

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

**Reference No:** HGY/2008/1106

**Ward:** Tottenham Green

**Date received:** 21/05/2008

**Last amended date:** 04/07/2008

**Drawing number of plans:** 262/SR 00-001A, 262/SR 00-002A, 262/SR 00-003B, 262/SR 00-004B, 262/SR 00-005B, 262/SR 00-006B, 262/SR 00-007B, 262/SR 00-008B, 262/SR 00-009B, 262/SR 00-010 & 262/SR 00-011.

**Address:** Playground Site adjoining Stainby Road, Monument Way N15

**Proposal:** Residential redevelopment of playground site adjoining Stainby Road comprising 15 units: 6 x four bed houses and a block of 9 flats comprising 4 x one bed and 5 x three bed flats (forming part of previously approved scheme, reference HGY/2005/1257).

**Existing Use:** Disuse playground

**Proposed Use:** Residential

**Applicant:** Deborah Johnson Servite Houses

**Ownership:** Council / Servite Houses

## **PLANNING DESIGNATIONS**

Archeological Importance  
Road Network: Classified Road

**Officer Contact:** Elizabeth Ennin-Gyasi

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions and / or subject to section 106 Legal Agreement

## **SITE AND SURROUNDINGS**

The site is an enclosed semi derelict playground, originally design for the use of Saltram Close Estate. It site is approximately 50.8m wide (east to west) and 31.8m long (north to south). It site is bounded directly to the north by Monument Way and Saltram Close Estate forms the south boundary. The cul-de-sac Stainby Road lies to the east of the site and Kwikfit forms the west boundary. This site is modulated in level with high walls and fences to all boundary edges. There is a locked gated access from Stainby Road and there

is a pedestrian access point linking the central open play space of Saltram Close Estate to the playground.

## **PLANNING HISTORY**

HGY/2005/1257- Regeneration of Saltram Close Estate comprising: Site A: i) erection of new community centre and Under 5's playground, ii) filling in of existing underpass and creation of 1 x 1 bed maisonette to Block A, 2 x 3 bed maisonettes to Block B & 4 x 1 bed, 4 x 3 bed flats to Block C, iii) demolition of existing garages & alterations to existing pedestrian access way. Site B: i) change of use of existing playground to residential comprising erection of 3 & 6 storey building comprising 6 x 4 bed houses, 5 x 3 bed flats and 4 x 1 bed flats with associated landscaping and ii) construction of new access road. Site C: demolition of existing factory buildings and erection of 3 storey building comprising 15 x 2 bed flats with associated landscaping. (Revised scheme) – approved 20/9/05

## **DETAILS OF PROPOSAL**

Change of use of existing derelict playground to residential comprising of 15 units: 6 x four bed houses and a block of 9 flats comprising 4 x one bed and 5 x three bed flats. Amenity is design into the scheme in the form of rear gardens with terraces and balconies to the houses and ground floor patio gardens, balconies & roof gardens for the flats. The provision of a new combined vehicular/bicycle/pedestrian access road from Stainby Road. The scheme provides car parking space for each of the houses but is car free for the flatted units, with 15 secure bicycle storage. Waste disposal includes recycling facilities, wheelie bins for the houses and 2 x 1100 litre euro bins for the flats. The scheme provides a lift for the flats for wheelchair users etc.

## **CONSULTATION**

Ward Councillors  
310 – 328 High Road  
High Cross United Reform Church  
Kwik-fit – 32 Monument Way  
1a Colsterworth Road  
Flats a, 2 – 8 Colsterworth Road  
Flats b, 2 – 8 Colsterworth Road  
10 –34 Colsterworth Road  
1-8 Bushmead Close  
47-60 Copperfield Drive  
61 - 68 Copperfield Drive  
1-10 Greenway Road  
1-20 Stainby Road  
1-84 Saltram Close  
Transportation  
Building Control  
Waste Management  
Fire Brigade

