
Planning Applications Sub-Committee

MONDAY, 22ND JANUARY, 2007 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

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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 15 below.

New items of exempt business will be dealt with at item 15 below. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 15.

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 (PAGES 1 - 8)

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

6. APPEAL DECISIONS (PAGES 9 - 18)

Appeal decisions determined during November 2006.

7. DELEGATED DECISIONS (PAGES 19 - 40)

Decisions made under delegated powers between 27 November 2006 and 17 December 2006.

8. PERFORMANCE STATISTICS (PAGES 41 - 52)

To advise Members on Performance Statistics for Development Control and Planning Enforcement Action.

9. PLANNING APPLICATIONS (PAGES 53 - 54)

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.

10. WESTERN ROAD N22, CLARENDON ROAD N8, GAS HOLDER STATION, SPINE ROAD (PAGES 55 - 84)

Construction of a new 7.3m wide road with 2m wide footways on either side (known as The Heartlands Spine Road) between the north end of Clarendon Road, N8 and the south end of Western Road, N22. Realignment of existing road at northern end of Western Road by Alexandra School; realignment at junction of Western Road and Mayes Road (eastern corner of Wood Green Common); improvements to Penstock footpath.

RECOMMENDATION: Grant permission subject to conditions.

11. COLERIDGE PRIMARY SCHOOL & FORMER TUC CENTRE SITE CROUCH END HILL N8 (PAGES 85 - 116)

1. Demolition of 3 storey wings on either side of existing main buildings and replacement with new part-single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School.

2. Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.

RECOMMENDATION: Grant permission subject to conditions.

12. COLERIDGE PRIMARY SCHOOL & FORMER TUC CENTRE SITE CROUCH END HILL N8 ~ CONSERVATION AREA CONSENT (PAGES 117 - 126)

Conservation Area Consent for:

1) Demolition of 3 storey wings on either side of existing main buildings and replacement with new part-single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School.

2) Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.

RECOMMENDATION: Grant Conservation Area Consent subject to conditions.

13. COLERIDGE PRIMARY SCHOOL, CRESCENT ROAD N6. (PAGES 127 - 136)

Erection of 1 x single storey portakabin to be used as two x temporary classrooms in support of Coleridge Primary School expansion project application reference HGY/2006/2234.

RECOMMENDATION: Grant permission subject to conditions.

14. 120 - 128 MAYES ROAD N22 (PAGES 137 - 154)

Outline planning application for demolition of existing 2 storey Job Centre and erection of 1 x 3 storey block comprising 1 x one bed, 5 x two bed and 3 x three bed self contained flats.

RECOMMENDATION: Grant permission subject to conditions and Section 106 Legal Agreement.

15. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

16. SITE VISITS

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

17. DATE OF NEXT MEETING

Monday 26 February 2007 ~ scheduled meeting.

Monday 26 March 2007 ~ scheduled meeting.

Tuesday 17 April 2007 ~ scheduled meeting.

Monday 14 May 2007 ~ scheduled meeting.

Yuniea Semambo
Head of Member Services
5th Floor
River Park House
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Anne Thomas
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11 January 2007

MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE
MONDAY, 11 DECEMBER 2006

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

* Members present

MINUTE NO.	SUBJECT/DECISION	ACTION BY
PASC128.	APOLOGIES Apologies for absence were received on behalf of Cllr Patel.	
PASC129.	URGENT BUSINESS None requested.	
PASC130.	DECLARATIONS OF INTEREST There were no declarations of interest received.	
PASC131.	DEPUTATIONS/PETITIONS None received.	
PASC132.	MINUTES RESOLVED That the minutes of the Planning Application Sub Committee meeting held on 27 November 2006 be approved and signed as a correct record.	
PASC133.	DELEGATED DECISIONS Members were asked to note the decisions taken under delegated powers between 6 November 2006 and 26 November 2006. RESOLVED That the report be noted.	
PASC134.	PERFORMANCE STATISTICS The Committee was asked to note that Development Control statistics were not available due to the short time span between the meeting held 27 November and these proceedings. The statistics would be reported to the Sub Committee meeting on the 22 January 2007. The Committee was also asked to note the performance statistics on Planning Enforcement Action from the 1 to 30 November 2006.	

