contains a locally listed building, located on the northern side of St Ann's Road on its junction with Hermitage Road. The site is irregular in shape and consists of the original late Victorian Police Station building, a side extension to the building and several recent additions to the police station facilities.
- 3.2.2 The site is currently serviced by two vehicular accesses from Hermitage Road and two pedestrian accesses, one from Hermitage Road and the other from St Ann's Road (the main entrance).
- 3.2.3 The site is partially located within the St Ann's Conservation Area. The Conservation Area extends along the northern strip of the site and runs parallel to St Ann's Road. The site is also identified as part of the wider St Ann's Hospital Site within the Site Allocation DPD which envisages residential uses being introduced to the site.
- 3.2.4 The topography of the site is generally flat; the surrounding area is predominantly residential in nature with the residential neighbourhoods surrounding the site varying in age and character. The majority of the terraced housing is from the inter-war period. There are more recent flatted blocks abutting the north-west and south-west corners of the site. Turners Court is located on the corner of St Ann's Road and Cornwall Road and partially overlooks the site and is eight storeys in height. On the opposite side of the site is Chestnuts Park and Community Centre and the Chestnuts Park GP Surgery. Adjacent to the site on all boundaries is the St Ann's Hospital.
- 3.2.5 The site itself was sold by the Metropolitan Police as part of their initiative to consolidate their service and release equity on under utilised or surplus sites.

3.3 Relevant Planning and Enforcement history

- 3.3.1 No recent planning history. Planning history dates to the 1990's and relates to the previous use as a Police Station.

4. CONSULTATION RESPONSE

- 4.1 The following were consulted regarding the application:

- 227 surrounding residents consulted;

- Site notices erected;
- Ward Councillors;
- LBH Housing Renewal;
- LBH Arborist;
- LBH Cleansing;
- LBH Housing Design and Major Projects;
- LBH Conservation Officer;
- LBH Building Control;
- LBH Transportation;
- London Fire Brigade;
- Design Out Crime Officer;
- Friends of Chestnut Park;
- Chestnuts Northside Residents Association;
- TfL;
- The Gardens Residents Association;
- Thames Water;
- Arriva London;
- St Ann's CAAC;
- Tottenham CAAC.

5. LOCAL REPRESENTATIONS

- 5.1 The following responses have been received. Matters raised by objectors are summarised below and further expanded within the body of the report and within Appendix 1.
- 5.2 Building Control: No objection to the proposal;
- 5.3 LBH Environmental Health: No objection to the proposal. Conditions recommended regarding air quality, dust control, boiler emissions.
- 5.4 St Ann's CAAC: Objection to the proposal. Matters being the demolition of the side extension to the Police Station, walls, posts and gates; low affordable housing; unacceptable massing and appearance and effect on neighbouring and residential amenity; and general overdevelopment of the site.
- 5.5 TfL: No objection to the proposals. Agrees with the requirement that the travel plans should be approved and monitored. Electric charging points and cycle parking should be provided in line with TfL standards.
- 5.6 LBH Transportation: No objection to the proposal, subject to conditions, s106 contributions and a s278 highways agreement being signed to mitigate any affect the proposal may have on the highway network.
- 5.7 Thames Water: No objection to the proposal.
- 5.8 Drainage: Not satisfied with the proposed indicative sustainable drainage proposals.

