

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2016/4096

**Ward:** Tottenham Hale

**Address:** First and Second Floors 524-528 High Road N17 9SX

**Proposal:** Conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings (10 dwellings in total). Modification to proposed residential entrance at ground floor level.

**Applicant:** Mr Jonathan Kessel

**Ownership:** Private

**Case Officer Contact:** Gareth Prosser

**Date received:** 01/12/2016 **Last amended date:** N/A

**Drawing number of plans:** L(0)001, 002, 003 ,004, 005, 010, 011, 020, 050, 051, 052, 053, 054, 05

**1.1** State reason for reporting application to committee e.g councillor referral, major application etc

#### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of a mixed use development is appropriate on this site and would retain existing levels of employment as well as additional housing.
- The proposed residential accommodation would be of an acceptable layout and standard
- The design and appearance of the proposal is acceptable
- The impact of the development on neighbouring residential amenity is acceptable
- There would be no significant impact on parking
- There proposal would enhance the conservation area and locally listed building.
- The application is in accordance with the development plan

### 2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 16/04/2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Statement of repair works
- 5) Construction logistics
- 6) Service and Deliver Plan including a Waste Management Plan Waste Management Plan
- 7) Cycle Parking
- 8) Carbon Management
- 9) SuDs
- 10) SuDs

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering

### **Section 106 Heads of Terms:**

- 1) **Highway** - No residents within the proposed development will be entitled to apply for a resident's parking permit, with the exception of blue badge holders, under the terms of any current or subsequent 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) **Travel Welcome Pack (Travel Plan Statement)** - No part of the development shall be occupied until a 'Travel Welcome Pack' detailing local travel information including cycle routes, bus routes/bus stops, car club provision, in addition to, on-site cycle parking provision and permit free obligation, is submitted to, and approved in writing by, the Local Planning Authority. The 'Travel Welcome Pack' shall be circulated to all new residents upon first occupation.
- 3) **Car Club Membership** - The applicant must establish or operation of a car club scheme, which includes at least two years free membership and £50 credit to all new residents evidence of which must be provided to the transportation planning team before the development is occupied.
- 4) **Carbon Reduction** - £32,220 towards carbon projects in Haringey. Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.
- 5) **Construction Training** - Participation in Construction Training and Local Labour Initiatives

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

2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. In the absence of a financial contribution towards the amendment of the Traffic Management Order / a car-free development the proposal would have an unacceptable impact on the highway. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
2. In the absence of a Travel Welcome Pack (Travel Plan Statement), the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
3. In the absence of participation in car club membership, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

4. In the absence of a financial contribution towards carbon management, the proposal would fail to address climate change and secure a sustainable development. As such, the proposal would be contrary to Local Plan policies SP4, London Plan policies 5.1, 5.2, 5.3 and 5.7 and draft DM policy DM21.
  5. In the absence of an agreement to work with Construction Training and Local Labour Initiatives, the proposal would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population contrary to Local Plan Policies SP8 and SP9.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director 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.

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### **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **3.1 Proposed development**

3.1.2 This is an application for the conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings. Modification to proposed residential entrance at ground floor level.

#### **3.2 Site and Surroundings**

3.2.1 The application site is a three storey building situated on the west side of High Road. The entire footprint of the site at ground floor is occupied by retail units, Iceland supermarket and Dewhurst Butchers, with a small side entrance at the corner of Factory Lane leading to the upper floors.

3.2.2 The Street facing block, with the decorative art deco inspired elevation has two upper floors. Historically the upper floors have been used as offices and ancillary space but have been vacant for in excess of 25 years and are in a poor state of repair. The rear part of the building has also a first floor which occupies the remainder of the site footprint. This area is used as storage for the Iceland Supermarket.

3.2.3 This is a prominent building within the Bruce Grove Conservation Area. Nos 524-528 is describes in the draft Bruce Grove Conservation Area Appraisal (October 2016) as "*a distinctive three storey commercial building notable for the curved corner to Factory Lane, bands of blue glazed bricks and tall timber framed windows separated by fluted iron classical pilasters and capitals*". Its architectural quality is also recognised as unique within the area and the building is locally listed.

#### **3.4 Relevant Planning and Enforcement history**

None

### **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

LBH Head of Carbon Management  
LBH Housing Renewal Service Manager Housing & Health  
LBH Housing Design & Major Projects (EAST)  
LBH Flood and Surface Water Adam Littler

LBH Cleansing - East  
LBH Conservation Officer  
LBH Emergency Planning and Business Continuity  
LBH Sustainability  
LBH Building Control Building  
LBH Transportation Group  
London Fire Brigade

The following responses were received:

Internal:

- 1) LBH Conservation – Support, subject to conditions
- 2) LBH Transportation - Support, subject to conditions and Section 106
- 3) LBH Head of Carbon Management - Support, subject to conditions and Section 106
- 4) LBH Flood and Surface Water Adam Littler - Support subject to conditions
- 5) LBH Cleansing - East – Support (Green flag status)

External:

- 6) Thames Water
- 7) TfL
- 8) GLA

## **5. LOCAL REPRESENTATIONS**

4.1 The following were consulted:

- 156 Neighbouring properties
- Tottenham CAAC
- Tottenham Civic Society
- Dowsett Residents Association
- Designing Out Crime
- Thames Water Utilities
- Greater London Archaeology Advisory Service
- site notices were erected close to the site

4.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses:

Objecting: 1

Supporting: 1

Others: 0

4.3 The following local groups/societies made representations:

- Tottenham CAAC

4.4 The following Councillor made representations:

- None

4.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Loss of Light
- Loss of privacy
- Noise

4.6 The following issues raised are not material planning considerations:

- Noise from construction

## **5 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. Affordable Housing
3. The impact on the amenity of adjoining occupiers
4. The impact of the proposed development on the character and appearance of the conservation area
5. Parking and highway safety
6. Sustainability
7. Layout and Standard of Accommodation
8. Trees and Landscaping
9. Waste Storage

### **6.2 Principle of the development**

6.2.1 The proposal, the subject of the planning application is for the conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings. Modification to proposed residential entrance at ground floor level.

