

Planning Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2008/0215

Ward: Crouch End

Date received: 25/01/2008

Last amended date:

Drawing number of plans 0632_00_001, 101b, 102b, 103b, 104c, 105c, 106c, 108b, 120b, 121b, 122b, 123b, 124b

Address: 159 Tottenham Lane N8 9BT

Proposal: Erection of 4 storey building over 2 basement levels comprising gym and storage at sub-basement, car parking in basement, retail unit at ground floor level, 5 x one bed, 6 x two bed, 2 x three bed flats and 3 x offices on third floor. (amended description).

Existing Use: Vacant **Proposed Use:** Mixed use

Applicant: Crouch Properties Ltd

Ownership: Private

PLANNING DESIGNATIONS

Road Network: C Road

Officer Contact: Oliver Christian

RECOMMENDATION

GRANT PERMISSION subject to conditions and a Section 106 agreement.

SITE AND SURROUNDINGS

The site is a former petrol station (now cleared) situated on the south eastern side of Tottenham Lane opposite Elmfield Avenue, between the secondary frontage of Crouch End Town Centre and the Tottenham Lane (west) local shopping centre.

The site is bounded to the south west by the former Salvation Army "Citadel", now Bar Rocca, to the north east by 2 commercial properties fronting Tottenham Lane, and further to the back of the site, by rear gardens of 2 houses in Ferme Park Road, and to the south east by the rear gardens of houses in Fairfield Road.

The boundary of the Crouch End Conservation Area runs along the back of the site, but the application site is not in the Conservation Area. There are existing vehicle access points on each side of the site.

The vacant site currently offers views of the back gardens of properties in Fairfield road. The site is prominently located and can be viewed from Tottenham Lane and from Elmfield Road directly opposite the site. Currently the boundaries with residential properties are well screened by a large brick wall on the boundary with Fairfield Road, which is supplemented by trees in the rear gardens. The rear gardens of properties in Ferme Park road are also well screened by trees in their own gardens.

155 Tottenham Lane extends to the rear into a 2-storey building that abuts the application site. This building sits on the boundary and has windows in the flank wall overlooking the site at both ground and first floors. There are also windows in the rear elevation and a sky light to

the building. There are also fire escape doors in this wall from both this building and from the ground floor at 157 Tottenham Lane, exiting directly on to the application site.

157 Tottenham Lane has a 3 storey main frontage building approximately 8.5m deep with a café on ground floor and offices, with windows at the rear, over. The ground floor café has a rear extension a further 9m deep that joins the 2-storey building attached to no. 155.

PLANNING HISTORY

HGY/2004/1782 REF 05-10-04 159 Tottenham Lane London

Erection of part 3/4 storey building with gym / leisure facilities at basement and ground floor level and residential accommodation comprising 9 x 3 bed and 1 x 4 bed dwellings at 1st, 2nd and 3rd floor levels. Car parking for 17 cars at rear.

HGY/2005/2278 GTD 27-02-06 159 Tottenham Lane London

Amendments to planning application HGY/ 2005/1129 granted on 03. 08.05 for erection of part 3/part 4 storey building with gym/leisure facilities at basement and ground floor level and 6 x two bed and 1 x three bed maisonettes and 1 x two bed and 1 x three bed flats at 1st, 2nd and 3rd floor levels, with 22 car park spaces at rear.

HGY/2005/1129 GTD 14-09-05 159 Tottenham Lane London

Erection of part 3/ part 4 storey building with gym / leisure facilities at basement and ground floor level and 7 x 2 bed maisonettes and 1 x 2 bed and 1 x 3 bed flats at 1st, 2nd and 3rd floor level, with 22 car park spaces at rear.

HGY/2007/0751 Refused --- 159 Tottenham Lane London

Erection of 5 storey building over 2 basement levels comprising gym and storage at sub-basement, car parking in basement, retail unit at ground floor level, offices and 2 x one bed and 1 x two bed flats at 1st floor level, and 5 x one bed, 7 x two bed, 2 x three bed and 5 x studio flats at 2nd, 3rd and 4th floor levels.

This application is the subject of an appeal – An informal Hearing took place on the 11th March 2008. Awaiting Planning Inspectorate's decision.

DETAILS OF PROPOSAL

The current proposal seeks the erection of 4 storey building over 2 basement levels comprising gym and storage at sub-basement, car parking in basement, retail unit at ground floor level, 2 x 3 bed flats, 5 x one bed flats and 6 x two bed flats at first, second and third floors, and 3 x offices at third floor (revised scheme).

