
Planning Applications Sub-Committee

THURSDAY, 28TH SEPTEMBER, 2006 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Peacock (Chair), Bevan (Deputy Chair), Adje, Beacham, Demirci, Dodds, Hare, Patel and Weber

Please note: this meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for web casting and/or training purposes.

If you have any queries regarding this, please contact the Principal Support Officer (Committee Clerk) at the meeting.

AGENDA

1. APOLOGIES

2. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 10 below.

New items of exempt business will be dealt with at item 16 below. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 16.

3. DECLARATIONS OF INTEREST

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest.

4. DEPUTATIONS/PETITIONS

To consider receiving deputations and/or petitions in accordance with Standing Order 37

5. MINUTES

To confirm and sign the Minutes of the PASC held on 11 September 2006.

6. APPEAL DECISIONS

Appeal decisions determined during August 2006.

7. CONSERVATION AREA CHARACTER APPRAISALS - PUBLIC CONSULTATION

8. PLANNING APPLICATIONS

In accordance with Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, normally no speakers will be heard. For items considered previously by the sub committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations. Where the recommendation is to refuse permission, normally no speakers will be heard.

9. HALE WHARF BARGES, FERRY LANE N17 (PAGES 1 - 12)

Provisions of 4 business barges and associated mooring facilities, landscaping and associated parking. RECOMMENDATION: Grant permission subject to conditions.

10. HORNSEY TREATMENT WORKS, HIGH STREET N8 (PAGES 13 - 38)

Erection of pre-treatment and bromate removal facility comprising four new buildings:-i) pre-treatment building.ii) chemical storage and dosing building iii) catalytic GAC building/structure and iv) washwater recovery building/structure: Associated plant and machinery and new access arrangements to the site including constructions of temporary crossings of New River for construction traffic and extension of estates road from within New river Village (New River Avenue N8) for delivery vehicles only.

RECOMMENDATION: To grant planning permission subject to a section 106 and agreement and planning conditions and subject to referral to the Greater London Authority who have 14 days in which to decide whether or not to direct refusal.

11. 87 WOODSIDE AVENUE N10 (PAGES 39 - 46)

Demolition of existing house and erection of 2 x 2 storey three bedroom houses.
RECOMMENDATION: Grant permission subject to conditions.

12. R/O 6 CHURCH ROAD N6 (PAGES 47 - 58)

Erection of a single storey three bedroom dwelling and removal of a Red Horse Chestnut Tree that is subject to a Tree Preservation Order. RECOMMENDATION: Grant permission subject to conditions.

13. UNITS 1 & 2 QUICKSILVER PLACE, WESTERN ROAD N22 (PAGES 59 - 66)

Change of use of property to police patrol base (sui generic) with associated installation of CCTV cameras, window guards and replacement entrance gates.
RECOMMENDATION: Grant permission subject to conditions.

14. COLD FALL PRIMARY SCHOOL, COLD FALL AVENUE N10 (PAGES 67 - 70)

Installation of multi-use games area within school grounds including surfacing, fencing (maximum height 3.6m at goal ends), goal end units and access path.
RECOMMENDATION: Grant permission subject to conditions.

15. 115 CLYDE ROAD N15 (PAGES 71 - 80)

The proposal is for the erection of a replacement 2 storey mosque with dome, minaret and one 1 bedroom flat. The mosque will be 2 storeys above ground level and include a basement floor below ground level. The building will have a main roof height of 8 metres, which matches the height of the two storey terrace dwellings on Collingwood Road. The dome on the Clyde Road frontage will have a maximum height of 13 metres. The minaret on the corner of Clyde Road and Collingwood Road will have a maximum height of 16.8 metres. No car parking on site is proposed.

RECOMMENDATION: Grant permission subject to conditions.

16. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

17. SITE VISITS

Members, applicants and objectors are requested please to bring their diaries in the event that a site visit needs to be arranged.

18. DATE OF NEXT MEETING

Special PASC Thursday 12 October 2006 at 7:00pm.

Yuniea Semambo
Head of Member Services
5th Floor
River Park House
225 High Road
Wood Green
London N22 8HQ

Anne Thomas
Principal Support Officer (Council)
Tel No: 020 8489 2941
Fax No: 0208 489 2660
Email: anne.thomas@haringey.gov.uk

Planning Applications Sub Committee: 28 September 2006

Item No 1.

REPORT FOR CONSIDERATION AT PLANING APPLICATIONS SUB COMMITTEE

Reference: HGY/2006/1741 **Ward:** Tottenham Hale

Date received: 01/09/2006

Last amended date: N/A

Drawing number of plans: HWCB/P3758/01

Address: Hale Wharf, Ferry Lane N17

Proposal: Provision of 4 business barges and associated mooring facilities, landscaping and associated parking.

Existing Use: N/A

Proposed Use: B1

Applicant: British Waterways

Ownership: Public

Introduction.

An essentially identical application as this application currently before Committee (HGY/2005/1036) was considered at the Planning Applications Sub-Committee meeting on 24 April 2006 when Members agreed to grant planning permission subject to conditions, for the mooring of four barges and landscaping and parking.

However, a legal challenge to that decision has been made by way of Judicial Review. The challenge has been submitted on behalf of an amenity group which has an interest in ensuring the continued usefulness of the canal and waterway network.

The essence of the challenge was that the Council in assessing the application and granting planning permission did not properly consider strategic policies in the London Plan regarding the use and protection of London waterways. These are the Blue Ribbon Network Policies at section 4C of the London Plan 2004.

Counsel's advice on the Judicial Review is that the Council, as Local Planning Authority, should not contest the legal challenge.

The Applicant, British Waterways, has submitted this new application brought before the Planning Applications Sub-Committee this evening so that the proposal could again be consulted on and properly considered in light of all the relevant policies, including the Blue Ribbon policies.

This Report represents the report to Planning Applications Committee of 24 April 2006, but with additional sections on the Blue Ribbon Policies. The responses referred to are those received as a result of consultation of the previous application (HGY/2006/1741). Any responses received as a result of consultation on this application will be reported to Committee orally at the meeting.

The Report recommends that the proposed development is not fundamentally contrary to the Blue Ribbon Policies.

RECOMMENDATION: Grant permission subject to conditions.

PLANNING DESIGNATIONS

Road - Metropolitan
Area Plans and Planning Briefs
Flood Plain
Area of Archaeological Importance
Area of Community Regeneration
Defined Employment Area
East London Lee Valley Regen
Lee Valley Regional Park

Officer contact: Paul Smith

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

Hale Warf is a defined employment area located on an Island on the River Lea Navigation System, accessible from Ferry Lane close to the borough boundary with Waltham Forest. The business barges would be moored on the western side of Hale Wharf on the eastern bank of the River Lea Navigation 140m north of Tottenham Lock (Ferry lane). The River Lea Navigation is 26m wide at this location.

The site is not within a conservation area.

PLANNING HISTORY

There is extensive planning history related to Hale Wharf however no previous application is directly relevant to this application

DETAILS OF PROPOSAL

Provision of 4 business barges and associated mooring facilities, landscaping and associated parking.

The (identical) barges would measure 5.2m x 25.4m and would be moored end to end in line parallel to, and c. 4m from the eastern bank of the River Lea navigation. The barges would be accessed by a floating, hardwood finished pontoon, two metres wide, positioned along side the barges and two metres from the bank. A cantilevered steel bridge would connect the pontoon to the bank. Six parking spaces would be provided on the bank adjacent to the cantilevered steel bridge including two disabled spaces.

CONSULTATION

LBH – Transportation Group
UDP Team
Thames Water
Ferry Lane Residents Association
Environment Agency
Lee Valley REGNL Park
Mr D Brenner, The Regents Network
Richard Buxton Solicitor for Mr Brenner, The Regents Network

RESPONSES

Lee Valley REGNL Park – No objection subject to the following conditions:

- Approval be limited to 3 years; and
- If temporary permission is not acceptable then the Authority objects to this proposal on the basis that this application will prejudice the satisfactory future development of Hale Wharf in this section of the Park

Lee Valley Estates – Fully support the project

LBH – Strategic Division – Fully support the project

LBH – Transportation - No comment has been prepared for this yet owing to the fact that the applicant has failed to supply us with detailed information (perhaps planning statement) which would assist us in understanding the nature of the business.

Environment Agency – The agency initially objected on the following grounds

- The application is not accompanied by a Flood Risk Assessment as required by PPG25
- Landworks associated with the proposed barges are in close proximity to the top of the bank of the River Lea Navigation. The proposal will prejudice flood defence interests, restrict necessary access to the watercourse to carry out maintenance works, adversely impact upon any future river improvement schemes, have a negative impact upon the character of the river corridor and may cause the river's bank to become destabilised consequently increasing the risk of erosion.

Following negotiation with British Waterways, the Environment Agency can now support the application subject to the following conditions being imposed:

Condition 1: External artificial lighting as part of the development shall be directed away from the River Lee Navigation and shall be focused with cowlings.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.

Condition 2: There shall be no permanent storage of materials related to the development within five metres of the River Lea Navigation along the entire length of the site. This area must be suitably marked and protected during development.

Reason: To reduce the impact of the proposed development on the river buffer zone and the movement of wildlife along the river corridor.

Condition 3: Before development commences, an ecological enhancement plan, including long term design objectives, management responsibilities and maintenance schedules for all enhancement areas, shall be submitted to and improved in writing by the Local Planning Authority

Reason: To protect and enhance the natural features and character of the area

Condition 4: All planting carried out as part of the ecological enhancement plan shall be of locally native plant species only, of UK genetic origin.

Reason: Use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that native plants provide – introduced plants usually offer little of our native wildlife.

The following informative should be attached to any planning permission Granted:

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed or structures in under, over or within 8 metres of the brink of the River Lee (Navigation) main river. Contact John Thurlow on 01707 632403 for further details.

RELEVANT PLANNING POLICY

LONDON PLAN 2004

4C; BLUE RIBBON POLICIES

Define the Blue Ribbon Network of London waterways; set out principles and criteria for recognising their strategic importance when making plans and considering planning applications, stressing the importance of all agencies in having a co-ordinated approach to land-use planning.

Policies:

4C.1 'The Strategic Importance' of The Blue Ribbon Network (BRN)

4C.2 'Context For Sustainable Growth'

4C .3 to 9 recognise the importance of the BRN to Bio-diversity and flood defences and drainage.

4C. 10 – 13 on Conservation and sustainable growth.

4C.14 and 15; Freight use of the waterways and safeguarded wharves, leisure use and access.

4C. 19 on Moorings.

4C.22 'Structures over & into BRN'

4C.28 and 29; Development adjacent to canals; open water spaces.

4C.31 'Rivers'.

The following policies are not considered to be relevant to this proposal:

4C.5 'Improving Rivers'

4C.11 'Conservation Areas'

4C.17 'Increasing access To BRN'

4C.18 'Support Services'

4C.20 'Design'

4C.21 'Design Statements'

4C.23 'Safety On Or Near BRN'.

4C.30 'New Canals & Canal Restoration'.

4C.32 'Docks'.

4C.33 'Royal Docks'.

4C.34 'Links'

HARINGEY UNITARY DEVELOPMENT PLAN (2006)

EMP 5; PROMOTING EMPLOYMENT USES

EMP1; DEFINED EMPLOYMENT AREAS; REGENERATION AREAS.

ENV 4; ENHANCING AND PROTECTING THE WATER ENVIRONMENT

ENV 5; WORKS AFFECTING WATERCOURSES

M11; RAIL AND WATERBORNE TRANSPORT,

UD4; QUALITY DESIGN,

OS9; LEE VALLEY REGIONAL PARK,

SCHEDULE 8; LEEVALLEY PARK PROPOSALS”

SUPPLEMENTARY PLANNING GUIDANCE (2003)

SPG 8g 'Ecological Impact Assessment'

ANALYSIS/ASSESSMENT OF THE APPLICATION

This application seeks the provision of 4 x business barges and associated mooring facilities, landscaping and associated parking. This project is being led by British Waterways and has attracted funding to the European Regional Development Fund.

This is an unusual proposal to provide a new employment use on the River Lea Neavigation, adjacent to Hale Wharf Defined Employment Area, that would preserve the special riparian character of the waterway by being accommodated on purpose built traditional-style canal barges. In principle, this proposal is strongly supported by Council policy, in particular policies EMP 5 "Promoting Employment Uses" and EMP 1 "Defined Employment Areas/Regeneration Areas."

The primary planning consideration here is the impact of the proposal on the waterway itself and local ecology. The Environment Agency have been consulted and they have provided a list of conditions to be imposed in the event of an approval (see above), that would serve to mitigate any unacceptable impact on the waterway or local ecology. These conditions, which are agreeable to British Waterways, are considered to be both necessary and reasonable and would ensure that the proposal satisfies Council's environmental policies.

The application needs to be assessed against the policies on the **Blue Ribbon Network** in Section 4C of the London Plan 2004. These are designated to protect and preserve the London Waterway network, as well as open parts of it up by promoting sport and leisure use, freight use, and waterside access, provide these do not detract from the natural habitat.

Certain areas are identified as providing opportunities for sustainable growth; listed in para 4.99, these include Tottenham Hale and the River Lea.

In terms of the proposed development at Hale Wharf, for the mooring of four barges, the most significant Blue Ribbon policies are;-

4C.1 'Strategic Importance Of The BRN'.

It is accepted that this policy is a material consideration in relation to this matter.

4C.12 'Sustainable Growth Priorities'.

The proposed development is located adjacent to a Defined Employment Area. It is designated as an 'Opportunity Area' in the London Plan. The proposed development will help to meet local employment objectives and is supported by the London Development Agency and European Regional Development Funding.

4C.14. Freight uses; proposals to increase the use of the Blue Ribbon network to transport freight are to be encouraged. The proposed use for mooring of four barges does not involve freight movement by boat. It is not considered that it would impede such movement, however; the waterway at this point is some 27 m. wide, and the barges would project up to 9 metres into the waterway (5m. width of barge, plus 4m. for pontoon/access), still leaving 18 metres for barges to pass.

4C15. Safeguarding wharves; this policy seeks to prevent development that would preclude the wharf being re-used in the future for cargo-handling purposes. As there is no substantive permanent development proposed, but rather the mooring of barges, this would not of itself prevent future re-use for cargo – handling should the demand arise.

4C 17 . Increasing access; the proposal would be likely to encourage more footfall to the waterside, and would not hamper the existing degree of access.

4C. 19 Moorings facilities; this policy is designed to improve mooring facilities for visitors and residents, which should generally be in basins or docks but may be appropriate in areas of deficiency or as an aid to regeneration, where the impact on navigation, biodiversity and character is not harmful. Although this proposal is for commercial rather than residential use, it is not considered as harmful to the character of the waterway nor having an adverse effect on navigation.

4C.22 'Structures Over & Into the Blue Ribbon Network'.

This policy states that proposals for structures over or into the water spaces for uses that do not specifically require a waterside location should be

resisted. The supporting text however goes on to state that where structures are needed they should minimise their navigational, hydrological and biodiversity impacts. On balance it is considered that this particular development is not considered on its merits to be harmful in relation to these issues.

It is considered that the proposed development would because it is in the form of barges and moorings integrate with the water space in terms of appearance and physical impact and that the unique character and openness of the BRN would be preserved and protected at this point.

The proposal is not regarded as being harmful to other aims and policies of the Blue Ribbon Network, such as the Natural Landscape (4C.4), because this wharf is already hard surfaced; nor Flood plains and Flood Defences (Policies 4C.6 and 4C.7), nor Design (4C.20).

The proposed barges, pontoon and cantilevered steel bridge are considered to be of a sensitive design, which would enhance the character of the area and which would satisfy Council policy UD 4 "Quality Design". The proposal would not hinder movement along the waterway or banks and would satisfy Council policy ENV 4 "Enhancing & Protecting The Water Environment". It would also not conflict with Policy OS 9 "Lee Valley Regional Park", because it does not impact on the park or its immediate environment in a detrimental way.

It is noted that the Lee Valley Regional Park Authority (LVRPA) have concerns that the proposal, if implemented, would prejudice the satisfactory future development of Hale Wharf, and accordingly that approval be limited for a period of three years. It is also noted that British Waterways state that the feasibility and funding of the project is dependent on a twenty five year time horizon, and that the imposition of condition limiting the period of approval would not allow the development to go ahead.

Government Planning Circular 11/95 states *"that a temporary permission will normally only be appropriate either where the applicant proposes temporary development, or where a trial run is needed in order to assess the effect of the development on the area"*. The planning officer at Lea Valley Park is of the view, that the land based elements of the scheme would be out of place and detrimental to the amenities of the area in the future context of a redeveloped Hale Wharf and a leisure based riverside. The proposed land based elements comprise eight parking spaces and a Mechanical and Electrical kiosk. It is considered that these elements would not prejudice the satisfactory future development of Hale Wharf. Refuse storage, details of which have not been yet been provided, can be required to be set well back from the waterway, to protect the amenities of the area and to prevent any hindrance to movement along the bank.

