

REPORT FOR CONSIDERATION AT PLANNING SUB COMMITTEE

<p>Reference No: HGY/2012/1644</p> <p>Date received: 20/08/2012</p> <p>Last amended date: 20/03/2012</p>	<p>Ward: Noel Park</p>
<p>Address: 14-18 Lymington Avenue N22 6JA</p> <p>Proposal: Demolition of 3 portacabins trading as shops and erection of mixed use building comprising a B1 office unit, 3 shops, 2 x one bed flats, 2 x two bed flats and 1 x three bed flat</p> <p>Existing Use: Retail</p> <p>Proposed Use: B1 (office), A1 (retail), Residential</p> <p>Applicant: Nabiganj Investment Company Ltd</p> <p>Ownership: Private</p>	

DOCUMENTS
Title
Planning Statement

PLANS		
Plan Number	Rev.	Plan Title
1204/2	A	Existing Ground Floor Plan and Front Elevation
1204/3	B	Proposed Site Plan
1204/4	B	Proposed Ground Floor Plan
1204/5	C	Proposed First Floor Plan
1204/6	C	Proposed Second Floor Plan
1204/8	C	Proposed Elevations Front and Rear
1204/9	C	Proposed Side Elevations
1204/10	B	Proposed Roof Plan
1204/11	B	Proposed Side Elevations
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PLANNING DESIGNATIONS:

Unitary Development Plan 2006:

- Wood Green Town Centre

RECOMMENDATION

GRANT PERMISSION subject to conditions and the completion of a s106 legal agreement

SUMMARY OF REPORT:

The application proposes the demolition of existing shops in temporary buildings and its replacement with a 3-storey building containing A1 retail and B1 Business use on the ground floor and four flats on the first and second floors. The creation of new commercial space and housing in the Town Centre is supported by national, regional and local policy. The design of the building is considered to be of satisfactory design quality, responding adequately to its context and causing no significant harm to residential amenity. The proposed dwellings are considered to provide satisfactory living accommodation and subject to a car-free designation, would minimise harm to local highways networks. The Council consulted widely and responses were taken into account by officers. The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions.

TABLE OF CONTENTS	
1.0	PROPOSED SITE PLAN
2.0	IMAGES
3.0	SITE AND SURROUNDINGS
4.0	PLANNING HISTORY
5.0	PROPOSAL DESCRIPTION
6.0	RELEVANT PLANNING POLICY
7.0	CONSULTATION
8.0	ANALYSIS / ASSESSMENT OF APPLICATION
9.0	SUMMARY AND CONCLUSION
10.0	RECOMMENDATIONS
11.0	APPENDICES
	Appendix 1: Consultation Responses