6.2.2 The proposal would retain the existing commercial unit on site which forms part of the primacy shopping frontage along Tottenham High Road, therefore retaining the existing employment provision on site. It would redevelop an attractive site currently underutilised with a more appropriate mixed use development which supports the Town Centre.

6.2.3 With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which



aligns with the aspirations of Policy SP2 and emerging Policy DM10 of the Development Management, Development Plan Document (pre-submission version January 2016), which has a current target of providing 820 new homes a year in Haringey; which is likely to be increased to 1,502 under the London Plan (FALP) 2015'.

6.2.4 Therefore, the provision of housing and the retention of the existing commercial unit would in principle be supported as it would augment the Borough's housing stock and prevent the loss of employment floor space in accordance with UDP Policies HSG2 and EMP4, Local Plan Policies SP1 and SP2, emerging DMP Policies DM10, DM38 and DM40 and London Plan Policy 3.3.

### **6.3 Affordable Housing**

6.3.1 The National Planning Policy Framework (NPPF, 2012) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing.

6.3.2 The Department of Communities and Local Government states that there are specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which give legal effect to the policy set out in the written ministerial statement of 28 November 2014 and should be taken into account. These circumstances are that;

- contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area)

6.3.3 Given that the proposal is for 10 units and is less than 1000 square metres, no affordable housing (or contribution) is proposed or required either on or off-site.

### **6.4 Impact on the amenity of adjoining occupiers**

6.4.1 The London Plan 2016 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and

requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

- 6.4.2 The majority of flats (seven) are located within the existing three storey structure and will have no impact on residential amenity. The proposed additional storey (with occupied roofspace) has been located on the north side facing Factory Lane. Given the design of the recent development (Regents Court) on the opposing side of Factory Lane, with its set back 'cut-out' section to the rear, the proposal would largely be set back from the neighbouring building. An objection from No2A of this development states that the proposal will be detrimental given that the flats will be constructed 10m away. Given the urban, town centre context of the proposal, this is not considered unreasonable. In addition, a degree of inter-visibility is to be expected in an urban location. Regardless, there are no significant concerns regarding the impact to the north.
- 6.4.3 Similarly, a residential development is located to the east (back of site). The north elevation of this property is already set back from the site and given that the additional storey will not extend the length of the rear and given that most of the existing, open roof space will be maintained, there is not considered to be a significant detrimental impact to these properties. Significantly, no objections have been received from this development. There is no impact to the front of the proposal.
- 6.4.4 Therefore, the application is considered in accordance with The London Plan 2016 Policy 7.6, Saved Policy UD3 and Draft DM Policy DM1.

## **6.5 Design**

- 6.5.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.5.2 The design of the proposal was discussed at Pre Planning stage with planning officers and the borough's Conservation Officer who selected one option as the most appropriate. This chosen approach aims to create a distinctive elevation to the extension which is both visible and recognisable from the High Road. The series of pitched roofs is reminiscent of industrial saw tooth roofs often seen above workshops and small commercial premises often build behind the main street blocks. It also emulates the existing roofs of the surrounding residential buildings.

- 6.5.3 This approach creates a visible, distinctive addition to the original building, adding to the visual richness of the streetscape of Factory Lane, creating an element that will instil interest to the currently blank and featureless north elevation whilst still remaining secondary to the attractive and character full front facade. Significantly, the proposal retains the recently restored front facade which is considered to positively contribute to the character and appearance of the conservation area. From street level the view of the front facade remains largely unchanged with the proposed top floor extension set back.
- 6.5.4 The future residents will access the development from the existing side entrance at the junction of Factory Lane and High Road. A new, secure entrance door leads to the refurbished stair leading to first floor level. A discrete canopy will be provided over the entrance door to protect residents whilst gaining entry. Additional lighting and access control will be added to the entrance, which will be upgraded with the development.
- 6.5.5 The dwelling types have been developed to work with the structural grid of the original building, and this enables the dwellings to stack well vertically. The flats are also positioned where their impact is minimal on the surrounding buildings including the opposing side of Factory Lane. The flats will also have a south facing elevation allowing light to the properties and the accompanying amenity spaces.
- 6.5.6 Overall, the combination of the retained front facade with the distinctive addition facing factory land is seen as an enhancement to the existing structure, making greater use of this landmark, locally listed building and improving the general townscape. In addition the proposal is considered to enhance the character and appearance of the conservation area (discussed below). As such the proposal is considered in accordance with Local Plan Policy SP11, London Plan Policies 7.4 and 7.6 and Draft DM Policy DM1.

## **6.6 Character and appearance of the conservation area**

- 6.6.1 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.6.2 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight

as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasised in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.6.3 6.26 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.6.4 6.27 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Draft DM Policy DM9 continues this approach. The policy tests above concern development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.6.5 524-528 is describes in the draft Bruce Grove Conservation Area Appraisal (October 2016) as "a distinctive three storey commercial building notable for the curved corner to Factory Lane, bands of blue glazed bricks and tall timber framed windows separated by fluted iron classical pilasters and capitals". Whilst the shop front could be improved greatly, the building itself is considered to be attractive and contributes positively to the conservation area. Its architectural quality is also recognised as unique within the area as the building is locally listed. As such the

building has architectural and historical significance which should be preserved or enhanced.

