

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

**Reference No:** HGY/2008/1643

**Ward:** Hornsey

**Date received:** 04/08/2008

**Last amended date:** N / A

**Drawing number of plans:** 73130A/AR/A1, 73130A/AR/A3, 73130A/AR/A4, 3291/01, 3291/02, 3291/03, 3291/04 & 3291/04 - 110.

**Address:** 158 Tottenham Lane N8

**Proposal:** Outline application for erection of 9 x 3 storey, four bedroom townhouses with associated parking and access.

**Existing Use:** Vacant

**Proposed Use:** Residential

**Applicant:** Mr Marc Vlessing Pocket Living Ltd

**Ownership:** Private

### **PLANNING DESIGNATIONS**

Road Network: Classified Road

**Officer Contact:** Oliver Christian

### **RECOMMENDATION**

GRANT OUTLINE PERMISSION subject to reserved matters and subject to section 106 agreement

### **SITE AND SURROUNDINGS**

The application site is rectangular, currently vacant and situated on the northern side of Tottenham Lane adjoining the existing Texaco petrol filling station.

The site is directly opposite the roundabout that intersects Ferme Park Road and Tottenham Lane.

The application site area is approximately 0.148 hectares.

The application site is bounded to the North West by Rokesly Infants and Primary Schools and to the North East by the residential properties in Rokesly Avenue. A mixed commercial centre is located on the opposite side of Tottenham Lane.

The application site is just north of the Crouch End Primary Shopping Centre identified in the Unitary Development Plan. The general surrounding area to the north is residential, comprising a mixture of house types and ages, mainly Victorian and inter-war.

The site is not within any designated conservation area.

## **PLANNING HISTORY**

Redevelopment of site, erection of 4/5 storey building comprising 66 residential units and replacement petrol filling station – Full – Ref: HGY/2001/0708 – Withdrawn – 17 January 2002.

Redevelopment of petrol filling station and erection of 4/5 storey building comprising 55 units and replacement petrol filling station – Full – Ref: HGY/2002/0287 - Appeal Dismissed and Planning Permission Refused - 9 June 2003.

Redevelopment of site and erection of 4 storey building comprising 51 units and replacement petrol filling station – Full – Ref: HGY/2002/0644: Refused Planning Permission 4 March 2003.

HGY2003/1795 - application for a mixed retail/residential development comprising a four storey development that would provide 47 flats - 25 one bedroom flats and 22 two bedroom flats: A total of 14 of the proposed flats are allocated for affordable housing was refused planning permission on 30<sup>th</sup> September 2003 and was the subject of an unsuccessful appeal in 2004.

HGY2008/1068 - erection of a ground, part 3, part 4 storey building comprising Class A1/A2 or B1 floorspace (290sq m), 21 x one bed, 4 x two bed, 4 x three bed flats (no decision).

## **DETAILS OF PROPOSAL**

The current proposal seeks Outline Consent for erection of 9 x 3 storey, four bedroom townhouses with associated parking and access.

Reserved matters are external appearance (materials) and landscaping. Car parking for the scheme would be provided at the front of the site with direct access to this from Tottenham Lane.

The building would follow the grain of the western end of Tottenham Lane with the building line set back from the pavement edge for most of its frontage. The proposed building is three storeys of residential accommodation.

The scale and height of the proposal is consistent along its length. The elevations incorporate vertical detailing which is intended to reinforce the vertical emphasis of the design over its horizontal length.

### **Appeal Decision Texaco Petrol Filling Station – HGY/2003/1795**

The Appeal decision which dismissed an appeal against Council's refusal of application HGY/2003/1795 is a material consideration of considerable importance. The decision notice acts as a benchmark against which further applications have to be assessed.

In determining this appeal, The Inspector identified the main issues as:

- a. The design of the proposal and its visual impact within the street scene, including longer views.
- b. The effect upon the amenity of the users of adjoining Rokesley Junior School playground in terms:
  - (i) Privacy
  - (ii) Sunlight

However, when considering the main issues he was dissatisfied with the degree of overshadowing and loss of privacy to the school playgrounds and the resultant material harm.