SUMMARY AND CONCLUSION

On balance it is considered that the proposed development would be of benefit in that it would provide new employment and preserve the special character of the River Lee at this point and would not result in harm in the short or long term to the capacity and qualities of the water space at this location. The proposed development would therefore comply with the Blue Ribbon Network policies of the London Plan and with the Unitary Development Plan 2006 in particular policies EMP 5 "Promoting Employment Uses", EMP 1 "Defined Employment Areas", ENV 4 "Enhancing the Water Environment", ENV 5 "Works Affecting Watercourses" and UD 4 "Quality Design".

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2005/1036

Applicant's drawing no. HWCB/P3758/01

Subject to the following conditions

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. External artificial lighting as part of the development shall be directed away from the River Lee Navigation and shall be focused with cowlings.
Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.
4. There shall be no permanent storage of materials related to the development within five metres of the River Lea Navigation along the entire length of the site. This area must be suitably marked and protected during development.

Reason: To reduce the impact of the proposed development on the river buffer zone and the movement of wildlife along the river corridor.

5. Before development commences, an ecological enhancement plan, including long term design objectives, management responsibilities and maintenance schedules for all enhancement areas, shall be submitted to and improved in writing by the Local Planning Authority

Reason: To protect and enhance the natural features and character of the area

6. All planting carried out as part of the ecological enhancement plan shall be of locally native plant species only, of UK genetic origin.

Reason: Use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora. Native insects, birds and other animals cannot survive without the food and shelter that native plants provide - introduced plants usually offer little of our native wildlife.

7. That a detailed scheme for the provision of refuse, waste storage and recycling 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.

INFORMATIVE: Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed or structures in under, over or within 8 metres of the brink of the River Lee (Navigation) main river. Contact John Thurlow on 01707 632403 for further details.

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

REASONS FOR APPROVAL

The Council has had regard to the London Plan in particular the Blue Ribbon Network Policies at Section 4C of the London Plan and policies EMP 5, EMP 1, ENV 4, ENV 5 and UD4 of the Unitary Development Plan 2006, and to

other material planning considerations. The proposal is substantially in accordance with the London Plan and the Unitary Development Plan for L B Haringey.

This page is intentionally left blank

Planning Applications Sub Committee: 28 September 2006

Item No. 10

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/1298

Ward: Hornsey

Date received: 27/06/2006

Last amended date:

Drawing number of plans : Report: Planning Application Supporting Statement:

Site Plan. 9PWD/A1/5051/EX A;9PWD/A1/5053/EX A : 9PWD/A1/5056/EX A;

9PWD/A1/5052/EX A; 9PWD/A1/5054/EX A. A9PWD/A1/5081/EX A.

9PWD/A1/5080/EX A. 9PWD/A1/05061/EX A. 9PWD/A1/05060/EX A.

9PWD/A1/05059/EX A

9PWD/A1/05058/EX A 9PWD/A1/05057/EX AM, 9PWD-A1-02001-IN D: 9PWD-A1-02000-IN D: C1117-SK063 Rev 1 & Photomontages.

Address: Hornsey Treatment Works, High Street N8

Proposal: Erection of pre-treatment and bromate removal facility comprising four new buildings:-i) pre-treatment building.ii) chemical storage and dosing building iii) catalytic GAC building/structure and iv) washwater recovery building/structure:

Associated plant and machinery and new access arrangements to the site including constructions of temporary crossings of New River for construction traffic and extension of estates road from within New river Village (New River Avenue N8) for delivery vehicles only

Existing Use: Treatment works Proposed Use: Treatment Works

Applicant: C/O Thames Water Property Thames Water Utilities Limited

Ownership: Thames Water

PLANNING DESIGNATIONS

Conservation Area

ROAD - BOROUGH

Ecological Corridor

EVS - Borough Grade 1

EVS - Metropolitan

Green Chain - Proposed

Metropolitan Open Land

Area of Archaeological Importance

Historic Park

Green Chains

Metropolitan Open Land

Officer Contact: Frixos Kyriacou

RECOMMENDATION

To grant planning permission subject to a section 106 and agreement and planning conditions and subject to referral to the Greater London Authority who have 14 days in which to decide whether or not to direct refusal.

SITE AND SURROUNDINGS

The site is located adjacent to the south slopes of Alexandra Palace and Park and is bounded by the Park to the west and the railway line and New River to the east. To the south is Newland Road, which provides the existing access road, and further to the south are the residential properties of the Campsbourne Estate.

The application site consists of a reservoir to the north and six individual slow sand filter beds to the south. There are also a number of operational buildings and associated structures that are used in conjunction with the works. A distributor road runs around the site, which enables commercial vehicles to service the premises.

The site is considered to be a very sensitive site as it is located within Metropolitan Open Land and part of the site to the north including the reservoir is designated as an area of Ecological Borough Grade 1 status. The site is also located within the Hornsey Water Works and Filter Beds Conservation Area and on the boundary with the Alexandra Palace and Park Conservation Area, which is also designated as a Historic Park.

The site holds a prominent position and is visible from many public positions and viewpoints. The adjoining area has recently undergone extensive redevelopment in the form of the New River Village.

The proposed access road for construction would utilise the existing facility used in the construction of the New River Village and then a temporary access across the New River. The access for deliveries to the new treatment works(once completed) would be through New River Village

PLANNING HISTORY

The main planning history relates to the redevelopment of the Hornsey Water Works where currently 626 new residential units are being developed.

In 1998- planning application HGY/1997/1980 was approved for the erection of new treatment plant and pumping station.

Condition 05 stated that all delivery, servicing and maintenance shall be from Newlands Road entrance and the south gate shall be used for maintenance access to the New River Water course.

In 2005 A similar application, but of a different design and access was refused for the following reasons:

Adverse Impact on MOL, Conservation Areas, Alexandra Palace MOL and Historic Gardens. Poor Design.

Insufficient very special circumstances to outweigh the harm identified above and lack of information on Phase II.

No Section 106 Agreement.

No information on how the development will meet any objectives of sustainable

development and energy efficiency contrary to Revised UDP plan policy UD1A and The London Plan policy 2A.1

In March 2006, a further similar application was refused for the following reasons:

The site is located in a sensitive area designated as a Conservation Area and as Metropolitan Open Land in the Adopted Unitary Development Plan 1998 and the Revised UDP of September 2004. (Draft Deposit) and adjacent to the Alexandra Palace Historic Park. The site commands wide views from Alexandra Palace to the north-west and from the New River Open Space and footpath to the east. The proposed development, by reason of its height, substantial footprint and bulk, would be detrimental to the appearance of the Metropolitan Open Land and would not enhance or preserve the character and appearance of the Conservation Areas. The adverse impact would be exacerbated by the design of the building, notwithstanding amendments made in this submission, would still appear as an intrusive industrial style of construction in a very open setting. Further the Council is not convinced that there are no suitable alternative locations for such a scheme elsewhere within Hornsey Waterworks filter/beds complex. The very special circumstances put forward are insufficient to outweigh the harm identified above. The scheme is thus contrary to Policies OP3.2 Metropolitan Open Land, Alexandra Palace and Park: OP 3.5 Historic Parks, Gardens and Landscapes: DES 2.2 Preservation and Enhancement of Conservation Areas of the Unitary Development Plan (1998) and Policies UD2 General Principles, OS1A Metropolitan Open Land, OS3 Alexandra Park and Palace and CSV1A Development in Conservation Areas of the Revised UDP September 2004.

No section 106 agreement exists for the securing funding for a landscape screen planting at the boundaries with Alexandra Palace for improvements to Penstock Path and improvements to Campsbourne Play Centre to mitigate against the adverse visual impacts of the proposed buildings, contrary to Policy UD10 Planning Obligations of the Haringey UDP 2004.

Both of these applications are now at appeal.

DETAILS OF PROPOSAL

Background (from applicant's statement)

The new water treatment facilities at Hornsey are being developed in response to bromate contamination of the aquifer in the Upper Leal Valley and to the undertakings Thames water have made to the Drinking water Inspectorate.

The majority of the raw water to be treated in the new water treatment facilities will come from the Hornsey Reservoir, which is supplied from the New River. The water suffers from algal blooms during which the overall output from Hornsey Water works can drop dramatically.

A robust form of pre-treatment is required that can remove algae and maintain water quality at a maximum flow using surface water from the New River throughout the year without the need to operate the contaminated boreholes. It is proposed to provide an advanced pre-treatment process to treat the water prior to further treatment. This facility will consist of Dissolved Air Flotation followed by Rapid Gravity Filtration.

Phase 1 works would comprise flocculation and clarification treatment upstream of the existing slow sand filters at Hornsey WTW with the purpose of improving the robustness of the process against algae growth in Hornsey Reservoir. This is necessary to mitigate against bromate contamination given that Upper Lea Valley water has historically been used to provide dilution during algal bloom events.

Phase 2 works are required to ensure Hornsey WTW is capable of treating bromate contaminated water so that the Upper Lea Valley sources may be utilised to its maximum extent.

The Buildings

Three buildings are proposed one to carry out the main filtration system and one to store the chemicals.

1. The Main Process Building.

The maximum dimensions of the building would be 55.4m in length, 44.3m in width and 15.8m in height. This building would be sited on the central northern filter bed around 80m from the boundary with Alexandra Park. The building would vary in height due to the height of the eaves and the design of the building with the curved roof profile.

This building would house the flotation area of the Dissolved Air Filtration plant, the air saturation equipment, sampling and monitoring equipment and MCC Panels. In this building the algae and suspended solids would be removed.

2. The Chemical Storage and Dosing Building.

This building would measure 43.3m in length, 9.25m in width and a maximum of 10.85m in height. The building would house chemical storage tank and dosing equipment. This building would be centrally located within the site, 65m from the play centre and 60m to the main entrance.

A number of commonly used chemicals in the water industry would be stored here, Sulphuric acid (delivered as a liquid and used to lower the ph value of the raw water. Polyaluminium chloride delivered as a liquid to promote the coagulation and flocculation of suspended particles.

Sodium Hydroxide (caustic Soda) to make the water more alkaline and Sodium Chloride (salt) delivered as a powder and used to regenerate water softeners.

3. Catalytic GAC (Granular Activated Carbon) Building/Structure.

This building would be located to the east of the main treatment building and would have the following measurements. 43.3m in length, 9.25m in width and 9.85m in height. The building would house the GAC adsorption process. Again due to the curved roof profile the GAC building would vary significantly in height from approximately 6.5m to 12.7m.

Water from building 1 would be pumped into this building. This building would be used to treat bromate-laden water. This will be done through a bed of catalytic Granular Activated Carbon which will remove bromate and pesticides by adsorption. Finally, treated water will be passed to the existing disinfection facilities before it is pumped into the supply.

4. Wastewater recovery Building/Structure.

This building would be located on the eastern boundary of the site and would have the following dimensions. 52.25m in length, 14.7m in width and 14.7m in height. This building will house the facilities to allow the dirty wash water from the RGFs and the catalytic GAC processes to be recycled. This will include settlement plant, dosing equipment for polyelectrolyte, pumps and a MCC.

Access.

Access to the site for construction would be from the access currently used for the construction of New River Village. However it is likely that this access will not be available for the whole construction process and therefore it is proposed to have a new temporary access created along New River. Once construction is completed this access would be removed.

It is envisaged that all chemical deliveries would be through New River Village and along the estate road which would have to be extended.

CONSULTATION.

This is the third application on the site and there has been extensive consultation as part of this and past applications on the site.

A Development Control Forum took place on the 13th July 2006:

The following consultation has taken place:

Local Residents:

Campsbourne Community Residents' Association
42-86 (c) Newland Road
1-8 (c) Honeymead
1-21 (c) Campsfield
1-17 Myddleton Road
1-33 (c) Newland House, Newland Road
1-19 (c) Goodwin Court
7-24 (c) Koblenz House
25- 79 (o) Boyton Road
Rhein House 1-16 (c) Boyton Road
1-4 Newland Road
161-175 (o) Nightingale Road
1-76 (c) Amazon Building
1-90 (c) Blake Building
1-49 (c) Danube Building
1-30 (c) Emerson Building

Environment Agency
GLA
Drinking Water Inspectorate
Conservation Officer
Building Control
Conservation Officers
Local councillors
Garden History Society
Hornsey CAAC

Mayor's Office
Alexandra Palace Manager
Alexandra Palace and Park Statutory Advisory Committee

Campsbourne Playscheme
Campsbourne Junior and Infant School

Site Notices & Newspaper Advert

RESPONSES

St. James Group developers of the New River Village:

Confirm awareness of the proposals and recognises the strategic importance of supplying the catchment area with clean drinking water to address a potential public health issue.

We are now confident that through detailed and sensitive design, an access strategy through the development can be achieved which will result in a minimal impact on the landscaping but more importantly on the residents of New River Village.

St. James group have no objections and fully support planning application.

The following responses have been received:

Campsbourne Community Residents Association

1. Welcome new route away from Nightingale Lane/ Newland Road. New route through New River village far from ideal.
2. Issue with Campsbourne Play scheme has been addressed.
3. Chemicals to be delivered in accordance with Health and safety legislation.
4. The massing of the building has not been addressed. If size of the building cannot be addressed the detailing of the building should look at the Hornsey Pump Station 1903 and other structures on the site.
5. Petition signed by a large number of residents in relation to issue 4 on the previous application should be taken into account.
6. Hours of working condition needs to be applied. Residents currently disturbed by existing early working.

Alexandra Park and Palace Conservation Area Advisory Committee:

1. Modification to MOL should not be taken as justification for such high and intrusive buildings as are proposed by TW. Development on other operational land should not be used to sidestep MOL status. Any proposals should enhance the setting of the conservation area and not detract.

2. Such an exposed and important site demands a building which is both as unobtrusive as possible and of real architectural merit. Company should re-invest funds received from redevelopment by putting a greater part of its building under ground. The part sunken pumping station approved in 1998 shows what can be achieved.

3. TW has allowed the residential to proceed despite knowing some of this land maybe required for plant and access.

4, Screening would be ineffectual in screening this development from Alexandra Palace promenade which provides spectacular views of London and beyond.

5. TW has not safeguarded adequate access arrangements to ensure the filter beds could be serviced in the future.

6. Loss of Green Path only community benefit of housing development. Possible legal challenge to extension of residential estate road for the delivery of vehicles. A permanent roadway on the east side of the New River is not acceptable.

Friends of Alexandra Park:

The view from the Park eastwards across the reservoir and filter beds to the railway embankment is an integral part of the beauty of the park, uninterrupted by buildings. Any development here would detract from this view and destroy the character of the MOL. This would be particularly harmful in the present case where the building is not only devoid of architectural merit but is so large as to dominate the view.

We would like to be assured that the Council is satisfied that there is no less sensitive site which Thames water could use for its development.

Hornsey Conservation Area Advisory Committee

Extremely concerned about this development of Metropolitan Open Land. It is hard to believe that the need for this for this plant was not envisaged when the adjacent land was sold for redevelopment.

Drinking Water Inspectorate: (DWI)

It confirms acceptance by the Secretary Of State to Thames Water undertaking to achieve compliance with the Bromate Parameter in water supplied by Hornsey Water Treatment Works as laid down in the Water Supply (Water Quality) Regulations 2000.

' Where a Company encounters difficulties in meeting the conditions of an undertaking, or considers it should modify its proposed work, there is provision,...., for it to submit a new undertaking, if accepted by the Secretary of State... '

The letter states that such variations or new undertakings may be because of events not reasonably within its control.

Highways- No objection subject to a section 106 agreement and planning conditions.

Conservation Officer: No objection

Nature Conservation Officer: (taken from previous application)

I am concerned that the proposed route of the circa 3m wide access track, to the east of the New River, which is now proposed to be permanent, would destroy valuable habitat. This area of scrub and brambles supports mammals and birds and there have been records of the scarce and declining lesser whitethroat in this area.

Any work must by law be carried out outside the bird nesting season (March to August). A survey of protected species should also be undertaken by a suitably qualified ecological consultant before works are undertaken – for example reptiles such as slow worms might be present here.

I would much prefer to see the route of the access track go along the west of the New River where there is already a roadway (new houses are being constructed along here). Is this really not possible? What volumes of traffic and times of the day for usage are envisaged once the initial works are completed?

If there is no option but impacting on the area of scrub, then I would prefer to see the access track located as close to the New River as possible, to minimise habitat loss in this area.