- 5.9 Tottenham CAAC: Supports the Scheme.
- 5.10 LBH Conservation Officer: Initially raised objections to the design of the scheme. Whilst there is merit to what the overall principle of the scheme entails, the demolition of the side extension and out buildings, what is proposed seems to lack articulation and would harm the conservation area. Having viewed the amended plans, there is little to suggest that the alterations to the top floor of the flats, balustrade changes and parapet level changes have done enough to overcome these initial concerns. The elevation remains unbroken and there is little articulation in the facade with regards to material changes.
- 5.11 LBH Cleansing: RAG status of Amber. Further details required for the storage of waste and recycling required.
- 5.12 Turner's Court Residents Association: No objection to the proposal. Raises concerns about disruption during construction and low affordable housing provision.
- 5.13 Haringey Cycling Campaign: Neutral. The developer should improve the public realm by widening the footpath reducing the corner of their site by 700mm.
- 5.14 NHS Mental Health Trust: Objects to the erection of scaffolding on their neighbouring property and the height of the proposed three storey buildings being able to overlook mental health accommodation.
- 5.15 Secure By Design Officer: No objection to the proposal.
- 5.16 **Design Review Panel:** In summary the panel concluded: the panel's main concerns were that too many units were required, the designs had not considered all directions from which they could be seen and insufficient care had been taken to produce decent quality living standards.

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

- Land use and principle of development;
- Density and Layout;
- Impact on Conservation Area;
- Design and Appearance;
- Neighbouring amenity;
- Residential Mix and quality of accommodation;
- Affordable Housing;
- Trees and Biodiversity;

- Transportation;
- Climate Change and Sustainability;
- Flood Risk and Drainage;
- Waste;
- Accessibility;
- S106 Contributions;
- CIL;

6.2 Land Use and principle of the development

- 6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development.
- 6.2.2 The proposal involves refurbishment of the vacant Police Station Building and conversion into flats, the construction of four storey buildings to house new flats, and the erection of five mews houses.
- 6.2.3 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. Haringey's annual housing target, set out in table 3.1 in the London Plan, is 820 units with this target increased to 1,502 per annum for the period 2015 – 2025 in the Further Alteration to the London Plan 2014.
- 6.2.4 The proposal is for the creation of 32 new residential units. These units will be provided through the refurbishment and conversion of the existing Police Station building on site and the construction of new units within the four storey apartment buildings and terraced dwellinghouses.
- 6.2.5 The principle of introducing residential units at the site would be supported by the Council and would also result in housing delivery in the Borough.
- 6.2.6 Overall, the proposal would provide much needed housing within the Borough and would be in general accordance with the NPPF, London Plan 2011 Policies 3.2, 3.3, 3.17, 3.18 and 7.3, Saved UDP 2006 Policy UD3, Local Plan 2013 Policies SP0, SP1, SP2 and Policy SA32 of the Council's Site Allocation DPD (Consultation Draft February 2015).

6.3 Density and layout

- 6.3.1 London Plan Policy 3.4 seeks to optimise housing potential.
- 6.3.2 The site is considered to be urban in character with a PTAL of 3, which represents medium public transport accessibility. Table 3.2 of the London Plan indicates that, in line with London Plan Policy, a density of 250-450 habitable rooms per hectare or 45-170 units per hectare is appropriate.

6.3.3 The proposal is consistent with the density guidance set out in the London Plan for this type of location.

6.4 Impact on St Ann's Conservation Area

6.4.1 The NPPF should be considered alongside with London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11, which identifies that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.

6.4.2 There is a legal requirement for the protection of the Conservation Area. The Legal Position on the impact on these heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provide:

6.4.3 "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".

6.4.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

6.4.5 The Government in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only

properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.4.6 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.7 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved Haringey Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.
- 6.4.9 The front portion of the site is located within the St Ann's Conservation Area. Within this portion of the site sits the Police Station building and the proposed side and rear extensions to this building, the connection between this building and the block of flats that are proposed to run down Hermitage Road.
- 6.4.10 The applicant has submitted a suite of documents which consider the heritage and conservation considerations of the development.
- 6.4.11 These documents have been reviewed by the Council's Conservation Officer who does raise concerns about the scheme. Whilst the merits of the scheme can be appreciated with regards to basic building layout, refurbishment of the attractive late Victorian building on site, she considers that the scheme would cause harm to the St Ann's Conservation Area. Not enough has been done with the articulation of the front facades along Hermitage Road and the top floor seems incongruous.
- 6.4.12 Following initial concerns raised by the Conservation Officer some changes were made to the scheme. The Conservation Officer still believes there is harm caused by the proposal principally caused by the lack of variation in the brick colour on the elevation of the new build block. This less than significant harm has been given considerable weight. Given that the proposal allows for the reuse of a quality building in the Conservation Area this is considered to outweigh the less than significant harm to the Conservation Area. Furthermore, articulation and materials concerns from the Conservation Officer can be allayed through the use of appropriate high quality materials, to which a condition is recommended should the application be approved.