### **CONSULTATION**

Transportation  
Cleaving  
Housing  
Hornsey Conservation Area Advisory Committee  
Crime Prevention  
LFCDA  
Thames Water Utilities  
Rokesley Junior/Infants School  
YMCA  
Local residents:  
45 – 55 (Ground, First, Second floors) Tottenham Lane  
121 – 165 (Ground, First, Second floors) Tottenham Lane  
103 – 119 Tottenham Lane  
62 – 70, 31 – 55 Rokesley Avenue  
31 – 55 Rosebury Gardens  
38 – 80 Hermiston Avenue  
24 – 30 Elmfield Avenue  
187 – 205, 260 – 276, 276A Ferme Park Road  
149 – 176 Nelson Road  
Ward Councillors

## RESPONSES

### Transportation Group

This proposed development is located on Tottenham Lane bus route, which provides some 44 buses per hour (two-way), for frequent connection to Finsbury Park and Turnpike Lane tube stations. We have therefore considered that majority of prospective residents/staff/patrons of this development would use sustainable travel modes for their journeys to and from the site. In addition, our interrogation with TRAVL database suggests that based on comparative sites (Lee Conservancy-E9, Porter Sq-N19, Rootes Estate-W10 and Yeats Close - NW10), the residential element of this development, some 1785sqm GFA, would only generate a combined traffic inflow and outflow of some 6 vehicles during the critical morning peak hour. Likewise, the commercial aspect of this development (290sqm GFA), would only generate a maximum of 5 vehicles in the same crucial period. We have therefore accepted the applicant's consultant's (SBA's) forecast that this level of vehicular trips (11 in/out vehicle movement in the morning peak hour) would not have any significant adverse effect on the adjacent roads.

Moreover, notwithstanding that this site has not been identified within the Council's Adopted 2006 UDP as that renowned to have car parking pressure, the applicant has proposed 9 off-street car parking spaces (including 1 disabled parking bay) plus 14 secure cycle racks which is enclosed in a store, within the curtilage of this development and in line with the parking standard contained in Appendix 1 of the UDP.

However, due to the potential increase in the pedestrian/cyclists activities at this location, we do feel that there is the need for additional highway schemes to assist these vulnerable road users.

As part of the Cycle Route Implementation Stakeholder Plan, we have identified a series of proposals to improve the pedestrian conditions and extending the cycle routes in this area. We will therefore require the applicant to make some financial contribution towards executing these schemes. Consequently the highway and transportation authority would not object to this application subject to the condition that the applicant:

1. makes some financial contribution, by way of S.106 agreement, towards enhancing the cycle routes in the vicinity of the proposed development.  
Reason: To improve the conditions for cyclists at this location.

## Waste Management

Waste Management did not object to this proposal, they did however provide a number of comments. The main comments were as follows:

- ' - wheelie bins or bulk waste containers must be provided for household collections.*
- wheelie bins must be located no further than 25 metres from the point of collection.*
- bulk waste containers must be located no further than 10 metres from the point of collection.*

## Scientific Officer

Requested that a condition be included to supply a site investigation report, risk assessment & details of any remediation required.

## Hornsey CAAC

No comments received at time of writing report.

## Crime Prevention Officer

No comments received at time of writing report.

## Local residents:

A number of objections were received from nearby properties and local residents. The main issues raised in these objections have been summarised as follows:

- Overdevelopment of the site;
- Privacy and Overlooking;
- New Building Materials;
- Traffic and Safety Concerns;
- Impact on Adjoining Residential Amenity;
- Impact on the adjoining school; and
- Proposed Building Height.

In summary, we believe that this application does not present a suitable development for this site and furthermore we have serious doubt as to whether any development of this nature could be appropriate considering the location and nature of the site, in particular its proximity to the school playground and its only point of access. Therefore we urge that this application is rejected and that a review of this site is conducted to ascertain whether residential development is appropriate and if it is considered so then some constraints put upon it to protect the safety and well-being of the children at the school.

All the comments raised in the submissions received have been considered

prior to the preparation of this report.