We should seek planning conditions such as planting with appropriate native trees and shrubs such as hawthorn in relevant areas. Bird and bat boxes could be placed on trees and buildings. Work on the filter bed will need to avoid any adverse impacts on the adjoining Alexandra Park and Wood Green Reservoir Sites of Importance for Nature Conservation.

Alexandra Palace Management:(taken from previous application)

As you are already aware Alexandra Charitable Trust are in the process of carrying out Heritage Lottery Funded Landscape restoration project to improve the Palace surrounds and wider park. As part of this area we are improving the conservation area including new paths, improved habitat management and the construction of observation platform to enable park users to watch migrant waterfowl on the neighbouring reservoir/water treatment site.

Having considered the proposed construction of a pre-treatment building on a disused filter bed I would have to request that the new structure is screened by planting along the boundary with the park. At present there is some scrub and few small trees established along this section of boundary and there is space available for additional trees.

It would be preferable to make sure that there is sufficient space on the Water works side of the boundary for the tree planting as I would want to ensure that we negate any root damage claims related claims that may arise in the future.

I also notice from the application that there is specific mention of a chemical storage facility of some description. I would wish that this be located as far from the boundary as possible, preferably out of sight.

New River Village Residents Association:

Design / materials look low cost and are unsympathetic to the parkland environment situated close by, not in keeping with the Victorian Pump House and the brick building crossing top the New River.

Visually Intrusive from Alexandra Palace

Buildings should be redesigned/ materials upgraded

Work hours should be restricted to weekdays: no late evenings, night shift or shift work hours.

Remain worried about the new application proposes delivery through New River Avenue. We ask that it be made a condition of planning that Thames Water enters in to a legal agreement in order to secure the upkeep of the road. That the covenant includes a limit on the number of tanker deliveries permitted each day (max 3). And that the hours be restricted 0930-3.30 weekdays. To minimise impact /conflict with occupiers (children) of NRV.

New River Path landscaping should result in an enhancement once temporary construction is completed.

Chemical spillage.

Noise pollution.

Objections raised in individual letters:

1. Transit of dangerous chemicals
2. Recompense for the use of the road and use of the private road. Damage to road
3. Chance for consideration as part of a master plan for the whole area has been lost. Unsatisfactory gap from the New River Village Development
4. Architectural character does not relate to any of the surrounding buildings, curved roofs add to height and volume. Ugly modern factory buildings. Visually Intrusive.
5. Drawings misleading elevations are not brick but concrete blocks.
6. Materials make no reference to the buildings in the vicinity apart from the worst buildings.
7. Montages should be verified.
8. All other sites should be investigated.
9. Impact on MOL, visual.
- 10 Heavy vehicles accessing NRV
11. Hours of Work and delivery
- New River Village not complete
13. Proposed landscaping for NRV would be destroyed.
- 14 Impact on lay out of New River Village

The Environment Agency has raised no objection but has requested the following conditions:

Development shall not commence until an assessment has been undertaken of the impacts of this proposed development upon the structural integrity of the Moselle Brook which crosses from east to west beneath the proposed road crossing. For these proposals to be acceptable, it shall be demonstrated that the culvert is of a good enough condition to support a new road and passage of vehicles, also that the crossing has been designed so that no additional load shall be placed upon the culvert's wall.

Condition relating to contamination

Condition relating to surface and foul water drainage system

No soakaways shall be constructed in contaminated land

A buffer zone of 5m to be established alongside the reservoir

Landscape management plan

Planting

No light spillage

RELEVANT PLANNING POLICY

Haringey Unitary Development Plan

UD2 SUSTAINABLE DESIGN AND CONSTRUCTION

UD3 GENERAL PRINCIPLES

UD4 QUALITY DESIGN

UD8 PLANNING OBLIGATIONS

UD 11 LOCATIONS FOR TALL BUILDINGS

ENV4 ENHANCING AND PROTECTING THE WATER ENVIRONMENT

ENV5 WORKS AFFECTING WATER COURSES

ENV 6 NOISE POLLUTION

ENV9 ENERGY EFFICIENCY

ENV 10 RENEWABLE ENERGY

ENV12 DEVELOPMENT AT OR NEAR PREMISES INVOLVING USE OR STORAGE OF HAZARDOUS SUBSTANCES

OS2 METROPOLITAN OPEN LAND

OS4 ALEXANDRA PARK AND PALACE
OS5 DEVELOPMENT ADJACENT TO OPEN SPACES
OS6 ECOLOGICALLY VALUABLE SITES AND THEIR CORRIDORS
OS7 HISTORIC PARKS, GARDENS, AND LANDSCAPES
OS10 OTHER OPEN SPACE
OS 16 GREEN CHAINS
OS17 TREE PROTECTION, TREE MASSES AND SPINES
CSVI DEVELOPMENT IN CONSERVATION AREAS
CSC2 LISRE BUILDINGS

London Plan -

Policy 3D.9 METROPOLITAN OPEN LAND
Policy 3D.12 BIODIVERSITY, HABITAT, AND NATURE CONSERVATION.
Policy 4A.11 WATER SUPPLIES
Policy 4A .12 WATER QUALITY
Policy 4A.14 REDUCING NOISE

ANALYSIS/ASSESSMENT OF THE APPLICATION

Background.

This application has been submitted to attempt to deal with the reasons for refusal expressed in the previous application HGY/2005/2060 (now subject to appeal). The new aspects to this application are:

1. Full details of Phase 1 and Phase 2- this essentially shows two additional buildings required for the water treatment process. The development will now be built in one phase.
2. Re-location of Main Treatment Building 60m from the boundary with Alexandra Palace.
3. New Access Arrangements for construction and deliveries to the treatment plant.

The main issues to be covered in this report are as follows:

In relation to the buildings:

Inappropriate Development in the Metropolitan Open Land and whether there are any very special circumstances which should allow this development. (The needs of the water industry)

The impact on the two conservation areas: Hornsey Filter Beds and Alexandra Palace and Park. In terms of appearance, mass bulk and scale.

Impact on the Historic Park.

Impact on the amenity of local residents: (1) visual (2) noise (3) smell

Impact on the Nursery

Impact of Site of Ecological Interest

In relation to the Access Road and Construction Road:

- 1 Impact on amenities of residents of New River Village
- 2 Impacts on the Site of Nature Conservation
3. Impact on New River and Footpaths
4. Highway and Pedestrian Safety

In addition the possibility of using other sites and accesses will be examined.

METROPOLITAN OPEN LAND. (MOL)

The London Plan section 3.249 states ' MOL will be protected as a permanent feature and afforded the same protection as the Green Belt. Planning Policy Guidance Note 2 on Green Belts provides the tests for development in the Green Belt.

The first issue is whether the development is appropriate or inappropriate development in the Green Belt. PPG2- section 3.4 states that new buildings inside a Green Belt is inappropriate unless it is for the following purposes.

λ Essential facilities for outdoor sport and outdoor recreation, for cemeteries **and other uses which preserve the openness of the Green Belt.**

It is considered the current reservoir and Thames Water site falls within this category. It is a predominantly open site with ancillary buildings.

Section 3.5 of PPG2 gives examples of the essential facilities, such as **small** changing facilities or **small** stables.

The proposed main treatment building would have dimensions of 44m in length and 55m in width. The building would have a maximum height of 15.8m, but this would vary significantly with some of the building being only 6m to the eaves and at other points 13.45m to the eaves. The main chemical building would be 9.2 m in width and 43m in length 5.69m to the eaves and 10m to the ridge. The other two buildings are of considerable size as well.

Taking into account the size of the building, it is considered such proposals would amount to inappropriate development in the Metropolitan Open Land for which Very Special Circumstances must be demonstrated in order to justify inappropriate development.

Very Special Circumstances.

It is now necessary to examine the very special circumstances put forward by the applicants.

Need for Water Treatment Plant

Water does have to be treated either at source or at some point in its distribution network. If the treatment works were in Hertfordshire this area is predominantly Green Belt and similar inappropriate development issues would arise.

The source of the bromate contamination has been traced by the Environment Agency and Three Valleys Water to a chemical factory at Sandridge, to the north of St.Albans. The responsibility for the contamination is uncertain and the legal responsibility has not been clearly defined. It is understood remedial measures at source will take many years and it is clear that more immediate actions are needed to manage the bromate concentrations in water sources and supplies.

Thames Water has implemented a system to manage abstractions in order to control bromate concentrations at Hornsey. To date bromate has not been detected in the North London Artificial Recharge (NLARs) boreholes, located upstream of Hornsey.

In the short term the company is planning to use the NLARs sources as a means of reducing abstraction from the contaminated wells and providing additional dilution.

Thames Water argues that this is not a complete or sustainable solution. In order to sustain the output from Hornsey the larger, more highly contaminated, sources must be used when the use of River Lea water is restricted due to high algal loading.

Contamination of raw waters with bromate is highly unusual. Other options have been considered, however the proposals are considered the only practical method of dealing with the contamination.

Thames Water have now re-located the buildings, with the pre-treatment building in slow sand filter bed no.2 and the catalytic GAC and wash water building in slow sand filter bed no.3. The chemical building would remain in the same position located centrally within the site. Thames Water state to site the pre-treatment building in slow sand filter bed 2 is not ideal from an engineering or business perspective. This will potentially impact Thames Water's statutory obligation to meet the water demands of its local customers during periods of high demand. Thames Water also state that sand filters 1 and 2 remain their preferred option, if this application were not approved they would seek approval for the use of filter beds 1 and 2.

Most of the pipe work required for the slow sand filters is buried below the roads on the site. If the pre-treatment building was constructed on another slow sand filter bed many of the existing connections would need to be replaced and the disused filter would have to be refurbished. This option was rejected by Thames Water because it would lead to the closure of the existing Water Treatment Works and because of excessive costs.

The Drinking Water Inspectorate on the 19th July 2005 confirmed the Secretary of State's acceptance of Thames Water's undertaking to achieve compliance with the Bromate parameter in water supplied by Hornsey Water Treatment Works.

It therefore appears that the water treatment plant would be essential to ensure that clean water is maintained for this part of London. There does appear to be very special circumstances why these buildings should take place in order to maintain an adequate and safe water supply.

The Greater London Authority has confirmed that in their view very special circumstances justify development on Metropolitan Open Land. However this was in relation to the previous application which did not give full details of phase 2. The Inspector into the UDP when responding to an objection to the role of statutory undertakers reasoned the plan should be modified as follows:

"When assessing development proposals on MOL, the operational needs of utility companies should be taken into account. In particular cases, the essential need for new infrastructure **may** override the need to protect the open character of the MOL." This sentence duly appears in the UDP section 8.10.

The introduction of this facility within the MOL would be inappropriate but the very special circumstances of the Water Industry should carry significant weight. Planning Policy Guidance Note 2 advises that very special circumstances will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. It is therefore necessary to consider other considerations and assess whether the very special circumstances are sufficient to outweigh any other harm identified.

URBAN DESIGN

The Mayor's Office has given some strong guidance on this issue. Reference is made to the London Plan chapter 4B-'Designs on London' states that good design is central to all the objectives of the plan. The Mayor also cites PPS1 and a key principle of that document states that "Design which fails to take the opportunities available for improving the character and quality of area should not be accepted"

In relation to the design of the buildings which is similar to the design of the second application, the GLA original comments were that the "The proposal is a vast improvement over the previous design. The layout of the building is broadly the same, as this is dictated by the equipment it houses. However, the applicant has introduced new materials for the façade (red ceramic tiles, yellow eternit cladding, blue and grey metal cladding and cream brickwork around the base) and replaced the single flat/pitched flat roof with three curved standing seam metal roofs. These design changes give the building a uniqueness and distinctiveness appropriate to its location in MOL and opposite the listed building at Alexandra Palace." It must be noted these comments were made in relation to the previous application which had two buildings rather than 4 as now proposed.

The Planning Applications Sub- Committee refused the previous application because of the design, height substantial footprint and bulk and its impact on the Metropolitan Open Land, New River, Conservation Areas and the setting of Alexandra Park. The design of the buildings has not changed indeed there are now two additional buildings which has moved the development closer to the New River.

Considerable objection and concern has been received regarding the height of the buildings. Thames Water has offered this explanation. "The size of the buildings is determined by the size and nature of plant and machinery to be located within them. Currently, water flows under gravity from the reservoir to the slow and sand filters. It is not possible to maintain this arrangement if a new process is introduced. It is proposed to pump water to the DAF and then allow the water flow under gravity through pre-treatment .An inter stage pumping station will then lift the filtered water to the GAC adsorption before it gravitates to disinfection facilities.This provides a good balance between the number of pumping stages and keeping the height of the building to a minimum".

Many comments have sought to have the building lowered by excavation, Thames Water state this would result in additional spoil having to be removed and a risk from flooding due to the high local water table.

The only other material difference is that the main treatment building has now been set away from Alexandra Park by some 60m.While this deal with immediate impact, their would still be wider views of the building from Alexandra Palace.

IMPACT ON THE CONSERVATION AREAS.

The site lies within the **Hornsey Filter Beds Conservation Area** and adjoins the Alexandra Park and Palace Conservation Area.

In relation to the Filter Beds, the main issue is the introduction of the four buildings which are of considerable size. The introduction of such buildings would have a significant visual impact on the character of the conservation area which is predominantly open and void of any significant buildings.

The site is within operational land, the development of the water filter beds is difficult to resist. It is considered the design of the buildings are of sufficient quality however the loss in part of the open character is regrettable and would not preserve the character and appearance of this conservation area.

In relation to the **Alexandra Palace and Park Conservation Area** the main treatment building would now be located 60m from the boundary with the Conservation Area. This building and the other buildings would be seen from the Park though there is some screening along the boundary. The buildings would also be seen from wider views on the upper slopes and from the Palace itself. It is therefore considered necessary to enter into a section 106 agreements requiring a contribution towards a landscape strategy for screening the building. Alexandra Palace and Thames Water have reached agreement on a landscape strategy for the boundary with Alexandra Palace. The Palace and Park is also listed as a **Historic Park** and the Filter beds have formed part of the wider setting it is therefore considered essential that a landscape strategy within the Park is closely considered.

On balance it is considered the character and appearance of this conservation area and the setting of the Park would be preserved would be preserved.

IMPACT ON ADJOINING RESIDENTIAL OCCUPIERS BUILDING:

Visual Impact

The building in parts would be 15m in height, it would be more than 100m from the nearest residential property. Some views would be gained from the public footpath which surround the site to the south and from the upper floors of houses and flats further to the south and from New River Village.

On balance the visual impact of the proposals would not be unduly dominating when viewed from the adjoining residential properties. Indeed the relocation would give improved of the Palace from some of the properties in the New River Village.

Noise

In order to ensure that the noise levels from the proposed operations do not exceed existing background levels a planning condition has been included in the recommendation in the event that the Committee are minded to approve the Planning application.

Visits to similar facilities in Chingford revealed the noise levels outside the building were not significant.

Smells:

No significant odours were identified at the similar facility at Chingford.

The Nursery/Playscheme

The main treatment building would now be sited some 70m from the nursery and therefore there would be little impact on this facility.

The chemical building is located over 23m from the nursery; the storage of chemicals is generally governed by other agencies and not directly by the planning system. However the applicants have provided details of the safety measures.

Impact on Adjoining Ecological Areas:

The application site lies outside but is situated in close proximity to the Wood Green Reservoirs which is a Grade 1 Site of Borough Importance and Alexandra Park is Grade II.

The development itself would be located on two operational filter beds; in addition another filter bed would be used for construction purposes. There would be no loss of natural habitat however subject to suitable noise insulation and a management plan to cover the construction phase.

CONSTRUCTION TRAFFIC AND ACCESS ROAD THROUGH NEW RIVER VILLAGE.

In terms of construction traffic an agreement has been reached with St.James who are developing New River Village, to use the existing haulage road from November 2006 until June 2007. During this time Thames Water plan to construct a temporary access for construction purposes across the New River with access from the High Street this will be required until June 2009.

IMPACT ON THE AMENITIES OF NEW RIVER VILLAGE.

Visual Impact:

Temporary Construction Route (until June 2009)

The visual impact of the temporary access road which would be sited some 19m from the first residential block of flats would be significant, a new bridge would be provided together with a new hard surfaced road along the embankment. The plans for the New River Village envisaged the embankment being a landscaped route. Indeed objections have been received from residents who purchase their properties because of the views of the landscaped River.

The introduction of the bridge and road would reduce the amount of landscaping for this route, but only for a temporary period.

There is no doubt the introduction of the road instead of the proposed grass verges and tree planting would reduce the attractiveness of the visual amenity to residents in New River Village. In addition the site of large vehicles moving along the Green chain is a significant disadvantage of the proposals. However as these proposals are temporary and to assist in the construction of the facilities until June 2009 when the land would be re-instated.