Summary

Overall, Officers consider that the design approach to the proposed buildings and the retention of the historic building to be acceptable and the less than significant harm has been given considerable weight but is considered to be outweighed by the reuse of a quality building in the Conservation Area. In addition the harm could be overcome by a variation in materials and materials are conditioned in any case. The variations in building types, massing, heights, with the retained building contrasting against contemporary buildings, use of quality materials, is seen to provide visual interest and will help preserve the important heritage asset on site in the form of the Police Station building, further assisting in defining the surrounding townscape and is considered to be complementary to the townscape of the wider St Ann's Conservation Area.

- 6.4.13 The proposal is therefore seen as an acceptable approach to redeveloping the site that is considered to be, on the whole, an enhancement to the character and appearance of the St Ann's Conservation Area. The proposal is therefore in general accordance with Chapter 12 of the NPPF and to SPG2 'Conservation and archaeology', saved UDP Policies UD3 and CSV5, London Plan Policy 7.8 and Local Plan Policies SP11 and SP12.

6.5 Design and appearance

6.5.1

- 6.5.2 Expanding on the points discussed above, the actual design of the residential portion of the site is considered to be acceptable. The design approach incorporates four storey flatted development, three storey mews houses to the rear of the site, and contemporary two storey side extensions to the Police Building. This approach provides a varying townscape which in turn creates visual interest and an urban texture to the site that is considered to contribute to the wider townscape and reflects a pattern of development common in the area in the form of terraced dwellinghouses whilst introducing a more contemporary element in the form of the four storey buildings for flatted accommodation. The proposed extensions to the Police Building are considered to be of an appropriate size and siting to appear subservient to the historic building whilst providing the necessary additional floor space on site.

- 6.5.3 What is paramount to the scheme being successful is the use of high quality materials. Conditions are recommended should the application be approved to ensure all materials of external surfaces are submitted to, and approved by the Council to ensure this high quality and finish is achieved including landscaping details to ensure the site and its setting are acceptable.

- 6.5.4 Overall, Officers consider that the design approach and architectural vernacular of the proposed buildings and the retention of the historic building on site to be an acceptable and high quality approach. The variations in building types, massing, heights, retention of a historic building contrasting against contemporary buildings and use of quality materials, will provide visual interest and positively add to the surrounding townscape and is considered to be complementary to the visual amenity of the immediately surrounding environment. The proposal is therefore in general accordance with Chapter 12 of the NPPF and to SPG2 'Conservation and archaeology', saved UDP Policies

UD3 and CSV5, London Plan Policy 7.8 and Local Plan Policies SP11 and SP12.

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.6.2 The subject site is isolated and adjoins the St Ann's Hospital Site on all common boundaries.
- 6.6.3 The NHS has raised an objection that the proposed buildings could overlook into the St Ann's grounds and into accommodation for inpatients. However, it is considered that there would be sufficient setback between the proposal and the healthcare buildings to ensure that there would be no harmful effect on the privacy of this neighbour.
- 6.6.4 There are no directly adjacent residential neighbours to the proposal with any habitable windows separated sufficiently by way of the highway to those flats opposite on St Ann's Road. Again, the proposed buildings are set sufficiently back from these neighbours to protect the amenities of any future residential neighbour on site.
- 6.6.5 The Council's Pollution Officer has recommended that there be site management, air quality, and dust management conditions placed on any decision to grant the scheme, in order to protect the amenities of surrounding residents.