Crime Prevention Officer  
EHS – Scientific Officer  
English Heritage

## **RESPONSES**

Land owner No. 318-320 High Road - objects  
1 - Petition letter/32 signatures from local residents- objects  
EHS – Scientific Officer – to provide site investigation report  
London Fire – satisfied with the proposals  
Crime Prevention Design Adviser- comments received

Transportation- 'This development proposal is located where the public transport accessibility level is medium and within walking distance of the busy bus route High Road which provide some 94buses per hour (two-way), for frequent bus connections to and from Seven Sisters tube station and other bus network within and outside the Borough. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site. In addition, our interrogation with TRAVL trip prediction database has revealed that based on comparable sites (Albion Wharf-SW11, Frazer Close-RM1, Parliament View-SE1 and Watergardens- M1), this proposed development (some 1327sqm GFA) would generate a combined vehicle movements, in and out of the development, of some 5 vehicles in a critical weekday morning peak hour. Moreover, notwithstanding that this area has not been identified within the UDP as that renowned to have car parking pressure, the applicant has proposed 7 off-street car parking spaces which are accessed via Stainby Road and, 9 (nine) cycle racks which are enclosed under a secure shelter, as detailed on Plan No.262/SR and in line with the parking standard stated in Appendix 1 of the UDP.

Furthermore, the characteristics of this site fulfil the criteria set up in the Council's adopted 2006 UDP Policy M9, for dedication as a car-free development. Hence, we have accepted that the applicant does not need to provide off-street car parking spaces for the 9 flats. Nevertheless, with the increased pedestrian/cycling activity expected from this development proposal, pedestrians and cyclists would benefit from improved walking/cycling conditions. Hence, there is the need for certain mechanisms, in the form of a raised entry treatment at the intersection of the vehicular access with Stainby Road and special surfacing material, that would make motorists pay regard to pedestrians as they enter and leave this road. We have also observed during our site visit on 19/06/08 that the adjacent widely-used underpass, situated southwest of this site, which forms a direct pedestrian/cycling linkage from the bus routes on Tottenham High Road, through Colsterworth Road and Saltram Close and ultimately to the residential properties off Stainby Road, will require some upgrade like improved floor paving slabs, painting and lighting. We anticipate that some of the costs associated with these schemes can be sought under identified housing maintenance funds.

Consequently, the highway and transportation authority would not object to this application subject to the conditions that the applicant:

1. Enters into a S.106 agreement that:

"The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To ensure the use of sustainable travel modes by the residents of this development.

2. Contributes, by way of the same legal agreement, a sum of £15,000 (fifteen thousand pounds) towards the implementation of highway/lighting schemes, which would assist pedestrians/cyclists, in the immediate vicinity of this development.

Reason: To improve pedestrian conditions in this area.

Informatives:

1. 'The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One Thousand pounds) towards the amendment of the TMO for this purpose.

2. Any necessary works affecting the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

3. The new development will require 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.'

## **RELEVANT PLANNING POLICY**

### PPS1 Delivering Sustainable Development

PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.

### PPS3 Housing

PPS3 2006 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is committed to maximising the re-use of previously developed land -brownfield land in order to promote regeneration. PPS3 also sets out the Governments commitment to concentrating additional housing developments in urban areas, new emphasis on providing family housing with consideration given to the needs of children to include gardens & play areas. Also, the importance of ensuring housing schemes are well-designed and creates sustainable communities. The need for development to include affordable housing is also set out in PPS3.

### The London Plan

The London Plan issued by the Greater London Authority, forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional 'homes' (970 per year). Since the adoption of the London Plan, a London Housing Capacity Study published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan's target. The new target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004.

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. A site with a PTAL rating of 2, where flats are predominantly proposed, the density range suggested is 300 – 450 habitable rooms per hectare. The car parking provision for such locations should be less than 1 space per unit.

Whilst a site, where terraced houses & flats are proposed with PTAL rating of 4, the density range suggested is 200 – 450 habitable rooms per hectare. The car parking provision for such locations should be 1.5 - 1 space per unit.

