

LIST OF RECOMMENDATIONS UNDER DELEGATED POWERS 15/04/2008

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2008/0152

Ward: Woodside

Date received: 15/01/2008

Last amended date: 11th March 2008

Drawing number of plans 3004PL_105a – 109a incl., 120a – 128a incl.

Address: Ariella & BT Site, 25 Watsons Road N22 7TZ

Proposal: Demolition of existing buildings and erection of 1 x 4 storey block, 1 x 3 storey block, 2 x 2 1/2 storey blocks and 1 x 2 storey block to accommodate 60 residential units; erection of 1 x single storey commercial building (400 sqm) together with the provision of 11 car parking spaces, secure cycle parking spaces and associated landscaping (AMENDED DESCRIPTION + AMENDED PLANS)

Existing Use: Light Industrial/ Car Park **Proposed Use:** Residential/ Commercial

Applicant: Presentation Housing Association

Ownership: Private

PLANNING DESIGNATIONS

Road Network: B Road

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions and a Section 106 Legal Agreement

SITE AND SURROUNDINGS

The site consists of two elements namely an area of land on the eastern part of the site formerly used by BT as overspill/ temporary car parking and secondly a large yard with a range of small buildings to the west of the site. The application site is approximately 0.5 hectares in size and is predominantly level with a slight slope to the south. The existing buildings on site include two 2-storey factory buildings and a small single storey workshop at the north of the site. The site is in a general state of neglect and does not make a positive contribution to the streetscape. Access to the site is via Watsons Road, at the junction with Ringslade Road.

The site is surrounded predominantly by residential uses in the form of two-storey terraced houses on the west, north and southern boundaries. The St Michael's Church of England Primary School and Church Hall is located to the north-west of the site. Greenridings House, a 5-storey building is located on the eastern boundary. Immediately abutting the northern boundary of the site is the designated Trinity Gardens Conservation Area. Along Bounds Green Road, the two-storey residential properties at numbers 7 and 9 are Grade II Listed buildings.

The site is situated 100m from the Wood Green High Road (a Metropolitan Town Centre) and is within walking distance of Wood Green Underground Station. Alexandra Palace overland railway station is approximately 1km walking distance from the site.

PLANNING HISTORY

HGY/2005/1011- Demolition of existing buildings and erection of 2 / 3 / 4 storey blocks comprising 11 x 1 bed, 66 x 2 bed and 12 x 3 bed flats with associated landscaping – Refused 02/09/2005 – Dismissed on appeal 11th July 2006.

HGY/2004/1920 - Demolition of existing buildings and erection of 4 x 2 storey, two bed houses and 2 x part 4/5/6 storey blocks comprising 15 x 1 beds and 55 x 2 bed flats and associated landscaping. – Withdrawn 19/10/2004.

HGY/1997/0468 - Use of the premises for car repairs and servicing including panel beating and spraying. – Granted 06-05-97

HGY/1995/1209 - Change of use to car repairs and servicing including panel beating and car spraying – Refused 09-01-96

DETAILS OF PROPOSAL

This application is an amended scheme for the demolition of the existing buildings and the erection of a 1 x 4 storey block, a 1 x 3 storey block, 2 x 2 1/2 storey blocks and a 1 x 2 storey block to accommodate 60 residential units; together with the erection of 1 x single storey commercial building (400 sqm) with the provision of 13 car parking spaces, secure cycle parking spaces and associated landscaping. This is an amendment to the original submitted scheme which had 2 x 4 storey blocks and had a total of 66 units.

CONSULTATION

Ward Councillors
Building Control
Legal Services
Noise and Pollution
Policy
Transport for London
1 – 53, (c.) 2-56 (e) Ringslade Road, N22
1-45 (c.) Woodberry Road
2-48 (e) Woodberry Road
2 – 56 (e) Ringslade Road, N22
1a, 1 – 47 (o) Warberry Road, N22
2 – 48 (e) Warberry Road, N22
1 – 9 (o) Ranelagh Road, N22
11 – 27 (o) Ranelagh Road, N22
2 – 10 (e) Ranelagh Road, N22
12 – 20 (e) Ranelagh Road, N22
1 – 21, 19a (o) Selbourne Road, N22
2 – 20 (e) Selbourne Road, N22
22 – 34 (e) Selbourne Road, N22
1 – 29 (o) Bounds Green Road, N22
1 – 9 (o) Wolsley Road, N22
2a, 2 – 40 (e) Wolsley Road, N22
16 Watsons Road, N22
1 – 31 (o) Cumberland Road, N22
2 – 32 (e) Cumberland Road, N22
Flats 1-5 Wren Court, 29 Bounds Green Road
St Michael's CoE Junior School
St Michael's Church Hall
BT Greenridings House, 245 High Road, N22

RESPONSES

London Fire and Emergency Planning Authority - The Brigade is not satisfied with the proposal. This has been brought to the attention of the applicant's. Sprinklers will need to be installed in Block C to overcome this concern.

