

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

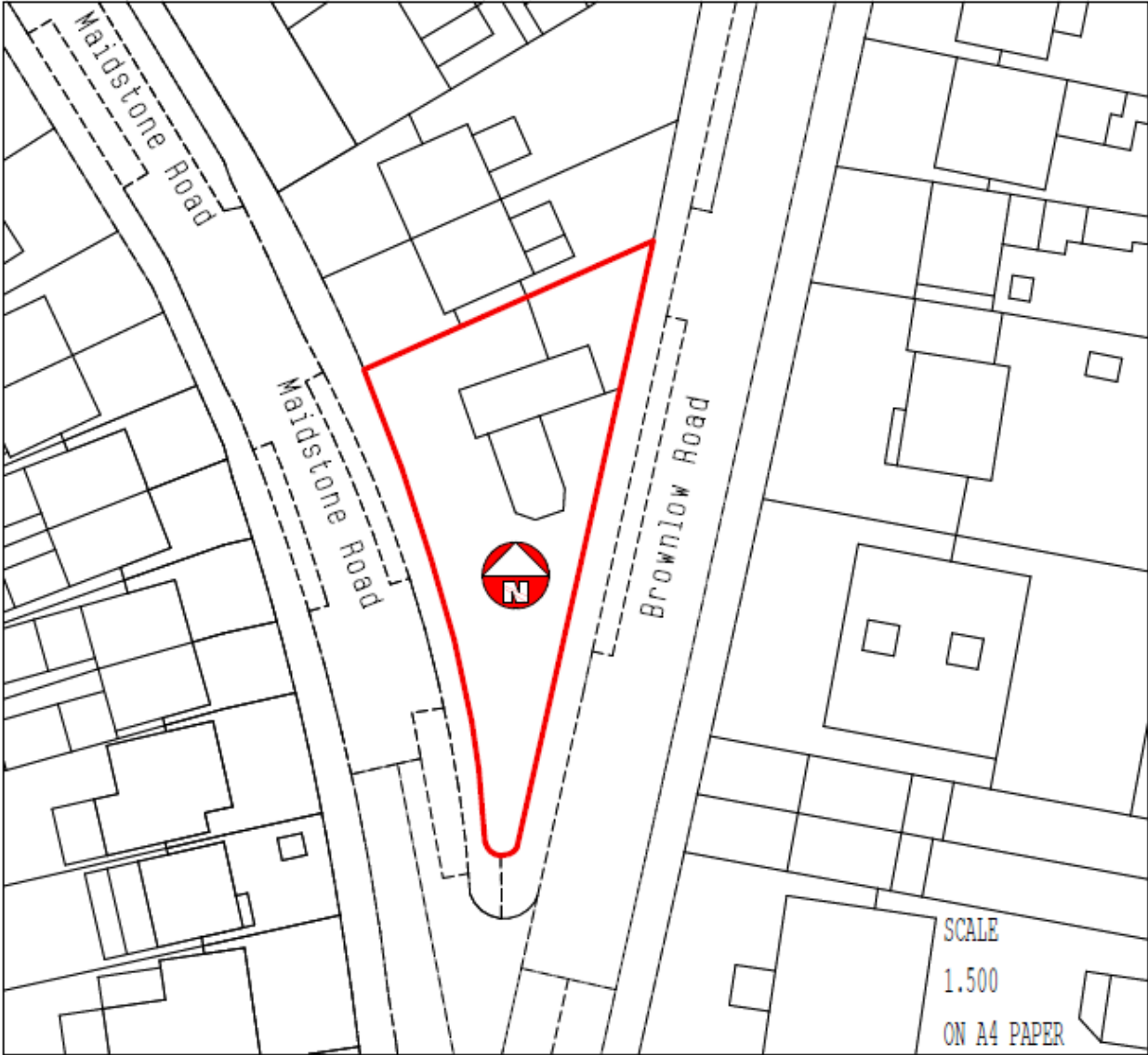
Reference No: HGY/2011/2220	Ward: Bounds Green	
Address: 2 Maidstone Road N11 2TP		
Proposal: Demolition of existing house and erection of 3 storey block comprising of 6 x 2 bed flats and 3 x 3 bed flats.		
Existing Use: Vacant	Proposed Use: Residential	
Applicant: Mr A Pempestios GSA Building Services Ltd		
Ownership: Private		
DOCUMENTS		
Design & Access Statement & Supporting Planning Statement		
Tree Report		
PLANS		
Plan Number	Revision	Plan Title
390611/1		Site Survey
390611/2	C	Proposed Site Plan
390611/3	C	Proposed Floor and Roof Plan
390611/4	C	Proposed Elevations
PLANNING DESIGNATIONS Road Network: C Road		
RECOMMENDATION: GRANT PERMISSION subject to conditions subject to sec. 106 Legal Agreement		
Case Officer Contact: Matthew Gunning P: 0208 489 5290 E: matthew.gunning@gmail.com		
SUMMARY OF REPORT: The proposed scheme is for the demolition of the existing building and the erection of a three storey purpose build block of modern design to accommodate 9 self contained flats. In comparison to the existing building the replacement building will have a larger and wider footprint. The building will have a clean but simple modern appearance which will improve the buildings legibility and interface at the junction of Maidstone Road and Brownlow Road. The proposed redevelopment of this site for flatted accommodation is considered		

acceptable given the proximity of the site to a local shopping parade and its accessibility to public transport and local services. The density of the proposed residential development is also considered appropriate. The scale, bulk and mass of the proposed development is considered to be acceptable and will not affect the residential and visual amenities of the area. This residential scheme will be in part car free, secured by way of S106 agreement, along with other planning contributions.