- 6.6.6 The scheme proposes to refurbish the building including retaining and repairing the front façade. In addition, the scheme proposes further modifications to the roof form to the rear and an extension. The proposed Factory Road elevation will be modified by the addition of 'factory' type consecutive gable elevation that could be an exciting design feature.
- 6.6.7 It is considered that the proposed alterations will enhance the appearance of the building greatly. These works will cause no harm to the conservation area, its setting or the setting of the adjacent locally listed buildings. The improvements would enhance the setting of the heritage assets as well as the character and appearance of the conservation area. As such the proposals are acceptable from a conservation point of view.
- 6.6.8 As per the Council's statutory duty and in context of the Barnwell Manor case, it is considered that the proposed refurbishment works would not cause any harm to the setting of the adjacent locally listed buildings or the character and appearance of the conservation area. The proposed refurbishment works would result in significant heritage benefit that will greatly enhance the character appearance of the conservation area as well as the setting of the locally listed buildings. As such, the proposal is acceptable with the following conditions.

## **6.7 Parking and highway safety**

- 6.7.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Draft DM Policies DM31 and DM32.
- 6.7.2 The development site is located to the south eastern corner of Factory Lane junction with High Road (A1010). Factory Lane is pedestrian only access from its junction with High Road. The site is within a 'Controlled Parking Zone' restricting parking to zone 'TH' permit holders Mon-Fri 8:30am to 6:30pm.
- 6.7.3 The site has a Public Transport Accessibility level of 6a which on a scale of 1-6 is considered excellent. It is highly likely that prospective residents would use sustainable modes of transport for the majority of journeys to and from the site. Bruce Grove station is approx. 3 minute walk from the site. High Road (A1010) towards the south of the site frontage is part of the TLRN with no stopping at any time in operation (red route). Double yellow 'at any time' restrictions are in operation on High Road to the north of site frontage.

- 6.7.4 The proposals are for the conversion of the upper two floors and rear extension to the second floor above the existing retail unit to form 10 no. new residential dwellings comprising, 7 no. one bedroom unit and 3 no. two bedroom units. 13 no. cycle parking spaces are provide in accordance with London Plan Standards. Details on the type of cycle parking must be provided in line with the London Cycle Design Standard.
- 6.7.5 Plans do not indicate any bin stores on the ground floor as no changes are shown at ground level. Kerbside collection has been proposed in the accompanying Design and Access statement and LBH Waste Management team has not objected to this arrangement.
- 6.7.6 A waste management strategy should be conditioned in order to ensure that the storage, transportation and collection of residential waste are adequately managed. The applicant has not submitted a parking stress survey in support of the proposed car free development. The existing property does not accommodate any off street parking and the proposals do not include any off street parking provision. The conversion of the upper floors to 10 new residential units of accommodation without off-street parking has the potential to generate on street parking demand, which in the absence of any dedicated off-street parking, is likely to be displaced on street.
- 6.7.7 The Councils Saved UDP Policy M9 “Car-free Developments” state that: Proposal for new development without the provision of car parking spaces will be permitted in locations floor level where:
- a) There are alternative and accessible means of transport available;
  - b) Public transport is good; and
  - c) A controlled parking zone exists or will be provided prior to occupation of the development
- 6.7.8 In addition the Council’s Local Plan SP7: Transport, which focuses on promoting sustainable travel and seeks to adopt maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD pre-submission version January 2016, Policy DM32 which support car- free development in areas with a good public transport accessibility level provided a CPZ exist.
- 6.7.9 In order to minimise any potential impact on residential parking amenity it is advised that the Council secures, by way of a S106 obligation (or other appropriate planning mechanism) an obligation that removes residents’ eligibility to CPZ parking permits.
- 6.7.10 Based on the above consideration and mitigation (i.e. permit free obligation), the Highway Authority considers it reasonable to conclude that the proposals will not lead to a significant or detrimental impact on parking or transport amenity and is

considered compliant with council policies. The Highway Authority would therefore not object to this development proposal subject to conditions, informative and S106 obligation.

## **6.8 Sustainability**

- 6.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 set out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).
- 6.8.2 The applicant has submitted an energy strategy which demonstrates an improvement in energy efficiency and includes renewable technologies. This alongside the agreement to offset the remaining carbon emissions demonstrates policy compliance. A condition has been recommended on any grant of planning permission requiring the energy strategy to be implemented in accordance with the submitted report. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon as required under the section 106 legal agreement.
- 6.8.3 A financial contribution has been secured as part of the section 106 legal agreement for carbon 'offset' to ensure policy compliance This equates to £32,220.00, which is required to offset the final carbon emissions.

## **6.9 Layout and Standard of Accommodation**

- 6.9.1 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).
- 6.9.2 All dwellings are designed to meet the mini-mum space standards of the London Housing Design Guide London Housing SPG (revised March 2016), and can accommodate the range of furniture, access and activity spaces required. Circulation spaces and door widths are de-signed in accordance with the guide. First floor dwellings have only one storey.

6.9.3 All kitchens, living rooms, dining and bedroom spaces look to meet to the best extent the minimum combined area standard set by the guide and have greater widths than the minimum standard. The three new build dwellings will each receive at least 5m<sup>2</sup> of private open space each. Four of the dwellings in the conversion will receive a private terrace at roof level. The remaining three dwellings within the conversion, at first floor level will not have private external space. Given that the proposal is largely a conversion of an existing building this is considered acceptable. As such the proposal is in accordance with the standards set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016, Haringey's Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).