Design & Conservation - Overall, the scheme looks good in terms of layout and relationship to the existing pattern of development. Whilst the central blocks are a storey higher than the terraced housing adjacent to the site, the London Plan supports the principle of higher density development in areas of good transport accessibility given high design standards. I believe this scheme has the potential to be a positive contribution to the local built environment and makes good use of the development site. To ensure that this scheme is of high design quality we should seek to specify excellent materials and finishes through the use of appropriate conditions.

Crime Prevention Design Adviser. – Officers comments are summarised as follows:

- Defensible Space - It is vital that there is clear demarcation between semi-public and private space within the development and that this “defensible space” is promoted for the good of the future residents. I do not generally consider a line of planting as a sufficiently robust barrier. I am especially concerned with the space around Block B and the front elevation of Block A. (Safer Places 2004, p.30)
- I am concerned that the communal entrance on Block E (next to E.0.6) appears unnecessarily recessed. This could lead to the entrance becoming a congregation point with associated anti-social behaviour issues.
- The cycle storage by the main entrance is very poorly located. It is sited away from the control and surveillance of most of the site and is too close to the public highway.
- Regardless of the Secured by Design scheme, it is crucial that all communal door entry systems are of a high security standard.
- The use of good quality lighting, especially on access points and routes throughout the scheme are a key crime prevention measure.

Transportation – Comments incorporated in the report below.

Local Residents - Letters of objection have been received from the residents of the following properties No's 2, 14, 23 Warberry Road, No's 7, 11, 12, 13 14, 15 Ranelagh Road, No's 14, 16, 18, 19, 25, 26, 30, 31, 33, 36, 38 42, 53 Ringslads Road, No's 5, 10, 16 21, 23, 22, 44, No 45 Warberry Road, No's 5, 26 Selbourne Road, No's 4, 9, 11, 20, 22 Cumberland Road, 9, 29 Bounds Green Road, No 18 Wolseley Road and No 21 Barrrett Avenue, and are summarised as follows:

- Efforts should be made to explore the potential for commercial use;
- Out of scale with surrounding residential properties - 2 storey terrace houses
- Lack of parking, impact on neighbouring roads – future residents should be prevented from obtaining parking spaces in the CPZ;
- Effects on cul de sac status, privacy and security of Ranelagh Road (residents would prefer the site be separated by a building as it is now);
- This development will make the rat-run problem on Watsons Road/ Ringslade Road worse;
- Impact of the development on neighbouring homes;
- Impact of the proposal on Victorian character of neighbouring area;
- Overdevelopment of the site;
- The proposal will place further pressure on school places, medical centre and social services,

- Overlooking to neighbouring properties/ playground of St Michael's School;
- Overshadowing to neighbouring properties;
- Architectural style should have more brick – bricks should be re-used;
- Concerns in respect of the upkeep and management of central amenity space;
- Watsons Road is unsuitable for pedestrian use;
- Watsons Road, Ringslade Road, Cumberland Road is a major rat run – measure must be taken to address/ control this;
- Proposal will overshadow and dominate Grade II Listed Buildings on Bounds Green Road;
- Volume of pedestrians and vehicular traffic will adversely affect the quality of the area;
- Poor quality of accommodation/ light levels;
- Loss of employment.

Letters of objection has been received from Avenue Gardens Residents Association & Watsons Road Action Group and are summarised as follows:

- Blocks A and B at four storeys are too high for the site and will impact the privacy and amenity of the neighbouring gardens;
- Blocks A and B will adversely dominate the streetscape of Ringslade Road;
- Access routes for emergency fire vehicles appear complicated and convoluted;
- Blocks A and B have habitable rooms directly facing each other over a space of 14m;
- The sawtooth roof form is alien to the area and will overly dominate the surrounding dwellings;
- There is very little public open space provided,
- The proposal represents overdevelopment / cramming of the site.

Arriva – Have no comment to make in regards to this application itself, but express concerns that that the additional parking demand will be generated in adjacent streets which are already heavily parked. They also express concern about the impact of the proposal on traffic generation at the junction of Watsons Road and Wood Green High Road and Cumberland Road with Stations Road.