6.7 Residential mix and quality of accommodation

- 6.7.1 London Plan Policy 3.5 and accompanying London Housing Design Guide set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered for future occupiers.
- 6.7.2 In assessing the 32 proposed units against these requirements, all the flats would accord with the minimum unit size requirements with some of the larger sized units exceeding the standards.
- 6.7.3 The minimum standards prescribed for individual rooms are set out within the London Housing Design Guide and the proposed rooms conform to these standards.
- 6.7.4 On site amenity space for the proposed units is provided in the form of balconies within the flatted development and gardens for the proposed terraced housing and meets London Housing Design Guide Standards

- 6.7.5 Proposed flats and dwellinghouses are generally dual aspect and are considered to have acceptable outlook over the highway and gardens.
- 6.7.6 The housing mix of 2 x 2 bed (Intermediate Housing), 2 x 3 bed (Social Rented Housing) and 7 x 1 bed, 16 x 2 bed, and 5 x 4 bed (mews houses) private market dwellings shows a variety of housing types and tenures. London Plan Policy 3.8 encourages a choice of housing based on local needs. Haringey has demand for all forms of housing, not just family sized accommodation. Therefore, the proposed housing mix is considered to be acceptable.

6.8 Affordable housing

- 6.8.1 Policy 3.12 of the London Plan 2013 seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan.
- 6.8.1 Saved Policy HSG 4 of the UDP 2006 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is reiterated in Policy SP2 of the Local Plan.
- 6.8.2 The Applicant submitted a viability assessment which demonstrated that no affordable housing could be provided. Notwithstanding this, the applicant has offered four (4) affordable units. This submitted viability assessment has been independently assessed and this has demonstrated that there is a small surplus available. However, this is less than the value of four (4) units provided and as such, the proposed level of affordable housing is the maximum reasonable amount and is therefore policy compliant.
- 6.8.3 Officers are of the view that the values in the submitted toolkit by the applicant be accepted, but only on the basis that a review mechanism is in place should the scheme not be implemented within 18 months should the sales value of the units be higher than anticipated, a percentage of any additional profits can then be redistributed for affordable housing in the Borough.
- 6.8.4 The above approach would secure 13% of the total number of units (2 x 2 bed intermediate and 2 x 3 bed social rent) as affordable housing on site and give the Council the ability to obtain further contributions, up to an equivalent 50% affordable housing contribution, should the sales values being higher than initially anticipated if not implemented within 18 months.
- 6.8.5 This affordable housing provision and review mechanism would be secured by way of a s106 legal agreement.
- 6.8.6 The above approach and affordable housing provision is considered to be acceptable and ensures the maximum reasonable amount of affordable housing is provided for in accordance with London Plan Policy 3.12, Local Plan Policy SP2, and saved UPD Policy HSG4.

6.9 Trees

6.9.1 London Plan 2013 Policy 7.21 and Saved Policy OS17 of the Unitary Development Plan 2006 seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character.

6.9.1 The subject site displays little by way of landscaping or trees given the majority of the site is hardstanding or buildings. The proposal is therefore not considered to cause harm to the treescape of the immediate area. Landscaping conditions are proposed to ensure that there is a net gain in green space on site and planting.

6.10 Transportation

6.10.1 The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This approach is continued in Local Plan Policy SP7. UDP Policy UD3 requires development to not significantly affect private and public transport networks.

6.10.2 The site is located to the east of Green Lanes (A105) and is accessed via St Ann's Road (B152) which runs parallel to the northern boundary of the site; St Ann's Road links the site to the A105 Green Lanes to the west and the A503 Seven Sisters Road to the east. The site is bounded by Hermitage Road to the east.

6.10.3 The submitted transport assessment by Mayor Brown in support of the proposed application conducted surveys of the number of trips that are generated by the existing health care facility. These assumptions and the impact on the highway have been considered by the Council's Transportation Officer.