## **6.10 Trees and Landscaping**

No trees affected and landscaping not required.

## **6.11 Waste Storage**

6.9.1 Saved UDP Policy UD7 'Waste Storage', requires 'appropriate' provision for waste and recycling storage and collection. The project is compliant with Haringey's Waste Management Requirements for refuse and recycling; there is no objection to the proposed development from the Council's waste department.

## **6.12 Conclusion**

6.11.1 The proposal is a high quality, sustainable design that respects the surrounding development and will not have a significant impact on the amenity of neighbouring properties or result in overdevelopment. The proposal would retain current levels of employment provision and assist with the provision of additional housing. The proposal would not impact on parking, highway safety or drainage. The proposal would both preserve and enhance the conservation area and the locally listed building.

6.11.2 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **6. CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £35,100.24 (816sqm x £35 x 1.229) and the Haringey CIL charge will be £12,900.96 (816sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a



commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) L(0)001, 002, 003 ,004, 005, 010, 011, 020, 050, 051, 052, 053, 054, 05

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 accordance with the following approved plans and specifications:

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

## **CONSERVATION**

3. Samples of all the new proposed materials and external finishes should be submitted for further approval, prior to commencement of works on site.

Reason: To ensure the preservation and enhancement of the conservation area and locally listed building

4. A further statement indicating the repair works to the front elevation and a relating methodology should be submitted for further approval, prior to commencement of works on site.

Reason: To ensure the preservation and enhancement of the conservation area and locally listed building

## **TRANSPORT**

5. Prior to the commencement of the development hereby approved Construction Logistics Plan shall be submitted to and approved in writing by the Local

Planning Authority, outlining the expected traffic movements in connection with construction and measures to be taken to minimise disruption and inconvenience to neighbouring residents.

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

Reason: In the interest of the amenities of the adjacent properties.

6. Details of a scheme for the management of residential waste shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is occupied and the waste arrangement shall be operated in accordance with the approved scheme at all times. The applicant will also be required to provide details on the service of the commercial unit, the plan must include details on how servicing of the commercial unit to insure that servicing will not impact on the operation of the TLRN.

Reason: In the interest of the amenities of the adjacent properties and safeguard the operation of the local road network.

7. The applicant will be required to submit details on the type of cycle parking and the method of security, the design of the cycle parking must be in line with the London Cycle Design Standard.

Reason: To ensure that the type and layout of the cycle parking is in line with the London Cycle Design Standard.

## CARBON MANAGEMENT

8. Delivery of Energy measures as set out in Energy Statement - 522-528 High Road, Tottenham, dated November 2016 by NRG consultants. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reductions set out in the document. The equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority within 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery. The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

## DRAINAGE

9. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed.

10. No construction works (excluding demolition) shall commence until further details of the design methodology, implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Methodology and reasoning for SuDS flows and volumes proforma determination enabling full assessment that the allowable thresholds have been achieved have been submitted to and approved in writing by the Local Planning Authority.

### **Informatives:**

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

### **INFORMATIVE : CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £35,100.24 (816sqm x £35 x 1.229) and the Haringey CIL charge will be £12,900.96 (816sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

### **INFORMATIVE :**

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE : With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

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

## Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
Transportation	<p>The Highway Authority considers it reasonable to conclude that the proposals will not lead to a significant or detrimental impact on parking or transport amenity and is considered compliant with council policies.</p> <p>The Highway Authority would therefore not object to this development proposal subject to the following conditions, informative and S106 obligation.</p> <p>Conditions:</p> <p><u>Construction Logistics</u></p> <p>1. Prior to the commencement of the development hereby approved a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, outlining the expected traffic movements in connection with construction and measures to be taken to minimise disruption and inconvenience to neighbouring residents. Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3 and 6.11 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.</p> <p>Reason: In the interest of the amenities of the adjacent properties.</p> <p><u>Travel Welcome Pack</u></p> <p>2. No part of the development shall be occupied until a 'Travel Welcome Pack' detailing local travel information including cycle routes, bus routes/bus stops, car club provision, in addition to, on-site cycle parking provision and permit free obligation, is submitted to, and approved in writing by, the Local Planning Authority. The 'Travel Welcome Pack' shall be circulated to all new residents upon first occupation</p> <p>.</p> <p>Reason: In the interests of minimising the environmental impact of</p>	Noted. Conditions, informative and obligation applied.

Stakeholder	Question/Comment	Response
	<p>the scheme.</p> <p><u>Waste Management Plan</u>  3. Details of a scheme for the management of residential waste shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the waste arrangement shall be operated in accordance with the approved scheme at all times.</p> <p>Reason: In the interest of the amenities of the adjacent properties.  S106 Permit</p> <p><u>S106 Permit Free Obligation</u>  4. The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit, with the exception of blue badge holders, under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the local highways network.</p> <p>Informative  The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
Cleansing (East)	<p>The above application would be treated as flats above shops. Therefore they will need to be on a bag collection and should place their bags out for collection on High Road N17 complying with any timed collections that are put in place by the Council. The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection.</p>	