Haringey Design Panel Review - A scheme was presented to Design Panel on 12 April 2007 and their comments are attached in APPENDIX A.

Development Control Forum – A meeting to discuss the issues of the application took place on 7th February 08 and the minutes of this meeting are attached in APPENDIX B.

RELEVANT PLANNING POLICY

National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
 Planning Policy Statement: Planning and Climate Change (Supplement to PPS1)
 Planning Policy Statement 3: Housing
 Planning Policy Guidance 13: Transport
 Planning Policy Statement 22: Renewable Energy

The London Plan - 2004

Policy 3A.1 Increasing London's supply of housing
 Policy 3A.2 Borough housing targets
 Policy 3A.3 Efficient use of stock
 Policy 3A.4 Housing choice
 Policy 3A.5 Large residential developments
 Policy 3A.8 Negotiating affordable housing in individual private residential and mixed-use schemes
 Policy 3A.10 Special needs and specialist housing

Policy 4B.3 Maximising the potential of sites
Policy 4B.5 Creating an inclusive environment
Policy 4B.6 Sustainable design and construction
Policy 4B.7 Respect local context and communities
Policy 4B.9 Large-scale buildings – design and impact
Policy 4C.8 Sustainable drainage
Policy 4C.21 Design statements
Policy 6A.4 Priorities in planning obligations
Policy 6A.5 Planning obligations

Supplementary Planning Guidance (Mayor of London)

Sustainable Design and Construction (May 2006)
Housing (November 2005)
Accessible London: Achieving an Inclusive Environment (April 2004)

Adopted Unitary Development Plan, 2006

Policy G1 Environment
Policy G2: Development and Urban Design
Policy G3 Housing Supply
Policy UD2 Sustainable Design and Construction
Policy UD3 General Principles
Policy UD4 Quality Design
Policy UD6 Mixed Use Development
Policy UD7 Waste Storage
Policy UD8 Planning Obligations
Policy ENV2 Surface Water Runoff
Policy ENV3 Water Conservation
Policy ENV6 Noise Pollution
Policy ENV7 Air, Water and Light Pollution
Policy ENV9 Mitigating Climate Change: Energy Efficiency
Policy ENV10 Mitigating Climate Change: Renewable Energy
Policy ENV11 Contaminated Land
Policy ENV13 Sustainable Waste Management
Policy HSG1 New Housing Development
Policy HSG4 Affordable Housing
Policy HSG7 Housing for Special Needs
Policy HSG9 Density Standards
Policy HSG10 Dwelling Mix
Policy M2 Public Transport Network
Policy M3 New Development Location and Accessibility
Policy M4 Pedestrian and Cyclists
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
Policy M10 Parking for Development

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG3a Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Parking Standards
SPG7b Vehicle and Pedestrian Movement
SPG7b Travel Plans
SPG7c Travel Assessment
SPG8a Waste and Recycling
SPG8b Materials

SPG8c Environmental Performance
SPG8d Biodiversity, Landscaping and Trees
SPG8e Light Pollution
SPG8f Land Contamination
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
SPG10c Education needs generated by new housing

ANALYSIS/ASSESSMENT OF THE APPLICATION

This application follows on from a previous refusal (LPA Ref: HGY/2005/1011) for a scheme for 89 residential units to be accommodated within 2, 3 & 4 storey residential blocks. This decision was subsequently dismissed on appeal (referred hereafter as the '2006 Appeal Decision') on the grounds that:

- (1) at the point of this decision there was insufficient evidence to convince the Inspector that the site was no longer required for employment uses, or that an employment redevelopment could not be considered viable; and
- (2) the residential development would result in an inappropriate quality of development in regards to its effect on the character and appearance of the host environment and future and adjoining residents.

In deterring the current application consideration has been given to the '2006 Appeal Decision', which is commented upon further in this report. The main issues in regards to the current application are the (1) the principle of a mixed use scheme, (2) the design and form of the proposed buildings, (3) transport & parking, (4) impact on residential amenity; (5) impact on setting and appearance of adjacent Conservation Area and Listed Buildings (6) environmental issues, sustainability and renewable energy and (7) planning obligations/ Section 106.

1 PRINCIPLE OF A MIXED USE SCHEME

Overall Principle

The proposal site is currently vacant and contains dated factory buildings on the western half of the site. These buildings were used for light industrial use related to the textile industry (Ariella Fashions). As discussed above the eastern part of the site was formerly used as a private car park by BT.