Permanent Access from New River Village. (Delivery only)

The extended estate road in terms on the visual impact would largely affect blocks J and k of the New River Village. In the area between the two blocks it was proposed to have trees and landscaping. Therefore there would be some loss of visual amenity, this is regrettable but there would still be some space for planting either side of the access road. A permanent access on the east side of the New River would be clearly more undesirable

Noise and Disturbance:

Temporary Construction Route:

The proposed construction route subject to appropriate controls such as the arrival and departure times bearing in mind its distance from the nearest residential properties is unlikely to cause any significant noise problems.

Permanent Delivery Access:

There will be no more than 3 deliveries per day and these deliveries will take place on Mondays to Fridays. In these circumstances apart from the brief period of delivery and departure it is unlikely a case could be against the access on grounds of noise and disturbance. It must be borne in mind that the New River Village development as a whole has underground parking spaces for 400 cars, which represents a significant source of traffic generation far exceeding that from 3 lorries.

Proposed Green Chain/Ecological Area: (see comments from Nature Conservation Officer)

The introduction of the access road cannot be seen to comply with the policies relating the Green Chains and Ecology.

The Nature Conservation Officer would prefer the access to be on the western side of the New River. However this would have implications for future residents of the New River Village and disrupt further the proposed broadwalk down the New River. The Nature Conservation Officer has also outlined a number of ecological concerns which would partly be dealt with by planning condition.

The impact on the nature conservation aspects of the Green Chain would be negative aspect of the proposals. Currently from site visits it is clear that walkers use the existing New River walk and the introduction of the access road would make this path less attractive to walkers.

The applicants have produced an ecological study the conclusions are outlined below

The new access route within the corridor may include the removal of potential reptile and breeding bird habitat along the section of land which follows the eastern bank of the New River. This may potentially fragment the reptile population and have an adverse impact on the sustainability of any reptile population present. In order to ensure continuity of the green corridor and the associated reptile habitats, we have recommended that the final design and positioning of the access route allow for the retention of a linear strip of semi-natural scrub and rank grassland habitat to the east of the access track. A minimum one metre width of habitat should be retained; however the maximum amount of habitat should be retained, whilst permitting the safe construction and use of the track.

In order to avoid potentially disturbing breeding birds and damaging active nests, all scrub clearance work should be undertaken between September and February (inclusive), when birds are generally not breeding. Where this is not possible, the habitat should be surveyed prior to clearance to ensure no nesting birds are present.

If nests are found, works will have to be suspended until the young have fledged and the nest is no longer active.

In order to avoid potentially harming slow worms and grass snakes which may utilise the rank grassland and scrub habitats, the habitat should be cleared by experienced ecologists outside the hibernation period (to avoid potentially disturbing hibernating animals). To avoid nesting birds and hibernating reptiles, vegetation clearance is likely to be carried out in early September. Potential hibernacula should be removed in spring/summer and replaced in suitable habitats which are unaffected by the proposed access track. All hibernacula and terrestrial habitats should be removed by hand by experienced ecologists/herpetologists to avoid potentially killing or injuring reptiles during the habitat clearance.

Walkers.

There would be some disruption to the use of the Green Chains by pedestrians during the construction phase, however as this would be temporary it is considered this would be acceptable. Once the road is installed it should be possible to maintain pedestrian access particularly at weekends.

Other Issues.

Access difficulties and Damage to walls

The neighbour nearest to the original proposed access had complained of damage to the wall in Newlands Road bounding the garden to the property which has been hit by vehicles entering and leaving the site.

The applicants have amended their plans to set back the access and gate to allow more turning area into the site. The plans have been amended accordingly.

As the access point has been changed this has now become less of an issue but the applicants have agreed to carry out the works.

Delivery of Chemicals:

Chemicals will be delivered to the site by dedicated road tankers with trained drivers. These tankers are operated by specialist chemical distribution companies with strict compliance with health and safety legislation.

Thames water have agreed to plan and co-ordinate chemical deliveries between Thames water and the distribution company to take account of local issues such as schools opening times and closing times. One chemical will be delivered at a time. There will be one delivery per day to supply the pre-treatment facility with the necessary Chemicals. Times for delivery will be after 10.00 am but would extend to 5.00 pm.

There will be no weekend deliveries.

On site Operations:

The site will be generally unmanned but will be visited daily by a Thames Water operator. The site will be continuously monitored at one of Thames Water's control centres.

Automatic alarms will be sounded if any problems are detected or if any plant automatically shuts down. An operator will then be called out to the site to investigate and take any action required.

The Council consider it preferably to have the premises manned on a 24 basis.

Other Access Arrangements:

Rail:

Thames Water has indicated that rail would require the purchase of land, and the creation of sidings which would be expensive and outside their control.

Also due to the change in levels this would require a significant engineering operation. The main problem is that the quantity of chemicals is so low that the delivery by rail cannot be justified in operational terms.

Existing Access.

The existing access is through Nightingale Lane, this road is heavily parked on both sides. Nightingale Lane also has a significant number of residential properties and schools.

The original application proposed to use this access point.

Bedford Road Access.

This access is also not ideal, Bedford Road is heavily parked and there are buses entering and leaving Alexandra Palace. Congestion also occurs across the bridge when large vehicles also turn onto the bridge.

This access is also not fully in the control of the Water Company and would require the purchase of land from other landowners.

Alternative sites:

The gas works to the east has been cited as a possible alternative location however this would have implications for the redevelopment of that part of the Heartlands. In addition Thames Water argues that acquiring this site could be lengthy and by no means certain. The site is likely to be contaminated. Further the degree of additional pumping would be significant and require additional energy consumption.

It is noted that the Mayor's office when dealing with the question of alternative sites states "Thames water has not provided any evidence of the absence of alternative sites. However, as the plants will be part of the wider treatment process at Hornsey and needs to be close to the New River it is accepted this is the only suitable site".

Section 106

Thames Water have offered to give over some land to widen the Penstock footpath in accordance with the request if the Transportation Section and to contribute to the lighting and maintenance of the footpath.

In addition agreement has been reached with Alexandra Palace to a landscape strategy for the boundary with the Palace.

A contribution has also been made to the Playscheme.

SUMMARY AND CONCLUSION

The proposals are inappropriate development within the Metropolitan Open Land (Policies OS2 Metropolitan Open Land, OS4 Alexandra Palace and Park) and some harm would be caused to the open character of the land and the Hornsey Filter Beds Conservation Areas. and Alexandra Park Conservation Area (Policy CSV1 Development in Conservation Areas) In addition the proposed access road through New River Village and temporary construction road would have some implications for residential amenity (UD3- General Principles))and the Green Chain and Nature Conservation Site. (OS6 Ecologically Valuable Sites)Through appropriate design and conditions the access road impact could be ameliorated to an acceptable level and reinstated to its former condition once the construction is completed.

The Council is unaware of any alternative sites for this development, within the Waterworks or at other sites where this development could take place. However alternative access arrangements do exist through Newlands Road.

It is considered the harm caused by inappropriateness and other harm identified above is clearly outweighed by the benefits to the public interest of ensuring an effective and efficient Water Industry. (London Plan Policies Policy 4A.11 Water Supplies and Policy 4A .12 Water Quality)

Further there is section 106 agreement to ensure effective planting and landscape within Alexandra Palace and Park and improvements to footpaths where the access road would cross.

RECOMMENDATION 1

(1) That planning permission be granted in accordance with planning application reference HGY/2005/2060 subject to a pre-condition that Thames water shall have first entered in to an agreement with the Council under section 106 of the Town and Country Planning act 1990 (as Amended) and Section 106 of the Town and Country Planning Act 1990 (As amended) and section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

To provide a sum of £2,000 to secure screening for the boundary with Alexandra Palace.

To provide land adjacent to the Penstock Footpath to provide improved pedestrian and cycle facilities.

£40,000 towards associated works and improved lighting, for the Penstock Footpath

£7,500 to the Playscheme.

Administrative /Recovery Costs- £2,500.

Recommendation (2)

Grant 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 the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Any noise by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967 as amended titled Method of Rating Industrial Noise affecting Mixed Residential and Industrial areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason;In order to protect the amenities of nearby residential occupiers.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

a. those existing trees to be retained.

b. those existing trees to be removed.

c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.

d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

e. Details of any artificial lighting shall be submitted to the Local Planning Authority prior to the installation of any lighting.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

6. The construction works of the development hereby granted shall not be carried out before 0730 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 and in view of the importance of the works to the supply of water.

7. The authorised development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development.

8. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

9. 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.

10. Details of the siting of the new temporary access road across the New River, lighting, materials design and construction methods including the crossing details and construction time table shall be agreed with the local planning authority prior to the implementation of that part of the development.

Reason: To ensure the impact on the area of nature conservation and the amenities of adjoining residents are minimised.

11. Details of the measures to provide pedestrian access along the new temporary access road and safety measures for crossing footpaths for this and the permanent access shall be agreed prior to the use of the road commencing.

Reason: To ensure pedestrian safety and access to the site.

12. Development shall not commence until an assessment has been undertaken of the impacts of the proposed development upon the structural integrity of the Moseele Brook which crosses from East to West beneath the proposed road crossing. It shall be demonstrated that the culvert is of good enough condition to support a new road and the passage of vehicles, also that the crossing has been designed so that no additional load shall be placed on the culverts wall.

Reason: To ensure that the culverts structural integrity is not compromised.

13. Deliveries of chemicals in association with this development by road tanker shall only take place from the New River Village. The deliveries shall only take place between 1000 and 1600 hours on Mondays and Fridays. No deliveries shall take place on Saturdays and Sundays.

Reason: To protect the amenities of adjoining residents and reduce conflicts with pedestrian traffic.

14. A detailed ecological programme and mitigation measures shall be submitted and approved prior to the works of the access road taking place.

Reason: To ensure the nature conservation issues are taken into account.

15. The proposed temporary access road for construction shall be removed, in conjunction with details submitted by the end of 2007. The access road shall be removed by June 2009 or before that period if work finishes earlier. The road shall only be used for construction purposes.

Reason: To ensure the long term planning of the locality is not prejudiced.

16. Before the works are brought into use a Section 72 Agreement shall have been entered into, dedicating the land adjoining the Penstock Footpath for Highway purposes.

Reason: To ensure improved access around the site



**PLANNING & ENVIRONMENTAL CONTROL SERVICE
DEVELOPMENT CONTROL DIVISION**

MINUTES

Meeting : **DEVELOPMENT CONTROL FORUM**- Hornsey Water Treatment Works, N8

Date : 13th July 2006

Place : Baptist Church, The Campbourne, Hornsey High Street, N8

Present : Paul Tomkins, Tay Makoon, Applicants, Local Residents (40 approx) Ward Councillors

Minutes by : Tay Makoon

Distribution :

Item		Action
1.	<p>Paul Tomkins welcomed everyone to the meeting, introduced officers, applicants' representatives and explained the purpose of the meeting and the agenda.</p> <p>The Proposal Erection of pre-treatment and bromate removal facility comprising four new buildings i) Pre-treatment building, ii) Chemical storage and dosing building, iii) catalytic GAC building/structure; and iv) wash water recovery building/structure; associated plant and machinery and new access arrangements to the site including construction of temporary crossings of New River Village (New River Avenue, N8) for delivery only.</p> <p>Main Issues</p> <ul style="list-style-type: none"> • The need for the facility – water requirements • Impact on Metropolitan Open Land (Alexandra Palace) • Access arrangements for construction and delivery • Impact on amenities of neighbours <p>Presentation from Thames Water representatives – Duncan Stewart – Project Manager</p>	

Item		Action
	<ul style="list-style-type: none"> • The presentation covered the history of provision of water – growth and resources to meet future demand. • Improvement – bromate additional to meet standards to continue • Phase 1 – Pre-treatment plant September 2008 • Phase 2 – Bromate treatment facility September 2008 <p>What is bromate?</p> <ul style="list-style-type: none"> • Chemical used in industrial area, product used in hair perm solution and flour/beer. • Problem – to protect public health drinking water containing bromate is a health risk. • In 2000 we became aware there was an issue of bromate source at the St Albans. At the time it was thought to be more localised. Northern New River Wells fed into new river. <p>What's new?</p> <ul style="list-style-type: none"> • Appealed – against refusals in October/March 06 • Resubmitted third application for both phases with a revised location, new operational access route. All the comments taken from the last DC Forum. <p>Question from the floor</p> <p>PT offered to take questions from the floor in the order listed below.</p> <ul style="list-style-type: none"> • The need for the facility – water requirements • Impact on Metropolitan Open Land(Alexandra Palace) • Access arrangements for construction and delivery • Impact on amenities of neighbours <p>Questions</p> <ol style="list-style-type: none"> 1. What stage is it possible to prosecute the company regarding the bromide? 2. Statement – Local residents need to kept inform so we can be aware of what is going on? 3. Is it possible to put a compensation claim in? 4. Is this going to be a temporary building? 5. Why not build the facility closer to the problem and why does it need to be Hornsey? 6. What about using the Hertfordshire Area as an alternative site? Statement – Cllr reported that Lynn Featherstone sends her apologies not attending this is due to a prior engagement. 7. Will you expect to need more facilities as you treat the bromate? 8. What changes are you offering local residents? 9. How this application relates to the ones you are appealing on? 	

Item		Action
	<p>10. Why did you sell the site to St James knowing you had this problem?</p> <p>11. Access arrangements for construction and delivery, what other routes have you considered?</p> <p>12. Which way are the lorries going into the site?</p> <p>13. How big are the trucks?</p> <p>14. In a worse case scenario – how would you deal with a chemical spillage in a resident area?</p> <p>15. In the previous planning application there was discussion about enhancing the penstock path and cycle route, are you still going to do that?</p> <p>16. Can you not design a better building? It will ruin the view from Alexandra Palace looking down.</p> <p>17. Newlyn resident can't sell their properties. How do we cope with the disruption?</p> <p>18. What are the operational hours?</p> <p>19. What will you do with the redundant bed filter – will you reuse it in the future?</p> <p>Statement: The current application is an improvement on the last application. Removal of the bridge is good improvement, approach of Masterplan , an opportunity missed as it does not relate to the new river village. There is a GAP in between. Materials do not relate. Have not seen any suggestions for a pedestrian route.</p> <p>Answers:</p> <ol style="list-style-type: none"> 1. This is an issue for the Environment Agency to deal with, to identify the polluter and serve notice on them. There is an appeal against the notice. The hearing is in November and it may take years to get a decision. 2. Duncan Stewart said he would be happy to have regular monthly liaison meetings with local residents to look at progress of work and discuss other related issues. 3. The Environmental Agency will look into it. 4. This will be a new building to deal with the bromate, as we are currently struggling to meet drinking water quality. 5. Hornsey is the only river servicing this area. St Albans stop servicing this area some 20/30 years ago. 6. The new treatment plant is to serve Hornsey not Hertfordshire. 7. No we do not expect to need more facilities in the future. 8. We are increasing our budget from 30 million to 45 million. The 15 million increase is going towards meeting local concerns. 9. The application has been modified to take on board the comments raised at the DC forum. The two applications has now become phase 1 and phase 2 as one application. If Planning permission is granted we will 	

Item		Action
	<p>withdraw the appeals.</p> <p>10. Thames Water only realised this was an issue in 2002 by which time the land had already been sold to St James in late 1990.</p> <p>11. The intention is to use the St James access route or as long as possible.</p> <p>12. The trucks will come down Muswell Hill and through Nightingale Lane onto the site.</p> <p>13. The trucks will be standard size of no more than 2.5 metres</p> <p>14. We don't envisage of any chemical spillage as all the odourless chemicals arrive separately in seal containers and we will be advised by the appropriate bodies as to how best to carry out this procedure.</p> <p>15. This will be met through the s106 monies</p> <p>16. The application will be referred to the GLA for further comment at stage 1 the GLA found the building to be acceptable. At stage 2 the report will be sent to the GLA for a final say.</p> <p>17. This application should not influence the sale of your house in anyway. Surveys show that it will not cause more disruption as the movement of the lorries will be at such time as when most people will be at work.</p> <p>18. The hours of operation can be covered by planning conditions to operate from 7am to 6pm.</p> <p>19. No the filter bed will be redundant and will not be used in the future.</p> <ul style="list-style-type: none"> • PT reminded everyone to forward their objections in writing to the Planning Department and further representation can be made at the Planning Application Sub-Committee when the application goes to committee. He thanked everyone for attending and participating the meeting. <p>End of meeting</p>	

Planning Applications Sub-Committee: 28 September 2006

Item No. 11

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**Reference No:** HGY/2006/1314**Ward:** Fortis Green**Date received:** 30/06/2006**Last amended date:****Drawing number of plans** 0541_00_001, 200c, 201c, 210a, 211b, 212a, 213**Address:** 87 Woodside Avenue N10 3HF**Proposal:** Demolition of existing house and erection of 2 x 2 storey three bedroom houses**Existing Use:** Single dwelling**Proposed Use:** 2 x 2 storey 3 bed houses**Applicant:** Ms Claire Kaissides**Ownership:** Private**PLANNING DESIGNATIONS**

Retrieved from GIS on 30/06/2006

Retrieved from GIS on 30/06/2006EVS - Borough Grade 2

Significant Local Open Land

ROAD - CLASSIFIED

Officer Contact: Tara Jane Fisher**RECOMMENDATION**

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site is located on Woodside Avenue and is situated to the rear of Lauradale Road. The site is currently a detached dwelling. The site does not lie within any Conservation Area, but is in very close proximity to Muswell Hill Conservation Area and is part of a larger area designated as Significant Local Open Land.