The London Plan sets affordable housing targets for individual boroughs. The target for Haringey is 50%. This figure should include a range of affordable housing following the guide 70:30 for social rented to intermediate housing.

However, the actual proportions for any individual site will depend on the boroughs housing need priorities, the characteristics of the residential proposal, the level of affordable housing in the surrounding area & the economic viability of the scheme.

G3 Housing Supply

UD1 Planning Statements  
UD2 Sustainable Design and construction  
UD3 General Principles  
UD4 Quality Design  
UD7 Waste Storage  
UD8 Planning Obligations

M9 Car-Free Residential Developments  
M10 Parking for Development

HSG1 New Housing Developments  
HSG 4 Affordable Housing  
HSG 7 Housing for Special Needs  
HSG 9 Density Standards  
HSG10 Dwelling Mix

SPG1a Design Guidance  
SPG 3a Density, Dwelling Mix, Floor space Minima & Lifetime Homes  
SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight  
SPG8a Waste and Recycling  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations  
SPG10b Affordable Housing  
SPG10c Education needs generated by new housing

## **ANALYSIS / ASSESSMENT OF THE APPLICATION**

### Background

The site is owned by the Council and previously formed part of approved scheme, reference HGY/2005/1257. This application has been submitted on behalf Servite Houses; (registered social landlord) and the Council with the main objective of utilising the capital receipt gained from the sale of the playground site, for environmental improvements works within the Saltram Close housing estate.

The scheme for the regeneration of Saltram Close, which should enhance and make a better environment for the residents, was developed following consultation in the form of workshops & meetings with local residents and community groups. Because the capital receipt from the sale of the playground site will be used for much needed environmental improvements works in the Saltram Close housing estate, there is no requirement for education contribution in relation to this development.

The proposal would redevelop the playground site for affordable housing comprising of 15 units: 6 x four bed houses and a block of 9 flats comprising 4 x one bed and 5 x three bed flats. The materials relating particularly to the external walls have been revised to provide mainly brickwork.

The main issues relating to the proposal are:

- i) the principle of residential use on site
- ii) density
- iii) dwelling mix of new building
- iv) affordable housing
- v) size, bulk & design
- vi) privacy and overlooking
- vii) parking
- viii) amenity provision
- ix) waste disposal
- x) sustainability

These issues are discussed below:

- i) The principle of residential use on site

Planning Policy Statement 1: “Delivering Sustainable Development” advises that sustainable development is the core principle underpinning planning. The guidance advises, in paragraph 27 (viii), that planning should “promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings”.

National Policy Guidance PPS 3 “Housing” and the London Plan encourage the residential development of brownfield sites. The pressure for new housing in the Borough means that brownfield sites, i.e. previously developed sites, are increasingly considered for housing development. In the Borough’s tight urban fabric the opportunities for an acceptable form of development are increasingly limited as the availability of sites decrease.

In considering the principle of residential use on the site, regard must be paid to the relevant national policy advice, based on PPS3 Housing and the London Plan. Guidance from central government and the London Plan set housing targets for Local Authorities.

The London Plan sets housing targets for individual Boroughs for the period up to 2016. The target for Haringey is 19, 370 additional 'homes' (970 per year). Since the adoption of the London Plan, a London Housing Capacity Study published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan's target. The new target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. These targets are generally reflected in Unitary Development Plan Policy G3.

Given that the site is currently derelict & unsafe for its original purpose, it is considered that the proposed change of use to residential is acceptable; also it would contribute towards the Council's housing target.

Furthermore, the site forming part of a previous approved scheme was granted planning permission for residential use in 2005 (HGY/2005/1257).

ii) Density

The London Plan sets a density of 200 – 450 habitable rooms per hectare for developments, consisting terrace houses and flats, in urban areas within 10 minutes walking distance of a town centre with an accessibility index of 6 -4.