The application site is not located within a defined employment area. The redevelopment of this site will still retain a proportion of BI space (400 sq.m). Whilst it is accepted that there will be a reduction in the employment floorspace it is acknowledged that that the scheme will create a new building within the site to meet the requirements of a modern commercial business. Based on employment density guidance the proposed commercial building could provide sufficient floorspace for 21 office employees. According to the applicant's there were between 15 and 20 full time employees at Ariella in recent years.

The redevelopment of this site with a mixed use scheme is in accordance with the broader principles of Central Government Planning Policy, namely with paragraph 27 of PPS1 which seeks to "to promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings". This is also reflected in policy UD6 'Mixed Use Development' which states that "where appropriate developments should include a mix of uses in order to ensure sustainable development, particularly where such developments are located in town centres, areas of high public transport accessibility and within major new development".

The application site is located next to an established residential area, close to Wood Green town centre and close to a number of public transport facilities. Residential development is

considered appropriate for this site and to be in accordance with the sequential approach advocated in policy HG1 'New Housing Development'.

Residential Density

This site has an area of 0.49 hectares. This residential element of the proposal will have a habitable room density of 433 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares.

In terms of the London Plan (2004), the plan categorises density ranges in terms of location, setting, existing building form and massing. Based on the density matrix (as shown in Table 4b. of the plan) the site is considered to be within an urban area with terrace house and flats are the predominant housing type, the site is close to a town centre and a density of 200-450 HRH would be acceptable. The proposed residential density is therefore considered to be acceptable and to be in keeping with both the density standards of the Adopted UDP and the London Plan.

Residential Mix

Policy HSG10 seeks to ensure a mix of housing types and sizes within developments to meet the range of housing needs in the borough. The recommended mix for private market housing as set out in SPG3a requires a dwelling mix of 37% 1 bedroom units, 30% 2 bedroom units, 22% 3 bedroom units and 11% 4 bedroom units. The residential mix for the current scheme equates to 15 (25%) one bed units, 29 (49%) 2 bed units, 11 (18%) three bed units and 5 (8%) four bed units.

The recommended mix for affordable housing development is also set out in SPG3a and requires a mix of: 28% 1 bed, 20% 2 bed, 22% 3 bed flats and 32% 4 bed. The residents mix for the affordable housing element equates to 36% 1 bed, 25% 2 bed, 21% 3 bed and 18% 4 bed units.

Given the relatively small nature of this site and the constraints associated with the site the residential mix is considered to be acceptable. The proposal will make an important contribution to housing provision of the area.

Affordable Housing

In line with Planning Policy Guidance Note 3, Government Circular 06/98, policies 3A.7 and 3A.8 of the Adopted London Plan and the Council's UDP policies a proportion of affordable housing is required to be provided on site to meet the borough target of 50%. The London Plan seeks to achieve a range of types of affordable housing and an appropriate balance between social and intermediate housing, to meet a London wide objective of 50% social housing and 50% intermediate housing.

In terms of this policy requirement the scheme as initially submitted met the policy requirement. However the loss of the fourth storey to Block B has resulted in the loss of 6 x 1 bed rented units, therefore bringing the affordable housing provision down to 47% across the site.

In terms of the habitable rooms provided the scheme will provide 186 habitable rooms, of which 89 (47%) will be affordable and 97 (53%) private sale. The affordable housing provision is split 50% shared ownership (14 units) and 50% affordable rent (14 units) and is in accordance with the Policy HSG4.

On balance the proposal is considered to be an acceptable balance and to be in accordance with the requirements of policy HSG4 and SPG 10b 'Affordable Housing'.

Use of the Commercial Building

Under the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 the proposed B1 use could be used for either office (other than uses within Class A2), research and development and light industrial uses. In this instance a condition will be placed on this consent restricting the permitted change of part of the floorpace to a B8 (storage and distribution) use. This condition is considered necessary because of the restrictive access arrangements to the site and the difficulties that may arise from some B8 uses (i.e. trade counter use).

2 DESIGN, BUILT FORM & LAYOUT

Siting and Design

The residential element of the proposal will be accommodated within five blocks. The centre of the site will accommodate the largest blocks; one of which will be four storeys in height (Block A) and the second three storeys (Block B). These blocks will accommodate the flatted/maisonette development and will be located on a north south axis. Block B will accommodate private units only.

The layout of Blocks A & B generally responds to the street pattern of Ringsdale Road. These blocks will be 14m away from each other. The height of Block B has been changed, as per the amended plans, to produce a more modest building form and to improve the relationship between the blocks. This change will help to ensure adequate opportunities for views, outlook and light to the upper floor flats of Block A.