Stakeholder	Question/Comment	Response
<b>LBH Conservation</b>	<p>Support:</p> <p>The scheme proposes to refurbish the building including retaining and repairing the front façade. In addition, the scheme proposes further modifications to the roof form to the rear and an extension. The proposed Factory Road elevation will be modified by the addition of 'factory' type consecutive gable elevation that could be an exciting design feature.</p> <p>6. It is considered that the proposed alterations will enhance the appearance of the building greatly. These works will cause no harm to the conservation area, its setting or the setting of the adjacent locally listed buildings. The improvements would enhance the setting of the heritage assets as well as the character and appearance of the conservation area. As such the proposals are acceptable from a conservation point of view.</p> <p><u>Conclusion</u></p> <p>As per the Council's statutory duty and in context of the Barnwell Manor case, it is considered that the proposed refurbishment works would not cause any harm to the setting of the adjacent locally listed buildings or the character and appearance of the conservation area. The proposed refurbishment works would result in significant heritage benefit that will greatly enhance the character appearance of the conservation area as well as the setting of the locally listed buildings. As such, the proposal is acceptable with the following conditions.</p> <p>Conditions:</p> <p>Samples of all the new proposed materials and external finishes should be submitted for further approval, prior to commencement of works on site.</p> <p>A further statement indicating the repair works to the front elevation and a relating methodology should be submitted for further approval, prior to commencement of works on site.</p>	<p>Noted. Conditions added</p>
<b>Floor and Surface</b>	<p>Support, subject to conditions.</p>	

Stakeholder	Question/Comment	Response
<b>Water</b>		
<b>Carbon Management</b>	<p>The applicant has submitted an energy strategy which demonstrates an improvement in energy efficiency and includes renewable technologies. This alongside the agreement to offset the remaining carbon emissions demonstrates policy compliance.</p> <p>6.8.2 The above table shows that 17.9 tonnes remain following design as this needs to be offset to ensure policy compliance. 17.9 x £1,800 = £32,220.00 is required to offset the final carbon emissions.</p> <p>Actions:</p> <p>1) to condition the submitted energy strategy (suggested wording below); and  2) to agree through legal agreement the collection of £32,220 towards carbon projects in Haringey.</p>	Noted. Conditions and obligation applied.
<b>EXTERNAL</b>		
<b>NEIGHBOURING PROPERTIES</b>  Regent Court 2a Dowsett road - Objection	<p><u>1. Loss of Light,</u>  Many of the flats in Regent Court, such as the one occupied by myself, have only windows facing the building on which the constructions is suggested. With two new floors added there will be a considerable loss of light into most of Regent Court flats which is not acceptable and sustainable for healthy living.</p> <p><u>2. Loss of Privacy,</u>  As explained above, many flats at Regent Court have all their windows facing the building on which construction is suggested. The proposed flats are less than 10 meters away from Regent Court existing windows and they would be overlooking bedroom and bathrooms causing unacceptable living conditions.</p> <p><u>3.Strategic Issues</u>  Strategic issues with building site, insufficient land for construction site resulting in loss of right of quiet enjoyment, There is only one small road about 5 meters wide between the buildings, this is Factory lane, this also serves as loading bay for the food store beneath the proposed flats (Iceland ltd) and no other roads lead to the proposed construction site, this was verified with a survey of the</p>	<p>1. Regents Court which fronts the High Road has a rear set back of 10m. Given this distance and the modest increase on the proposed floor and mezzanine, there is no significant impact on light to Regents Court.</p> <p>2. Whilst some inter-visibility is to be expected on an urban setting the aforementioned setback allows for distance between the properties. There is no significant loss of privacy.</p> <p>3. There are no concerns regarding access for construction. The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-  - 8.00am - 6.00pm Monday to Friday  - 8.00am - 1.00pm Saturday  - and not at all on Sundays and Bank Holidays.</p> <p>4. The site is a town centre location. By it's nature</p>