The Metropolitan Water Board formerly used the land at 87 Woodside Avenue for ancillary purposes connected with the nearby underground reservoir. The use permitted in 1972 included a depot and garage for storage of pipes and other machinery and an associated dwelling. At the time a condition restricted the occupation of this dwelling to employees of the board.

Access to the site is achieved from Woodside Avenue along a tarmac paved access way, which is also used by the public as a footpath to Lauradale road and local school (Tetherdown). This school is currently extending the size of the existing buildings.

PLANNING HISTORY**15/11/72**

A bungalow was erected and conditioned stating that the location of the dwelling is inappropriate except for employees of the Metropolitan Water Board and therefore should only be used ancillary to the reservoir.

- 15/11/04** Demolition of existing bungalow and adjacent builders offices and garage. Erection of part 3 and part 2 storey terrace of 7 three-bedroom houses including 11 parking spaces with access from Woodside Avenue – Refused/Dismissed on Appeal.
- 04/10/05** Demolition of existing building and erection of 2 x two storey 4 bedroom detached houses – Refused.

DETAILS OF PROPOSAL

The proposal is for the demolition of the existing house and the erection of one building comprising of a pair of cottage-style three bedroom houses. The proposed houses will have eaves at ground floor level pitched roof dormer windows in the roof on both the front and rear elevations. The proposed houses will be brick with natural clay tiled roofs and painted timber double glazed windows and doors.

CONSULTATION

Transportation Group
Cleansing
Building Control
Ward Councillors
Borough Arboriculturalist
Woodside, Muswell Hill & Fortis Green Residents Association
2-58 (e), 1-23 (o) Lauradale Road
61-75 (o), 26, 55, 33, 23 Collingwood Avenue
39-51 (o), 78-88 (e), 66 Woodside Avenue
16, 65-91 (o) Fordington Road
2, 3 Greenfield Road
22 Lancaster Road
28 Birchwood Road
50, 51, 54, 10, 28, 38, 5 Midhurst Road
Tivoli, 3, 24a Southern Road
28 Grand Avenue
23 Annington Road
Chedington, Lynmouth Road
25 Woodlands Rise
37, 38 Grand Parade, Green Lanes
13 Fortismere Avenue
103 Rosebery Road

RESPONSES

Building Control – the proposal has been checked under Regulation B5 – access for the fire service and we have no observations to make.

Transportation – The proposal would not generate any significant additional demand on the highway network. The applicant has proposed providing 3 off street parking spaces and secure sheltered cycle parking. There are no objections providing the existing footway crossover is retained and at least two car parking spaces are provided within the curtilage of the proposed development.

Thames Water – There are public sewers crossing this site, therefore no building will be permitted within 3 metres of the sewers without Thames Water's approval.

1 Petition with over 60 signatures and 19 Letters from local residents and 1 letter from Muswell Hill & Fortis Green Association all objecting on the following grounds:

- Safety – The access being inadequate.

- Local Primary schools greatly oversubscribed, this development would make the situation worse.
- The proposed houses are higher and wider than existing and would affect the open character and appearance of the site.
- Would set an unwanted precedent
- Would affect privacy and amenity of adjoining properties
- Subsequent extensions would make the situation even worse
- Quality of open space as important as built environment
- Existing house should be used Thames Water employees only
- Increase housing density
- No substantial changes from last refusal.

4 Letters of support on the following grounds:

- Proposed would look nicer than existing and would still have the cottage feel
- The proposed would cause no more overlooking that what currently exists
- One or two extra cars would not affect the access
- Proposed is a reasonable scale

RELEVANT PLANNING POLICY

Unitary Development Plan July 2006

HSG1 New Housing Developments
OS3 Significant Local Open Land (SLOL)
OS15 Open Space Deficiency and New Development
M3 New Development Location and Accessibility
UD3 General Principles
UD4 Quality Design
SPG1a Design Guidance and Design Statements
SPG3b Privacy/overlooking, Aspect/outlook and daylight/sunlight
SPG13 Open space

ANALYSIS/ASSESSMENT OF THE APPLICATION

The proposal is for the demolition of the existing single family dwelling house and the erection of a pair of three bedroom houses. The proposed dwellings will be primarily single storey in appearance with dormer windows in the front and rear elevations. The main issues are the principle of development, density, the effect on road safety, the effect on the privacy and amenity of adjoining occupiers and the effect on the character and appearance of the area.

1. Principle of Development

The site is located on Significant Local Open Land, policy OS3 states the Council will not permit development unless it meets all the criteria laid down in that policy. The first criteria states it should be used ancillary to the open space. A planning condition attached to the original planning permission required the property to be used by Thames Water employees. The property was brought by the current owners in 1987, as it was surplus to the requirements of the Thames Water. The current owners ceased working for Thames Water in 2001. As far as Thames Water was concerned it ceased to be used ancillary to the open reservoir in 1987.

The important point is that there is already a bungalow on the site: it is previously developed land according to definition in PPG3, Annex 3 and to that extent its open quality has already been eroded.

The second criteria is that it should be small in scale; it is considered the proposal fits with this criteria.

The third criteria deals with the open nature and character that is discussed below. The fourth criteria states it should enhance activities associated with the particular open nature and character. As the property is privately owned in use terms it is no longer associated with the open use of the land.

The fifth criteria requires it to positively contribute to the setting and quality of the open space. This is discussed below.

2. Density

The site area is given as 715m², there would be two x 3 bedroom houses, giving 11 habitable rooms. The density would be 153.84hrh. Therefore the proposal would be a low density scheme but this is considered acceptable given that the site is located in Significant Local Open Land.

3. The effect on road safety

The access to the site is achieved from Woodside Avenue and is a tarmac paved access running from Woodside Avenue, through to Lauradale Road. The access also serves Tetherdown Primary school. Many of the objection letters have highlighted the fact that Tetherdown is under development to extend the existing building and capacity. The objections raised were concerned with the additional cars going up and down the path as a result of the proposed dwellings and the possible affect on the safety of pedestrians.

A previous application HGY/2003/2060 which, was refused, reasoned that the development for 7 houses on the site would result in an increased use of a narrow, sub standard access road with inadequate provision for pedestrians resulting in conflict with vehicles and pedestrians. However the Inspectorate concluded that the access could in fact accommodate two cars passing by each other plus pedestrians without considerable danger. In addition the inspectorate did not feel that the introduction of 7 new houses would create problems for the access.

The last refusal HGY/2005/1529 also proposed 2 dwellings and did not highlight the access as a problem or reason for refusal. The new proposal would only allow for one additional dwelling to what exists and therefore on the basis of the Inspectorate's conclusions and the previous refusals it is felt that the issues surrounding the access can not form a reason for refusal. This is also the view of the Transportation Officer who has no objection.

4. The Privacy and Amenities of Adjoining properties

The proposed dwellings will be to the rear of 2 Lauradale Road and in terms of loss of privacy and overlooking could only affect this property. This revised scheme has set back the proposed dwellings even further from 2 Lauradale road and it is felt that the distance window to window is acceptable and would have little impact on the surrounding properties. Whilst the proposed dwellings would be higher than what exists the properties in Lauradale Road would still maintain the overall outlook and views; there would still be a gap for views out onto the allotments.

The boundary between 2 Lauradale Road and 87 Woodside is heavily screened by shrubs and vegetation. Therefore from ground level the majority of the proposed buildings will be obscured. Whilst the bulk and scale of the proposed dwellings will be larger, it is felt that the overlooking and loss of privacy will be minimal.

The previous refusal was also for two dwellings that were detached and therefore the overall footprint was larger than what is now being proposed. These proposed dwellings will be semi-detached and set further away from the boundary directly opposite Collingwood Avenue, therefore there will be less of an impact on the visual amenities when viewed from this position.

5. The effect on the character and appearance of the area.

The previous schemes refused were mainly to do with the affect on the open character. Previously it has been concluded that “it would have an unacceptable effect on the open character of the area and would be visually intrusive. It would also result in the loss of land currently in employment use”. This scheme does not compromise the existing employment use as these will remain. The new proposed scheme has to demonstrate that it would not have an effect on the open character. SLOL is defined as “open land within the built up area which has significance within the Borough in terms of its amenity, environmental, ecological, conservation, landscape, social, cultural, townscape or recreational value”.

Policy OS3 states that it will not allow development on SLOL unless it is small in scale, and would positively contributes to the setting and quality of the open space. The proposed dwellings have been designed so as to have as little impact on the SLOL as possible, although they will be a larger mass; it is felt that that it would still provide a small scale development that is almost like two cottages. The proposed design is quite sympathetic within the context of the area as are the proposed materials.

As the proposed dwellings have become two semi-detached properties, the building will be set away from the boundaries and will still give the general open feel of the area. At present the site is characterised by lots of vegetation and screening that will still be retained with this application. The revised scheme is predominantly single storey will large, high roofs that have pitched roof dormer widows, both front and rear. The proposed materials are of a nature that would not adversely affect the setting of the area. The design of the houses can not be assessed in isolation and has to be assessed in line with the context. On this occasion the design is felt to be appropriate within its context.

6. Comments on letters of objection

Many of the letters of objection mentioned that the existing dwelling was originally to be used ancillary to Thames Water. At one point it was conditioned that this existing house could only be used by employees of Thames Water. However since 1987 the existing house was sold separately from any association with Thames Water, therefore this would not stand up as a reason for refusal. The objection on the grounds of school being oversubscribed is a little difficult to follow, since within 5 metres of this application site, the local primary school is being doubled in size: it is currently under construction.

Other matters relating to the letters of objection received have been taken into consideration, however it is felt that proposed dwellings would not have much more of an impact on the character and appearance of the area and the SLOL and creation of one additional dwelling would not unduly affect the existing access and related problems.

Transportation has no objections to the proposal but has suggested an informative relating to the numbering of the proposed dwellings.

Thames Water has asked that before the commencement of any works prior approval must be given by Thames Water due to the close proximity to public sewers.

SUMMARY AND CONCLUSION

To conclude, the proposal for the demolition of the existing bungalow and erection of 2 three bedroom houses is thought to be acceptable. The proposal should be approved on the grounds that this is previously developed land that the issues of overlooking and loss of privacy are minimal and the design of the proposed dwellings still allows for open views from the properties directly affected in Lauradale Road. The appearance of the proposed dwellings is cottage like and thought to be appropriate within the context of SLOL. The area is characterised by greenness, screening and vegetation, which on the whole will be retained.

The footprint of the proposed development is larger than existing but small enough to be described as a small scale development, compliant with Policies OS3 Significant Local Open

Land, UD3 General Principles, UD4 Quality Design and SPG3b Privacy/overlooking, Aspect/outlook and daylight/sunlight of the Haringey Unitary Development Plan.

In addition the existing access it thought to be adequate for the introduction of a new dwelling and any possible motor vehicles relating to the residential use, as concluded by the Planning Inspectorate.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/1314

Applicant's drawing No.(s) 0541_00_001, 200c, 201c, 210a, 211b, 212a, 213

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
5. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to E shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.
Reason: To avoid overdevelopment of the site.
6. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:
 - a. those existing trees to be retained.
 - b. those existing trees to be removed.
 - c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.

d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

7. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

8. Prior to commencement of development details of the car parking spaces shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to protect the visual amenities of the area and locality.

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: You are advised that no building will be permitted within 3 metres of the sewers without Thames Water's approval. Should you require a building over application form of other information relating to your building/development work, please contact Thames Water on 0845 850 2777.

REASONS FOR APPROVAL

The proposal should be approved on the grounds that this is previously developed land that the issues of overlooking and loss of privacy are minimal and the design of the proposed dwellings still allows for open views from the properties directly affected in Lauradale Road. The appearance of the proposed dwellings is cottage like and thought to be appropriate within the context of SLOL. The area is characterised by greenness, screening and vegetation, which on the whole will be retained. The footprint of the proposed development is larger than existing but small enough to be described as a small scale development, compliant with Policies OS3 Significant Local Open Land, UD3 General Principles, UD4 Quality Design and SPG3b Privacy/overlooking, Aspect/outlook and daylight/sunlight of the Haringey Unitary Development Plan. In addition the existing access it thought to be adequate for the introduction of a new dwelling and any possible motor vehicles relating to the residential use, as concluded by the Planning Inspectorate.

This page is intentionally left blank

PLANNING APPLICATIONS SUB-COMMITTEE: 28 September 2006 Item 12

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB COMMITTEE

Reference No: Ward: Highgate
HG/20
06/0001

Date received: 19/12/2005

Last amended date: 4 September 2006

Drawing number of plans: 148/001 Rev B; 148/002 Rev B

Address: Rear of 6 Church Road, N6 4QT

Proposal: Erection of a single storey three bedroom dwelling and removal of a Red Horse Chestnut Tree that is subject to a Tree Preservation Order.

Existing Use: Residential – Private Garden
Residential

Proposed Use:

Applicant: Margaret Driver

Ownership: Margaret Driver

PLANNING DESIGNATIONS

RESTRICTED CONVERSION AREA
CONSERVATION AREA – Highgate
ROAD – BOROUGH

Officer contact: Brett Henderson

RECOMMENDATION

GRANT PERMISSION subject to conditions.

SITE AND SURROUNDINGS

The subject site is located at the rear of 6 Church Road, which currently contains a large rear amenity space measuring 0.0811 hectares in the Highgate Conservation Area. The site is in a residential location which is surrounded by semi-detached dwellings, terrace housing and flats. To the west of the site, four buildings are Grade 2 listed, the address of these properties is 50, 52, 52a and 54 North Hill.

The site is accessed via a laneway from Church Road.

The subject site contains a large number of trees, five of which have Tree Preservation Orders: Three Oaks, a Horse Chestnut and a Red Horse Chestnut.

To the west of the site, four buildings are Grade 2 listed, the address of these properties is 50, 52, 52a and 54 North Hill.

PLANNING HISTORY

24/07/63 – Conditional Consent – 1963/0103 – Severance of part of rear garden and erection of single storey dwelling.

DETAILS OF PROPOSAL

The proposal is for the erection of a single storey three bedroom dwelling and the removal of a Red Horse Chestnut Tree that is subject to a Tree Preservation Order in the rear amenity space of 6 Church Road.

The house will front the laneway to the side of 6 Church Road and contain a double garage. The dwelling will have a length of 18.8 metres, a maximum width of 13.4 metres and a maximum height of 3.6 metres. The house will be timber clad with timber framed windows.

The house will have access to a very large garden which the main living spaces are orientated towards, the use of glazing is maximised to allow considerable daylight penetration.

The roof of the dwelling will be covered with grass or sedum.

The proposal also involves the removal of a Cherry Tree and an Irish Yew, which does not require Full Planning Permission. Furthermore, Council's Arboricultural Officer considers these trees to be of little amenity value.

CONSULTATION

Highgate CAAC
Highgate Society
Conservation Team
Transportation Group
Arboricultural Officer
Waste Management
Building Control
Adverts
Ward Councillors
4, 6 Church Road, N6
60 – 76 (e) Talbot Road, N6
1 – 38 (c) Highcroft, North Hill, N6
50 – 54 (e), 52a North Hill, N6

RESPONSES

Highgate CAAC – Objection. Proposal will result in the loss of open space and trees. Damage the amenity of neighbours and the character and appearance of the Conservation Area.

Highgate Society – Objection. There is a suggestion that the development should be 25 metres from the northernmost oak. Proposal will result in the loss of open space and trees. Damage the amenity of neighbours and the character and appearance of the Conservation Area.

Adjoining Occupiers – Response to original scheme - 25 objections, including two anonymous, on the grounds of: Loss of tree results in a negative impact on the amenity of the area and the Conservation Area. Not in keeping with prevailing development and the character of the Conservation Area. Upset the "rural view". The development is too close to the existing trees on the property. Detracts from the local environment. Concern about access. The development will cause overshadowing and overlooking. Negative impact on car parking in the area.