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	<p>RESOLVED</p> <p>That the report be noted.</p>	
<p>PASC135.</p>	<p>PLANNING APPLICATIONS</p> <p>RESOLVED</p> <p>That the decisions of the Sub Committee on the planning applications and related matters be approved or refused with the following points noted.</p>	
<p>PASC136.</p>	<p>72 - 96 PARK ROAD N6</p> <p>The Committee was informed by officers that this application was on a site where there had been previous permissions granted and partly implemented. Two previous planning applications one in 2003 was agreed by the PASC then. However, the Section 106 was not signed by the applicant. In 2004 an application for retail units and offices had been largely implemented.</p> <p>The current proposal incorporated five car parking spaces, bin store, secure bicycle and pram storage area. It was considered there would be little or no impact on the surrounding residential units in terms of privacy and overlooking. The surrounding area was mixed use and included residential, retail and offices.</p> <p>The Lynton Road Residents Committee raised objections regarding the position of the commercial buildings, the siting of refuse bins and the impact this application would have on the surrounding area due to excessive parking at all times. The roof of the existing building was reported to contain asbestos and this was considered to be a health and safety issue for several elderly residents with respiratory conditions. The Committee was requested to defer the decision for a site visit.</p> <p>The applicant's representative addressed the Committee and reiterated that five car parking spaces would be provided as part of the development. The proposal provided much needed accommodation and facilities including a children's play area. The two additional storeys would be in keeping with the height of the surrounding buildings and would improve the street scene.</p> <p>The applicant's representative further commented that a survey had been carried out and that no asbestos had been found on the roof or the site.</p> <p>Members discussed the proposal in detail and enquired whether the applicant would be agreeable to an additional condition to provide a communal satellite dish. The applicant's representative was happy to agree to this further condition.</p>	

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The Committee agreed to grant the application subject to conditions as detailed in the report and the additional condition to install a communal satellite dish and subject to a S106 Legal Agreement.

INFORMATION RELATING TO APPLICATION REF:
HGY/2006/1839
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED
11/12/2006

Location: 72 - 96 Park Road N8

Proposal: Erection of a further two floors to existing 2 storey building to create 4 x two bedroom, 2 x one and 3 x three bedroom flats and 4 additional commercial units. Development includes alterations to elevations, formation of 5 car parking spaces and provision of covered bin storage.

Recommendation: Grant subject to conditions & S106 Agreement

Decision: Grant subject to conditions & S106 Agreement

Drawing No.s: E01-00; E02-00, 01, RF; E08-01, 02, 03, 04, 05;
P02-00A, 01A, 02A; P08-01A, 02A, 03A, 04A &
05A.

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, in particular the amended plans received 23rd November 2006 plans nos: P02-01A, P02-00A, P02-03, P02-02.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. The commercial unit shown on the plans hereby approved shall be used for purposes falling within Class A1 (shops), Class A2 (financial and professional services) or Class B1 (business) only and shall not be used for any other purpose.
Reason: In order to restrict the use of the premises to one compatible with the surrounding area because uses within other classes are not necessarily considered to be acceptable.