The height of Block A is considered to be acceptable as it sits close to a five storey block - Greenridings House. There are few openings on the flank walls of these blocks. Both Blocks A & B will have a distinctive roof profile (a sawtooth roof) which will help to reduce the bulk and height of these blocks. The use of sawtooth roof is a reference to the industrial heritage of the site. The side and front elevations of the Blocks A & B will be faced in red brick (with grey brick at plinth level), while the rear elevation of Block B will be mainly rendered.

The ground floor maisonettes units of Block A will have private rear gardens while the upper floor flats will have balconies/ roof terraces. The upper floor flats to Block B will have balconies while the ground floor units will have small terrace area.

The remaining three blocks are located along the peripheries of the site, adjacent to the north, south and west boundaries. Block C will be located close to the northern boundary of the site and will consist of a terrace of 6 units. This terrace will be two and half storey in height. One of these units will be a wheelchair unit. The front elevation of this terrace will be largely rendered while the rear elevation will be faced in brick. The existing brick wall along the back boundary will be either repaired or rebuilt. It is also proposed to provide a planted trellis above this brick wall. These units will have very small rear gardens however the front gardens will be much larger to take advantage of the south facing aspect. Block C will be 40m away from the nearest properties on Bounds Green Road.

Block D will be almost next to the western boundary of the site and will accommodate a terrace of 4 x 2 bedroom units. This block will be two storeys in height with a pitched roof form. These units again will have a rendered front elevation and brick rear elevation. There are no windows on the first floor elevation of these units except for high level velux windows, therefore preventing overlooking into the rear gardens of adjoining properties on Ranelagh Road. The existing boundary wall which forms part of the existing industrial building will be either retained or rebuilt as necessary with a 1m high steel railing above with climbing plants.

Block E will be built on the southern boundary of the site along the boundaries with No 48 Warberry Road and No 53 Ringslade Road and will sit in a similar position to the existing industrial building. This terrace will be two and half storey in height, with front roof dormers, and will accommodate 6 x 3 bedroom units. The existing southern boundary wall will be repaired or rebuilt as necessary and increased in height by 0.8m. There will be high level velux windows on the rear roof slope of this terrace serving staircase/ landing and bathrooms.

It is acknowledged that the north facing aspect of these units is a weakness of the overall scheme. However given the constraints of the site, the need to respect the street pattern of the surrounding area and privacy and amenity of neighbouring occupiers this arrangement is on balance considered to be acceptable.

Block E will also consist of small two-storey element which will sit at right angle to main bulk of Block E and which will line up with the front building line of Ringslade Road.

A shared communal garden area will be created in between Blocks B, C, D & E. This will be 15m by 21m and will include a children's play area.

The commercial block will be single storey in height and will be located along the eastern boundary of the site adjacent to Greenridings House.

Overall the layout of the proposed has been carefully designed and responds to neighbouring street pattern. Both Ranelagh & Ringsdale Road will be visually extended, however the scheme will not have a pedestrian link to Ranelagh Road (although it might be preferable to have some form of link, local residents were against this).

Materials

A comprehensive palette of materials, including brick, render, steel balustrades and artificial slate will be used. The external outward-facing elevation will be faced in brickwork and will reflect the style and materials of the adjacent houses- essentially brick houses with pitched roofs. The front elevation of Block A & B will have a grey brick plinth and a series of balconies along the front elevation of both front blocks. The internal courtyard facing elevations will have a different elevational treatment and will primarily consist of render and cladding.

Internal Layout/ Access

The proposed residential units will comply with Housing Corporation standards and the Council's standards as set out in SPG3a.

Amenity Space

The flatted/ maisonette units in Block A will have either private gardens, balconies or roof terraces while the units in Block B will have private balconies. As discussed above the family size units in Block C will have large front gardens and small rear gardens. The units in Blocks D & E will have very limited amenity space however these units will have access to a communal garden area, with children's play area, located in between blocks B, C, D & E.

A landscaping strategy has been submitted with this application. A boulevard of tree planting is proposed to the fronts of blocks A & B.

In the previous application the very 'limited amounts of green space' and the 'disproportionate amount of hard landscape to soft landscape' was noted by the Inspector in the appeal decision. The inclusion of a communal garden area and more private gardens has addressed this concern.