Arboricultural Officer – No objection, comments quoted as follows:

Tree cover

The rear garden of 6 Church Road contains many trees, the most significant of which are protected by Tree Preservation Orders, The three Oaks, the Horse Chestnut and Red Horse Chestnut.

Three trees are specified for removal to allow for the new development. T7 is a Cherry leaning across the access road and T9, an Irish Yew, both are of little amenity value.

T12, a Red Horse Chestnut is in a poor condition. It has a large decay cavity at the base of the stem that extends into the root plate and up the stem. There are also several large wounds in the crown where branches have previously failed. This specimen has a low safe useful life expectancy.

T8, Oak tree is the most significant tree that may be affected by construction activities. The stem diameter measured at 1.5m is 800mm. BS5837: Trees in relation to construction would recommend a Root Protection Area (RPA) of 9.6m square. However, this can be adjusted to take into consideration various site factors.

From the tree's location, it could be assumed that the majority of roots would be found in the garden area where more favourable conditions for growth exist. The areas to the East and South of the tree are not going to be affected by the new development.

There is an Oak tree in the rear garden of the adjacent property, 74 Talbot Road. This tree is approximately 6m from the boundary of 6 Church Road and should not be affected by the new development.

Proposed layout

The present layout indicates the new structure to be built at a distance of 8m. This may be possible if the construction of the foundations of the building is designed using mini piles and a ground beam or slab above ground level to minimise root disturbance. No other type of foundation design should be considered.

An engineered drawing of the foundation design with 1:50 cross section drawings showing existing and proposed ground levels must be requested and conditioned.

Consideration has been given to the constraints above ground in the design of the new structure. It is one storey with a green roof, this should minimise future nuisance issues such as the dominance of the future building and issues such as blocking of daylight / sunlight and personal anxiety caused by a trees movement in strong winds.

Works within the Root Protection Area (RPA)

The removal of the existing concrete shed is proposed, this could have detrimental effect on T8. To minimise this, works must be carried out in accordance with the recommendations specified in the Method Statement (Appendix 6).

Any new surfaces within the RPA must be constructed using a 'No-dig' method.

Careful consideration must be given to the use of cranes and piling rigs in close proximity to trees.

New tree planting

The planting of two new heavy standard trees must be conditioned into planning approval, as adequate replacement for the two trees specified for removal to retain overall tree cover. The areas where trees are to be planted must be protected to ensure no damage to soil structure.

Protective fencing

Robust protective fencing must be designed and erected at the distance agreed at the pre-commencement meeting and as recommended in the Method Statement (Appendix 5).

All protective fencing must be erected before commencement of works on site and remain until works are complete.

Conclusions

I am confident the proposed development can be constructed with minimal impact on the existing mature trees on site. However, robust planning conditions must be attached to any planning approval to ensure the protection measures specified are implemented.

An engineered drawing of the foundation design with 1:50 cross section drawings showing existing and proposed ground levels must be requested and conditioned.

Robust protective fencing must be designed and erected at the distance agreed at the pre-commencement meeting and as recommended in the Method Statement (Appendix 5). All protective fencing must be erected before commencement of works on site and remain until works are complete.

A condition must make reference to the Arboricultural Method Statement, particularly the works within the Root Protection Area and all the other protective measures specified.

A condition must also be made specifying a pre-commencement site meeting must take place with the Architect, the Local Authority Arboriculturist, the Planning Officer and all contractors present, to confirm the protective measures to be implemented.

An Arboriculturist must be retained to monitor works on site that may affect trees such as works within the RPA.

A Construction Method statement will be required detailing location of storage areas, mixing of materials, services routes and soft landscaping.

No fires are to be lit anywhere on site.

Conservation Officer – No objection, comments quoted as follows:

The proposed site is part of the rear garden of 6 Church Road. The site of the proposed house is adjacent to Nos. 50-54 North Hill Rd, which are Grade II listed buildings, and to the rear of the semi-detached houses on Talbot Road.

The proposed dwelling is modern and sensitively designed to be unobtrusive and sympathetic to the context and nature of the site. The single storey with partially flat, partially single pitched green roof means that there will be a minimal visual impact on the surrounding

properties as the green roof will maintain the existing garden character.

Transport Group – No objection, comments quoted as follows:

The site in an area with a Medium public transport accessibility level (PTAL) located within the Archway Road restricted conversion area. The proposed development will not generate any significant increase in traffic to have any adverse effect on the highways network. The applicant has also proposed providing two off street parking space to service the proposed development in line with the Councils SPG 7a.

Consequently the Transportation and Highways authority would not object to this application.

Building Control – No objection in respect of fire brigade access.

Waste Management – No objection.

Ward Councillors – No comments.

RELEVANT PLANNING POLICY

National Policy Background

Planning Policy Guidance 3 Housing

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular 6/98 *Planning and Affordable Housing* will continue to apply, within the framework of policy set out in this guidance.

PPG3 states that Local Planning authorities should:

- provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;
- promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the government expects to be significantly lower than at present.

Planning Policy Guidance 13 Transport

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people and for moving freight.
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- reduce the need to travel especially by car.

The London Plan

The London Plan was adopted in February 2004 by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19,370 additional 'homes' (970 per year) out of a target for London of 457,950 (23000 per year).

The London Plan also sets out density targets for residential development in London. Various ranges are specified. Of particular relevance to this site - urban along transport corridors with a medium accessibility index proposed for a dwelling may have a range of 200-300 hrh.

Local Policy Background

Current Unitary Development Plan 2006

HSG1 New Housing Developments

The Council will increase the supply of housing in the Borough in order to meet targets.

HSG9 Density Standards

Reflects the advice in the London Plan and increased densities.

HSG10 Dwelling Mix

Requires that the dwelling mix meet the Council's housing requirements.

UD1A Sustainable Design and Construction

This policy is concerned with the environmental/natural resource aspects of sustainable development.

UD2 General Principles

New development in the Borough should complement the existing pattern of development.

UD3 Quality Design

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

CSV1A Development in Conservation Areas

The Council will require that proposals affecting Conservation Areas will preserve or enhance them.

OS16 Tree Protection, Tree Masses and Spines

The Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character.

M10 Parking for Development

The proposal should provide an acceptable level of parking in line with current national and local policy advice.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in this case concern the i) Effect on neighbours; ii) Access and parking; iii) Design and effect on the Conservation Area; iv) Removal of Red Horse Chestnut Tree that is subject to a Tree Preservation Order and protection of remaining trees on site subject Tree Preservation Orders; v) Density; vi) Sustainability. Each of these issues is discussed below.

Effect on neighbours

The proposed house will not affect sunlight or daylight to, or overshadow, surrounding houses as it is sufficiently far away from the houses on all sides and is single storey in height.

Access and parking

Current parking requirements indicate that 2 car parking spaces will be required on site. A double garage has been provided within the proposed dwelling that will accommodate 2 cars and satisfies Council's Transportation Group. Noise and traffic generated by a single house would be insufficient to cause nuisance or to significantly add to local congestion. The scheme therefore meets current access and parking standards.

Design and effect on the Conservation Area

The proposed dwelling is modern and sensitively designed to be unobtrusive and sympathetic to the context and nature of the site. The single storey structure contains a flat grassed roof, which means that there will be a minimal visual impact on the surrounding properties as the green roof will maintain the existing garden character.

It has been assessed that the erection of the proposed dwelling house would not have a detrimental impact on the character and setting of the adjacent listed buildings. The access road runs to the rear of the listed buildings, and provides an ancillary access to the listed buildings with their primary access being given from North Road.

Due to the heavy screening by trees around the site and the new building's low profile it is considered that it will be barely visible, from the north, east and south and it will present a largely green (sedum or grass) flat appearance when viewed from the upper floors of the buildings to the west. It is considered that there will be little impact on the open nature of the site or views of the site from outside.

The new house is contemporary in design, and, due to its low profile, does not compete with the surrounding buildings. The design has considerable merit and quality, and is sensitive to its location, and preserves the character of the Conservation area.

Removal of Red Horse Chestnut Tree that is subject to a Tree Preservation Order and protection of remaining trees on site subject Tree Preservation Orders

The proposal involves the removal of a Red Horse Chestnut Tree that is subject to a Tree Preservation Order and the erection of a dwelling within 8 metres of an Oak Tree that is subject to a Tree Preservation Order.

According to Council's Arboriculturalist the Red Horse Chestnut is in a poor condition. It has a large decay cavity at the base of the stem that extends into the root plate and up the stem. There are also several large wounds in the crown where branches have previously failed. It is considered that the tree has a "low safe useful life expectancy". It is therefore, considered that the removal of this tree will not have a significant negative impact on the amenity of the area.

According to Council's Arboriculturalist, the 8 metre distance may be possible if the construction of the foundations of the building are designed using mini piles and a ground beam or slab above ground level to minimise root disturbance. An engineering drawing of the foundation design with 1:50 cross section drawings showing existing and proposed ground

levels will be requested and conditioned to ensure that there will be no damage to the Oak Tree.

Conditions will be imposed requiring the submission of a Method Statement covering details of the location of the site compound and storage area, the installation of service runs and the provision of appropriate protective fencing around the tree protection zones.

Density

Policy HSG9 'Density Standards' sets out the density range for the Borough. PPG3 recommends that more efficient use be 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.*". The London Plan also sets higher densities for development in urban areas. The London Plan recommends a density range of 200-300 hrh for urban development along transport corridors with a medium accessibility index rating such as this one. The Unitary Development Plan generally concurs with the guidance in the London Plan.

This scheme has a density of 62 hrh based on a gross residential site area of 0.08111 hectares. Given the number of mature trees on site and prevailing development in the vicinity, this density is considered to be appropriate in this backland location.

Sustainability

The proposed sedum roof has insulation properties and will considerably reduce rainwater run-off.

Orientation of the building within the site allows significant daylight to reach the indoor living areas, while roof lights will also allow some daylight penetration.

Rainwater from the roof will be collected in a water butt fitted with overflow drains for use in the garden.

SUMMARY AND CONCLUSION

The proposed development is of a type and scale which is appropriate to this location. The scheme meets the relevant policy requirements for sites of this type as well as being in line with general national policy and guidance. The position of the proposed building on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The design approach is modern which fits in with the surrounding area.

Planning permission is therefore recommended subject to conditions.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/0001

Applicant's drawing No.s 148/001 Rev A; 148/002A

Subject to the following conditions

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.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any works commence on site. Samples should include sample panels or brick and wood types combined with a schedule of the exact product references.

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

4. Notwithstanding the details contained in the application full details of the sedum roof covering shall be submitted to and approved in writing by the Local Planning Authority, such covering as approved to be installed prior to occupation of the house and permanently maintained and retained thereafter.

Reason: In the interests of visual amenity and in order to protect the character of this historic garden

5. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

6. The existing trees on the site, not scheduled for removal in this application, shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard the trees in the interest of visual amenity of the area.

7. The protective fencing works required in connection with the protection of the trees on the site shall be carried out only under the supervision of the Council's Arboriculturalist. Such works to be completed, prior to any building or demolition works commencing on site, to the satisfaction of the Arboriculturalist acting on behalf of the Local Planning Authority.

Reason: In order to ensure appropriate protective measures are implemented to satisfactory standards prior to the commencement of works in order to safeguard the existing trees on the site.

8. An engineering drawing of the foundation design of the dwelling with 1:50 cross section drawings showing existing and proposed ground levels shall be submitted to and approved in writing by the Local Planning Authority, prior to any works commencing on site.

Reason: In order to ensure appropriate protective measures are implemented to safeguard the Oak tree that is subject to a Tree Preservation Order.

9. No materials, supplies, or plant machinery shall be stored or parked and no access shall be allowed within tree protection zones without the prior approval of the Council's Arboriculturalist acting on behalf of the Local Planning Authority.

Reason: In order to safeguard the existing trees on the site.

10. A method statement including, the chronology of events with regard to tree protection, the details of the method of demolishing the existing foundations on site, the location of the site compound and storage area, the location of the area where the mixing of materials will take place and details of service runs shall be submitted to and approved by the Local Planning Authority before any works commence on site, this method statement shall then be implemented as agreed. A pre-development commencement site meeting must take place with the Architect, the Local Authority Arboriculturist, the Planning Officer and all contractors present, to confirm the protective measures to be implemented.

Reason: In order to safeguard existing trees on the site in the interests of visual amenity.

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

Reason: To avoid overdevelopment of the site.

12. 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.

13. Details of lighting for footpaths and any other external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to completion of the development hereby approved and such works shall be carried out as approved prior to the occupation of the building.

Reason: To ensure that the development provides a safe and secure environment for users, to protect the amenities of neighbours and to protect the character of this historic garden

14. No boundary fencing is to be erected on site until precise details and plans have been submitted to, and approved in writing by, the Local Planning Authority prior to any works commencing on site. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details.

Reason: To protect the amenity of the area

15. The dwelling hereby approved is to have a maximum height of 3.6 metres.

Reason: To protect the amenity of the area.

16. The double garage hereby approved is to be retained as such and shall not be converted to habitable living space without the prior consent of the Local Planning Authority.
Reason: To prevent overdevelopment of the site.
17. An Arboriculturist must be retained to monitor works on site that may affect trees such as works within the Root Protection Area.
Reason: To protect the trees on site
18. No fires are to be lit anywhere on site before, during, or after the construction process.
Reason: To protect the trees on site.

INFORMATIVES

- (i) 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'.
- (ii) 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.

REASONS FOR APPROVAL

The proposal at Rear of 6 Church Road, N6 for the erection of a single storey three bedroom dwelling and removal of a Red Horse Chestnut Tree that is subject to a Tree Preservation Order complies with Policies HSG1 'New Housing Developments'; HSG9 'Density Standards'; HSG10 'Dwelling Mix'; UD1A 'Sustainable Design and Construction'; UD2 'General Principles'; UD3 'Quality Design'; CSV1A 'Development in Conservation Areas'; OS16 'Tree Protection, Tree Masses and Spines'; and M10 'Parking for Development' within the Haringey Unitary Development Plan. It is therefore considered appropriate that Planning permission be granted.

This page is intentionally left blank

Planning Applications Sub-Committee: 28 September 2006

Item No. 13

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB-COMMITTEE

Reference No:
HGY/2006/1213

Ward: Noel Park

Date received: 15/06/2006

Last amended date:

Drawing number of plans: 217-MPAPB-PLAN-G-001, 217-MPAPB-PLAN-EX-ELEV-A-B-C-004, 217-MPAPB-PLAN-EX-ELEV-D-E-F-005, 217-MPAPB-PLAN-PR-PLAN-G-008, 217-MPAPB-PLAN-PR-ELEV-A-B-C-010, 217-MPAPB-PLAN-PR-ELEV-D-E-F-011

Address: Units 1 and 2 Quicksilver Place, Western Road N22 6XH

Proposal: Change of use of property to police patrol base (sui generis) with associated installation of CCTV cameras, window guards and replacement entrance gates

Existing Use: Industrial (B2) currently unoccupied

Proposed Use: Police

Patrol Base (sui generis)

Applicant: Metropolitan Police Authority

Ownership:

PLANNING DESIGNATIONS

Retrieved from GIS on 19/06/2006
ROAD - BOROUGH
Area of Community Regeneration
Cultural Industry Quarter
Defined Employment Area
Ecological Corridor
Industrial Business Park

Officer contact: Luke McSorley

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application relates to a large 1980's era glass facade commercial building at Quicksilver Place which runs off Western Road, N22 and is located west of Wood green Town Centre. The property is situated between a former swimming pool that is now a conference and event venue and a large depot building with Alexandra School situated directly across the road. The property is not situated within a Conservation Area.

PLANNING HISTORY

OLD/1981/1654 - Change of use from general industrial to use for Middlesex Polytechnic – GRANTED 28/04/81

HGY/2004/1115 - Change of use of units from D1 to B2 - GRANTED 01/09/04

DETAILS OF PROPOSAL

Change of use of property from Industrial (B2) use to police patrol base (sui generis) with associated installation of CCTV cameras, window guards and replacement entrance gates. The police patrol base would incorporate training, storage including vehicle storage and office use while the application states that the use would be on a temporary basis for 5 years.

The supporting document included with the application includes the following description of the proposed patrol base:

'Patrol Base' is a term adopted by the Metropolitan Police as a location where police officers are briefed prior to going on patrol. It is not a police station and does not provide any direct access to the public or accommodate detainees. Units 1 & 2 Quicksilver Place would provide a base for officers to store their operational vehicles and equipment, undertake training, handle correspondence and be briefed on operations.