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| | <p>4. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.
Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.</p> <p>5. 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.</p> <p>6. The car parking spaces shown on the approved drawings shall be marked out on the site to the satisfaction of the Local Planning Authority, and these spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.
Reason: In order to ensure that adequate provision for car parking is made within the site.</p> <p>7. Prior to the occupation of the residential units a scheme for the installation of bollards along the adjoining footway abutting the western and south eastern periphery of this site on Park Road and Lynton Road shall be submitted to and approved in writing by the local authority.
Reason: In order to prevent parking on the forecourt and improve the condition for pedestrians at this location.</p> <p>8. The applicants must ensure that servicing lorries enter and exit Lynton Road, from and onto Park Road respectively, in forward gear.
Reason: To minimise disruption to traffic and bus movements on Park Road.</p> <p>9. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / arial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.
Reason: In order to prevent the proliferation of satellite dishes on</p> | |
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	<p>the development.</p> <p>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.</p> <p>INFORMATIVE: You are advised that this development is under the threshold of residential units that would require provision of affordable units. Any future applications for changes of use from office or retail should take into consideration the existing numbers of residential units for the purposes of calculating the necessary provision of affordable housing.</p> <p>REASONS FOR APPROVAL</p> <p>The proposal should be approved on the grounds that the proposal will utilise the site area to provide a mixed use development, providing a suitable housing mix. The application site is close to the town centre where there are adequate transport links. The overall bulk and scale of the development will not be out of keeping with the area and will not have an adverse affect on the privacy and amenities of any adjoining properties or future occupants compliant with Policies HSG1 New Housing Development, HSG10 Dwelling Mix, UD3 General Principles, UD4 Quality Design, UD6 Mixed Use Development, M10 Parking for Development and SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes of the Haringey Unitary Development Plan.</p> <p>Section 106 Yes</p>	
<p>PASC137.</p>	<p>UNIT 7B TOTTENHAM HALE RETAIL PARK, BROAD LANE N15</p> <p>Officers presented the report and advised the Committee that this application was within the Tottenham International Framework Area as defined in the London Plan and Unitary Development Plan 2006. In May 2006, new regulations came into effect which required planning permission to be sought for mezzanine floors for retail use over 200 square metres.</p> <p>This application comprised the creation of an internal mezzanine floor providing additional 929sqm of floor space with alterations to the elevations including the insertion of a fire exit door to the front elevation.</p> <p>The proposed additional floor space is considered to be in an appropriate location, appropriate use of the new circular guidance and also complied with the UDP policy.</p> <p>The Committee agreed to grant the application subject to conditions.</p>	

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	<p>INFORMATION RELATING TO APPLICATION REF: HGY/2006/2070 FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 11/12/2006</p> <p>Location: Unit 7B Tottenham Hale Retail Park, Broad Lane N15</p> <p>Proposal: Creation of an internal mezzanine floor providing an additional 929sqm of floorspace to be used for retail purposes (A1). Alterations to elevations including insertion of fire exit door to front elevation.</p> <p>Recommendation: Grant subject to conditions</p> <p>Decision: Grant subject to conditions</p> <p>Drawing No.s: 6811/PL 400, 401, 402 & 005E.</p> <p>Conditions</p> <ol style="list-style-type: none"> 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. The mezzanine floorspace hereby approved shall have a gross floor area not exceeding 929 square metres and shall be used for non-food retail purposes only. Reason: To avoid a excessive provision of floorspace within the site. <p>INFORMATIVE: The Planning Applications Sub Committee considered that because of the extra floorspace created it is essential to ensure that the car parking area within the retail park is managed to prevent excessively long parking by commuters to the station and other people parking but not shopping by limiting the amount of time that parking is allowed and enforcing any overstaying by non patrons in the car park.</p> <p>REASONS FOR APPROVAL</p> <p>The proposal meets the sequential criteria set out in PPG6 and policy AC2</p>	
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	<p>of the adopted Unitary Development Plan 2006, and the Tottenham International framework identifies this area as one where a thriving, mixed use community, including significant retail opportunities is appropriate. The proposal is also satisfactory in transport terms.</p> <p>Section 106 No</p>	
PASC138.	<p>TREE PRESERVATION ORDERS</p> <p>The Committee was informed that no objections had been received in respect of either of the two trees recommended for TPOs.</p> <p>RESOLVED</p> <p>That the following Tree Preservation Orders be confirmed:</p> <ol style="list-style-type: none"> 1. 56 Harcourt Road N22 2. 14 Beaconsfield Road N15 	
PASC139.	<p>NEW ITEMS OF URGENT BUSINESS</p> <p>There were no items of urgent business submitted.</p>	
PASC140.	<p>SITE VISITS</p> <p>None requested.</p>	
PASC141.	<p>DATE OF NEXT MEETING</p> <p>Monday 15 January 2007 ~ (Special meeting) Monday 22 January 2007 ~ (Scheduled meeting) Monday 26 February 2007 ~ (Scheduled meeting) Monday 26 March 2007 ~ (Scheduled meeting)</p> <p style="text-align: center;">The meeting ended at 08:10pm</p>	

COUNCILLOR SHEILA PEACOCK

Chair

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HARINGEY COUNCIL

Agenda Item No.