6.10.4 The proposal provides 12 car parking spaces for the 32 residential units and is in line with saved UDP Policy M10 as outlined in Appendix 1 of the UDP.

6.10.5 The proposal provides 52 cycle parking spaces for the 32 residential units which are considered to be acceptable. A Travel Plan and electric charging points is proposed in the section 106 legal agreement as is a condition setting the maximum number of car parking spaces and the minimum amount of secured and sheltered cycle spaces that are to be provided on site.

6.10.6 Overall, the proposal has been reviewed by the Council's Highways and Transportation Team who raise no objection to the proposal, subject to conditions, s106 contributions and a s278 highways agreement being signed to mitigate any affect the proposal may have on the highway network. The proposal is therefore considered to be acceptable from a highways and transportation perspective and in accordance with the NPPF, Local Plan Policy SP1 SP4 and SP7 and UDP Policies M10 and UD3.

6.11 Designing out crime

- 6.11.1 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and saved UDP Policy UD3. seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.
- 6.16.2 The proposal has been viewed by the Metropolitan Police's Designing Out Crime Officer who raises no objection to the scheme.
- 6.16.3 The scheme is considered to provide good surveillance to the street and a layout that would provide a secure environment for future occupiers.
- 6.16.4 Overall, it is considered that through appropriate design, pedestrian accesses and car parking areas within the scheme can be improved to ensure that the scheme incorporates designing out crime principles and is in accordance with the aspirations of the NPPF and London Plan Policy 7.1, 7.3, 7.4 and saved UDP Policy UD3.

6.12 Climate Change and Sustainability

- 6.17.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change.
- 6.17.2 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.
- 6.17.3 Policy 5.2 of the London Plan requires major developments to achieve at least a 35% reduction in CO2 emissions over the Building Regulations 2013 Part L standard. The submitted energy statement indicates that the proposal would achieve a 40.1% energy saving per annum over the Building Regulations 2010 which is an acceptable level based on the previous London Plan requirement (40% reduction over the Building Regulation 2010 standard). The proposed carbon reduction for the residential units achieves the minimum required. Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions with the expectation that developments meet Code for Sustainable Homes Level 4.

6.17.8 Overall, the development, subject to conditions should the application be approved, is considered to adequately reduce its greenhouse gas emissions and mitigate its impact on climate change in accordance with the NPPF and London Plan Policies 5.2 and 5.9.

6.17.9 Further conditions requiring the residential units meet CfSH Level 4 along with the abovementioned condition that there be a 35% carbon reduction (Part L Building Regulations 2013) are recommended should the application be approved and would ensure the proposal accord with the NPPF 2012 and to London Plan 2011 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions has been included.

6.13 Flood risk and drainage

6.13.1 The drainage assessment submitted by the applicant has been assessed by the council's drainage officer who expressed concerns regarding the approach proposed. As such, the submission of a revised drainage strategy prior to commencement has been secured by the imposition of a condition.

6.13.2 The Mayor's Sustainable Design and Construction SPG states that the majority of applications referred to the Mayor have been able to achieve at least 50% attenuation on the site (prior to development) surface water runoff at peak times. This is the minimum expectation from the development. No separate attenuation measures have been provided with regards to the healthcare campus.

6.14 Waste

6.14.1 UDP Policy UD7 requires development proposal make adequate provision for waste and recycling storage.

6.14.2 The LBH Waste Management Team has not objected to the proposed development and considers, based on the current information, an Amber RAG status. Amber indicates a scheme that with further detail is likely to conform to the Council's expectations with regards to residential waste storage and collection points. A condition has been included requiring the submission of an appropriate waste strategy which encompasses not only the proposed residential but also the proposed commercial units on site.

6.15 Accessibility

6.15.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All flats are designed to meet Lifetime Homes standard however, there are no dedicated wheelchair accessible flats. 10% of the proposed residential units are expected to wheelchair accessible. A

condition is recommended requiring details of 4 residential units to be accessible.