1.0 PROPOSED SITE PLAN



2.0 IMAGES

View of application site and No. 10-12 Lymington Avenue behind



Proposed Front and rear elevations



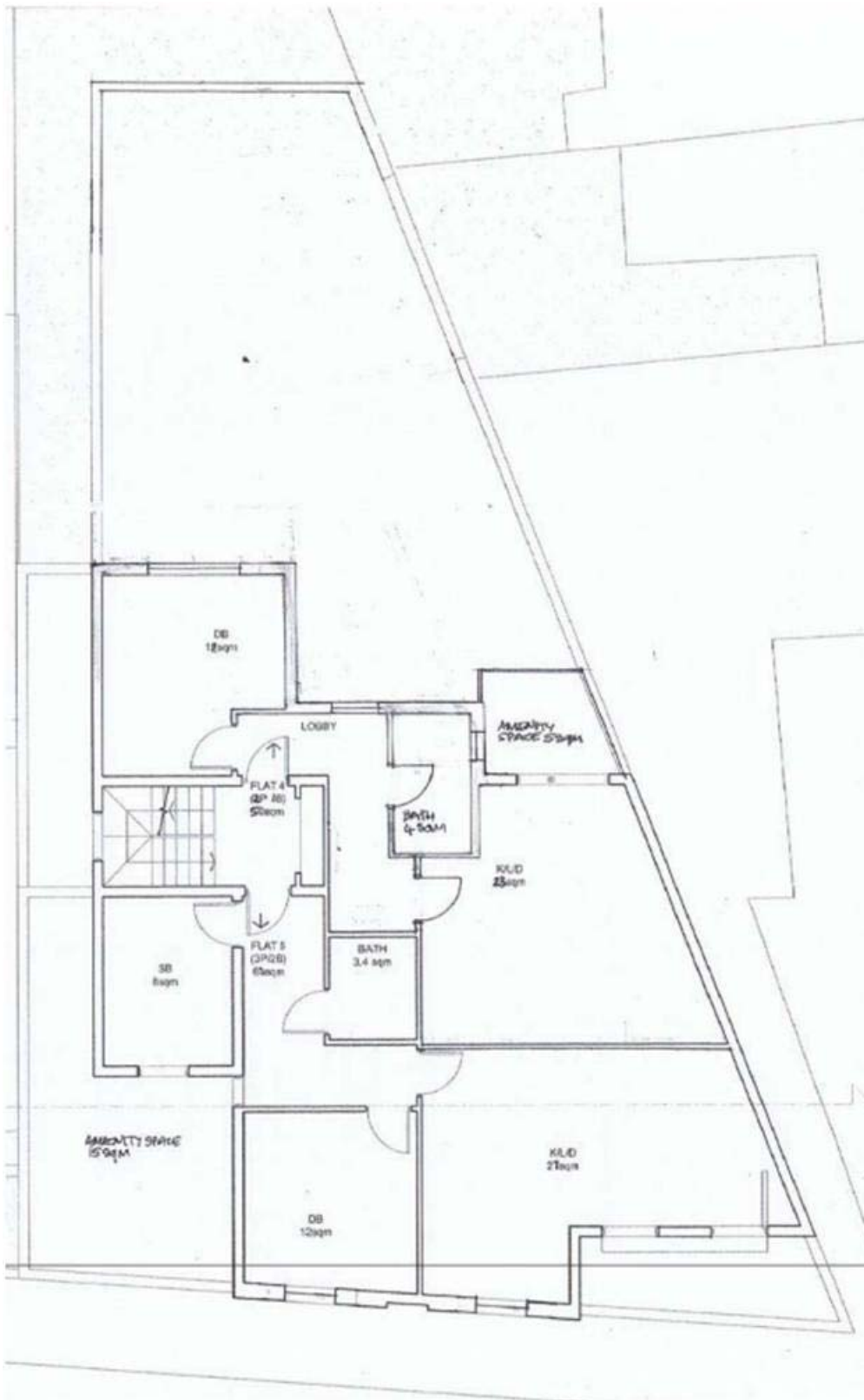
Proposed Ground Floor



Proposed First Floor



Proposed Second Floor



3.0 SITE AND SURROUNDINGS

- 3.1 The subject site is a triangular piece of land on the south side of Lymington Avenue, N22. The site is currently occupied by 3 retail units housed within temporary buildings providing approximately 120sqm of floor space. Permission has recently been granted for an additional temporary building behind these units.
- 3.2 Immediately to the west is no. 10-12 Lymington Avenue, a 3-storey Victorian building with shops on the ground floor and flats above. To the east is a large modern brick building occupied by the Salvation Army. The building is single storey on Lymington Avenue but has larger 2- and 3-storey high elements behind. To the south are 2-storey terrace houses. On the opposite side of Lymington Avenue are 1- and 2-storey commercial and retail buildings. Permission was granted in early 2013 for the redevelopment of these buildings and land behind to provide commercial space and 66 residential units in buildings up to 6-storeys in height.
- 3.3 At the wider scale, the area is dominated by Wood Green Town Centre to the west. To the north and east, development is mostly 2-storey Victorian housing, much of which is covered by the Noel Park Conservation Area. To the south is modern Local Authority housing estate.