Committee: Planning Applications Sub Committee
Date: 22 January 2007

Report of: Interim Director of Environmental Services

Contact Officer: Michelle Searle
Designation: Senior Administrative Officer **Tel:** 020 8489 5570

Report Title:
 Appeal decisions determined during November 2006.

1. PURPOSE:

To advise the Sub-Committee of appeal decisions determined by the Department for Communities and Local Government during November 2006.

2. SUMMARY:

Reports outcome of 21 appeal decisions determined by the Department for Communities and Local Government during November of which 2 (10%) were allowed and 17 (80%) were dismissed and 2 (10%) withdrawn.

3. RECOMMENDATIONS:

That the report be noted.

4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

With reference to the above Act the background papers in respect of the following reports summaries comprise the planning application case file.

The planning staff and case files are located at 639 High Road N17. Anyone wishing to inspect the background papers in respect of any of the following reports should contact Development Control Support Team on 020 849 5570.

Report Authorised by:


 Shifa Mustafa

Assistant Director Planning Policy & Development.

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APPEAL DECISION NOVEMBER 2006

Ward:	Alexandra
Reference Number:	HGY/2005/1492
Decision Level:	Delegated

249 Albert Road N22 7XL

Proposal:

Creation of a vehicular crossover to a classified road for two cars

Type of Appeal:

Written Representation

Issues:

The effects on highway safety and the free flow of traffic

Result:

Appeal **Dismissed** 18 September 2006

Ward:	Alexandra
Reference Number:	HGY/2006/0423
Decision Level:	Delegated

Land Adjacent to 2 Barnard Hill N10 2HB

Proposal:

Erection of a two storey 3 bedroom dwelling house

Type of Appeal:

Written Representation

Issues:

The effect of the proposed house upon the amenity of the adjoining properties

Result:

Appeal **Dismissed** 27 November 2006

Ward:	Alexandra
Reference Number:	HGY/2005/1933 & 1939 HGY/2006/0640
Decision Level:	Delegated

Land fronting Curzon Road, adjacent to 36 Alexandra Park Road N10 2AD

Proposal:

2005/1933 - Appeal A - Erection of two storey dwelling

2005/1939 - Appeal B - Demolition of existing garages and erection of a two storey dwelling

2006/0640 – Appeal C - Demolition of existing garages and erection of 1 x2 storey two bedroom dwelling house with study

Type of Appeal:

Informal Hearing

Issues:

In the case of Appeal A and C

The effect of the two schemes on the character and appearance of the street scene in this part of Muswell Hill conservation Area

The impact on occupier's enjoyment of nearby houses and gardens

Whether or not the schemes are consistent with the future well-being of the ash tree

In the case of Appeal B

Whether the existing buildings make sufficient contribution to the Conservation Area to require their retention if Appeals A and C were to be dismissed

Result:

All 3 Appeals **Dismissed** 22 November 2006

Ward:	Crouch End
Reference Number:	HGY/2001/0189, 2002/0094, 2006/1090, 2005/1086, 2006/0388, 2006/0385
Decision Level:	PASC

Gladwell Road Garages (Cecil Mews), Rear of 60-88 Cecile Park N8 9AU

Proposal:

2001/0189 – Appeal A – Demolition of proposed garages and removal of concrete forecourts

2002/0094 – Appeal B – Demolition of garages redevelopment for residential use for four dwellings together with six replacement garages

2005/1090 – Appeal C – Demolition of 38 lock up garages and removal of concrete forecourts

2005/1086 – Appeal D – Demolition of existing garages and erection of four houses, together with six replacement lock-up

2006/0388 – Appeal E – Demolition of 38 lock up garages and removal of concrete forecourts

2006/0385 – Appeal F – Demolition of existing garages and erection of four houses, together with six replacement lock-up garages

Type of Appeal:

Informal Hearing

Issues:

Appeal A & B E & F

The effect of the proposals on the character and appearance of the Crouch End Conservation Area

Appeals B & F

The effect of the proposals on the living conditions of adjoining occupiers by reason of visual intrusion

Appeal F

The effect of the proposals on pedestrian and highway safety

Result:

Appeal A B E F **Dismissed** 2 November 2006

Appeal C D **Withdrawn** 2 November 2006

Ward:	Highgate
Reference Number:	HGY/2004/2356
Decision Level:	Delegated

The Bungalow 70 Southwood Lane N6 5DY

Proposal:

Demolition of an existing bungalow and erection of a single storey five bedroom dwelling with sun room on roof without complying with a condition attached to planning permission Ref HGY/2004/2356 dated 10 May 2005

Type of Appeal:

Written Representation

Issue:

Whether the condition is reasonable and necessary having regard to the effect of retaining the bungalow in conjunction with the approved dwelling on the character and appearance of the historic garden and of the conservation area

Result:

Appeal **Dismissed** 30 November 2006

Ward:	Noel Park
Reference Number:	HGY/2005/0472
Decision Level:	Delegated

32 Courcy Road N8 0WH

Proposal:

Erection of three storey rear extension and extension of pitched roof over to create 1 x 3 bed, 3 x 2 bed and 1 x 1 bed flats

Type of Appeal:

Informal Hearing

Issue:

The effect of the proposal on the location and the existing property in particular

Result:

Appeal **Allowed** 7 November 2006

Ward:	St Ann's
Reference Number:	HGY/2005/1485
Decision Level:	Delegated

247 West Green Road N15 5ED

Proposal:

Installation of an MOT station within the existing premises

Type of Appeal:

Written Representation

Issue:

The effect upon the amenity of the residents and effect upon highway safety

Result:

Appeal **Allowed** 2 November 2006

Ward:	Stroud Green
Reference Number:	HGY/2006/0214
Decision Level:	Delegated

77 Ferme Park Road N8 9SA

Proposal:

Erection of front and rear dormer window and alteration of roof to form gable

Type of Appeal:

Written Representation

Issue:

The effect on the scale bulk and visual quality of the area

Result:

Appeal **Dismissed** 24 November 2006

Ward:	Stroud Green
Reference Number:	HGY/2006/1010
Decision Level:	Delegated

8 Ridge Road N8 9LG**Proposal:**

Replacement of windows in UPVC double glazing to meet with the government's "u" value requirement and decent homes standards

Type of Appeal:

Written Representation

Issue:

The impact on the street scene

Result:

Appeal **Dismissed** 21 November 2006

Ward:	Tottenham Hale
Reference Number:	HGY/2005/2116
Decision Level:	Delegated

Unit 59 Millmead Industrial Centre, Mill mead Road N17 9QU**Proposal:**

Change of use of premises to provide office accommodation and seasonal meetings on Tuesdays and Thursdays 5.30pm to 8.30pm. Forecourt provides eight parking places in addition to general visitor's car park

Type of Appeal:

Written Representation

Issue:

Contrary to planning employment policy

Result:

Appeal **Dismissed** 16 November 2006

Ward:	Tottenham Green
Reference Number:	HGY/2006/0456
Decision Level:	Enforcement

328 High Road N15 4BN**Proposal:**

Display of an advertisement with deemed consent

Type of Appeal:

Informal Hearing

Issue:

The effect of the continued display of the panel on the amenity of the area

Result:

Appeal **Dismissed** 3 November 2006

Ward:	Tottenham Green
Reference Number:	N/A
Decision Level:	Enforcement

60-68 Markfield Road N15 4RD**Proposal:**

Change of use from general industrial use to use of the ground floor as a function room and the first floor as a community church

Type of Appeal:

Written Representation

Issue:

The harmful impact on the employment land

Result:

Appeal **Dismissed** 30 November 2006

Ward:	Tottenham Green
Reference Number:	HGY/2006/1182
Decision Level:	Delegated

197-199 Philip Lane N15 4HQ

Proposal:

Internally illuminated advertisement unit measuring 3.3m x 3.3m

Type of Appeal:

Written Representation

Issue:

The visual impact of the proposed sign on the host premises and surrounding area

Whether the sign would be prejudicial to public safety

Result:

Both Appeals **Dismissed** 3 November 2006

Ward:	Tottenham Green
Reference Number:	HGY/2006/0981
Decision Level:	Delegated

13 West Green Road N15 5BX

Proposal:

Display of a 48 Sheet poster panel

Type of Appeal:

Written Representation

Issue:

The effect of the panel on the amenity of the area

Result:

Appeal **Dismissed** 3 November 2006

HARINGEY COUNCIL

Agenda Item No.