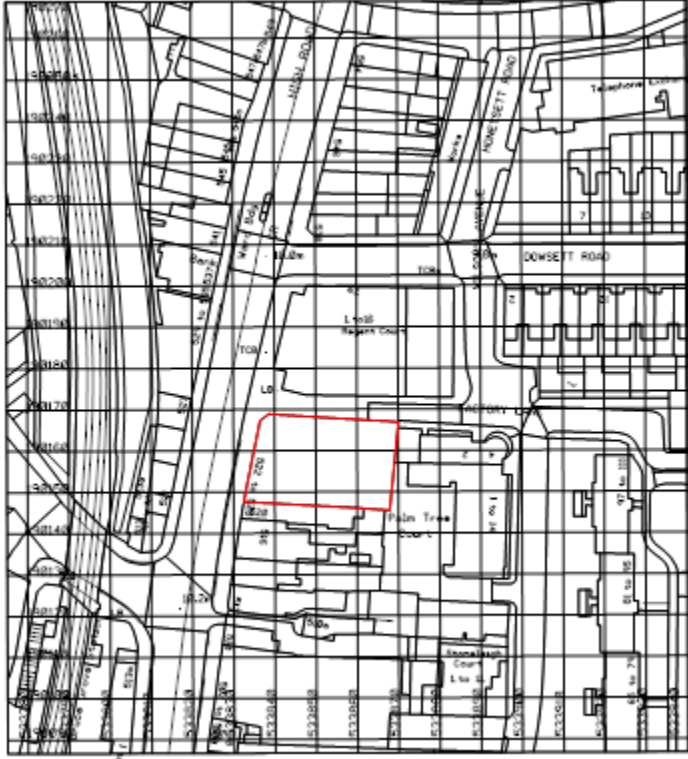


Stakeholder	Question/Comment	Response
	<p>buildings and on a map of the adjacent streets. All materials will have to be brought into the construction site via this road and yet again in extremely close proximity of Regent Court windows causing loss of right of quiet enjoyment and again, loss of light and privacy.</p> <p><u>4.Noise and disturbance resulting from new users.</u> Not only Regent Court will suffer from the noise of the building site less than 10 meters away but also new users have the potential to cause disturbance.</p> <p><u>5.Request to extend the consultation process.</u> I also would like to highlight a major flaw on the application and comment process. The period for leaving comments on this plan has been set from the 1st to the 30th of December 2016, however, the letter sent from Haringey local authority asking for feedback and comments was received on the 16th December 2016 and dated 14 December 2016, this leave less than 2 weeks for the neighbours to leave comments within the allocated 30 day period. Moreover, these two weeks are during the Christmas holidays and most of Londoners leave London to spend this special day with family, certainly this was the case of most habitats of Regent Court including myself. This means that many of the neighbours will only see the letter sent from Haringey local authority for the very first time after the set deadline and are not given a fair possibility to comment. I would like to request the consultation process to be extended until the 16th January 2016 to give all neighbours a fair opportunity to read the letter send by Haringey local authority and leave their comments. I am sure that Haringey local authority staff are keen to look after the best interests of people living in the borough and understand that this extension is needed to give all neighbours a fair say.</p>	<p>the surroundings are busy. There is no evidence to suggest that new neighbours will cause disturbance.</p> <p>5. The full statutory requirement for a consultation was undertaken. The council accepts comments beyond the official end date up until the date of decision (in this case 12 weeks). No additional responses or request have been received.</p>
<b>Metropolitan Police Designing Out Crime Group</b>	No necessary to comment	Noted.
<b>Historic England</b>	No necessary to comment	Noted.
<b>Thames Water</b>	No objection	Noted.

Stakeholder	Question/Comment	Response
<b>Tottenham CAAC</b>	Support: Some Tottenham CAAC members met with the architect of this scheme in November. We are pleased that the upper floors of this important building will be brought back into use.	Noted.
<b>Transport for London</b>	<p>No objection: Having reviewed the submitted documents TfL have the following comments.</p> <ul style="list-style-type: none"> <li>• The site registers a Public Transport Accessibility Level (PTAL) of 6a on a scale of 1 to 6b which indicates an excellent level of accessibility.</li> <li>• TfL welcome the restrained approach to parking and request that residents enter a permit free agreement for any existing or future Controlled Parking Zone (CPZ).</li> <li>• The applicant indicates that there will be a total of 13 cycle spaces which complies with London Plan standards and TfL support. The applicant should clarify the type of stand to be used.</li> <li>• The applicant should clarify arrangements for delivery vehicles and TfL have no objection to the proposed servicing arrangements.</li> <li>• Based on the above request being met TfL have no further comment. If you have any queries please do not hesitate to contact me.</li> </ul>	Noted
<b>London Fire Brigade</b>	The Brigade is not satisfied with the proposals as no brigade access details provided	Noted. Not a material planning consideration. Developer to remedy.