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1.0 SITE & AERIAL PLAN



Showing Existing Site Layout

2.0 PHOTOGRAPHS & IMAGES



Existing Front Elevation – Maidstone Road



Existing Southern Corner - Maidstone Road/ Brownlow Road

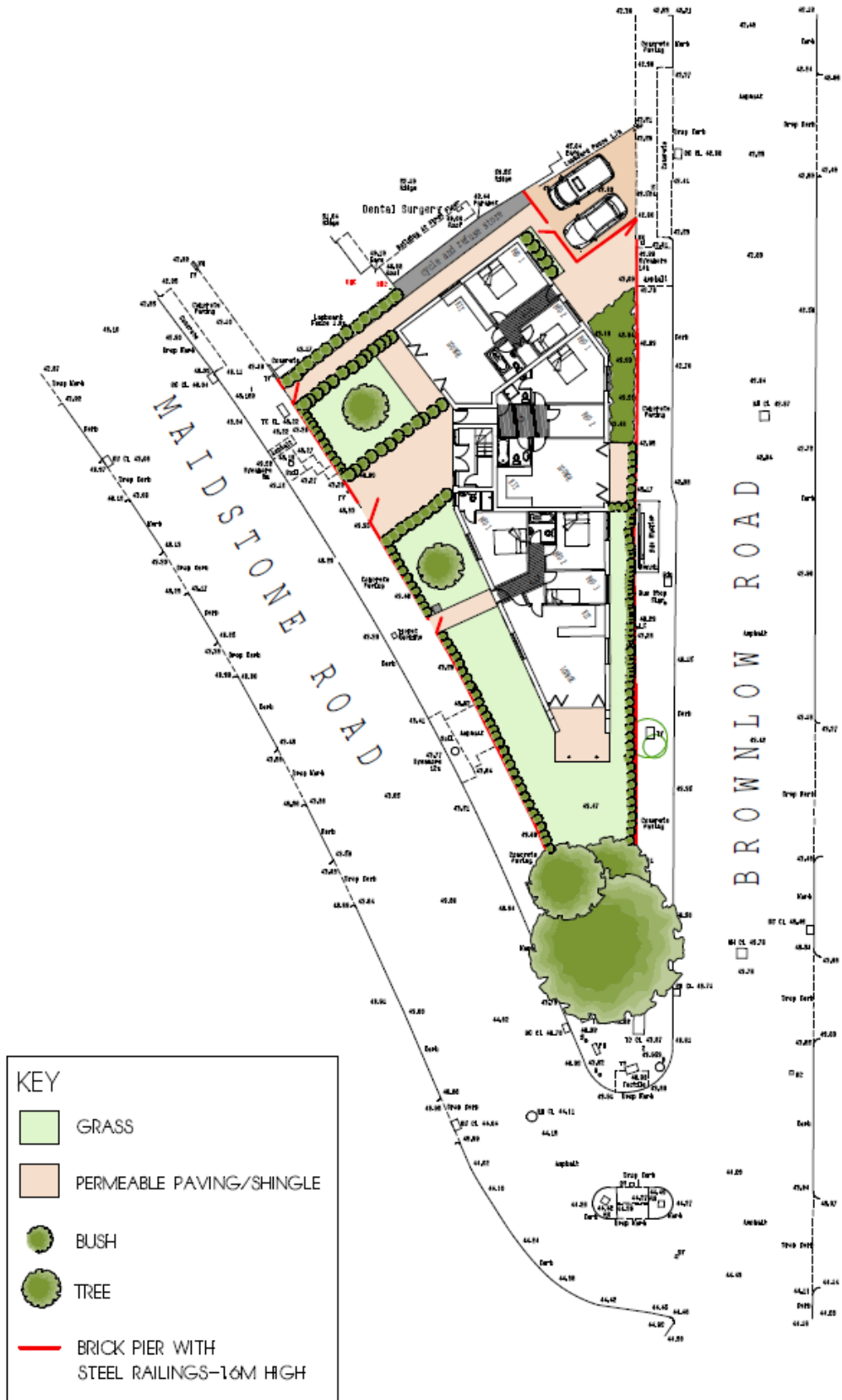


Existing Rear Elevation - Brownlow Road



Maidstone Road- Showing neighbouring properties

LANDSCAPE SITE PLAN



Site Layout Plan



Proposed Elevations (Showing brick as primary facing material)