4.0 PLANNING HISTORY

- 4.1 HGY/2012/0595 - Demolition of three existing portacabins trading as shops and erection of mixed use building comprising of 3 shops(A1) and seven self contained flats – REFUSED
- 4.2 HGY/2011/2031 - Policies 2.15 and 4.7 of the London Plan 2011 continue this approach - GRANTED
- 4.3 HGY/2002/1689 - Erection of 3.0m high security fence to boundary with Bury Road and security gates between shop units. - GRANTED
- 4.4 OLD/2002/0006 - Erection of 2.2m high security fence to boundary with Bury Road and security gates between shop units.- GRANTED
- 4.5 HGY/1998/0163 - Erection of temporary portakabin and perimeter fencing - GRANTED
- 4.6 HGY/1997/0684 - Relocation of existing charity shop on Lymington Avenue to land adjacent to 12 Lymington Avenue N22.- GRANTED

5.0 PROPOSAL DESCRIPTION

- 5.1 Permission is sought for the demolition of 3 temporary building trading as shops and the erection of a mixed use building comprising an office, 3 shops, 2 x one bed flats and 2 x two bed flats.
- 5.2 The building is three-storeys and a maximum 16.6m wide and 24m deep. It is trapezium shaped on plan with the building being widest at the front and tapering to the rear. It is a modern design with a flat roof and brick on the exterior.
- 5.3 On the ground floor is a 74m² B1 Business unit and three A1 retail units with a combined area of 101m². On both the first floor and second floor there are 1 x 1bed and 1x 2bed flats, providing four flats in total.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:
- National Planning Policy Framework
 - National Planning Policy Statements
 - The London Plan 2011
 - Haringey Local Plan: Strategic Policies
 - Haringey Unitary Development Plan (2006) (saved remnant policies)
 - Haringey Supplementary Planning Guidance and Documents

For the purpose of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the London Plan 2011, the Haringey Local Plan 2013 and 39 remnant saved policies in the Haringey Unitary Development Plan 2006.

6.1.1. National Planning Policies

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance.

6.1.2. Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

Policy 2.15 Town centres
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 4.7 Retail and town centre development

Policy 4.8 Supporting a successful and diverse retail sector
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable Energy
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road Network Capacity
Policy 6.13 Parking
Policy 7.2 Creating an inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration
Policy 8.2 Planning obligations

6.1.3. Local Planning Policies

Local Plan 2013 – 2036 (17 Strategic Policies (SP))

SP0 The presumption in favour of sustainable development
SP1 Managing Growth
SP4 Working towards a Low Carbon Haringey
SP7 Transport
SP10 Town Centres
SP11 Design
SP17 Delivering and Monitoring the Local Plan

6.1.4. Haringey Unitary Development Plan (Adopted 2006)

UD3 General Principles
UD7 Waste Storage
ENV6 Noise Pollution
ENV7 Air, Water and Light Pollution
M9 Car Free Residential Development

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. A summary list of consultees is provided below:

7.1.1. Internal Consultees

- Transportation
- Cleansing

- Building Control
- Commercial Environmental Health

7.1.2. Local Residents

- Residents of 60 properties were consulted

7.1.3. Responses to the points raised during consultation are provided in Appendix 1.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

Taking account of the development plan, comments received during the processing of this application and other material considerations, the main issues in this case are;

- 8.1 The presumption in favour of sustainable development
- 8.2 Principle of development
- 8.3 Density
- 8.4 Design, height, mass & materials
- 8.5 Dwelling Mix
- 8.6 Quality of Accommodation
- 8.7 Child Playspace
- 8.8 Impact of proposal on living conditions of surrounding residents
- 8.9 Traffic and Parking
- 8.10 Waste Management
- 8.11 Energy & Sustainability
- 8.12 Planning Contributions and Mayoral Community Infrastructure Levy

8.1 The presumption in favour of sustainable development

8.1.1. Haringey Local Plan SP0 states that:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

• Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or

• Specific policies in the NPPF indicate that development should be restricted.