Policy HSG9 'Density Standards' sets a density range of 200 –700 habitable rooms per hectare. However, the policy requires that a 'design-led' approach is taken in the assessment of density of development proposals. Therefore matters such as the character of the local area, quality of the design, amenity standards, range and mix of housing types should also form part of the assessment to ensure proposed development relates satisfactorily with the site.

The scheme proposes a total of 15 residential units. The development would provide a mix of 4 x 1-bedroom units, 5 x 3 bedroom units, 5 x 3 bedroom units and 6 X 4bed houses. In total, the scheme has 58 habitable rooms. Therefore, applying the method set out in SPG3a 'Density, Dwelling Mix, Floor space Minima & Lifetime Homes', the density of the proposed development is approximately 414 habitable rooms per hectare.

The proposed density is within the range of 200 – 700 set out in the Unitary Development Plan. In the context of the surrounding area, the proposed density is considered appropriate for the site. As such, the scheme is considered to have an acceptable density, in compliance with the London Plan, Policy HSG9 'Density Standards' and SPG3a.



iii) Dwelling mix of new building

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and SPG3a "Density, Dwelling Mix, Floor space Minima, Conversions, Extensions & Lifetime Homes" set out the Council's standards. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

This scheme would provide 4 X 1bed units, 5 X 3bed units and 6 X 4bed houses, which essentially accord with policy guidelines. Although the scheme excludes two- bedroom units, it is considered not to be an issue because in general larger family units are under supply in this part of the Borough. Therefore it is considered that the provision of 11 large family units, (5 X 3bed flats and 6 X 4bed houses) would contribute towards meeting this need. This has been endorsed by the Housing Enabling Team who has sent a statement to this effect.

All the one-bedroom units have internal floor area approximately 51.77m<sup>2</sup> exceeding the Council's requirement of 48m<sup>2</sup>. The three-bedroom units would have 86.3m<sup>2</sup> and the four-bedroom houses allow 116.42m<sup>2</sup>. These unit sizes exceed the Council's requirement of 73m<sup>2</sup> and of 95m<sup>2</sup> respectively. Therefore, all the units sizes are considered to provide a satisfactory standard of accommodation.

All the units/rooms are considered to have adequate light and ventilation. In addition, the units have been designed to conform to 'Lifetime Homes Standards' and with wheelchair access. Therefore the proposed units are considered to comply with policy HSG10 and SPG3a.

iv) Affordable housing

The entire scheme is for social housing; however, in order to ensure the Council's housing targets are met, it is necessary to enter into Section 106 agreement to secure 50% of the units for social housing as planning permission runs with the land. PPS3 and paragraph 10 of Circular 6/98 and local policies HSG4: 'Affordable Housing'/SPG 10b 'Affordable Housing' requires that a development of this size include affordable housing. Therefore this scheme would provide not less than 50% of the total units for affordable housing.

However, in this case the units would be for renting only. This is because the Housing Enabling Team has identified a shortage of large units for renting purposes. It is considered that although this would be a departure from the Council's tenure policy, the proposed accommodation would meet the particular needs of the Borough for large units for renting. The Housing Enabling Team has sent a statement to this effect.

v) Size, bulk & design

Policy UD3 'General Principles' & UD4 'Quality Design' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment and the amenity of residents. These policies reflect the advice in PPS1 and PPS3.

The scheme consist of six three- storey houses and one block of flats at five storey with stair & lift tower, which gives access to a roof garden. The six houses have a north-south orientation. These units are three storeys in height and have a flat roof with the top floors set back on both north and south faces. The top floors are differentiated by contrasting materials i.e. green zinc cladding. The south face is articulated by having the entrances and bathrooms located in vertical proportioned elements constructed in brickwork to match the vertical main stairways of the block of flats. The north elevation has matching brick clad bays with oriel windows at first floor level over the brick bays.

The north edge backs on to the noisy Monument Way. Due to the nature of the site the living rooms and some of the bedrooms are located on this boundary. It is proposed to mitigate the effect of the noise by the use of triple glazed windows, acoustic vents, insulation levels and banks of vegetation (i.e. trees, hedges and variegated shrubbery). These measures should help to contain the problem of noise and traffic pollution within the scheme.