Proposed Elevations (Showing render as primary facing material)

3.0 SITE AND SURROUNDINGS

- 3.1 The subject site is a triangular shaped site measuring 0.06 hectares in size located at the junctions of Maidstone Road and Brownlow Road in Bounds Green. The site contains a two-storey detached Victorian building which is currently vacant and which was formerly used as a hostel. The property comprises of four bedrooms, two reception rooms, kitchen, two bathrooms and a separate W.C. To the side of the building is a detached concrete double garage which is accessed via Brownlow Road. There is a large garden surrounding the property.
- 3.2 The surrounding area is predominantly residential in character consisting of purpose build blocks of flats, conversions and single family dwellings. The subject site in question is very close to the boundary with the adjoining borough of Enfield. To the south of the site is a small parade of shops in very close proximity to Bounds Green Underground Station. The area is well served by public transport with the tube station 150 metres to the south of the site and Bowes Park mainline station approximately 400 metres to the east. The site has a public transport accessibility level (PTAL) rating of 6a. In addition the site is well serviced by a number of local bus routes. The site does not fall within a conservation area.

4. PROPOSAL

- 4.1 The proposal is for the demolition of the existing building and the erection of a three storey purpose build block to accommodate 9 self contained flats; comprising of 6 x 2 bed flats and 3 x 3 bed flats.

5.0 PLANNING HISTORY

- 5.1 There is no planning history in regards to this site other than a pre-application advice note.

PRE/2010/0037 - demolition of the existing building and the erection of a three storey purpose build block to accommodate 9 self contained flats - 3x1 bedroom, 5x2 bedroom and 1x3 bedroom – 22/12/2010

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The proposed development is considered to be consistent with the Framework which seeks to approve proposals that accord with the local development plan. The NPPF has at its core a strong presumption in favour of sustainable development.

6.2 London Plan (2011)

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential
 Policy 3.5 Quality and design of housing developments
 Policy 3.8 Housing choice
 Policy 3.9 Mixed and balanced communities
 Policy 5.1 Climate change mitigation
 Policy 5.2 Minimising carbon dioxide emissions
 Policy 5.7 Renewable energy

6.3 Unitary Development Plan

G1 Environment
 G2 Development and Urban Design
 G3 Housing Supply
 UD2 Sustainable Design and Construction
 UD3 General Principles
 UD4 Quality Design
 HSG1 New Housing Development
 HSG9 Density Standards
 HSG10 Dwelling Mix
 M10 Parking for Development
 OS17 Tree Protection, Tree Masses and Spines
 M9 Car Free Residential Development
 M10 Parking for Development

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
 SPD Housing 2008
 SPG5 Safety by Design
 SPG8a Waste and Recycling
 SPG8b Materials
 SPG9 Sustainability Statement
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations
 SPD Housing

6.5 Other

Mayor of London 'London Housing Design Guide' 2010
 Haringey 'Draft Supplementary Planning Document on Sustainable Design and Construction'
 Haringey 'Open Space and Recreation Standards SPD'

7.0 **CONSULTATION**

Internal	External
Ward Councillors Transportation Team Housing	London Borough of Enfield LFEPA

<p>Building Control Legal Services Cleansing Waste Management</p>	<p><u>Amenity Groups</u> Bounds Green & District Residents Association</p> <p><u>Local Residents</u> 1-10 Beaumaris Brownlow Road, 1-16 Fairlawns Brownlow, 6, 6A, 7, 7A, 8, 8A, 9, 9A, 10 & 11 Queens Parade Brownlow Road Flats 1-6 Station Chambers 6-.36 Brownlow Road (including flats) Flats 1-6 Acorn Court Maidstone Road 1-33 Maidstone Road (including flats)</p>
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8.0 RESPONSES

Waste Management

- 8.1 This proposed development of a 3 storey block consisting of 6 x two bedroom flats and 3 x three bedroom flats will require a waste storage area for 2x 1100 refuse bins and 1x 1100 recycling bin.
- 8.2 The proposed site plan for this application shows a waste storage area but it is unclear of the route from the waste storage area to point of collection (are the bins to be collected from Brownlow Road or Maidstone Road this needs to be confirmed).
- 8.3 Bulk waste containers must be located no further than 10 metres from the point of collection and the route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.
- 8.4 The site will require the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. A clear instruction from the managing agents to residents of how and where to dispose of waste responsibly is recommended. The Crime Prevention Department of Haringey Police can provide all aspects of security advice as required. They can be contacted on 020 8345 2167.

London Fire & Emergency Planning Authority

- 8.5 The Brigade is satisfied with the proposal subject to the requirements of Building Regulations 2010, Approved Document B – B5 being met.