8.1.2. The proposal can be considered as an example of sustainable development in that it seeks to make more intensive use of a site and provide residential accommodation in a highly sustainable town centre location. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration.

8.1.3. There are a number of benefits to this scheme that outweigh any perceived disbenefits. The following analysis clearly explains these.

8.2 Principle of development

8.2.1. The site is located in Wood Green Metropolitan Town Centre, which is at the top of the Borough's town centre hierarchy. Policies SP2 and SP10 of the Local Plan seek to intensify development in the town centre to deliver commercial and retail space and residential accommodation. Policies 2.15 and 4.7 of the London Plan 2011 also encourage development within existing town centres.

8.2.2. The proposal provides 74m² of office space and 101m² of retail space. Although there is a reduction in retail space of approximately 20m² compared to the existing buildings, the replacement retail space will be within a permanent building built to modern standards as opposed to the existing temporary accommodation.

8.2.3. The proposed provides four residential units on the site. Additional housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing' which seeks an additional 820 homes per annum in the Borough.

8.2.4. The principle of the development is considered to be in compliance with the above policies.

8.3 Density

8.3.1. National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.

8.3.2. Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is considered to be in an 'urban' context and has a high PTAL of 6a, thus development should be within the density range of 200 to 700 habitable rooms

per hectare (hr/ha). Accounting for the non-residential uses on the ground floors, the proposed development has a density of 613 hr/ha, which is acceptable having regard to the site's accessibility and urban context.

- 8.3.3. The proposed density is in accordance with Policy 3.4 'Optimising Housing Potential' of the London Plan and Policy SP2 'Housing' of Haringey Local Plan.

8.4 Design, height, mass & material

- 8.4.1. London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 and Saved UDP Policy UD3 'General Principles' continue this approach .
- 8.4.2. The application site is adjacent to a 3-storey red brick Victorian building (no. 12 -14) and a largely single storey modern brick building housing the Salvation Army (no. 24).
- 8.4.3. The proposed building is three storeys high but the roof remains below the eaves level of the adjacent Victorian building, thus maintaining a subordinate relationship. Towards the Salvation Army building, the proposed building steps down to two-storeys to reduce the difference in height. As such, the proposed buildings act as a transition building between its two neighbours.
- 8.4.4. The front elevation is recessed at the sides break up the building line and to provide vertical edge to the facade. This along with the portrait windows creates a strong sense of verticality to echo that of no. 12-14 Lymington Avenue and the general character of town centre development in Wood Green.
- 8.4.5. Both adjoining buildings have a strong red-brick character and the proposed building would also have a brick exterior.
- 8.4.6. The Noel Park Conservation Area is to the east and begins on Glynne Road. However, the Salvation Army building is considered to be a large break in the urban form so that the application site is not understood to be part of the Conservation Area. As such there would be no harm to its character.
- 8.4.7. The proposed development is considered to be of satisfactory design quality in compliance with the above policies.

8.5 Dwelling Mix

- 8.5.1. The NPPF 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' of the London Plan 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, which

is supported by the Council's Housing SPD.

- 8.5.2. The proposed development provides 2 x 1-bed and 2 x 2-bed dwellings. Although no family units are proposed, this mix is considered appropriate for a small development where residential units are provided above commercial uses in a town centre location.

8.6 Quality of accommodation

- 8.6.1. London Plan 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.

- 8.6.2. The size of each flat and its private amenity space is set out below. These figures meet or exceed those required by the Mayor's Housing SPG.

	Internal Area (m ²)	Private Amenity Space (m ²)
1 st floor 1b/2p	56	5
1 st floor 2b/4p	75	7
2 nd floor 1b/2p	50	5
2 nd floor 2b/3p	61	15

- 8.6.3. Three of the flats are single aspect but due to the staggered design of their elevations, and limited number of rooms required for 1 and 2 bed flats, the units will still benefit from adequate light and ventilation. The two street facing flats are north west facing, just outside the 45 degree arc of north to be considered 'north facing' under the SPG.