## Appendix 2 Plans and Images

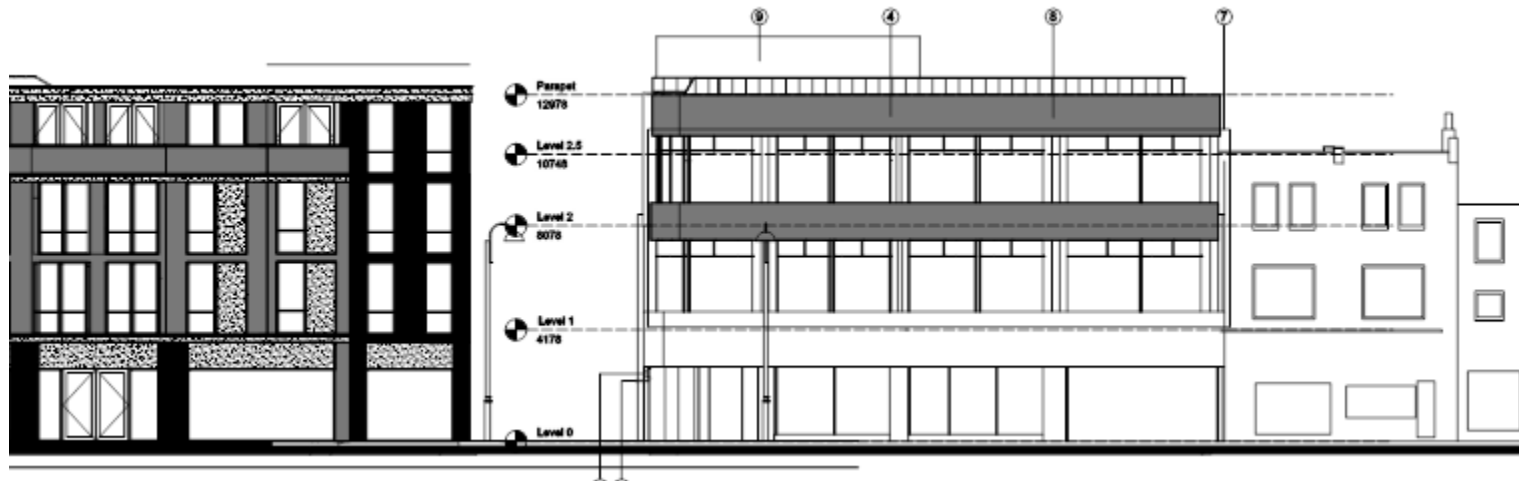
### Location Plan



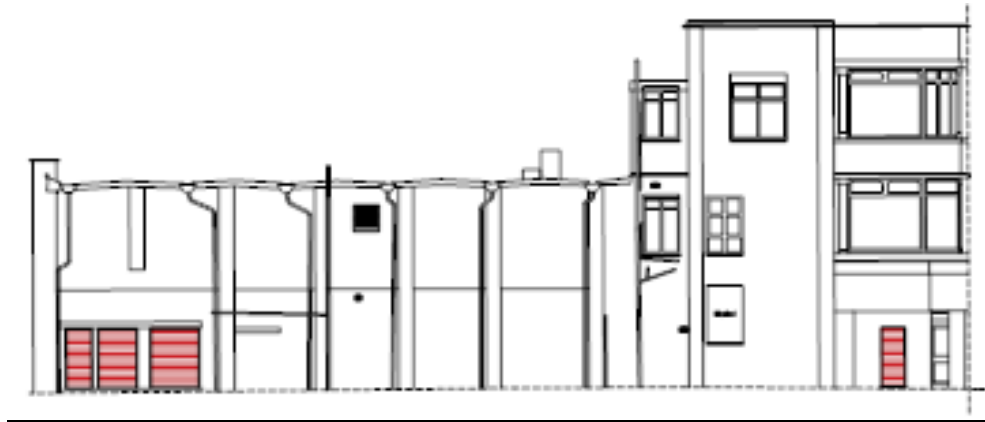
**Existing Front Elevation**



**Proposed Front Elevation**



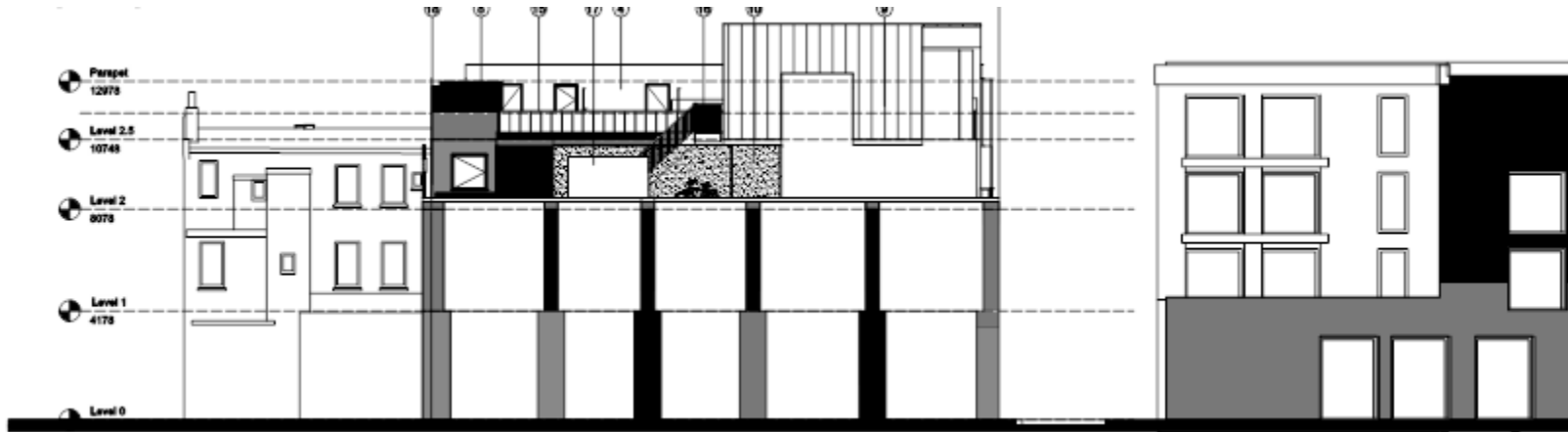