CONSULTATION

Transportation
Ward Councillors
Network Rail
The Decorium, 28 Western Rd, N22
Alexandra School, Western Rd, N22
Depot Western Rd, N22

12/07/06
9 – 17 Tower Terrace
130 – 146 Mayes Rd
109 Mayes Rd
108 – 138 Station Rd

RESPONSES

Network Rail – 'We have no observations to make'.

Avenue Gardens Residents Association -

Heartlands Development Framework

1. Community facilities for Police use in the Heartlands area have already been considered and dismissed. In response to the statement in the Heartlands Development Framework (HDF) 2003, 'Development Principles' page 20.
2. 'There is a need for a new police station in the area. However, the need to create a development which promotes active uses in public areas and the stations requirement for a large surface car park mean that most of the Heartlands area would be unsuitable for this use'.
3. The GLA/LDA made the following objection (id:0226, ob:1138): 'Police station – there is a question mark against this and there is a need to finalise the thinking'.
4. To which the Officer response: 'Neither a police station nor a new library are planned or being contemplated on this site. The text should be amended to reflect this'.
5. AGRA objection to the same point (Id:0161, Ob:02416) states: '1. suggests that local residents extremely irritated and annoyed that the Police Station, one of the most unpopular elements of the last master plan, is not excluded but described by coy little statements such as 'most of the Heartlands is unsuitable', and further '3. suggests that is the Police Station is in then the location of it should be discussed. If the Police Station is out, then the subject should be dropped'.

6. To which the Officer response: 'Currently, it is not anticipated that there is a need to provide a new police station at the Heartlands. Therefore this paragraph stating the need for a new police station should be omitted' and in the section 'Community Facilities' delete the 4th paragraph in respect of the police station'.
7. Police use of sites within the Heartlands area have therefore been considered, consulted upon and dismissed. It is understood that improvement to community facilities refers to improvements to the library, provision of school places and improvement to primary health facilities. The requirement for Police facilities has been excised from the adopted HDF 2005.
8. AGRA objects that the reasons for the Council rejecting Police use of Heartlands sites remain valid and should be adhered to as existing policy.

Employment

9. While the supporting statement makes much of bringing employment to the location, the fact is that this employment already exists at other locations in the Borough. AGRA objects that the scheme will not generate new employment in Haringey, and thus runs counter to one of the two main policy aims of the Heartlands Development Framework.

Piecemeal Development

10. The HDF declares that the Council will resist piecemeal development. The applicant states (Planning Support Statement para 5.18) that the proposed safeguarded Heartlands Access Route, by showing a true route that does not cross the site, has now removed the possibility that use of the site will be an impediment to comprehensive regeneration of the area.
11. The applicant is incorrect in this assertion. The HDF and UDP in its various revisions have never contemplated an access route through the site. The UDP first deposit erroneously showed 'pedestrian/cycle linkages' through the site and across Wood Green Common a clear error that was corrected in later drafts. In direct contradiction to the applicants assertion concerning the supposed impediment of the access route, the site is shown in the HDF as earmarked for part education, part residential purposes.
12. AGRA objects that police use of the site for 5 years will be an impediment to comprehensive regeneration of the area and thus constitutes undesirable piecemeal development. The Borough has already obtained funding for a new school on the adjacent site on the north boundary and which may include part of the Quicksilver site. This is expected to be completed within two years. Residential schemes may come forward at any time on this site, and are in any case expected to be some of the first developments of the Heartlands Regeneration scheme in a premium area. The proposed five year scheme will impede regenerative use of the site.

Trip Generation

13. The applicant has not tabled any information on the traffic impact on local roads in the area, either for the period before construction of the Heartlands Access Route or after. The applicant has not provided impact studies of trip generation by employees arriving or leaving the site, or trips generated from operational uses.
14. The applicant states that a majority of staff will be working shift hours. A substantial portion of these staff will be working during hours when public transport is not available, and will have to make use of private vehicles. The site has a high PTAL rating, but this benefit is not being made best use of by the proposal. AGRA objects that the proposal is thus an inefficient use of the site.

15. Trips generated by operational use may be substantial and also of an emergency and high speed nature. The impact of these trips has not been assessed by the applicant. AGRA objects that the proposal is thus an inefficient use of the site.
16. Trips generated by operational use may be substantial and also of an emergency and high speed nature. The impact of these trips has not been assessed by the applicant. AGRA questions the wisdom of locating these facilities next to two schools – the existing Alexandra Primary School and the proposed new school – with large numbers of young people and children on adjacent streets at certain times of the day.

Impact on Local Amenity

17. Police use of local streets, in particular park Avenue and Station Road, constitute a well documented 24 hour noise nuisance. Numerous complaints have been made about the use of police sirens late at night. Speeding patrol cars are a noise nuisance as well as dangerous in local streets.
18. The applicant has provided no information on the likely destinations of emergency call outs, so the logic of a 'centralised patrol base' in this location and the likely routes to be used cannot be properly assessed. AGRA objects that the impact of the proposal on nearby residential streets from noise and speeding is likely to be great and is currently unexamined.

One objection received from a Local Resident -

1. The application states that the base would be served by 27 external parking spaces for operational vehicles and visitors only. Staff working shifts will not be using public transport and will park on nearby streets. I am already finding it difficult to park outside my house as people from other residential areas are parking there as there is no parking where they live. The development will only make the situation worse.
2. I am very concerned about the increased noise levels from vehicles with sirens blaring at all times of the day and night.
3. there are schools nearby and limited safe crossings facilities – police vehicles emerging at speed from the base would endanger children in the area.

Letter from adjoining occupier The Decorium –

With reference to our telephone conversation a few weeks ago regarding the planning application for the above site. As I mentioned the site is adjacent to the rear of our building The Decorium Banqueting Suite. The rear boundary wall is shared between both of us i.e. the old Middlesex university campus.

There is a double gate to the rear of The Decorium which is the fire exit route from our building into Quicksilver place been the common right of way for both our building and the old Middlesex university, this then leads on to Western Road.

My concerns are that when a planning application is considered for the side; please bear in mind our fire exit route. I would have thought it would be more beneficial for both parties if the gate to the new development could be located further back into Quicksilver place so that we can both use the right of way onto the street and not have any security issues.

Transportation - The proposed police patrol base is in an area with a high public transport accessibility level (PTAL), located within the Wood Green outer CPZ, operating Monday to Saturday from 0800hrs to 18:30hrs.

The site is within walking distance of Wood Green underground station and Alexandra Palace rail station, this combined with the fact that police officers having free use of public transport, means the majority of officers will travel by public transport.

The applicant has provided 50 off street parking space to support the operation of the proposed unite. This is sufficient considering that the maximum number of staff that will be on shift is 50 employees and the maximum number of staff that will be in the unit at any one time is 100 employees at the change over. Considering the site is in a CPZ and it is not directly abutting a Principal Road or a Borough Road where parking outside the CPZ operational hours would impede the flow of traffic and given that there is secure car parking facility available within walking distance of the site. The transportation and highways authority would not object to this application.

RELEVANT PLANNING POLICY

G4 'Employment'
AC1 'The Heartlands / Wood Green'
UD1 'Planning Statements'
UD2 'Sustainable Design and Construction'
UD3 'General Principles'
UD4 'Quality Design'
ENV6 'Noise Pollution'
EMP1 'Defined Employment Areas – Regeneration Areas'
EMP2 'Defined Employment Areas – Industrial Locations'
M3 'New Development Location and Accessibility'
M10 'Parking for Development'

ANALYSIS/ASSESSMENT OF THE APPLICATION

Impact on amenity

The proposed development would involve some minor changes to the existing elevations of the building with the installation of bars over windows in the western elevation and the installation of 12 CCTV cameras which will be fixed to the building at various locations. New access gates are also proposed. The proposed changes to the building are considered appropriate for the industrial nature of the site.

The police patrol base would be situated within an industrial estate a significant distance from the nearest residential properties. The commercial / industrial nature of the area is considered an appropriate location for the use and it would not give rise to any significant adverse impact on the amenity of the adjoining and surrounding uses which are predominantly industrial / commercial. The use of the property as a police patrol base is not expected to have any detrimental impact on the operation of the school located opposite the site or the functions centre and depot situated on either side. The proposed development is considered consistent with Policies UD3 'General Principles' and UD4 'Quality Design'.

A number of objectors have expressed concern about increased noise levels resulting from the sirens of police vehicles leaving the site and the disturbance this would cause to the nearest residential areas. There is likely to be noise disturbance from police vehicles when responding to emergencies. The use of sirens by police vehicles in emergencies however, is not a material consideration and it would be inappropriate for the Council to refuse the application on these grounds; if it were, it would be difficult to site a police building in most parts of Greater London.

Parking

The proposed plans detail a total of 27 external car parking spaces for use by operational vehicles and visitors only. The application states that all operational vehicles would be kept on the property when not on patrol and that there will be no public access to the patrol base. The application states that no staff car parking is proposed and it is expected that a large number of staff would travel by public transport. The site has good links to public transport with Wood Green tube station, and Alexandra Palace Railway Station situated nearby and a number of bus routes also running near the site. The Transportation team have not objected to the application (see comments above).

Employment & Haringey Heartlands Development Framework

The proposed development would be situated within a Defined Employment Area and as such Policy EMP2 'Defined Employment Areas – Industrial Locations' is relevant. This policy seeks to protect and enhance the Borough's industrial locations and states that proposals for uses that fall outside the 'B' use classes will not be permitted in industrial locations unless they:

- a) are ancillary to primary 'B' class use;
- b) will not compromise the employment status of a DEA and
- c) are a complimentary use needed for the area to function effectively for employment purposes.

The building the application relates to is currently empty and it is considered that the proposed conversion of the building to a police patrol base on a temporary basis would not compromise the long term employment status of the Defined Employment Area. The planning statement that forms part of the application states that approximately 420 police officers and staff would be employed from the base with two shifts of 210 people per team and an average number of staff for each of the three shifts per day of 35 - 50. The ancillary office area would accommodate approximately 45 office based personnel with approximately 30 of these working 9am to 5pm. As the proposed use of the property as a police patrol base would provide a large number of employment opportunities it is considered that it would not compromise the employment status of the Defined Employment Area and therefore meets Policy EMP2 b) .

The application property is also situated within a Defined Employment Area – 'Regeneration Areas'. Policy EMP1 states that The Council will encourage the redevelopment of the regeneration areas (DEAs) as identified in schedule 3 in accordance with policies AC1 and AC2 of the plan. Policy AC1 'The Heartlands / Wood green' is the relevant Policy to consider in terms of this application. This Policy states that development should have regard to the framework for the area which seeks to ensure comprehensive and co-ordinated development. The policy then sets specific criteria for development within the Heartlands area. The current application does not appear to fit within the broad criteria and objectives Policy AC1 sets for this specific area. However the proposed development would only operate from the site on a temporary basis, and would also involve only minor changes to an existing building rather than larger scale redevelopment of the existing building and property. The temporary use of the site as a police patrol base is unlikely to prevent any potential redevelopment of the site in the future that could contribute to the broader aim of regenerating the wider Haringey Heartlands / Wood Green area.

Existing Gateway

A letter from the adjoining occupier The Decorium was received and this letter outlined concern regarding existing access arrangements, the existing gates on the property and the joint access arrangements between Quicksilver Place and The Decorium property. It would appear that this is a private matter and not a relevant planning issue in terms of this application. The contact details for Agent representing the applicants was passed to the Decorium.

SUMMARY AND CONCLUSION

The temporary use of the property as a police patrol base would involve only minor changes to the existing building and property and is not considered to constitute a major redevelopment of the site. The temporary nature of the use and minor physical changes to the site would not prevent or discourage future redevelopment or use of the site that could contribute to the regeneration of the Haringey Heartlands Area. The proposed development not considered contrary to Policies AC1 'The Heartlands / Wood Green', EMP1 'Defined Employment Areas – Regeneration Areas' and EMP2 'Defined Employment Areas – Industrial Locations'.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/1213

Applicant's drawing No.(s) 217-MPAPB-PLAN-G-001, 217-MPAPB-PLAN-EX-ELEV-A-B-C-004, 217-MPAPB-PLAN-EX-ELEV-D-E-F-005, 217-MPAPB-PLAN-PR-PLAN-G-008, 217-MPAPB-PLAN-PR-ELEV-A-B-C-010, 217-MPAPB-PLAN-PR-ELEV-D-E-F-011

Subject to the following condition(s)

1. The permission shall be granted for a limited period expiring on 30th September 2009; further the permission hereby granted shall not enure for the benefit of the land but shall be personal to Metropolitan Police Authority only, and upon the Metropolitan Police Authority ceasing to use the land the use shall be discontinued and shall revert to the authorised use of General Industrial (B2).

Reason: Permission has only been granted with respect to the special personal circumstances of the applicant and would not otherwise be granted.

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.

INFORMATIVE

The new development will require naming. 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.

REASONS FOR APPROVAL

The temporary use of the property as a police patrol base would involve only minor changes to the existing building and property and is not considered to constitute a major redevelopment of the site. The temporary nature of the use and minor physical changes to the site would not prevent or discourage future redevelopment or use of the site that could contribute to the regeneration of the Haringey Heartlands Area. The proposed development not considered contrary to Policies AC1 'The Heartlands / Wood Green', EMP1 'Defined Employment Areas - Regeneration Areas' and EMP2 'Defined Employment Areas - Industrial Locations'.

This page is intentionally left blank

Planning Applications Sub-Committee 28 September 2006

Item No. 14

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB-COMMITTEE

Reference No: HGY/2006/1242
Ward: Fortis Green

Date received: 20/06/2006
Last amended date:

Drawing number of plans: P320-L00, L01, L02, D01, D02

Address: Coldfall Primary School, Coldfall Avenue N10 1HS

Proposal: Installation of multi-use games area within school grounds including surfacing, fencing (maximum height 3.6m at goal ends), goal end units and access path

Existing Use: School

Proposed Use: School

Applicant: Coldfall Primary School

Ownership:

PLANNING DESIGNATIONS

Retrieved from GIS on 21/06/2006
 Metropolitan Open Land
 ROAD - BOROUGH

Officer contact: Luke McSorley

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The school comprises a two storey brick-built 1928 building in an E-shaped plan; set in extensive grounds, most of which are classed as Metropolitan Open Land. It is sited between Everington Road to the north, and the rear gardens of Creighton Avenue properties to the south. Coldfall Wood, a public open space also in MOL, is immediately to the west of the school.

PLANNING HISTORY

- OLD/1977/0164 - Erection of new community hall GRANTED 15/6/77
- HGY/1998/1361 - Erection of additional classroom accommodation (four classes) GRANTED 6/12/98
- HGY/2005/0872 - Demolition of existing school hall, erection of part single, part two storey school buildings (1,200 sq m) comprising six new classrooms, dining / sports hall, kitchen, staff room and remodelling of existing school building; provision of vehicle turning area and car parking – GRANTED
- HGY/2005/2014 - Details pursuant to condition 3 (materials) GRANTED 10/01/06

DETAILS OF PROPOSAL

The application proposes the installation of a multi-use games area within the existing school grounds including surfacing, fencing (maximum height 3.6m at goal ends), goal end units and access path.

CONSULTATION

Transportation Group
Ward Councillors
LBH – Education Children’s Service
60 – 80 (e) Creighton Ave, N10
The Lodge, Creighton Ave, N10

RESPONSES

None

RELEVANT PLANNING POLICY

UD3 ‘General Principles’
UD4 ‘Quality Design’
OS1B ‘Metropolitan Open Land’
CW1 ‘New Community Facilities’

ANALYSIS/ASSESSMENT OF THE APPLICATION

Residential Amenity

The proposed development would be contained within the existing Coldfall primary School site. The games area would be situated towards the southern boundary of the school with the closest part of the development being situated 10 metres off the boundary. The games area would measure 30.5 metres in depth by 18.3 metres in width with fences extending right around its perimeter.

At its closest point to the nearest residential properties the fence surrounding the games area would be 1.187 metres in height. The whole games area would be surrounded by the 1.187 metre high fence however the height of the fence would increase at the two ends of the games area behind the football goals and basket ball hoops to 3.6 metres for a distance of 8.4 metres.

Metropolitan Open Land

The proposed development is considered consistent with Policy OS1B ‘Metropolitan Open Land’ In that it would allow for the provision of facilities for outdoor sport and recreation and will preserve the openness of the MOL.

Trees

One tree is marked on the application plans for removal. The application plans detail a tree protection line around the development area with protective fencing to be placed along this line prior to any development on the site commencing. Measures to ensure tree protection are also detailed on the application plans. A Tree Survey undertaken as part of a previous application (HGY/2005/0872) for the redevelopment of the main school buildings listed over 240 trees in the woodland zone to north and west of the application property (all within school’s curtilage). As such it is considered that the removal of 1 tree will still leave a very substantial tree cover on the site overall and would not result in a detrimental visual impact on the appearance of the site.