The scheme includes two basement level floors with a four-storey building above. The building would provide a mixed-use development with a gym for residents use only in the sub basement, commercial use on ground and part first floor with residential on the upper floors. There would be 26 parking spaces in the basement for office and residential parking, accessed from Tottenham Lane.

Ground floor parking for servicing and retail use is proposed at the rear of the site also accessed from Tottenham Lane.

The site has a length of 51.6metres (m) from the back of the pavement to the boundary with rear gardens of Fairfield Road. The width of the site at the front is 28.3m and 29.3m at the rear of the site.

There would be a substantial basement area on two floors.

The ground floor area would comprise a retail unit serviced from the rear.

The floors above would comprise the 13 residential units connected by stairs and a lift. The third floor would comprise 3 No. offices.

The upper floors would residential units in a mix of one, two and three bed flats.

A number of the flats have external amenity space in the form of small balconies and terraces.

Overall the ground floor would have a modern, largely glass façade to the street. The floors above would comprise a more modern design render, painted metal windows, frameless glass and metal cladding.

CONSULTATION

160 local residents that also included: - Flat 145 – 161 (odd), Tottenham Lane
Bar Rocca, "Bubbles", Kwik Fit, and Texaco Petrol Station and YMCA,
Flats A, B, C 195 – 205 (odd) Ferme Park Road, 20 – 32 Fairfield Road - 38 – 51 Elmfield Road
Hornsey CAAC
Metropolitan Police Crime Prevention Office
Ward Councillors
Building Control
Conservation Team
Transportation Group (Highways)
UDP Team
Site Notice
Waste Management

RESPONSES

Building Control – No objection received.

Conservation Officer – No comment received.

Local residents have objected to the proposal – A detailed response was received – Comments as flows:-

1. massing and visual intrusion

While the developer has taken off one storey compared to the original proposal, the proposed design still extends too far to the rear (on the west side), creating a visually intrusive appearance from surrounding properties. The top floor should either be removed or at least stepped back from the rear, as per the currently approved proposal. The rear extension on the west should be removed or reduced in bulk.

2. too high

Given the depth of the proposed building, its height is still too high. The proposed height is out of scale with the houses behind the site fronting on Fairfield Road.

3. overlooking and loss of privacy

The proposed development has windows looking straight over adjoining gardens and the problem is especially acute in the west rear extension, which should be removed and the top floor removed or stepped back as per the original application.

4. trees will be at risk

The proposed deep basements will put at risk the 20-40 foot high trees in neighboring gardens in the Crouch End Conservation Area whose trunks meet the ground within 10 feet of the boundary between the site and those gardens.

5. lack of green space

In keeping with this area of frontage development and rear garden space, housing on this site should include private open space at the rear of the site abutting the rear gardens of the houses fronting on Fairfield Road.

Transportation Group – comment as follows - This proposed development is located on Tottenham Lane bus route, which provides some 44 buses per hour (two-way), for frequent connection to Finsbury Park and Turnpike Lane tube stations. We have therefore considered that majority of the prospective residents/staff/patrons of this development would use sustainable travel modes for their journeys to and from the site. In addition, notwithstanding that this site has not been identified within the Council's Adopted 2006 UDP as that renowned to have car parking pressure, the applicant has proposed 30 basement car parking spaces (including 4 disabled parking) plus 10 secure and 4 short-term cycle racks within the curtilage of this development, as detailed on Plan Nos. 0635_00_102b / 0635_00_103b. Furthermore, we have accepted the applicant's consultant's (Tranzcon's) forecast that this development proposal would only generate some of 17 vehicle movements in and out of this development combined during the critical evening peak hour and that this level of generated vehicle trips is significantly less than of the former use of this site as a petrol filling station. We are also satisfied with the further analyses of the capacity of the surrounding junctions, carried out by Tranzcon, which demonstrate that these intersections have enough spare capacity to accommodate the supplementary traffic associated with this development proposal. We also feel that the inclusion of retail/gym facilities within this development would reduce the prospective residents' needs to travel.