3 TRANSPORT AND PARKING

In accordance with the requirements of SPG7c a Transport Assessment has been prepared by Intermodal Transportation. The Traffic Assessment provides an assessment of the likely traffic generation associated with the proposed development, an assessment of the impact of the development on the local road network and an assessment of the accessibility of the site.

Public Transport Accessibility

This proposed development is at a location with high public transport accessibility level, with Wood Green tube station, a short walking distance away. The Council's Transportation Officer considers that a high proportion of prospective residents of this site would travel by sustainable travel modes to and from the site.

Vehicle Accesses and Parking:

The site will be accessed via the southern access point which fronts onto Ringslade Road and Watsons Road. There will be no access along the western boundary of the site.

It is proposed to provide 13 car parking spaces; 11 of which will be for residents (two of which will be mobility impaired spaces) and two for commercial use. It is also proposed to provide 40 cycle racks enclosed in a secure shelter. The Council's Transportation Officer is satisfied with the level of car parking/ cycle provision proposed.

The car parking space will be allocated to shared ownership and private sale units. Some of the residential units will be required to be 'car free' in line with a legal agreement which will prevent future residents from applying for car parking permits. The site is next to Wood Green controlled parking zone operating everyday between 0800hrs and 2200hrs, which provides adequate on-street car parking control at this location. Therefore, the characteristics of this site fulfil the criteria set out in the Council's adopted 2006 UDP Policy M9, for dedication as a car-free development.

Traffic Generation

In terms of traffic generation the Council's Transportation Officer considers that the proposed development would only generate some 18 and 11 vehicle movements in the morning and evening peak hours respectively and subsequently considers that this level of generated vehicle movements would not have any significant adverse impact on the existing traffic or indeed car parking demand on the adjoining roads.

It is therefore deemed that with this low level of projected increase in vehicular trips to and from this site, together with the restricted car parking provision the traffic impact of this development proposal on the adjoining roads will not be significant.

Walking/ Cycling

In terms of pedestrian access the site will be accessed via Ringslade Road/ Watsons Road. A development of this magnitude will have a high level of pedestrian connecting to bus stops on the High Road and Wood Green tube. The Council's Transportation Officer considers existing pedestrian safety provisions along Watsons Road to be inadequate.

A range of highway safety measures encompassing extension of footway width, relocation of street furniture, construction of a pedestrian crossing facility linking the footways together with traffic calming measures (speed humps, pinch points, site access junction entry treatment/raised tables et al) are considered necessary on Watson Road and the northern section of Ringslade Road. Such measures would also assist cyclists. These improvements will therefore be sought through a Section 106 agreement.

4 IMPACTS ON LOCAL RESIDENTIAL AMENITY

Daylight and Sunlight Issues

A daylight and sunlight study was prepared and submitted with this application to assess the likely impact of the proposed development on the nearest neighbouring residential properties. The report has been carried out in accordance with BRE Report 'Site Layout Planning for

Daylight & Sunlight” 1991, the standard identified by Haringey’s Unitary Development Plan. This Vertical Sky Component (VSC) and Average Daylight Factor (ADF) have been used in this analysis.

The VSC is a measure of the amount of light available to any window and depends upon the amount of unobstructed sky that can be seen from the centre of a window under consideration. The amount of visible sky and consequently the amount of available skylight is assessed by calculating what is called the vertical sky component at the centre of the window. The BRE guide advises that non-habitable rooms need not be analysed for VSC.

The ADF method uses a mathematical formula, involving values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and takes into account the size and number of windows and size of rooms.

The study specifically considers the nearest residential properties: namely No’s 20 & 27 27 Ranelagh Road, No 48 Warberry Road, No 53 Ringsladre Road, No’s 3, 7, 11 & 15 Bounds Green Road. The scheme is fully compliant with BRE Guidelines, meeting both the VSC and ADF criteria and in fact the scheme will deliver an improvement to daylight and sunlight to a number of windows of neighbouring properties. The proposal is in accordance with the requirement of SPG3b ‘Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight’.

Overlooking/ Privacy

The scheme has been designed to minimise overlooking to neighbouring properties. The existing boundary walls along the southern and western boundaries of the site which form part of the existing industrial buildings will be either retained or rebuilt as necessary. In addition a 1m high steel railing above with climbing plants will be placed above the western wall and a trellis above the northern boundary wall.

The buildings along these boundaries will have some high level velux windows on the rear roof slopes which will not lead to direct overlooking into the rear gardens of adjoining properties. The block along the northern boundary of the site (Block C) will sit 40m away from the nearest properties on Bounds Green Road.