- 8.6.4. All flats have been designed to Lifetime Homes Standard.

- 8.6.5. On balance, the proposed dwellings are considered to provide satisfactory accommodation in compliance with the above policies.

8.7 Child playspace

- 8.7.1. London Plan Policy 3.6 'Children and young people's play and informal recreation facilities' requires developments make provision for play and informal recreation, based on the expected child population generated by the scheme. The London Plan SPG "Shaping Neighbourhoods: Play and Informal Recreation" 2012 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the current UDP and the emerging Haringey Local Plan.

- 8.7.2. Using the formula set out in the above SPG, the development will have a child yield of 0.23. According to the SPG, where child yield is less than 10 children,

no on-site child playspace provision is required. However, all flats have access a private amenity space, providing doorstep playspace for children under 5 years old, which is the most likely age of children occupying the development. A communal garden area 76m² in area is provided at the rear of the development to provide additional playspace. This area is overlooked by the proposed development and houses on Bury Road.

8.8 Impact of proposal on living conditions of surrounding residents

8.8.1. London Plan Policy 7.6 'Architecture' and UDP Policy UD3 requires development proposals to have no significant adverse impacts on the amenity of surrounding development.

Daylight/sunlight

8.8.2. Following initial submission, the proposed development has been reduced in depth at first and second floor levels to reduce its impact. Due to the orientation of the site and the presence of tall development on Bury Road, it is likely that the only harm from overshadowing would be to secondary flank windows on the upper floor flats at no. 10-12 Lymington Avenue. This would occur in the morning as sunlight comes from the east. However, these small windows are less sensitive to overshadowing and the south facing windows to these properties would ensure that these neighbouring flats continue to receive ample sunlight and daylight.

8.8.3. On the other side of the property is the large Salvation Army building which the front part would be overshadowed in the afternoon however later in the day it is already overshadowed by the large Shopping City development. However, during most of the day, the shadow would fall onto the street.

8.8.4. Objections have been received on grounds of overshadowing but it is the officer's view that there would be no harmful loss of light to adjoining buildings.

Overlooking

8.8.5. Most windows on the development face either towards the street or to the rear with the exception of a number of smaller windows which face towards the Salvation Army Building. These windows would not overlook any private windows or amenity areas. The rear gardens of properties on Bury Road would be visible from the first and second floor windows of the development but these gardens are already overlooked by neighbouring windows on Bury Road.

8.8.6. There is a single balcony on the rear which has an angled screen restricting the view to the side and part of the rear. This balcony would not face any facing window to rear and would have views of areas already overlooked by houses on Bury Road. There would be no harmful change to conditions of

overlooking.

8.8.7. There would be no harm to amenity in accordance with the above policies.

8.9 Traffic and Parking

8.9.1. National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.

8.9.2. The Council's Transportation Team has assessed the proposal and do not object. The site is in a highly accessible location in a Town Centre. It has a high Public Transport Accessibility Level (PTAL) of 6a and is located in a Controlled Parking Zone. No off-street parking is proposed and seven cycle parking spaces are provided. It is considered that this development would be suitable for car-free designation, restricting future occupiers from gaining parking permits. A condition will be applied accordingly.

8.9.3. The development would cause no harm to transport networks in compliance with the above policies.

8.10 Waste Management

8.10.1. London Plan Policy 5.17 'Waste Capacity' and Saved UDP Policy UD7 'Waste Storage' require development proposals make adequate provision for waste and recycling storage and collection.

8.10.2. The Council's Waste Management team commented that no refuse storage was provided but it has been clarified that separate refuse storage for the residential and retail elements is provided behind the ground floor shops. The level of refuse storage and the hallways serving the storage area are provided in accordance with Haringey guidance.

8.10.3. The development is in compliance with the above policies.

8.11 Energy & Sustainability

8.11.1. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions.