However, we do have the following concerns with this development proposal:

1. Inadequate turning area for servicing vehicles: While we require delivery or similar servicing vehicles to enter and leave the site in forward gear, it is not apparent if the area to the rear of the site on the ground floor would allow an average 10metre-long servicing vehicles to turn round within the site. We will subsequently ask the applicant to provide a turning area/hammerhead at the rear of the site and demonstrate that these vehicles will indeed access and exit the site in forward gear. It is also unclear how the construction traffic associated with implementing this scheme will be managed. We will therefore ask the applicant to demonstrate how these vehicles will service the site with minimal disruption to the adjoining roads, especially Tottenham Lane.

Inadequate cycle parking: We will ask the applicant to provide 20 (twenty) cycle racks, with fourteen (14) of these enclosed in a secure shelter for the residential part of the development and six (6) under cover, to be earmarked for the patrons/staff of the business aspect of the development.

There is also the concern that pedestrians and cyclists are hindered by the general lack of highway safety features, to assist them while traversing along Tottenham Lane. As part of the cycling study for this area, we have identified a series of measures geared towards enhancing the conditions for pedestrians and cyclists, with the appropriate costs already documented. We will therefore be seeking some financial contribution towards executing these works, which are predominantly in the immediate vicinity of this development. Consequently the highway and transportation authority would not object to this application subject to the applicant:

1. Making a significant contribution towards schemes aimed at assisting pedestrians and cyclists, in the vicinity of this proposed development.

Reason: To improve the conditions for pedestrians and cyclists at this location.

2. providing 20 (twenty) cycle racks, fourteen (14) of which shall be enclosed within a secure shelter for the residential part of the development and the remaining six (6) under cover, to be earmarked for the patrons/staff of the business aspect of the development.

Reason: To improve the conditions for cyclists at this location.

3. Submitting a plan which shall demonstrate that delivery or similar servicing vehicles shall enter and leave the site in forward gear, to the Transportation Team, for approval.

Reason: To minimise the disruption to traffic along Tottenham Lane and ensure that vehicles enter and leave this site safely.

4. Submitting a scheme for the management of construction traffic associated with implementing this scheme, to the Transportation Team, for approval.

Waste Management – No comments received

RELEVANT PLANNING POLICY

UD3 General Principles

UD4 Quality Design

UD6 Mixed Use Developments

M10 Parking for Development

HSG1 New Housing Developments

HSG9 Density Standards

EMP5 Promoting Employment Uses

TCR 1 Development in Town Centres

G2 'Development and Urban Design',

UD2 'Sustainable Design and Construction',

UD7 'Waste Storage',

UD8 'Planning Obligations',

HSG2 'Change of Use to Residential',

HSG10 'Dwelling Mix',

M10 'Parking for Development'

Supplementary Planning Guidance

SPG1a 'Design Guidance',

SPG3a 'Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes',

SPG3b 'Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight',

SPG7a 'Parking Standards',

SPG8a 'Waste and Recycling',

SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development',

SPG10d 'Planning Obligations and Open Space'

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in this case are considered to be:

1. The principle of a mixed use scheme
2. The impact on the amenities of adjoining residents
3. The appearance of the development (design)
4. Density
5. Dwelling Mix
6. Trees in neighbouring gardens
7. Residential environment of future occupiers
8. Parking issues

The Principle of the Mixed - Use Development.

The principle of mixed –use development on the site has been agreed through the granting of planning permission for a mixed use scheme on 30 August 2005 (HGY/2005/1129).

Additionally the site lies just outside the Crouch End Town Centre but is linked commercially by its close proximity. Mixed-use development is considered to be appropriate in this location and should assist in promoting the viability and vitality of the northern part of the shopping centre and also the adjoining commercial units in Tottenham Lane. The proposals would involve a considerable investment adjacent to the Town centre and within the Tottenham Lane Design Framework.

The framework itself encourages a mixed-use development and suggests shopping and housing as appropriate uses.

In this case shopping is provided, appropriate for this type of location adjacent to the Town centre. Policy UD5 encourages mixed-use developments in town centres and within areas of high accessibility. In this case the accessibility level is a medium level; however the site is well located to other facilities and close to a large residential population.

Policy LEI 3.3 New Leisure and Recreational Facilities encourages new leisure uses in appropriate and accessible location and where there is a proven need and an under provision. It is noted there are other similar facilities in the Crouch End Town Centre.

THE IMPACT ON THE AMENITIES OF ADJOINING RESIDENTS.

Impact on the Residential Amenities of Fairfield Road.

24, 26, 28 and 30 Fairfield Road lie directly to the rear of the site. The residential gardens abut the rear of the site, with the houses set back between 17 – 20m from the boundary.