The particular physical constraints and form of this site, which is the north-south orientation, has given an opportunity to designed a five storey stepped landmark block of flats building, comprising of 4x1bed and 5x 3bed flats. It would be located at the new entrance junction to Stainby Road and Monument Way. The lower Stainby Road frontage is staggered to give greater articulation and is expressed in material change. The North elevation of this landmark block is also articulated to give additional visual interest and also to deal with the north orientation and noise from Monument Way.

The materials relating particularly to the external walls have been revised to provide mainly brickwork. Other external material include green zinc cladding, composite aluminium –timber windows in grey colour and the roofs are to be single ply similar to Sarna roofs in colour grey. All metalwork to be galvenish finish and painted.

The proposed scheme is modern in design and would connect with the design approach of the adjacent development on the former Rose and Crown Public House site and nearby new developments.

The scale and massing has been designed to relate to the nearby buildings as such it is considered that the height & scale of the proposed scheme conforms to existing buildings and should not have an adverse effect on the surrounding area.

vi) Privacy and overlooking

Policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight' seek to protect existing residential amenity and avoid loss of light and overlooking issues.

The proposed scheme has a north - south orientation. The stepped landmark block of flats faces the gable side of the four storey plus pitched roof of the nearest building in Saltram Close Housing Estate. There is no compromise of privacy and overlooking as the habitable rooms of this landmark element overlook the gable face of the nearest building in Saltram Close Estate. The lower height 3 storey houses also do not compromise the privacy of the immediate properties as they would front part of the existing grass area and the high side flank wall of existing 4 storey block in Saltram Close estate.

vii) Parking

National planning policy seeks very clearly to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS3 'Housing' and PPS13 'Transport' make clear recommendations to this effect. This advice is also reflected in the London Plan and the local policies M9: 'Car-Free Residential Developments' & M10: 'Parking for Development' sets out the Council's requirements for parking for this type of use.

The flatted units of the scheme would be 'car - free' with a minimum of 9 covered & secured bicycle storage facilities and each of the 6 houses would have the provision of one car parking space per unit; plus a secure bicycle stand.

The proposed 'car-free' for the flatted units meets the Council's standards for this type of development in this location. Policy M9 'Car-free residential developments' promotes car-free developments in appropriate locations with good level of public transport accessibility and where controlled parking zone is in place. The public transport accessibility rating in the area is 5 and controlled parking zone operates in the streets surrounding the site.

Transportation has no objections to the scheme, subject to the conditions that the applicant enters into a S.106 agreement to achieve the following:

- The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.
- Contributes, by way of the same legal agreement, a sum of £15,000 (fifteen thousand pounds) towards the implementation of highway/lighting schemes, which would assist pedestrians/cyclists, in the immediate vicinity of this development.

viii) Amenity provision

Amenity space has been designed into scheme in the form of rear garden space, a balcony and a terrace for all the houses. The flatted units have the provision of ground floor patio, balconies and a secured roof garden space. The scheme also incorporates landscaped areas and tree planting including the northern boundary backing onto Monument Way. The scheme provides at least 50m<sup>2</sup> amenity spaces for the houses and 70m<sup>2</sup> for the flats through combine provision of ground floor patio, balconies and a secured roof garden. Overall the proposed development achieves the requirements for amenity space set out in SPG3a, therefore the amenity space provision is considered sufficient and acceptable.

ix) Waste Management

The scheme has been design with a refuse management system that allows for the external waste collection and the internal storage of recyclable waste products. However, to ensure that the Council's standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

x) Sustainability

The re-use of under utilised land and the provision of 100% affordable housing are regarded as important sustainable features of the development in themselves which comply with the thrust of both national and London wide guidance. In addition, the scheme is part car free (with provision of 15 secure cycle parking bays).