8.11.2. The residential elements of the scheme are designed to achieve Code for Sustainable Homes Level 4, this is equivalent to a 25% reduction emissions over a Building Regulations 2010 baseline. A condition will be applied securing this. Solar PVs are proposed on the roof to help meet this target.

8.11.3. The non-residential elements of the scheme will be built to modern standards, replacing the existing low quality temporary accommodation.

8.12 Planning Contributions and Mayoral Community Infrastructure Levy

8.12.1. The development creates four residential units. As such it does not trigger a requirement for affordable housing or a contribution towards school places.

8.12.2. The development will be liable for the Mayors Community Infrastructure Levy (CIL). The development creates 229m² additional floor space. Using the GLA formula, the development will be liable for £8,019.

9.0 SUMMARY AND CONCLUSION

9.1 The application proposes the demolition of existing shops in temporary buildings and its replacement with a 3-storey building containing A1 retail and B1 Business uses on the ground floor and four flats on the first and second floors. The creation of new commercial space and housing in the Town Centre is supported by national, regional and local policy.

9.2 The design of the building is considered to be of satisfactory quality, responding adequately to its context and causing no significant harm to residential amenity. The proposed dwellings are considered to provide satisfactory living accommodation and subject to a car-free designation, would minimise harm to local highways networks.

9.3 The Council consulted widely and responses were taken into account by officers.

9.4 The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions.

10.0 RECOMMENDATION

a) GRANT PERMISSION subject to conditions set out below

TIME LIMITED PERMISSION

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

2. Notwithstanding the information submitted with the application, the development hereby permitted shall be built in accordance with the following approved plans: 1204/2 A, 1204/3 B, 1204/4 B, 1204/5 C, 1204/6 C, 1204/8 C, 1204/9 C, 1204/10 B, 1204/11 B.

Reason: To avoid doubt and in the interests of good planning.

MATERIALS

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

LANDSCAPING

4. No development shall take place until full details of both hard and soft landscape works of the communal garden area have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours, means of enclosure, car parking layout, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting etc.), retained historic landscape features and proposals for restoration where relevant, and thereafter retained in perpetuity.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

SUSTAINABILITY

5. Prior to the implementation of the consent hereby approved, the applicant shall submit a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy set out under Policy 5.2 of the London Plan 2011 and that the residential elements of the scheme will achieve Code for Sustainable Homes Level 4 and the non-domestic elements BREEAM 'Very Good' standard. Thereafter the recommendations of the energy assessment shall be undertaken in full and required technology installed in accordance with the details approved and an independent post-installation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with G1, UD1, and UD2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006 and London Plan Policy 5.2.

CAR-FREE DESIGNATION

6. Prior to the occupation of the development, the applicant shall enter into a legal agreement with the Council requiring that the residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) Controlling on street parking in the vicinity of the development.

Reason: To encourage the prospective residents of this development to use sustainable travel modes. in accordance with London Plan Policies 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', and broadly in Haringey UDP Policy UD3 'General Principles'.

BALCONY SCREEN

7. No unit shall be occupied until the balcony screens shown on the approved drawings have been installed. The screens shall thereafter be retained and not removed without the prior written consent of the Local Planning Authority.

Reason: To prevent overlooking to adjoining neighbours in accordance with Policies UD3 'General Principles' and UD4 'Quality Design' of the Haringey Unitary Development Plan.