In relation to noise from the commercial element, the building would be a minimum of 19m from the rear boundary of properties in Fairfield Road. This would be sufficient distance taking into account noise precaution measures such as sound proofing to avoid any undue noise from the ancillary plant rooms and air conditioning units.

The upper floors (4th) at rear would be set back an additional minimum of 7m giving a total distance of 26m to the boundary from the habitable windows. The upper floors are stepped and many of the habitable windows are set back further. The window to window distances would satisfy the requirements of SPG 3b Privacy and Overlooking, Aspect/ Outlook, and Daylight /Sunlight. The minimum distance required would be 40m for the upper floor; in this case it is achieved.

Impact on the Residential Amenities of Ferme Park Road.

201 and 203 Ferme Park Road bound the site to the east, the main issue for these properties would be overlooking from the balconies, and it is considered that the design and screening proposed that overlooking has been kept to an acceptable level.

Impact on the amenities of 155 and 157 Tottenham Lane

The building has now been set back 5.5m from the boundary with 155 and 157 Tottenham Lane to allow for an access road.

DESIGN AND APPEARANCE.

The proposed development on 4 floors includes a substantial double basement with both basement and ground floors extending almost full width of the site.

It is considered that the proposed bulk is not excessive, the massing and overall height is marginally increased from the approved scheme and although the design includes has changed to a more modern approach.

The front elevation as previously stated would be modern and contrasts with the traditional features seen in this part of Crouch End. The commercial ground floor would be predominantly glazed with louvre cladding, stock bonded black engineering brick.

The scale of the building would appear three storeys with the fourth floor set back from the street. The building would not appear bulky and out of context with the neighbouring properties.

The upper floors would have large frameless/painted metal windows, with stone detailing and be a mix of brick and render finish.

Crouch End Conservation Area bounds the rear boundary of the site, although there is built form along this section of Tottenham Lane and development which extends to the rear; it is considered the proposal would not have an adverse impact on the character and appearance of the conservation area.

The basement area is on 2 levels – it should be reminded that the existing planning permission granted a basement level and as such no additional harm results.

It is considered that the overall scale and appearance is not detrimental of the immediate locality or the mixed character of the street scene and as such does not represent overdevelopment in relation to the area of the site and properties in the locality. The scheme is as such not contrary to policies UD3 and UD4 of the Council's Unitary Development Plan.

DENSITY

The density calculation is based on the proportions of the floor space used for the various uses. In this case the floor space (including parking areas) for the residential would be 50% of the total development. Using the formula advised by SPG3a the density would be 445 habitable rooms per hectare (hrh) based on 40 habitable rooms.

London Plan

The London Plan sets a range of 200-450 hrh - this scheme falls inside these limits

Unitary Development Plan

Policy HSG 9 gives a range of 200-400 hrh. SPG3a still reflex this density range.

The density level is considered to be appropriate for this location for the following reasons:

1. The proposal is for a mixed use scheme – adequate commercial floor space and the basement area.
2. The provision of accessible external amenity space for the residential occupiers.

For these reasons the density is considered not to be excessive. In particular as it is considered that significant and justifiable harm has not been demonstrated.

DWELLING MIX.

Policy HSG 9 Dwelling Mix encourages a mix of dwelling types. This proposal would provide 5 x 1 bedroom unit, 6 x 2 bedroom units, and 2 x 3 bedroom units. The mix encouraged by SPG3a namely 37% -1 bedroom: 30% -two bedroom: and 22% for three bedroom units.

In relation to the size of the units, the scheme would comply with Table 4 of SPG3a as regards required space standard.

Trees in neighbouring gardens/effect of basement excavation.

There are no trees within the former petrol station site but there are a number of trees in the neighbouring rear gardens.

There is an existing planning permission on the site that includes a substantial basement area – it was considered that the neighbouring trees would not be adversely affected – as such the additional excavation proposed by this scheme was considered to cause no additional harm. It should also be taken into consideration that the site having been a petrol station has a number of quite deep storage tanks.

The Council's arboriculturalist has been consulted and no adverse comments have been received.

Residential environment for future occupiers.

The site is well located to shops, schools, other services and the bus network. In this respect the housing would have a number of significant benefits. The residential accommodation on the whole benefits from well-lit main habitable rooms. The building has a front access and a lift.

In relation to amenity space there would be a communal area in the form of a roof garden.