The height and mass of the central block has been reduced by one floor and will not have an overbearing, dominant or detrimental impact on the residential amenities to neighbouring occupiers.

Although the Local Planning Authority (LPA) would expect normal privacy standards (i.e. 20m for two-storey development, with 10m for each additional floor) to be met; this has not been achieved in respect of Blocks A & B. However, on balance the relationship between these block is considered to be acceptable, as the blocks will have living rooms (Block B) facing bedrooms (Block A) as opposed to living rooms facing living rooms. Blocks A & B will have dual aspect flats.

5 IMPACTS ON SETTING & APPEARANCE OF ADJOINING CONSERVATION AREA/ LISTED BUILDINGS

View into the and out of the adjoining Conservation Area (Trinity Gardens Conservation Area) are limited to gaps between buildings. It is considered that the proposed development will not impact the setting/ views of the conservation area opposite this site. In respect of the previous scheme the Inspector considered that ‘important view into the Conservation Area would not be lost or harmed’.

5 ENVIRONMENTAL ISSUES, SUSTAINABILITY & RENEWABLE ENERGY

Tree Protection

There are no trees on site or significant trees located in the adjoining properties.

Sustainability

In accordance with the requirement of SPG9 a 'Sustainability Statement and Checklist' has been submitted with this application. The proposals scores high on the Council's sustainability checklist as the scheme incorporates a number of sustainable measures: namely by:

- Being a brownfield development;
- Highly accessible by public transport;
- Housing to be constructed to attain Code for Sustainable Homes Level 3;
- Careful orientation to optimise passive solar gain;
- Low energy lighting will be provided;
- Low water sanitary fittings will be submitted throughout;
- Use of renewable energy technologies;
- Housing to be constructed to attain Code for Sustainable Homes Level 3 and Building Regulations Part L;
- Use of brown roof for the commercial building which will provide a habitat for wildlife;
- Commercial space to be designed to good practice standards of energy efficiency.

Use of Renewable Energy

In accordance with the requirements of the London Plan, an assessment of the potential contribution of renewable energy technologies for this development was undertaken. The use of solar water heating (SWH) has been identified on commercial and technical grounds as the most effective solution for meeting the 10% renewable energy requirement. Individual systems will be installed to each residence. It is calculated that the inclusion of solar water heating will provide approximately 14% of the development energy requirements, representing a 12% decrease in carbon dioxide emissions. When combined with energy efficiency measures there would be 26% decrease in carbon dioxide emissions.

Environmental Impact Assessment (EIA)

The LPA have considered that an EIA was not required for this site.

6. PLANNING OBLIGATIONS/ SECTION 106

Under Section 106 of the Town and Country Planning Act, 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.

Highway/ Environmental Improvements

A contribution of £100,000.00 is being sought for a range of highway safety measures encompassing the extension of footway width, relocation of street furniture, construction of a pedestrian crossing facility linking the footways together with traffic calming measures (speed humps, pinch points, site access junction entry treatment/raised tables et al) are considered necessary on Watson Road and the northern section of Ringslade Road. The applicant's will also be required to enter into a Section 72 Highways Act 1980 agreement for the dedication of a strip of land at the southeastern end of the site, to the highway authority, to foster the widening of the footway north of Watsons Road.

Education Contribution

In line with Supplementary Planning Guidance SPG10c 'Educational Needs Generated by New Housing', it is appropriate for Local Planning Authorities to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution associated with this development is calculated to amount to £295,000.00.

The Local Planning Authority recognises the high level of affordable housing and family units being provided in the overall scheme and its associated cost. The Local Planning Authority accepts that there can be a degree of flexibility in the calculation of the education contribution. As stated in this SPG "each application will be considered on its merits on a case by case basis". The Local Planning Authority therefore accepts a contribution of £250,000.00 to be a reasonable compromise.

SUMMARY AND CONCLUSION

The proposed redevelopment of this site with a mixed use scheme comprising of 60 residential units and 400 sq.m will unlock the full potential of the site and provides a better frontage onto adjoining roads. The proposed scheme has been carefully designed in respect of the neighbouring street patterns and the building heights, forms and styles of neighbouring properties. The proposal will deliver a significant amount of high-quality affordable and market housing and will make a positive contribution to the Borough's housing supply. The density of the proposed scheme is compatible with recommended density standards and is appropriate for a built up site of this nature located in close proximity to good transport links and a town centre. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring occupiers or adversely affect local residential amenities.