The Council's Arboriculturalist has held site discussions with the applicants regarding previous applications for the redevelopment of the site and informally indicates that no objection arises subject to suitable conditions.

SUMMARY AND CONCLUSION

The proposed Multiuse Games Area would be situated in excess of 10 metres from the nearest residential properties with several large trees situated between the proposed games area site and these properties. As such the proposed development would not give rise to any significant impact on residential amenity. The proposed games area would be situated within a large open grassed area that forms part of the existing school and would complement this existing use. The proposed development is considered consistent with Policy UD3 'General Principles'. The proposed development is considered consistent with Policy OS1B 'Metropolitan Open Land' In that it would allow for the provision of facilities for outdoor sport and recreation and will preserve the openness of the MOL.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/1242

Applicant's drawing No.(s) P320-L00, L01, L02, D01, D02

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Details of measures for protecting all trees shown to be retained as part of this development, including the erection of exclusion fencing at appropriate distances from the stems of such trees, shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. No storage of materials, supplies, plant or machinery shall take place within such protected areas.
Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.
4. The multi use games area shall only be used in conjunction with and ancillary to the use of Coldfall School as an educational establishment; and shall not be used before 0800 hours or after 2000 hours Monday to Fridays, or before 0800 hours or after 1830 hours Saturdays and Sundays. Further no floodlighting or other artificial lighting shall be installed without the submission of an application for planning permission.
Reason: In order not to detract from the amenities of nearby residents.

REASONS FOR APPROVAL

The proposed Multiuse Games Area would be situated in excess of 10 metres from the nearest residential properties with several large trees situated between the proposed games area site and these properties. As such the proposed development would not give rise to any significant impact on residential amenity. The proposed games area would be situated within a large open grassed area that forms part of the existing school and would complement

this existing use. The proposed development is considered consistent with Policy UD3 'General Principles'. The proposed development is considered consistent with Policy OS1B 'Metropolitan Open Land' In that it would allow for the provision of facilities for outdoor sport and recreation and will preserve the openness of the MOL.

Planning Applications Sub-Committee: 28 September 2006 Item No 15

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB-COMMITTEE

Reference No: HGY/2005/0824 **Ward:** Tottenham Green

Date received: 11/05/2005 **Last amended date:** 01/08/06

Drawing number of plans: CRM 01; CRM 012Ra

Address: 115 Clyde Road, N15 4JZ

Proposal: Erection of replacement 2 storey mosque with dome, minaret and one 1 bedroom flat.

Existing Use: Mosque **Proposed Use:** Mosque

Applicant: Islamic Community Centre

Ownership: Islamic Community Centre

PLANNING DESIGNATIONS

ROAD – BOROUGH
RIM 1.2 UPGRADING AREAS IN GREATEST NEED

Officer contact: Brett Henderson

RECOMMENDATION

GRANT PERMISSION SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

The subject site at 115 Clyde Road is located on the corner of Collingwood Road and contains a single storey mosque. Residential land uses adjoin the site to the north, west, east and south, while to the south west lies the Lawrence Road Defined Employment Area. There is an existing car parking area on site.

The Clyde Circus Conservation Area is situated to the south and east of the site.

PLANNING HISTORY

21/12/04 – Conditional Consent – 2004/2294 – Erection of Single storey infill extension.

25/02/86 – Conditional Consent – 32065 – Use for religious workshop, educational and community purposes.

DETAILS OF PROPOSAL

The proposal is for the erection of a replacement 2 storey mosque with dome, minaret and one 1 bedroom flat. The mosque will be 2 storeys above ground level and include a basement floor below ground level.

The building will have a main roof height of 8 metres, which matches the height of the two storey terrace dwellings on Collingwood Road.

The dome on the Clyde Road frontage will have a maximum height of 13 metres.

The minaret on the corner of Clyde Road and Collingwood Road will have a maximum height of 16.8 metres.

No car parking on site is proposed.

When the application was originally lodged in 2005 it was for a 3 storey mosque however, Council Planning Officers considered this proposal to be too tall. Subsequent negotiations between Council and the applicant have resulted in a floor being removed from the mosque and the setback of the mosque from the terrace dwellings on Collingwood Road.

CONSULTATION

Transportation Group

Legal Services

Building Control

Met Police

Conservation Team

Adverts

Ward Councillors

86 – 114 (e), 89 – 109, 116d, 116c, 116b, 116a Clyde Road, N15

1 – 7 (c), 30 – 37 (c), Collingwood Road, N15

1 – 52 (c) Fairweather Close, N15

Works 2 – 26 Lawrence Road, N15

28, 28a Lawrence Road, N15

RESPONSES

The first consultation that went out for a 3 storey mosque when the application was originally lodged in 2005 attracted 16 objections from the adjoining occupiers. The reasons for the objections are highlighted below:

- Negative impact on the character and appearance of the area. Increase in traffic, noise and car parking problems. Design and materials inappropriate. Negative impact on adjoining Conservation Area. Too tall, highly visible on the skyline. Overshadow, overlook and overbearing on adjoining residential properties. Concern about the “call to prayer”.

The second consultation that went out for the current revised 2 storey mosque attracted 20 objections from the adjoining occupiers. The reasons for the objections are highlighted below:

- Negative impact on the character and appearance of the area. Increase in traffic, noise and car parking problems. Design and materials inappropriate. Negative impact on adjoining Conservation Area. Too tall, highly visible on the skyline. Overshadow, overlook and overbearing on adjoining residential properties. Concern about the “call to prayer”. Concern about the proposed flat.

Transportation Group – No objection, comments quoted as follows:

This development proposal is located where the public transport accessibility level is medium and within walking distance of the busy bus route High Rd and Philip Lane bus corridor which together provide some 94buses per hour (two-way), for frequent connection to and from Seven Sisters tube station and other bus network within and outside the Borough. We have subsequently deemed that majority of the patrons and prospective residents of this development would use public transport for their journeys to and from the site. In addition, this site has not been identified within the Council's SPG as that renowned to have car parking pressure. Also, a significant proportion

of the trips to this site would be local and often made by walking or cycling.

Furthermore, our interrogation with TRAVL trip prediction software has revealed that the whole development, some 206 squared-metres, would generate a total traffic inflow/outflow of 62 vehicular trips at its peak, using similarly located St Thomas More RC Church Southwark, for assessment. In essence, this is an increase of 31 vehicular trips over the existing situation. The applicant's agent has also indicated that a typical mass with maximum capacity would be during the inter-peak hours (1230hrs to 1430hrs) on Mondays and Fridays and very limited activities are expected on other days. Similarly, no apparent activity was observed during our site visit on Wednesday 9/08/2006, as taking place at this site. We have therefore considered that the level of traffic generated by this development would not impact on the adjoining highway network. In addition, the proposed development is situated within Seven Sisters Controlled Parking Zone operating from Monday to Saturday between 0800hrs and 1830hrs, with parking on the adjacent roads namely: Clyde Rd, Clyde Circus, Jansons Rd and Loobert Rd, restricted to Residents' Permit holders only.

However, we observed during our site visit that the stretch of Clyde Road abutting this development is heavily parked and, the minimum car parking spaces required for the entire development, as stipulated in the Council's SPG, has been estimated as ten (10). Hence there is the need to retain the subsisting car parking area which is capable of accommodating four cars for parking/drop-off area.

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

1. The applicant retains existing car parking area for at least 4 car parking spaces and drop-off area.

Reason: To minimise the car parking impact of this development on the adjoining roads.

2. The applicant provides 20 cycle racks with secure shelter.

Reason: To minimise the traffic impact of this development on the adjoining roads.

Legal Services – No objection

Building Control – No objection

Met Police – No objection

Conservation Team – No objection

Ward Councillors – No response

RELEVANT PLANNING POLICY

National Policy Background

Planning Policy Guidance 13 Transport

Planning Policy Guidance 13 Transport was issued in March 2001. It aims to:

- promote more sustainable transport choices for people and for moving freight.
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- reduce the need to travel especially by car.

The London Plan

The London Plan was adopted in February 2004 by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan seeks adequate provision of places of worship particularly in major areas of new development and regeneration. Appropriate facilities should be provided within easy reach by walking and public transport of the population that use them. The net loss of such facilities should be resisted.

Local Policy Background

Current Unitary Development Plan 2006

CW1 New Community/Health Facilities

The Council needs new community facilities, including places of worship, because the population is increasing and the demand for community facilities is growing.

UD3 General Principles

New development in the Borough should complement the existing pattern of development.

UD4 Quality Design

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

UD6 Mixed Use Developments

Where appropriate, developments should include a mix of uses in order to ensure sustainable development.

M10 Parking for Development

The proposal should provide an acceptable level of parking in line with current national and local policy advice.

HSG1 New Housing Developments

The Council will increase the supply of housing in the Borough in order to meet targets.

HSG2 Change of Use to Residential

Allows Council to work towards its housing target while ensuring that there is no detrimental impact on the borough in terms of loss of employment/retail/open space.

HSG10 Dwelling Mix

Requires that the dwelling mix meet the Council's housing requirements.

Supplementary Planning Guidance 2003

SPG 1a 'Design Guidance and Design Statements'

New development should aim to respect the form, structure and urban grain of the locality, taking into account local distinctiveness (including materials and features), and create a new and interesting public face.

SPG3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'

All new residential accommodation will normally be required to provide the minimum required space standards.

SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'

The Council expects new developments not to result in the degree of privacy enjoyed by adjoining properties to be reduced and that new problems of overlooking are not created.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in this case concern the i) Principal of the place of worship use of the land; ii) Size, bulk and design; iii) Privacy and overlooking; iv) Access and parking; vi) Principle of proposed 1 Bedroom Flat; vii) objectors comments. Each of these issues is discussed below.

Principal of the place of worship use of the land

In 1986 the use of the site for religious workshop, educational and community purposes was granted Planning consent. This well established use provides the local community with a much needed and well used facility.

The continuation of this use does not require Planning permission.

Size, Bulk and Design

Policies UD3 'General Principles' and UD4 'Quality Design' and Supplementary Planning Guidance SPG 1a 'Design Guidance and Design Statements' require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The main building of the proposal generally reflects the height of the adjoining terrace dwellings to the side on Collingwood Road and the height of the terrace dwellings on the opposite side of the street. Furthermore, the building mirrors the side setbacks of the terrace dwellings on Collingwood Road. The dome and the minaret provide architectural features which are of a high quality design and will lift the appearance of the building and the amenity of the area. The result is a traditional mosque styled building, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

Privacy and Overlooking

Policy UD3 'General Principles' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the proposed building meets the requirements of this policy and SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' and will not result in loss of privacy from overlooking. A condition will be attached requiring all first floor windows on the southern elevation to have fixed obscured windows up to 1.5 metres in height from the finished floor level to prevent overlooking. Furthermore, it is considered that there will be no significant loss of sunlight or daylight to any adjoining property as a result of the development.

The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general.

Access and parking

The applicant has stated that the number of patrons is not likely to increase as most of the worshippers live locally and walk to the mosque. Furthermore, Council's Transportation Group have stated that most of the patrons would walk, cycle or use public transport for their journeys to and from the site. Given these facts it is considered that the proposal will not exacerbate car parking or traffic problems in the vicinity and the 4 car parking spaces recommended by Council's Transportation Group are not required.

Principle of proposed 1 Bedroom Flat

The proposed 1 bedroom flat will be located in the first floor's south western corner. The flat will be used as a caretaker's flat, for security reasons, by one of the mosque council members. It is considered that this flat will be ancillary to the existing use and will not have a negative impact on any of the neighbouring properties. The proposed flat meets the minimum room size standards required for a 1 bedroom flat in SPG3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'.

Objectors comments

1. Negative impact on the character and appearance of the area.

The main building of the proposal generally reflects the height of the adjoining terrace dwellings to the side on Collingwood Road and the height of the terrace dwellings on the opposite side of the street. Furthermore, the building mirrors the side setbacks of the terrace dwellings on Collingwood Road. The dome and the minaret provide architectural features which are of a high quality design and will lift the appearance of the building and the amenity of the area. The result is a traditional mosque styled building, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

2. Increase in traffic, noise and car parking problems.

The applicant has stated that the number of patrons is not likely to increase as most of the worshippers live locally and walk to the mosque. Furthermore, Council's Transportation Group have stated that most of the patrons would walk, cycle or use public transport for their journeys to and from the site. Given these facts it is considered that the proposal will not exacerbate car parking or traffic problems in the vicinity and the 4 car parking spaces recommended by Council's Transportation Group are not required.

3. Design and materials inappropriate.

The main building of the proposal generally reflects the height of the adjoining terrace dwellings to the side on Collingwood Road and the height of the terrace dwellings on the opposite side of the street. Furthermore, the building mirrors the side setbacks of the terrace dwellings on Collingwood Road. The dome and the minaret provide architectural features which are of a high quality design and will lift the appearance of the building and the amenity of the area. The result is a traditional mosque styled building, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

4. Negative impact on adjoining Conservation Area.

The main building of the proposal generally reflects the height of the adjoining terrace dwellings to the side on Collingwood Road and the height of the terrace dwellings on the opposite side of the street. Furthermore, the building mirrors the side setbacks of the terrace dwellings on Collingwood Road. The dome and the minaret provide architectural features which are of a high quality design and will lift the appearance of the building and the amenity of the area. The result is a traditional mosque styled building, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

5. Too tall, highly visible on the skyline.

The main building of the proposal generally reflects the height of the adjoining terrace dwellings to the side on Collingwood Road and the height of the terrace dwellings on the opposite side of the street. Furthermore, the building mirrors the side setbacks of the terrace dwellings on Collingwood Road. The dome and the minaret provide architectural features which are of a high quality design and will lift the appearance of the building and the amenity of the area. The result is a traditional mosque styled building, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

6. Overshadow, overlook and overbearing on adjoining residential properties.

Policy UD3 'General Principles' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the proposed building meets the requirements of this policy and SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' and will not result in loss of privacy from overlooking. A condition will be attached requiring all first floor windows on the southern elevation to have fixed obscured windows up to 1.5 metres in height from the finished floor level to prevent overlooking. Furthermore, it is considered that there will be no significant loss of sunlight or daylight to any adjoining property as a result of the development.

The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general.

7. Concern about the "call to prayer".

A condition will be attached to the approval prohibiting the call to prayer and the installation of speakers to the building.

8. Concern about the proposed flat.

The proposed 1 bedroom flat will be located in the first floor's south western corner. The flat will be used as a caretaker's flat, for security reasons, by one of the mosque council members. It is considered that this flat will be ancillary to the existing use and will not have a negative impact on any of the neighbouring properties. The proposed flat meets the minimum room size standards required for a 1 bedroom flat in SPG3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'.

SUMMARY AND CONCLUSION

The proposed development is of a type and scale which is appropriate to this location. The scheme meets the relevant policy and supplementary planning guidance requirements for sites of this type. The position of the proposed building on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The design approach is traditional which fits in with the surrounding area.

Planning permission is therefore recommended subject to conditions.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2005/0824

Applicant's drawing No.s CRM 01; CRM 012rA

Subject to the following conditions

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.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any works commence on site. Samples should include sample panels or brick and wood types combined with a schedule of the exact product references.
Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.
4. All the windows on the first floor, south side elevation are to be fixed and obscured up to 1.5 metres in height from the finished floor level.
Reason: In order to prevent overlooking and protect the amenity of the area.
5. No speakers shall be fixed to the minaret, dome or any external part of the building and no speakers shall be used to call patrons to prayer.
Reason: In order to protect the amenity of the area from noise pollution.
6. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

7. Twenty bicycle racks with secure shelter shall be provided within the building. Details of design, materials and location of the bicycle racks shall be submitted to the Local Planning Authority, agreed to in writing and installed prior to the occupation of the building. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.
Reason: To minimise the traffic impact of this development on the adjoining roads.
8. 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.
9. No boundary fencing is to be erected on site until precise details and plans have been submitted to, and approved in writing by, the Local Planning Authority prior to any works commencing on site. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details.
Reason: To protect the amenity of the area

REASONS FOR APPROVAL

The proposal at 115 Clyde Road, N15 for the erection of replacement 2 storey mosque with dome, minaret and one 1 bedroom flat complies with Policies CW1 'New Community/Health Facilities'; HSG1 'New Housing Developments'; HSG2 'Change of Use to Residential'; HSG10 'Dwelling Mix'; UD3 'General Principles'; UD4 'Quality Design'; UD6 'Mixed Use Developments'; and M10 'Parking for Development' within the Haringey Unitary Development Plan. It is therefore considered appropriate that Planning permission be granted.

This page is intentionally left blank