On balance the mix of private terraces and communal area is considered to be sufficient to provide adequate amenity space for the flats and provide some play space for children.

Affordable housing

Current policies on the provision of affordable are contained in the adopted London Plan and the revised deposit draft of the Unitary Development Plan. These policies indicate that housing developments capable of providing 10 or more units should include a proportion of affordable housing to meet an overall borough target of 50%.

The scheme includes a mix of units that would meet the Council's requirement for the provision of larger family units.

The scheme generates 50% affordable units primarily the 2 and 3 bed units.

Parking

Policy M10 sets out current parking requirements.

The proposal includes servicing and a fully accessible basement area for parking. The Council's Transportation Group has no objection to the proposal.

The applicant has agreed to make a significant contribution towards schemes aimed at assisting pedestrians and cyclists, in the vicinity of this proposed development.

The applicant has submitted amended plans providing 20 (twenty) cycle racks, fourteen (14) that are enclosed within a secure shelter for the residential part of the development and the remaining six (6) under cover, to be earmarked for the patrons/staff of the business aspect of the development.

The applicant has submitted a plan which shall demonstrate that delivery or similar servicing vehicles shall enter and leave the site in forward gear to the Transportation Team.

Sustainability

The scheme proposes a number of sustainability elements - the provision for solar hot water panels - rain water harvesting, grey water – recycling.

The energy assessment carried out shows that the development will achieve a 10.4% energy saving per annum.

Building materials – some to be recycled and where possible sourced from sustainable sources.

Waste Disposal

Adequate bin storage/recycling have been allocated for the scheme that is easily accessible in line with Council standards and requirements.

Section 106 Legal Agreement

This scheme is subject to a legal agreement:

- a £49,920 contribution towards education;
- a £44,000 contribution towards environmental/transport improvements in the immediate locality; and
- also £3,580 contribution towards administration.

Total contribution: £97,500.

SUMMARY AND CONCLUSION

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

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

The proposal has an acceptable relationship with adjoining properties consistent with requirements of the Unitary Development Plan Policies and supplementary guidance.

The current proposal is of an acceptable design consistent with Unitary Development Plan Policies especially UD3 and UD4 that require Design Quality, requiring buildings that fit in with the surrounding area and that would preserve the character and appearance of the locality also adjoining Crouch End Conservation Area.

The design and the building, overall fits in to the street scene and represents an acceptable form of development.

The proposed uses are acceptable in principle at this location - the current scheme is not considered over bulky or creates adverse overlooking.

The proposal provides adequate servicing and off-street car parking.

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

RECOMMENDATION 1

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

- (1) That Planning permission be granted in accordance with Planning application no. HGY/2008/0215, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to

secure a contribution of £49,200 toward educational facilities within the Borough, an environmental contribution of £44,000 towards environmental/highway infrastructure within the Borough and a contribution of £3,580 for administration costs.

- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 23 April 2008 or within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his discretion allow; and

That following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2008/0215 and Applicant's drawing No.(s) 0632_00_001, 101b, 102b, 103b, 104c, 105c, 106c, 108b, 120b, 121b, 122b, 123b, 124b for the following reason:

The proposed development for complies with Policies, UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', HSG1 'New Housing Developments', HSG2 'Change of Use to Residential', HSG9 'Density Standards', HSG10 'Dwelling Mix', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG1a 'Design Guidance', SPG3a 'Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes', SPG3b 'Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight', SPG7a 'Parking Standards', SPG8a 'Waste and Recycling', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations', SPG10c 'Educational Needs Generated by New Housing Development' and SPG10e 'Improvements to Public Transport Infrastructure and Services'.

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. Surface water drainage works and source control measures shall be carried out in accordance with details which have been submitted to and approved in writing by the local planning authority before development commences.
Reason: To prevent the increased risk of flooding.
5. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

6. An enclosure for dustbins in accordance with guidance issued by the Local Planning Authority shall be provided prior to the occupation of the building as flats. Details of design, materials and location of the dustbin enclosure shall be agreed in writing prior to the occupation of the building.
Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.
7. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.
Reason: In order to protect the visual amenities of the neighbourhood.
8. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey. 1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:2. (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.
(b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.(c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey. 3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.
Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.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.
9. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
10. 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.
11. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

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

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

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

INFORMATIVE: - In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant: a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution, b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils and c) looks to ensure the separation of foul and surface water sewerage on all new developments.