6.16 Planning obligations

6.16.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

6.16.2 Under the provisions of the Section 106 Planning Obligations SPD the scheme would generate a contribution of £36,029. The S106 SPD paragraph 7.11 confirms that where appropriate, a developer's in-house training programme can be utilised in lieu of the contribution, and One Housing Group will provide in-house training in a bespoke plan in order to provide and procure the support necessary for local people who have been out of employment and/or do not have the skills set required for the job created.

6.16.3 One Housing Group will provide Haringey's required number of apprentices by including an obligatory clause within their build contract with the Contractor to facilitate employment and training of apprentices. The applicant set out the following on this:

Once the details have been agreed by Haringey within the S106 obligation, the contractor will be required to instigate the obligation as it will be specified by OHG in the build contract. OHG has a dedicated Employment & Training Team, and Nazrul Islam will also act as Haringey's point of contact.

The E&T Team will assist in:

- Liaising with Apprentice-College/Training Provider - to ensure learning is taking place.
- Ensuring apprentice keeps diary and records learning
- Monitoring and tracking the Apprentice and liaising with Site/office Supervisor and College for feedback to ensure supervision
- Retaining Apprentice on programme and ensuring completion of NVQ Level 2 in their chosen trade
- Liaising with LB Haringey to convey the details of the training and apprentice progression

6.16.3 The following obligations are considered to be appropriate should the application be approved:

- Car capped;
- Residential Travel Plan and Car Club;
- £3,000.00 per Travel Plan for monitoring;

- £20,000.00 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000.00 towards cycling and walking improvements;
- 13% (by unit number) Affordable Housing;
- Employment and training obligations and notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months;
- Considerate Contractors Scheme.

8.0 CIL APPLICABLE

8.1 Based on the information given on the plans, the Mayor's CIL charge will be £32,468.00 (927.65 sqm of residential floor space x £35.00) and the Haringey CIL charge will be £13,915.00 (927.65 sqm of residential floorspace x £15.00). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

9.0 CONCLUSION

9.1 The proposal involves:

- Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.

9.2 The proposal is considered to be acceptable for the following reasons:

- The principle of the change of use to residential use is considered to be acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- Whilst the proposal causes less than significant harm to the Conservation Area, and this has been given consideration weight, this harm is considered to be outweighed by the reuse of a quality building in the conservation area, the design of the proposal in that it responds well to the shape of the site and its long road frontage along Hermitage Road by having the majority of the bulk and massing to the rear, outside of the conservation area, and away from the heritage building on site as well as the the overall provision of additional, high quality housing stock within the borough. In addition the harm could be overcome by a variation in materials and materials are conditioned in any case
- There would be no significant impact on parking with improved access to the site;

- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The 32 new residential units would meet Code for Sustainable Homes Level 4 and the required carbon reduction targets set out in the London Plan;
- The indicative mix of residential units is considered to be acceptable and would bolster housing stocks within the borough;
- The s106 financial obligations for affordable housing, skills and training, highways/transportation, are considered to be appropriate in mitigating any affect on local infrastructure;

9.3 This planning application is recommended for APPROVAL subject to the conditions and informatives set out and to the prior completion of a s106 legal agreement.

10.0 RECOMMENDATIONS

8.1 Resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning is delegated the authority to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement.

8.2 That the section 106 legal agreement referred to in resolution (1) above is to be completed no later 30 June 2015 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

8.3 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 the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2015/0034, those conditions being:

CONDITIONS AND REASONS

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Those being:

OHG-MPS-HTA_A_XX-00_DR_0traub001 Rev A; OHG-MPS-HTA_A_XX-00_DR_0002; OHG-MPS-HTAA_XX-00_DR_0004; OHG-MPS-HTA-A_XX-00-

DR_0005; OHG-MPS-HTA-A_XX-E1-DR_0003; OHG-MPS-HTA-A_BAB-ZZ-DR_0200 Rev F; OHG-MPS-HTA-A_BAB-ZZ-DR_0201 Rev E; OHG-MPS-HTA-A_BC-ZZ-DR_0203 Rev C; OHG-MPS-HTA-A_XX-00-DR_9100 Rev E; OHG-MPS-HTA-A_XX-E1-DR_0204 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0205 Rev A; OHG-MPS-HTA-A_XX-E1-DR_0207 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0208 Rev C; OHG-MPS-HTA-A_XX-E1-DR_0209 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0211 Rev B; OHG-MPS-HTA-A_BA-UN-DR_0300 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0301 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0302 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0303 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0304 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0305 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0306 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0310 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0311 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0312 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0313 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0314 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0315 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0316 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0317 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0318 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0319 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0320 Rev A; OHG-MPS-HTA-A_BC-UN-DR_0330 Rev A.

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any of the hereby approved buildings fronting Hermitage Road. The proposed flatted development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

5. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities and waste collections have been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

6. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

7. No works shall be carried out on the site until a detailed report, including risk assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority (reference to the London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. Prior to the first occupation of the hereby approved thirty-two (32no) residential units, installation details of the boiler to be provided for space heating and domestic hot water are to be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by the London Plan 2011 Policy 7.14.

9. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 35% against Part L of the Building Regulations 2013 and a Code for Sustainable Homes rating of Level 4. No dwelling shall be occupied until a final Code Certificate has been issued by a suitably qualified expert for it certifying that this reduction has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

10. At least four (4no) of the hereby approved thirty-two (32no) residential units shall be wheelchair accessible or easily adaptable for wheelchair use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2.

11. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no:

- A) roof extensions;
- B) rear extensions;
- C) side extensions;
- D) front extensions;

shall be carried out to any dwellinghouse hereby approved within both the DETAILED and OUTLINE component of the permission without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. Notwithstanding the information submitted with this application, no development shall take place until precise details depicting 56 secure and sheltered cycle spaces and no more than 12 car parking spaces are provided for on site in connection with the development hereby permitted, are submitted to, and approved in writing by the Local Planning Authority. The development will then be retained as such in perpetuity in accordance with these details.

Reason: To promote sustainable modes of transport and protect the free flow of traffic on local roads area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006

13. Building, engineering or other operations such as demolition, works preparatory to or ancillary to the construction shall take place between the hours of 08:00am and 18:00pm Mondays to Fridays, and between the hours of 08:00am and 13:00pm Saturdays only, and no works shall be carried out at any times on Sundays or Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of adjacent residents and the area generally and to meet the requirements of London Plan Policy 7.6 and Saved UDP Policy UD3.

14. Prior to the commencement of any works on site, a site wide landscaping plan shall be submitted to, and approved in writing, by the Local Planning Authority. The details shall include (but not limited to):

- a) Details of Hardstanding;
- b) Details of all soft landscaping and planting to include species, size, and type of planting.

Reason: In the interests of improving the visual amenity and biodiversity in the area in accordance with London Plan Policy 7.19 and Local Plan Policy SP13.

15. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to the local planning authority for consideration and determination and thereafter, any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability and in accordance with 5.13 of the London Plan.

INFORMATIVES

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

INFORMATIVE: Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

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

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

INFORMATIVE: Community Infrastructure Levy. The application is advised that the proposed development will be liable for the Mayor of London's CIL and Haringey's Local CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £32,468.00 (927.67 sqm of additional residential floor space x £35.00) and the Haringey CIL charge will be £13,915.00 (927.67sqm of residential floorspace x £15.00). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: The applicant is advised that prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Legal Agreement – Heads of Terms:

The granting of permission for this application would require a Section 106 legal agreement to include the following heads of terms:

- Car capped;
- Residential Travel Plan, Car Club, Electric Charging Points;
- £3,000.00 per Travel Plan for monitoring;
- £20,000.00 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000.00 towards cycling and walking improvements;
- 13% (by unit number) Affordable Housing.
- Notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months;
- Considerate Contractors.