Transportation

- 8.6 The proposed residential development is located in an area with high public transport accessibility level, with Bounds Green tube station and Bowes Park surface rail station, a short walking distance away. 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 this site has not been identified within the Council's Adopted 2006 UDP as that renowned to have car parking pressure. It is therefore deemed that this development proposal would not have any significant adverse impact on the existing generated traffic or indeed car parking demand at this location.
- 8.7 Moreover the characteristics of this site fulfil the criteria as a car-free development as per the Council's adopted 2006 UDP Policy M9. The applicant has proposed providing 2 car parking spaces with the development, as detailed on Plan No.82390611/2. However we have the following concerns with regards to the proposed crossover. The crossover width is excessive therefore we cannot support the proposed layout. The highways and

transportation department will not support a crossover width in excess of 3.75m as recommended by Manual for Street. A site visit conducted on the 20/12/2012 observed that the street lighting and footways on Maidstone Road and Bounds Green Road will need to be improved in order to facilitate travel by sustainable modes of transport to and from this development. We will therefore require the applicant to make a contribution of £25,000 to wards improve the street lighting and footway in the area surrounding the site. Consequently the transportation and highways authority would not object to this development proposal subject to the following conditions:

1) The applicant enters into an S.106 agreement and contributes £25,000 for street lighting and footways enhancement in the area surrounding the site.

Reason: To improve the conditions to facilitate travel my sustainable modes of transport.

2) The applicant agrees as part of the S.106 agreement to pay for the first year membership to a Car Club Scheme for prospective resident of the proposed development.

Reason: To reduce parking congestion and promote travel by sustainable modes of transport.

3) The developer provides a construction Logistic Plan for the proposed redevelopment site, the plan must be submitted to the Local Planning Authority at least 2 months before the start of construction.

Reason: To reduce congestion on the Transportation and Highways network.

4) The width of the crossover on to Brownlow Road shall be restricted to a maximum width of 3.75 metres.

Reason: To safeguard pedestrians movement and improve highways safety.

Local Residents

8.8 Letters of objection have been received from the residents of the following properties No's 17 & 25 Maidstone Road, 8 Highworth Road, No 21 Goring Road New Southgate, No 4a Beech Road, No 74 Stanley Road, Station Chambers Brownlow Road, and are summarised as follows:

Principle

- High density proposal is totally out of keeping with the surrounding area;
- Already enough blocks of flats in the area;
- Existing structure should be renovated;
- Demolishing a Victorian property and replacing it with a modern development will destroy the architectural Victorian integrity of the area;

Design & Form

- The building will be visually overbearing;
- Proposal is disproportionately huge development on a fairly small site;
- Proposal will be an eyesore on the corner of two road;
- Proposed design is out of keeping with surrounding properties.
- Proposal should be no higher than two storeys, and in red brick to blend in with the neighbourhood;
- A modern block of flats stuck at the end of the road will completely ruin the landscape of the road;
- Detrimental to the heritage of the area to allow such a prominent and inherently attractive building to be demolished and replaced with a cheap looking modern apartment block;
- The development should not be permitted to erode the appearance of the area further by concreting more green space for car parking;
- The architecture of the block is not sympathetic to the character of existing buildings in close proximity, which are predominantly Edwardian;

Amenity Issues

- Additional flats will leads to increased noise and disturbance in the area;

Parking

- Additional demand for parking, 2 spaces is insufficient;
- Affect on the availability of on-street parking for rest of the residents in the area;

Other

- Would like to see the existing property developed for business use;
- Already a problem with access to primary school places in the area and this development would add to the problem;
- The S106 agreement contributions should include monies for improvement of the local pavements, street lighting and road surfaces;
- The development may result in the loss of mature trees.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

- 9.1 The main issues in regards to this application are considered to be (1) principle of development, (2) site layout, (3) design & built form, (4) the layout/ standard of accommodation, (5) residential mix, (6) trees and landscaping, (7) impact on residential amenity, (8) transportation and car parking and (9) planning obligations.

PRINCIPLE OF DEMOLITION

- 9.2 .While the scale, bulk, mass and design of the existing building is in keeping with the overall streetscene the property is not within a conservation area and

as such it has no statutory protection. As such there is no measure of protection afforded against its demolition.

- 9.3 In accordance with Class A Part 31 of Schedule 2 to the Town and Country Planning (General Permitted Development Order) 1995 (demolition of buildings) and Circular 10/95, the demolition of the majority of residential properties is classed as permitted development. This is however, subject to acceptable demolition methods and restoration of the site. Given the character of the site and prevailing uses in the immediate surrounding the principle of flatted development is considered acceptable for this site.

PRINCIPLE OF RESIDENTIAL USE

- 9.4 The application site is located within an established residential area, close to a local shopping parade and close to a number of public transport nodes. Residential development is considered appropriate for this site and to be in accordance with the sequential approach advocated in policy HG1 'New Housing Development'.
- .9.5 This site has an area of 0.6 hectares. This proposal will have a habitable room density of 433 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares.
- 9.6 In terms of the London Plan (2011), the plan categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by terrace houses and blocks of flats and as such a density of 200-700 HRH is considered acceptable.
- 9.7 Officers recognise this site can make a contribution to housing supply, and can provide an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed in accessible urban locations is in accordance with the NPPF.