Further, the proposed development has been designed to achieve minimum level 3 code for Sustainable Homes and include the following sustainable features:

- A rainwater harvesting system for reuse in gardens and landscape areas
- Water panels and photovoltaic units where possible
- Double /triple glazed broken windows with low energy glass for reduced energy consumption
- Approved Condensing gas boilers to all units
- Natural ventilation systems
- Triple glazed windows with acoustic vents to the north boundary to minimise noise
- Timber from approved and sustainable sources as approved by FSC
- Indigenous flora and fauna for landscaping
- Use BRE methodology for assessing environmental impact
- Lifetime Home Standards compliance
- Low Energy light fittings
- External insulated building envelope to high levels of U Values.

### Comments received from consultation and the Council's Response

There has been 1 petition letter with 32 signatures from local residents, the occupier of No. 12 Saltram Close and land owner of No. 318-320 High Road objecting to the scheme. The grounds of objection include the following:

- Overcrowding,
- Infringement of human rights,
- Increase traffic,
- Roof garden space is inadequate,
- Lack of secure playground for local children,
- The use of the site for residential purposes,
- Current scheme is not suitable stand-alone to achieve planning objectives of approve scheme HGY/2005/1257,
- Scheme is contrary to Policy OS10,
- Boundary of site wrongly drawn resulting misrepresentation of the development site.

#### *Response: Overcrowding*

This is a relatively a small –scale development, which is considered suitable for the site and the immediate surrounding area. It is not consider that the proposal would result in overcrowding to undermine the amenity of the existing occupiers in the locality. Further the proposal will contribute towards the Borough's strategic housing target and provide much needed affordable accommodation in the Borough.

#### *Response: Infringement of human rights*

The Council does not accept that the provision of housing on a previously developed land is an infringement of human rights.

*Response: Increase traffic*

The Council's Transportation Group has no objections to the scheme and does not consider that the proposed scheme will result in increase traffic.

*Response: Roof garden space is inadequate*

The overall amenity provision for the scheme accords with guidelines specified in SPG3a. Further it is considered that the proposed communal garden space is acceptable as there are public open spaces within close proximity.

*Response: Lack of secure playground for local children*

The proposed houses have been design with rear garden space suitable for children to play in. It considered that the flatted units would have access to nearby open space such as Down Lane Park.

*Response: The use of the site for residential purposes*

The principle of residential use on the site has been established through the approval of application HGY/2005/1257. Also national policy guidance PPS 3 "Housing" and the 'London Plan' encourage the use of brownfield sites for residential purposes. Furthermore the proposal would contribute to the Council's housing targets.

*Response: Current scheme is not suitable stand-alone to achieve planning objectives of approve scheme HGY/2005/1257*

*It is considered that although the current application is a stand-alone in relation to the approved scheme HGY/2005/125 7, the Housing Service has confirmed that the capital receipt will be ring fence for environmental improvements works within the Saltram Close housing estate. Therefore it is considered that the planning objectives of approve scheme HGY/2005/1257 would be met.*

*Response: Scheme is contrary to Policy OS10*

*The application site is disuse/derelict playground, which has not been use as children's play area for sometime. Further, the site has previous approval for residential and amenity space forms part of the proposed development, therefore it is considered that the proposed use is acceptable consistent with guidelines set out in policy OS10.*

*Response: Boundary of site wrongly drawn resulting misrepresentation of the development site.*

*The applicant has re-drawn the boundary of the site – see drawing numbers 262/SR 00-001A & 262/SR 00-001A & 262/SR 00-002A.*

## S106 Agreement

Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b Affordable Housing set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate, in line with the national guidance set out in Circular 1/97.

In this case education contribution has not been requested because the capital receipt gained from the sale of the playground site would be used for environmental improvements works within the Saltram Close housing estate. The scheme for the regeneration of Saltram Close, which should enhance and make a better environment for the residents, was developed following consultation in the form of workshops & meetings with local residents and community groups.