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

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

- 1.** In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, traffic management studies, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
- 2.** In the absence of the provision of 13% on site affordable housing and review mechanism to secure further affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan policy SP2 and London Plan policy 3.12
- 3.** In the absence of a considerate constructor's agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.
- 4.** In the absence of a scheme towards Construction training / local labour initiatives and a financial contribution towards Work Placement Co-ordinators (WPCs), the proposal would have an unacceptable impact on the community and would be contrary to Local Plan policy SP8 and London Plan Policy 4.1

(5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) 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,
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management 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.

APPENDIX 1 - Consultation responses

No	Stakeholder	Questions/Comments	Outcomes
1	Building Control	No objection to the proposal	
2	Secure By Design Officer	No objection to the proposal.	
3	LBH Environmental Health:	No objection to the proposal.	Conditions recommended regarding air quality, dust control, boiler emissions. Informative regarding asbestos.
4	TfL	No objection to the proposals. Agrees with the requirement that travel plans should be approved and monitored. Electric charging points and cycle parking should be provided in line with TfL standards.	S106 requirements: Travel Plans, Electric Charging Points. Conditions: Cycle and vehicular Parking
5	LBH Transportation	No objection to the proposal.	S106 requirements: Travel Plans, Electric Charging Points. Conditions: Cycle and vehicular Parking S278 works to repair redundant cross overs
6	Thames Water	No objection to the proposal.	
7	Tottenham CAAC	Supports the Scheme.	
8	LBH Conservation Officer:	Initially raised objections to the design of the scheme. Whilst there is merit to what the overall principle of the scheme entails, the demolition of the side extension and out buildings, what is proposed seems to lack articulation and would harm the conservation area. Having viewed the amended plans, there is little to suggest that the alterations to the top floor of the	Conditions requiring materials to be submitted and a landscaping plan.

		flats, balustrade changes and parapet level changes have done enough to overcome these initial concerns. The elevation remains unbroken and there is little articulation in the facade with regards to material changes.	
9	LBH Cleansing	RAG status of Amber. Further details required for the storage of waste and recycling required.	Condition requiring details of waste and recycling storage.
10	Turner's Court Residents Association	No objection to the proposal. Raises concerns about disruption during construction and low affordable housing provision.	Conditions relating to construction hours.
11	Haringey Cycling Campaign:	Neutral. The developer should improve the public realm by widening the footpath reducing the corner of their site by 700mm. RESPONSE: The portion of the site in question relates to the historic pattern of development and siting of the police station building. Altering this portion would harm the setting of the building within the Conservation Area. Notwithstanding the conservation concerns with regards to this request, the Council's Transportation Team and TfL both did not raise this as a matter of concern.	
12	NHS Mental Health Trust:	Objects to the erection of scaffolding on their neighbouring property and the height of the proposed three storey buildings being able to overlook mental health accommodation. RESPONSE: The proposal is considered to not cause harm to neighbouring amenity. Separation distances between the mental health facilities and the proposed buildings is considered to be sufficient to protect the amenities of both future residents and neighbouring patients.	
13	St Ann's CAAC	Objection to the proposal. Matters being the demolition of the side extension to the Police	

		<p>Station, walls, posts and gates; low affordable housing; unacceptable massing and appearance and effect on neighbouring and residential amenity; and general overdevelopment of the site.</p> <p>RESPONSE: The proposal has been assessed and considered to be acceptable with regards to design, appearance, massing and impact on the St Ann's Conservation Area generally. The site is not adjacent to residential uses and is not considered to harm amenities of nearby residences of the hospital. The side extension to the Police Station is a later addition, and whilst older than all other outbuildings on site, is certainly not original to the Police Building itself. Its removal is not considered to be harmful to the appearance of the main Police Building. Further to this, the extension being single storey sits awkwardly with the taller Police Building. A taller extension is considered to be more appropriate and complementary to its design and appearance.</p>	
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