SITE LAYOUT

- 9.8 The footprint of the new building will occupy a larger footprint in comparison to the existing building on site with a frontage of approximately 31m onto Brownlow Road, as opposed to the existing frontage of 16.3m.
- 9.9 The layout of the proposed new block is influenced by the unusual shape of the site; its elongated triangular shape and the need to have active frontages onto both roads. The building is designed to sit closer and align with the adjacent semi-detached dental surgery (Nos. 4-6) on Maidstone Road, but further along the building will step out sitting closer to the street. The replacement building will sit closer to Brownlow Road in comparison to the existing building (a difference of approximately 1m). The form of the building is

cranked to reflect the junction with Brownlow Road and to draw the eye past the development towards the local shopping centre and the station.

- 9.10 The positioning of a flatted block of this nature is considered to be acceptable bearing in mind the positioning of this site in a location next to a small shopping parade and the start of lower density suburban housing. The two main elevations of the block will be oriented south-west and east, therefore providing good natural lighting and solar gain to the flats in question.
- 9.11 Two parking spaces will be provided on site adjacent to the north east boundary of the site; with direct access from Brownlow Road. This is the same as the existing driveway to the double garage, which sits alongside the large car park to the rear of No. 4 Maidstone Road. The space closest to No. 4 Maidstone Road will be 3.3m x 4.8m, suitable for one disabled space. These two car parking will not interfere with the existing CPZ in operation along both Maidstone and Brownlow Roads.
- 9.12 As indicated on the plans submitted a refuse and recycling bin store area and cycle parking area will be provided between the new block and the side boundary with the dental surgery, No. 4-6 Maidstone Road. The bins will be within easy reach of collection from Maidstone Road and will not be openly visible.
- 9.13 Overall the layout of the proposed scheme is considered acceptable in the context of the site's shape and location and the character of the immediate area.

DESIGN & FORM

- 9.14 Policies UD3 and UD4 of the Haringey Unitary Development Plan seek to ensure that proposals compliment the character of the local area and are of a nature and scale that is sensitive to the surrounding area and of a high design quality. Furthermore, it is stated that the spatial and visual character of the development site and the surrounding streetscene should be taken into account and attention should be given to the building lines, form, rhythm and massing, height and scale and fenestration.
- 9.15 The proposal intends to provide a building with active frontage onto both Maidstone Road and Brownlow Road in addition to developing the junction of the two facades as a focal point. The new building block will span a greater width of the sites frontages and will be 3 stories high. The block will have a width of approximately 31m and a depth of 10m at the north end next to 4 Maidstone Road narrowing to 4m at the southern end of the site. The southern corner of the proposed building will be articulated by incorporating partly enclosed and projecting balconies to create a focal point.
- 9.16 The maximum height of the building will be 8m. While the new building will appear higher than some of the two-storey residential properties in the immediate surroundings it will sit lower than the ridge height of these

residential properties. It is important to point out that there are a number of purpose built blocks of flats of between 3 and 4 stories on the opposite side of and further down Brownlow Road. No's 8 to 12 Maidstone Road are a terrace of relatively recent neo-Georgian houses of two and a half stories with a semi-basement and mansard roof, which accommodate flats. In addition closer to Bounds Green Station the area is marked by taller buildings including a number of prominent corner marking buildings, notably Bounds Green Underground Station (a listed structure) as well as a relatively new curved block on the corner of Bounds Green Road and Dunsford Road. Given the surrounding context a 3 storey building is considered to be acceptable.

- 9.17 The block will be of a modern design with clean, simple and modern appearance with high levels of glazing to both sides to reflect the unusual site layout and the need to improve legibility and interface with both streets. There is no overriding prevalent style in the immediate surroundings. There are neo-Georgian, original Victorian (both "Arts and Crafts" and "Neo Italianate"), 1930s and "Modernist" buildings nearby, including the Statutory Listed Grade II Bounds Green Station. The building does not attempt to copy any adjacent style, whether Victorian or modern. However, the proposed building will pick up a number of references from neighbouring buildings, in particular in the use of brick and the treatment of the curved element on the southern corner.
- 9.18 The form and height of the building has changed from that initially submitted, namely by giving the building a uniform height with changes to the fenestration and materials proposed. These changes are in part reflective of points made by the Design Panel whose comments are attached in Appendix A.
- Less kinks in the building footprint;
 - Glass element on the southern end of the building did not work successfully (recessed balconies would work better);
 - If simple design then very high quality materials need to be used (render, brick, stone cladding);
 - More information on boundary treatment/ landscaping proposed given the prominence/ dual street frontage of the site;
 - Concern that some of the rooms did not meet lifetime home standards;
 - The sharp apex of the site could work better if designed/ given over to being a pocket park.
- 9.19 The building will have an over-sailing flat roof with distinct projecting eaves. The curved southern end of the building will be glazed with projecting balconies. The proposed block will have an entrance core along Maidstone Road.
- 9.20 The need for active frontages onto both sides of the street has been seen as an important issue. The Maidstone Road frontage will have three separate entrances, one each for ground floor flats 2 and 3 and a communal entrance for the upper 6 flats. The entrance to flat 1 will be from Brownlow Road, where the building is set furthest back from the road and adjacent to the two parking

spaces to be provided on the site. This arrangement will provide security and natural surveillance for the development as a whole. The two spaces will provide one disabled space and one space specifically for Flat 1.