REASONS FOR APPROVAL

- a) It is considered that the principle of this development is supported by national, regional and local planning policies which seek to promote the development of new housing.
- b) The development is considered to be of satisfactory design quality, responds adequately to its context and would cause no significant harm to residential or to the highway network.
- i) The Planning Application has been assessed against and is considered to be in general accordance with
- National Planning Policy Framework;
 - London Plan Policies 2.15 'Town centres', 4.7 'Retail and town centre development', 5.3 'Sustainable design and construction', 6.1 'Integrating transport & development', 6.3 'Assessing effects of development on transport capacity', 6.4 'Enhancing London's transport connectivity', 6.11 'Smoothing traffic flow and tackling congestion', 6.12 'Road Network Capacity', 6.13 'Parking', 7.2 'Creating an inclusive environment', 7.3 'Designing out Crime', 7.4 'Local character', 7.5 'Public realm', 7.6 'Architecture', 8.3 'Community Infrastructure Levy'; and
 - Haringey Local Plan Policies SP1 'Managing Growth', SP4 'Working towards a Low Carbon Haringey', SP7 'Transport', SP10 'Town Centres' and SP11 'Design'; and
 - Haringey Unitary Development Plan (UDP) 2006 Saved remnant policies UD3 'General Principles', UD7 'Waste Storage', M9 'Car free residential developments'

11.0 APPENDICES

Appendix 1

CONSULTATION RESPONSES

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH Transportation	<p>Likely that the majority of the prospective residents of this development would use sustainable transport for journeys to and from the site</p> <p>Site appropriate for car-free designation</p> <p>Provision of eight cycles is acceptable</p> <p>£1000 S106 contribution sought for car-free designation</p> <p>S106/s278 contribution sought for footway improvements at the front of the site</p>	<p>Noted.</p> <p>Noted.</p> <p>7 cycle spaces provided but number of flats has been revised down</p> <p>Condition applied seeking legal agreement</p> <p>Noted but not considered necessary to make the scheme acceptable</p>
	LBH Waste Management	The plans for the proposed development state that the waste storage area is to the rear of the proposed shops, but the waste storage area is not shown or indicated on the submitted application, further details for waste storage arrangements are required.	Noted. Plans have been revised to include refuse store.
	LBH Building Control	This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office.	Noted.
	EXTERNAL		
	Burghley Road Area Residents Association	<p>Misplaced development</p> <p>Rooms are hardly habitable</p>	<p>Development is in keeping with town centre character</p> <p>Rooms size meet Mayor's standards</p>

No.	Stakeholder	Question/Comment	Response
	(BRARA)	<p>Loss of light to residents and Salvation Army</p> <p>Additional homes are needed but this is overdevelopment</p> <p>Combined with the recent permission for more development on the opposite side, this is overdevelopment</p> <p>Impact on traffic</p>	<p>No harmful loss of light to residents or Salvation Army. Bulk of overshadowing falls on street</p> <p>Density is within acceptable range and suitable for Town Centre.</p> <p>See above.</p> <p>Site is in highly accessible location. No harm to traffic networks.</p>
	Noel Park CAAC	<p>Not in keeping with adjacent development or Conservation Area</p> <p>Red brick not suitable</p> <p>Loss of light to Salvation Army building</p> <p>Increased density</p>	<p>Site is not in Conservation Area. Large Salvation Army building is a buffer to the Conservation Area. Proposed building is a suitable transition</p> <p>Red brick matches adjacent development</p> <p>No overshadowing to sensitive windows or private areas</p> <p>Density is within acceptable range</p> <p>Rear ground floor flat has been deleted</p>

No.	Stakeholder	Question/Comment	Response
		<p>Rear ground floor flat will be subject to noise and disturbance from servicing</p> <p>Increased crime</p> <p>The depth of the building needs to be reduced</p>	<p>Developer will be advised to follow Secure by Design principles in accordance with Police advice</p> <p>Depth has been reduced on first and second floor levels to reduce impact on Bury Road</p>
	RESIDENTS	4 objections received	
		<p>Loss of light and view to side window to no. 12 Lymington Avenue</p> <p>Will not fit in with Victorian character of Noel Park Estate</p> <p>Loss of light to 3 Bury Road</p> <p>No parking</p>	<p>Building depth at upper floors has been reduced by 3.9m. Loss of sunlight occurs only in early morning. Side window is a secondary window which will receive sufficient daylight</p> <p>The building fits in with adjacent development. The Noel Park CA is considered to be a separate area</p> <p>Bury Road houses are to the south of development and would not suffer more overshadowing</p> <p>Site is suitable for car-free designation</p>