Committee: Planning Applications Sub Committee
Date: 22 January 2007

Report of: Interim Director of Environmental Services

Contact Officer: Michelle Searle
Designation: Senior Administrative Officer **Tel:** 020 8489 5570

Report Title:
 Decisions made under delegated powers between 27 November 2006 and 17 December 2006.

1. PURPOSE:

To inform Members of the above Sub Committee of decisions made under delegated powers by the Heads Of Development Control (North & South) and the Chair of the above Committee.

2. SUMMARY:

The applications listed were determined between 27 November 2006 and 17 December 2006.

3. RECOMMENDATIONS:

That the report be noted.

4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

With reference to the above Act the background papers in respect of the following reports summaries comprise the planning application case file.

The planning staff and case files are located at 639 High Road N17. Anyone wishing to inspect the background papers in respect of any of the following reports should contact Development Control Support Team on 020 8489 5570.

Report Authorised by:


 Shifa Mustafa

Assistant Director Planning Policy & Development

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PLANNING APPLICATIONS SUB-COMMITTEE

**APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN
27/11/2006 AND 17/12/2006**

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

The Planning staff and case files are located at 639 High Road, Tottenham, London N17 8BD.
Anyone wishing to inspect the background papers in respect of any of these cases should contact Development Control Customer Care Team on (020) 8489 5508 between the hours of 8.45am and 5.00pm.

WARD: **Alexandra**

Application No: **HGY/2006/2135** Officer: Tara Jane Fisher
Decision: PERM DEV Decision Date: 13/12/2006
Location: 79 Clyde Road N22
Proposal: The erection of rear dormer window.

Application No: **HGY/2006/2076** Officer: Joyce Wong
Decision: GTD Decision Date: 12/12/2006
Location: Outside 283 Alexandra Park Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2156** Officer: Luke McSoriley
Decision: GTD Decision Date: 07/12/2006
Location: 1 Parham Way N10 2AT
Proposal: Conservation Area Consent for the demolition of garage.

Application No: **HGY/2006/2055** Officer: Joyce Wong
Decision: GTD Decision Date: 12/12/2006
Location: Royal Mail Letterbox Outside 122 Victoria Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2088** Officer: Tara Jane Fisher
Decision: PERM DEV Decision Date: 07/12/2006
Location: 8 Victoria Road N22 7XB
Proposal: The erection of a rear dormer widow.

Application No: **HGY/2006/2057** Officer: Joyce Wong
Decision: REF Decision Date: 07/12/2006
Location: Royal Mail Letter Box To The Side Of 12 Cranbrook Park On Redvers Road, N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2005** Officer: Luke McSoriley
Decision: PERM DEV Decision Date: 28/11/2006
Location: Flat 4, 6 Alexandra Park Road N10 2AA
Proposal: Use of existing flat roof to rear as roof terrace.

Application No: **HGY/2006/2049** Officer: Joyce Wong
Decision: GTD Decision Date: 07/12/2006
Location: Royal Mail Letterbox To Side of 60 Harcourt Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2071** Officer: Matthew Gunning
Decision: GTD Decision Date: 07/12/2006
Location: 9 Rosebery Mews N10
Proposal: Change of use of ground floor from B1 (music studio) to residential unit, creating 1 x 2 bedroom house. Alteration to the front elevations involving a first floor extension, insertion of new windows and balustrades and two rooflights.

WARD: **Bounds Green**

Application No: **HGY/2006/2136** Officer: Valerie Okeiyi
Decision: PERM DEV Decision Date: 13/12/2006
Location: 93 Nightingale Road N22
Proposal: The erection of a single storey rear extension.

Application No: **HGY/2006/2058** Officer: Joyce Wong
Decision: GTD Decision Date: 12/12/2006
Location: Royal Mail Letter Box Outside 1 Truro Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2129** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 13/12/2006
Location: 6B Northbrook Road N22
Proposal: Loft conversion to create additional bedroom in association with first floor flat (Certificate of Lawfulness for an existing use).