## **RELEVANT PLANNING POLICY**

### National Guidance

Planning Policy Statement 1 – Delivering Sustainable Development  
Planning Policy Statement 3 – Housing  
Planning Policy Guidance 13 – Transport

### The London Plan

Policy 3A.1 – Increasing London’s Supply of Housing  
Policy 3A.21 – Education Facilities  
Policy 4B.3 – Maximising the Potential of Sites

### Unitary Development Plan

G2 – Development and Urban Design  
UD2 – Sustainable Design and Construction  
UD3 – General Principles  
UD4 – Quality Design  
UD7 – Waste Storage  
UD8 – Planning Obligations  
HSG1 – New Housing Developments  
HSG2 – Change of Use to Residential  
HSG9 – Density Standards  
HSG10 – Dwelling Mix  
M10 – Parking for Development

### Supplementary Planning Guidance

SPG1a – Design Guidance  
SPG3a – Density, Dwelling Mix, Floorpace Minima, Conversions, Extensions and Lifetime Homes  
SPG3b – Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight  
SPG7a – Parking Standards  
SPG7b – Vehicle and Pedestrian Movement  
SPG8a – Waste and Recycling  
SPG10a – The Negotiation, Management and Monitoring of Planning Obligations  
SPG10c – Educational Needs Generated by New Housing Development  
SPG10e – Improvements to Public Transport Infrastructure and Services

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

The proposal seeks the erection of 9 x 3 storey, four bedroom townhouses with associated parking and access.

The main issues required to be considered are as follows:

- principle of residential use;
- dwelling mix and density;
- design, bulk and massing;
- relationship with school;
- overshadowing, privacy and overlooking;
- parking and waste management;
- affordable housing;
- sustainability;
- section 106 contributions:

### **Principle of Residential Use**

PPG3 Housing seeks to encourage Local Planning Authorities to maximise the re-use of previously-developed land for housing, in order both to promote regeneration and minimise the amount of greenfield land being taken for development, (para. 22). It goes on to say that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas.

This guidance is reflected in the Councils own Unitary Development Plan policy G3 Housing Supply which sets out the Councils Strategic housing target.

Policies HSG1 New Housing Developments and HSG3 Changes of Use to Residential recognise the need for the Council to meet its housing targets by identifying suitable sites that are in areas suited to accommodating residential development.

The pressure of land for new housing in the Borough means that brownfield sites such as this one are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of this development are increasingly limited as the available sites decrease.

This proposal meets the objectives of the relevant national guidance by promoting a more efficient use of the land within the urban context of the area.

Policy HSG1 – New Housing Developments reflects the requirement for the Council to address the need for additional housing to be provided within the Borough. The subject site is considered to be located within a predominantly residential area and is within close proximity to public transport facilities and community services.

Supplementary Planning Guidance SPG3b – Privacy/Overlooking, Aspect/Outlook, Daylight/Sunlight recognises the need to ensure that the existing amenity of neighbouring properties is not harmed.

In this case, it is considered that the proposed development would not exceed the existing height of neighbouring residential buildings it would not have a significant overbearing affect on neighbouring properties.

Given the proposed use, adjoining residential properties and proximity to public transport options, the principle of residential use on the site is considered appropriate.

### **Design, Bulk, Massing**

Strategic Policy UD1 sets out to encourage good design of new buildings, alterations and extensions and conservation of buildings and fabric contributing character to the local environment in order to enhance the overall quality of the built environment, the attractiveness of the area for investment, economic regeneration, and the amenity of residents. Within this, policies UD3 and UD4 seek to encourage a high standard of design and ensure that buildings “fit in” with the surrounding area through appropriate enclosure, height and scale and respecting existing building lines, rhythm and massing.

The scheme proposes a 3-storey building of modern design: The building covers the majority of the frontage of the site thereby forming new street frontage to Tottenham Lane.

The elevation to Tottenham Lane is also divided vertically by emphasis to fenestration and helping to break up the bulk of the building and to reflect the verticality of the surrounding buildings.

The strong, modern architectural approach helps to reinforce this sense of enclosure. This is in line with the requirements of policies UD4 ( Assessment of Design Quality : Fitting New Buildings into the Surrounding Area: Enclosure, Height and Scale) which seek to ensure new buildings respect existing building lines, heights and massing and existing street patterns.



## **Density and dwelling mix**

PPS3 recommends that more efficient use is made of land by maximising use of previously developed land. It recommends that Local Authorities “*avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes.*” This advice supersedes the housing density policy in the Unitary Development Plan and the Plan policies are currently under review. The London Plan also sets higher densities for development in urban areas. The London Plan recommends a density range of 200 - 450 habitable rooms per hectare for flatted developments in urban areas close to town centres such as this one. The Unitary Development Plan sets a density range of 175 – 250 habitable rooms per hectare.