- 9.21 In terms of facing material the front elevation will incorporate brickwork (yellow stock) and render, grey and powder-coated, aluminium windows and external doors. The balconies will be grey structural steel, self-supporting, with glass balustrading. The roof will be finished with three layer felt with black mineral top layer roof. The applicant's preferred option is to use render as the primary facing material with brickwork on the recessed elements. Such an approach could work given the predominance of render in the immediate vicinity (i.e. on the other side of Maidstone Road and the neo- Georgian block No's 8-12). Officers however consider the main façade element of the building should be faced in brickwork as opposed to render, as render is likely to stain given the prominent position of the building.
- 9.22 The proposed block of 9 flats would be constructed to achieve a minimum of Level 3 of the Code for Sustainable Homes.
- 9.23 Overall the building will have a simple but modern appearance which will improve the buildings legibility and interface with the two streets in questions. The elevation onto Brownlow Road will help to give relief to the drab and utilitarian rear façade of the current building. A strip of landscaping will be incorporated behind the perimeter railings proposed along the back edge of the pavement.

LAYOUT/ STANDARD OF ACCOMMODATION

- 9.24 Policy 3.5 of the London Plan and the London 'Housing Design Guide' emphasises the requirements for high quality housing in new developments.
- 9.25 As discussed above the residential accommodation will consist of 9 self contained units comprising of 6 x 2 bed flats and 3 x 3 bed flats. Each of the floors will accommodate 3 flats. The unit sizes (as set out below) meet the floor space requirements set out in SPD 'Housing' for 2 and 3 bedroom units.
- Flats 1,4 and 7 - 2 Bed 3p - 63.sq.m
 - Flats 2,5 and 8 - 2 Bed 3p - 66.sq.m
 - Flats 3,6 and 9 - 3 Bed 5p - 83.sq,m
- 9.26 The 3 bed units, at 83.3 sq.m would be 2.7sq.m lower than the new London Plan requirements of 86 sq.m, but would exceed Haringey's Housing SPD requirements for space standards 3 bedroom units (82 sq.m) These flats would however meet the London Plan's lower standard for 3 bedroom 4 person flats (74 sq.m). The development will comply with Lifetime Homes Standards, as amended in July 2010. A lift is not proposed for this three storey building as the standards do not require such provision.

- 9.27 As noted above the ground floor flats will have their own individual entrances with a communal entrance for the upper 6 flats from Maidstone Road .All flats and maisonettes are provided with private outdoor garden space for the ground floor units or balconies for the upper floor flats. The balconies would be 5sqm in size. Six of units would be of dual aspect. All of the flats will however benefit from good levels of natural light, ventilation and outlook.

RESIDENTIAL MIX

- 9.28 The recommended mix for private market housing is set out in the Housing SPD and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units. The scheme provides 6 x 2 bed flats and 3 x 3 bed flats and while it would be preferable if some one bedroom units could be provided. The proposed layout and associates mix makes efficient use of the building floor plate by having a small circulation core, which in turn allows for double aspect units.

TREES & LANDSCAPING

- 9.29 A tree report was prepared and submitted with the application. There were 7 trees on site none of which are protected by TPOs. A number of these trees were Sycamore's and sat very close to the building and were compromised by their siting and concrete hard-standing. The Ash tree (T1 Ash) was identified as having significant scaffold limb & trunk damage.
- 9.30 All of the trees have been removed other than T3 Sycamore located in the very southern corner of the site and identified as "a lapsed 'pollard' that will require a regular pruning regime to prevent the scaffold leverarms from splitting out. A 'C' grade tree.
- 9.31 A condition will be attached seeking details for the planting of trees, hedging and shrubs to be submitted to the LPA. The indicative site layout plans shows hedge planting inside the 1.6m high perimeter railings in addition to ornamental tree planting along the Maidstone Road frontage.

TRANSPORTATION & CAR PARKING

- 9.32 The application site is located in an area that has a high PTAL of 6 and is a short walking distance of Bounds Green underground station, a number of bus routes and a mainline station (within 400m)
- 9.33 The site is also located within the Bounds Green CPZ, which operates between Monday to Friday 10:00am- 12:00 noon and provides some level of on-street parking control. It is therefore likely that future occupiers of this residential development would use public transport for journeys to and from the site.
- 9.34 The Council's transportation team consider that the majority of the prospective residents of this site would travel by public transport, especially given the proximity of the underground station.

- 9.35 Taking into account the high PTAL rating for this site, and the fact that the site currently has two off-street car parking spaces, it is considered that the nature of this development (namely the 2 bedroom units with the exception of Unit 1) is suitable for a 'car-free' development. This will be secured by way of a Section 106 agreement and will prevent future occupiers of these units from applying for residents parking permits under the terms of the relevant traffic management order.