Having considered the proposal against the adopted Haringey Unitary Development Plan and adopted Supplementary Planning Guidance and taking into account other material considerations, Officers consider the proposed development to be acceptable and consider that planning permission should be granted subject to an appropriate Section 106 Agreement being entered into and suitable planning conditions being imposed.

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2008/0152, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) A contribution of £250,000.00 towards educational facilities within the Borough according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.
- (1.2) A contribution of £100,000.00 is being sought for a range of highway safety measures encompassing the extension of footway width, relocation of street furniture, construction of a pedestrian crossing facility linking the footways together with traffic calming measures (speed humps, pinch points, site access junction entry treatment/raised tables et al) on Watson Road and the northern section of Ringslade Road.
- (1.3) A sum of £1,000.00 shall be made towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that other than the 11 car parking spaces proposed the residential units hereby approved shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO).

- (1.3) The identified 28 residential units in Block's A & C shall be provided as affordable housing and retained in perpetuity as intermediate housing and social housing.
- (1.4) Plus a recovery costs / administration / monitoring which equates to £17,550.00. This gives a total amount for the contribution of £368,550.00.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed by 14th April 2008, planning application reference number HGY/2008/0152 shall be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education facilities and contributions towards improvements to the site's junction with Watsons Road/ Ringslade Road and highway safety measures along Watsons Road the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

RECOMMENDATION 3

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 Planning 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, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2008/0152 and Applicant's drawing 3004PL_105a – 109a incl., 120a – 128a incl. and subject to the following conditions:

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

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

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

Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority prior to the commencement of the development.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the sit

5. 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 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.

6. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

7. Before the development hereby permitted is fully occupied the parking spaces shown on Plan 3004PL_105a shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with this approved residential development.

Reason: To ensure that parking is provided in accordance with the Council's standards, in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.

8. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

9. Details including the type, specification and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority before the residential units are occupied and thereafter carried out in accordance with the approved details

Reason: To prevent adverse light pollution to neighbouring properties

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, B, D & E of Part 1 to Schedule 2 of that Order shall be carried out on site.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

11. 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 building hereby approved. The proposed 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 10.

12. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 the commercial part of the use scheme shall be used for purposes within Class B1 only and shall not be used for any other purpose including any purpose within Class B8 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.

13. No goods or materials associated with the commercial use shall be placed or stored outside of the building.

Reason: In order to safeguard the visual amenity of the area.

14. Prior to the commencement of the development hereby permitted a construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in accordance with the approved details. The statement shall include:

- (i) Sequence of construction activity throughout each phase;
- (ii) Location and specification of acoustic barriers;

- (iii) Details showing how all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway;
- (iv) Details of construction lighting and parking;
- (v) The methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works; (vi
- (vi) Details of boundary hoardings and measures to ensure they are maintained in a secure and tidy condition.

Reason: To ensure that the development does not give rise to unacceptable impacts, upon neighbouring residential amenity.

15. 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 1300 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.

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

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

17. A supporting statement shall be submitted demonstrating consistency with the submitted Energy Assessment to the Local Planning Authority and thereafter implemented in accordance with any written approval given by the Local Planning Authority.

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.

REASON FOR APPROVAL

The proposed redevelopment of this site with a mixed use scheme will unlock the full potential of the site and provides a better frontage onto adjoining roads. The proposed scheme has been carefully designed in respect of the neighbouring street patterns and the building heights, forms and styles of neighbouring properties. The proposal will deliver a significant amount of high-quality affordable housing and market housing and will make a positive contribution to the Borough's housing supply. The density of the proposed scheme is compatible with recommended density standards and is appropriate for a built up site of this nature located in close proximity to good transport links and a town centre. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring occupiers or adversely affect local residential amenities.

The proposed development is considered to be in accordance with Policies UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Development', HSG1 'New Housing Developments', HSG9 'Density Standards', HSG10 'Dwelling Mix', M3 'New Development Location and Accessibility', EMP5 'Promoting Employment Uses', M9 'Car Free Residential Development' and UD10 'Planning Obligations' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance and Design Statements', SPG3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes', SPG3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs

Generated by New Housing 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

INFORMATIVE: Other than the car spaces provided on site 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 applicant's will be required to enter into a Section 72 Highways Act 1980 agreement for the dedication of a strip of land at the southeastern end of the site, to the highway authority, to foster the widening of the footway north of Watsons Road.

INFORMATIVE: A separate application will be required for the display of signage to the ground floor commercial unit.

INFORMATIVE: The applicant's are encouraged to reuse the existing bricks in the construction of the development wherever possible