Applying the method of calculation set out in Supplementary Planning Guidance Note 3a Residential/Mixed Use Densities, this scheme has a density of 305 habitable rooms per hectare.

The applicant has produced a detailed design and urban design analysis of the site and building setting the proposal in context and the constraints relating to the site. This shows that the massing and position of the proposed building takes the surrounding built form as its reference and the design has been developed in this context. This approach has formed the framework for the bulk and massing of the proposed building and has resulted in the level of development proposed.

This approach is consistent with the advice in PPG1 General Policy and Principles and PPG3 Housing in adopting a flexible and design led approach to individual site planning.

The scheme proposes 9 x 4 bed dwelling houses with amenity spaces at the rear.

The dwellings are of an acceptable standard in terms of layout and room size; the overall dwelling size being above the Council’s minimum space standard.

## **Relationship to School**

The application site is directly adjacent to Rokesley Infants and Juniors Schools. The West boundary of the site runs along the side of the junior school playground.

The relationship of the development to the school is of concern to the school and the Governors. There are three main issues: overlooking, overshadowing, traffic and safety.

Each of these issues was considered as part of the previous applications on the site. It was concluded that, whilst recognising the concerns of the Parents, Governors and Head Teacher regarding the safety and security of the children, there is no reason to consider that the fears raised will actually occur, and that the reverse position i.e. increased surveillance and security in each case could equally occur, reducing risks and difficulties.

### **Overlooking**

The proximity of residential development and school use is not unusual, it can and does exist satisfactorily in many instances.

In this instance, the proposed development is 3 storeys and the rear terraces are provided with eye level screens: It is considered that the change in circumstance by the proposed development will not cause unacceptable harm in terms of overlooking of the school playground.

### **Overshadowing**

In terms of potential overshadowing to the School premises, the applicant has submitted a daylight and sunlight analysis of the proposed building on the adjacent school building and playground. This analysis is based upon advice in BRE Guidelines "Site Layout for Sunlight and Daylight – A Guide to Good Practice". This is not a statutory document, but sets out a series of useful tests that Local Planning Authorities can apply to assess the level of impact on neighbouring properties and whether this is material and causes unacceptable harm.

The study found that the School buildings and playgrounds will not suffer a significant loss of daylight.

The study concluded that the building will cast varying degrees of shadow at different times of the day and year. The BRE test says:

*"It is suggested that, for it to appear adequately sunlit throughout the year, no more than two-fifths and preferably no more than one quarter of any garden or amenity area should be prevented by buildings from receiving any sun at all on 21 March.... If, as the result of new development, an existing garden or amenity area does not meet these guidelines, and the area which can receive some sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable."*

The study carried out for this development and its effect on the School playground looked at the effects of overshadowing on 21<sup>st</sup> March, 21<sup>st</sup> June, 21<sup>st</sup> September and 21<sup>st</sup> December.

The report concludes that on the 21<sup>st</sup> June there will be little or no overshadowing on the playground as the sun is high in the sky. The effect on 21<sup>st</sup> December is greater as the sun is much lower. The effect in March and September are somewhere in between. The report recognises that it is not possible to take account of cloud cover, although clearly this can have a significant effect on the amount of direct sunlight at any time of year.

The report also concludes that the development will result in a greater degree of overshadowing than currently exists but for most of the year the playground will be mostly unaffected. The study carried out suggests that an adequate amount of sunlight will be retained based on the advice in the BRE Guidelines. In the summer months, there will be little sunlight loss. In the winter there will be more but there can also be expected to be more cloud cover and therefore less sunlight available anyway.

The applicant has recognised that the proposal will have some effect on the amenity currently enjoyed by the School but considered that it was an improvement on the appeal scheme.

In terms of overshadowing: The 9 house consists of a development that is 3 floors: It is considered that the reduction of a storey from the previously refused scheme (Texaco) by the current application has materially improved the prospects for the playground at the time of the year when it has been deemed most desirable to protect and would therefore not be in conflict with Unitary Development Plan Policy UD3 or the Planning Inspector's assessments.

Using the findings of the applicants' study, it is considered that there will be an increase of the area with the potential to receive direct sunlight at the times of the year when it has been held that sunlight is most important.

The 9 house proposal does not result in significant loss of sunlight or detrimental overshadowing.