**Existing North Elevation**



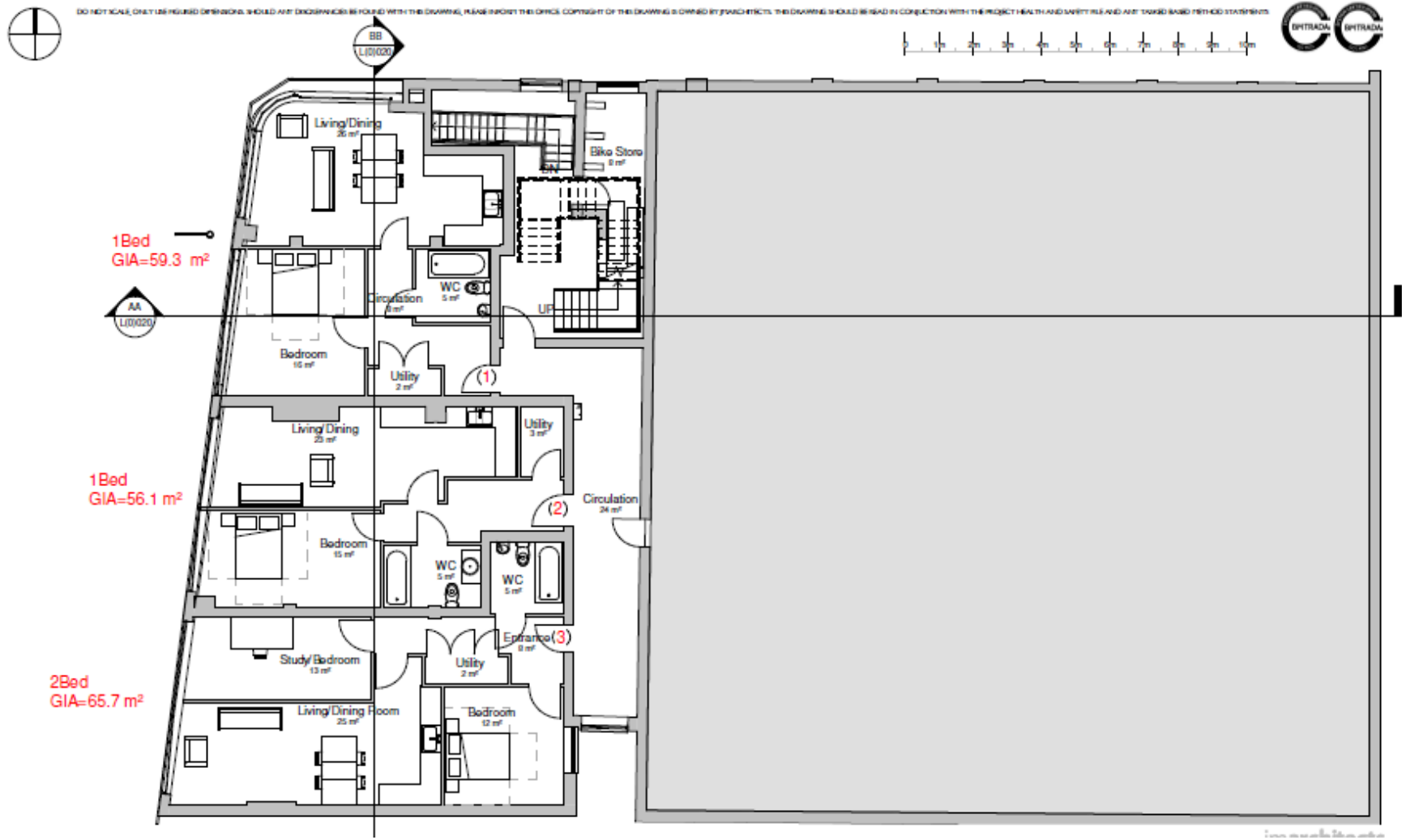
**Proposed North Elevation**



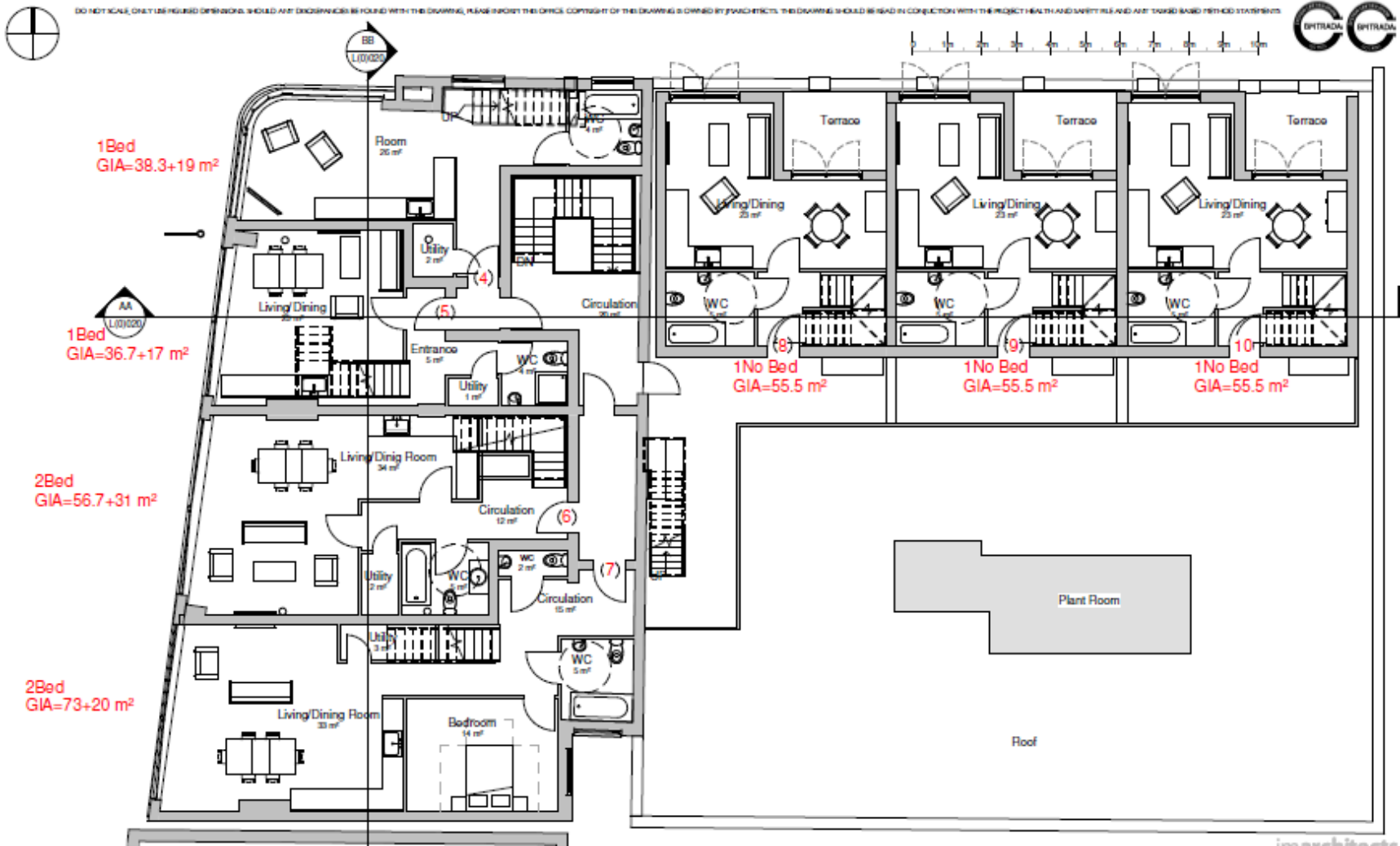
**Proposed Rear Elevation**



# Proposed First Floor



# Proposed Roof Plan





# Proposed Second Floor Mezzanine Plan