IMPACT ON RESIDENTIAL AMENITY

- 9.36 It is considered that the development will not have any significant impact on the residential and visual amenities of neighbouring residents. The block would be sited between 2 and 2.5m from the side boundary with Nos. 4-6 Maidstone Road, a building currently used as a dental surgery.
- 9.37 The general scale, design and height of the proposal building, viewed from properties on the other sides of Maidstone Road and Brownlow Road is considered acceptable.
- 9.38 Overall the proposed development has taken careful consideration in terms of its layout and design to ensure that the privacy and amenity of neighbouring occupiers are not adversely affected. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD

PLANNING OBLIGATIONS

- 9.39 In line with Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £30,750.00 (primary - £14,750.00 - secondary £16,000.00).
- 9.40 A contribution of £25,000.00 is being sought for a range of highway improvement in the immediate vicinity of the site. In addition a sum of £1,000.00 is required for the amendment of the relevant Traffic Management Order(s) (TMO) to make some of the units 'car free'. The S106 agreement will also include a requirement to provide one years free membership to a "Car club scheme" for residents of the new development ('car free' units) to help mitigate the lack of off-street parking provision.
- 9.41 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm/ the scheme provides one or more residential units. Based on the MoL's CIL charging schedule and the information given on the plans the charge is likely to be £16,975.00 (685 sq.m x £35- existing/ 200sq.m floorspace). This would be collected by Haringey after

implementation (if permission were granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

10.0 HUMAN RIGHTS

10.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

11.0 EQUALITIES

11.1 The Equalities Act fully sets out the applicable legal framework for Public Authorities (Section 149 of the Act) to pay due regard to the need to eliminate discrimination and promote equality with regard to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups. Equality duties require Authorities to demonstrate that any decision it makes is done in a fair, transparent and accountable way, considering the needs and the rights of different members of the community. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

12.1 The proposed scheme is for the demolition of the existing building and the erection of a three storey purpose build block of modern design to accommodate 9 self contained flats. In comparison to the existing building the replacement building will have a larger and wider footprint. The building will have a clean but simple modern appearance which will improve the buildings legibility and interface at the junction of Maidstone Road and Brownlow Road. The proposed redevelopment of this site for flatted accommodation is considered acceptable given the proximity of the site to a local shopping parade and its accessibility to public transport and local services. The density of the proposed residential development is also considered appropriate. The scale, bulk and mass of the proposed development is considered to be acceptable and will not affect the residential and visual amenities of the area. This residential scheme will be in part car free, secured by way of S106 agreement, along with other planning obligations. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

RECOMMENDATION 1

13.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/2220, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £30,750.00 towards educational facilities within the Borough (£14,750.00 for primary and £16,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

(1.2) A contribution of £25,000.00 is sought for a range of highway improvements in the immediate vicinity of the site.

(1.3) A sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that 5 of the new residential units (Flat No's 2, 4, 5, 7 & 8) shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);

(1.4) The S106 to include the provision of one years free membership to a "Car club scheme" for residents of the new development ('car free' units) to help mitigate the lack of off-street parking provision;

(1.5) The developer to pay a administration / monitoring cost of £2,750.00 in connection with this Section 106 agreement. This gives a total amount of £59,500.00.

RECOMMENDATION 2

13.2 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/2220 and the Applicant's drawing No's 390611/1, 2C, 3C, & 4C and subject to the following conditions

IMPLEMENTATION

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.

EXTERNAL APPEARANCE & SITE LAYOUT

3. A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The sample panel shall be retained on site until the work has been completed.

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

4. Window and balcony details including reveal depths for windows, cill and headers shall be submitted to and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with such approved details.

Reason: To ensure a satisfactory appearance for the development and in the interest of the visual amenity of the area.

5. Before the development hereby permitted is occupied details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

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

6. A landscaping scheme for the treatment of the surroundings of the proposed development including the planting of trees, hedging and shrubs in addition to an associated maintenance regime shall be submitted to, approved in writing by the Local Planning Authority. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

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

Reason: To prevent adverse light pollution to neighbouring properties

- 8 The proposed cycle storage area as shown on the plans hereby approved shall be provided in its entirety prior to the occupation of the development, and thereafter permanently maintained and retained thereafter. Reason: To ensure the development provides adequate cycle parking facilities in accordance with
9. The width of the crossover on to Brownlow Road shall be restricted to a maximum width of 3.75 metres.

Reason: To safeguard pedestrians movement and improve highways safety.

CONSTRUCTION

10. 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

10. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and reasonable endeavours ensure that deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

PERMITTED DEVELOPMENT

11. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development

REASON FOR APPROVAL

The proposed redevelopment of this site for residential use is considered acceptable as it is compatible with surrounding uses. The siting, design, form, detailing of the residential block is considered sensitive to its surrounding and the character of the area. The proposal will not give rise to demand for additional parking on site nor will it affect the visual and residential amenities of neighbouring occupiers. As such the proposal is considered to be in accordance with Policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008).