### **Traffic and safety**

In terms of traffic generation and safety, the main concern raised is that of the potential conflict between vehicles and pedestrians at the access point to the proposed underground car park on Tottenham Lane: The recommendation was that the new entrance would be designed with maximum visibility splays to allow pedestrians a clear siting of vehicle movements and appropriate surface treatments and distinguished areas.

Transportation Group is satisfied with the access and levels of parking proposed.

### **Impact on other Properties**

The proposed development is also adjacent to some residential properties particularly in Rokesley Avenue. However, given the position and orientation

of the development in relation to these properties, it is not considered that any significant adverse effect will result from the development.

### **Parking, Traffic and Transport**

The scheme proposes 9 off-street car parking spaces (including 1 disabled parking bay) plus 14 secure cycle racks, enclosed in a store, within the curtilage of the development.

Concern has been expressed regarding the entrance to the car park area in front of the proposed housing having a potential conflict between vehicles and pedestrians. Transportation considers that this potential difficulty could be overcome by widening the pavement at this point to maintain highway safety.

Transportation Group is satisfied that the data produced by the applicant regarding traffic generation, demonstrates satisfactorily that the development will result in a relatively small increase in the existing traffic flow on Tottenham Lane and that the additional traffic would not affect the traffic flow or capacity of the Ferme Park roundabout.

The site is located in an area that has not been identified within the Council's Adopted 2006 UDP as renowned to have car parking pressure. The scheme proposes 9 car parking spaces in line with the Council's standard of 1 space per dwelling.

### **Affordable Housing**

Supplementary Planning Guidance advises that a development of this size (below 10 units) is below the affordable threshold and as such affordable housing provision.

### **Sustainability**

The Council's sustainability checklist has been completed alongside a renewable energy assessment.

Sustainability measures and energy measures and energy efficiency have been incorporated into the design and the proposal.

## **Section 106:**

### **Education Contribution**

Supplementary Planning Guidance advises that a development of this size proposing 5 or more family units requires an education contribution.

In this case the set formula generates a contribution of £94,408.

### **Transportation contribution**

A contribution of £10,000 toward enhancing cycle routes in the vicinity.

**Administration/recovery** costs of £3,522

## **SUMMARY AND CONCLUSION**

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

It is considered that the design approach is modern and could fit in with the surrounding area: The proposal has an acceptable relationship with adjoining properties consistent with requirements of the Unitary Development Plan Policies and supplementary guidance.

The position of the buildings on the site means neighbouring occupiers especially the school will not suffer detrimental loss of amenity as a result of adverse additional overlooking and overshadowing.

The current proposal is acceptable in that it does not lead to over-development; the number and size of units proposed accord with the aims of the Unitary Development Plan Policies especially UD3 and UD4.

## **RECOMMENDATION 1**

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

- (1) That Outline Planning permission be granted in accordance with planning application no. HGY/2008/1643, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure a contribution of £96,408 toward educational facilities within the Borough, and a contribution of £10,000 toward cycle route enhancement, £3,522 toward recovery/ administration costs.
- (2) That the Agreement referred to in resolution (1) above is to be completed no later than 23 October 2008 or within such extended

time as the Council's Assistant Director (Planning Policy and Development) shall in his discretion allow; and

That following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, Outline planning permission be granted in accordance with planning application reference number HGY/2008/1643 and drawing No. (s) for the following reason:

Subject to the following conditions:

1. Application must be made to the Local Planning Authority for approval of any matters reserved in this OUTLINE planning permission, not later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

- a) The expiration of 3 years from the date of this permission or
- b) The expiration of 2 years from the final date of approval of any of the reserved matters.

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Hard and Soft Landscaping details also surface water drainage works along with source control measures shall be carried out in accordance with details which have been submitted to and approved in writing by the local planning authority before development commences.

Reason: To prevent the increased risk of flooding.

3. 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.

4. An enclosure for dustbins in accordance with guidance issued by the Local Planning Authority shall be provided prior to the occupation of the dwellings. Details of design, materials and location of the dustbin enclosure shall be agreed in writing prior to the occupation of the building.

Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.

5. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2. (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

(b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

(c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

6. 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.

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

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

8. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

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

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

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

INFORMATIVE: In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant:

- a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution;
- b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils, and
- c) looks to ensure the separation of foul and surface water sewerage on all new developments.

## REASONS FOR APPROVAL

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