The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 to include provision to achieve improvements to the local environment and facilities in the borough. The main features of the S106 Agreement are:

- The provision of affordable housing at 50% of the total units, to achieve: 29 habitable rooms for renting in accordance to local needs as specified by the Housing Enabling Team.
- Car free scheme to prevent current or future occupiers being eligible for residents parking permits for existing or future restricted parking areas in the area. A contribution of a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.
- A contribution of £15,000 towards highway/lighting schemes, which would assist pedestrians/cyclists, in the immediate vicinity of the site.
- A cost recovery charge of £480.00 @ 3% of the total value of the S106.

## **SUMMARY AND CONCLUSION**

The site has previous approval for residential use and the current scheme has been revised by changing the external materials of the walls to be mainly brickwork. The proposed density is in line with national policy, regional guidance and local policy and the development would incorporate sustainable features. The scale, design and position of the proposed buildings on the site means that, the surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight.

Further, it is considered that sufficient amenity space has been designed into the scheme and the proposal will contribute towards the Borough's strategic housing target as well as provide additional affordable units of accommodation in the Borough. The proposal would be subject to a legal agreement for affordable housing, contribution towards highway/lighting schemes in the immediate vicinity of the site and administration cost.

Therefore it is considered that overall the proposed scheme is acceptable and complies with national, regional and relevant local policies G3 'Housing Supply', UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', M9 'Car-Free Residential Developments', M10 'Parking for Development', HSG1 'New Housing Developments', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', HSG 9 'Density Standards' and HSG10 'Dwelling Mix'.

## **RECOMMENDATION 1**

- (1) That planning permission be granted in accordance with planning application reference number HGY2008/1106, subject to a pre-condition that the applicant 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:
  - The provision of affordable housing at 50% of the total units, to achieve: 29 habitable rooms for renting in accordance to local needs as specified by the Housing Enabling Team.
  - Car free scheme to prevent current or future occupiers being eligible for residents parking permits for existing or future restricted parking areas in the area. A contribution of a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.
  - A contribution of £15,000 towards highway/lighting schemes, which would assist pedestrians/cyclists, in the immediate vicinity of the site.
  - A cost recovery charge of £480.00 @ 3% of the total value of the S106.

and

- (2) That the agreement referred to in resolution (1) above is to be completed no later than 19 August 2008 or within such extended time as the Council's Assistant Director (PEPP) shall in his/her sole discretion allow; and



## **RECOMMENDATION 2**

- (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.

### **GRANT PERMISSION**

Registered No. HGY/2008/1106

Applicant's drawing No.(s) 262/SR 00-001A, 262/SR 00-002A, 262/SR 00-003B, 262/SR 00-004B, 262/SR 00-005B, 262/SR 00-006B, 262/SR 00-007B, 262/SR 00-008B, 262/SR 00-009B, 262/SR 00-010 & 262/SR 00-011.

Subject to the following condition(s)

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. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.  
Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.
4. 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.

5. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

6. A site history and soil contamination report shall be prepared detailing to include potential land contamination, risk estimation and remediation work required; submitted to the Local Planning Authority and approved before any works may commence on site.

Reason: In order to protect the health of the future occupants of the site.

7. Details of a scheme depicting those areas to be treated by means of hard permeable 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.

8. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

9. The residential buildings proposed by the development hereby authorised shall comply with BS 8220 (1986) Part 1 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' & 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

10. 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.

11. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

12. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: In order to safeguard the special archaeological interest of the site.

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

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

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

INFORMATIVE: That it will be necessary to provide effective resistance to the transmission of traffic pollutants to the units particularly closer to the Monument Way.

INFORMATIVE: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidelines.

## REASONS FOR APPROVAL

The proposed scheme is acceptable and complies with national, regional and relevant local Policies G3 'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', M9 'Car-Free Residential Developments', M10 'Parking for Development', HSG1 'New Housing Developments', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', HSG 9 'Density Standards' and HSG10 'Dwelling Mix' of the Haringey Unitary Development Plan.

- (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 reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Policy HSG4 'Affordable Housing' and Supplementary Planning Guidance 10b 'Affordable Housing' of Unitary Development Plan

- (5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) there has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
  - (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.