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 proposed development will require a waste storage area for 2x 1100 refuse bins and 1x 1100 recycling bin. Bulk waste containers must be located no further than 10 metres from the point of collection and the route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.

INFORMATIVE; The site will require will the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. A clear instruction from the managing agents to residents of how and where to dispose of waste responsibly is recommended. The Crime Prevention Department of Haringey Police can provide all aspects of security advice as required. We can be contacted on 020 8345 2167.

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15.0 APPENDICES

APPENDIX 1
Comments on Consultation Responsive

No.	Stakeholder	Comments	Response
	INTERNAL		
1	Waste Management	Ask for clarification on point of collection – must not be located no further than 10 metres from the point of collection.	Refuse bins will be collected from Brownlow Road which is less then 10m from point of collection. Informatives have been applied.
2	Transportation	Raise no objection Ask for S106 contribution for highway works Ask for the width of the crossover to be reduced Put forward other conditions	Noted, S106 contribution required and conditions applied.
	EXTERNAL		
2	LFEPA	No objection	Comments noted
	LOCAL RESIDENTS	Letters of objection received from the residents of properties below and summarised under headings No's 17 & 25 Maidstone Road, 8 Highworth Road, No 21 Goring Road New Southgate, No 4a Beech Road, No 74 Stanley Road, Station Chambers Brownlow Road	
		<p><u>Principle</u></p> <p>High density proposal is totally out of keeping with the surrounding area;</p> <p>Already enough blocks of flats in the area;</p> <p>Existing structure should be renovated;</p> <p>Demolishing a Victorian property and replacing it</p>	<p>Density is in keeping with density matrix as set out in London Plan.</p> <p>Area is mixed in nature and suitable for flatted development given its high PTAL rating.</p> <p>Existing building has no statutory protection and is in poor structural condition.</p> <p>The area has a mixture of different styles, rather than a uniformity.</p>

No.	Stakeholder	Comments	Response
		<p>with a modern development will destroy the architectural Victorian integrity of our area;</p>	
		<p><u>Design & Form</u></p> <p>The building will be visually overbearing;</p> <p>Proposal is disproportionately huge development on a fairly small site;</p> <p>Proposal will be an eyesore on the corner of two road;</p> <p>Proposed design is out of keeping with surrounding properties.</p> <p>Proposal should be no higher than two storeys, and in red brick to blend in with the neighbourhood;</p> <p>A modern block of flats stuck at the end of the road will completely ruin the landscape of the road;</p> <p>Detrimental to the heritage of the area to allow such a prominent and inherently attractive building to be demolished and replaced with a cheap looking modern apartment block;</p> <p>The development should not be permitted to erode the appearance of the area further by concreting more green space for car parking;</p>	<p>The height and bulk of the building is considered to be sensitive to the site.</p> <p>The block will be of a modern design with clean, simple and modern appearance with high levels of glazing to both sides to reflect the unusual site layout and the need to improve legibility and interface with both streets.</p> <p>The surrounding character is made up of a variety of buildings.</p> <p>The building will exceed the eaves height of the next door building but will sit below its ridge height. The height of the building is considered acceptable for the site.</p> <p>The scheme will incorporate some landscaping. In addition there are some street trees which will soften the appearance of the building.</p> <p>The building in question is not protected nor is the area within a conservation area. The material used will be sensitive to the area and the block will have active frontages onto both streets.</p> <p>The scheme will result in the loss of some green space, however landscaping around the perimeter of the site.</p>

No.	Stakeholder	Comments	Response
		<p>The architecture of the block is not sympathetic to the character of existing buildings in close proximity, which are predominantly Edwardian;</p>	<p>As discussed above.</p>
		<p><u>Amenity</u></p> <p>Already enough blocks of flats in the area;</p> <p>Additional flats will leads to increased noise and disturbance in the area;</p>	<p>The area will still have a variety of building types. A site very close to a tube station along a busy road is appropriate for a block of flats.</p>
		<p><u>Parking</u></p> <p>Additional demand for parking, 2 spaces is insufficient;</p> <p>Affect on the availability of on-street parking for rest of the residents in the area;</p>	<p>The scheme will be in part 'car free'.</p> <p>The effect on-street parking will not be significant.</p>
		<p><u>Other</u></p> <p>Would like to see the existing property developed for business use;</p> <p>Already a problem with access to primary school places in the area and this development would add to the problem;</p> <p>The S106 agreement contributions should include monies for improvement of the local pavements, street lighting and road surfaces;</p>	<p>The building lends itself more to residential use.</p> <p>An education contribution and other contributions will be secured.</p>

No.	Stakeholder	Comments	Response
		The development may result in the loss of mature trees.	It is noted that some trees have been lost. Replacement tree, hedge and shrub planting is required.

For Sub Committee

OFFREPC
Officers Report

APPENDIX 2

Design Panel Minutes