Application No: **HGY/2006/2050** Officer: Joyce Wong
Decision: GTD Decision Date: 12/12/2006
Location: Royal Mail Letterbox outside Morant Place, Commerce Road
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2051** Officer: Valerie Okeiyi
Decision: RNO Decision Date: 01/12/2006
Location: Antenna and Cabinet Adjoining 1 Whittington Road, Bounds Green Road N11 2PP
Proposal: Installation of one (1) new 10m slim-line telegraph pole, which will hold one (1) omni-directional antenna. In conjunction with this, one (1) equipment cabinet will be located close to the pole with dimensions no greater than two point five (2.5) cubic metres.

Application No: **HGY/2006/2033** Officer: Tara Jane Fisher
Decision: REF Decision Date: 28/11/2006
Location: 10 Whittington Road N22
Proposal: Change of use of ground floor from office to residential and erection of extension at rear first floor level to create 1 x one bed and 1 x two bed self contained flats. Alterations to elevations including fenestration.

Application No: **HGY/2006/1983** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 28/11/2006
Location: 12 Northbrook Road N22 8YQ
Proposal: Alterations to single storey rear extension to form a pitched roof.

Application No: **HGY/2006/2118** Officer: Frixos Kyriacou
 Decision: GTD Decision Date: 29/11/2006
 Location: 61 Whittington Road N22 8YS
 Proposal: Insertion of window to rear/side elevation.

Application No: **HGY/2006/1214** Officer: Matthew Gunning
 Decision: GTD Decision Date: 12/12/2006
 Location: 363 High Road N22 8JA
 Proposal: Erection of two storey rear extension and conversion of property into 3 x one bed self contained flats (amended description).

WARD: **Bruce Grove**

Application No: **HGY/2006/2096** Officer: Matthew Gunning
 Decision: GTD Decision Date: 12/12/2006
 Location: 120 Clonmell Road N17 6JU
 Proposal: Use of property as two self contained flats.

Application No: **HGY/2006/2042** Officer: Brett Henderson
 Decision: GTD Decision Date: 12/12/2006
 Location: 11 Greyhound Road N17 6XP
 Proposal: Use of property as 4 self contained residential units.

Application No: **HGY/2006/2001** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 05/12/2006
 Location: 579 High Road N17 6SB
 Proposal: Conservation Area Consent for demolition of existing buildings and erection of 1 x 2 storey and 1 x 4 storey buildings comprising a total of 330sqm of office space at ground floor level and 6 x one and 6 x two bed self contained flats at 1st, 2nd and 3rd floor levels with associated landscaping, recycling and bicycle storage.

Application No: **HGY/2006/2000** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 29/11/2006
 Location: 579 High Road N17
 Proposal: Demolition of existing buildings and erection of 1 x 2 storey and 1 x 4 storey buildings comprising a total of 330sqm of office space at ground floor level and 6 x one and 6 x two bed self contained flats at 1st, 2nd and 3rd floor levels with associated landscaping, recycling and bicycle storage.

Application No: **HGY/2006/1961** Officer: Matthew Gunning
 Decision: REF Decision Date: 28/11/2006
 Location: 97 The Avenue N17
 Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1986** Officer: Ruma Nowaz
 Decision: GTD Decision Date: 05/12/2006
 Location: 54 Newlyn Road N17
 Proposal: Use of property as 2 self contained flats.

WARD: **Crouch End**

Application No: **HGY/2006/2204** Officer: Oliver Christian
Decision: REF Decision Date: 14/12/2006
Location: Land Adjacent 2 Fairfield Road N8 9HG
Proposal: Conversion of the existing garages into 1 x single storey two bedroom dwelling unit with parking space.

Application No: **HGY/2006/1956** Officer: Brett Henderson
Decision: PERM REQ Decision Date: 28/11/2006
Location: 53 Glasslyn Road N8 8RJ
Proposal: Erection of rear dormer window.

Application No: **HGY/2006/2178** Officer: Luke McSoriley
Decision: GTD Decision Date: 29/11/2006
Location: 50 Cecile Park N8 9AS
Proposal: Tree works to include thinning of crowns by 30% and removal of internal growth to two x Lime trees to rear of property

Application No: **HGY/2006/1968** Officer: Kristy Plant
Decision: REF Decision Date: 30/11/2006
Location: 168 Weston Park N8 9PN
Proposal: Erection of two storey rear extension, conversion of retail unit at ground floor level to residential and formation of terrace at rear first floor level to create in total 3 x 1 bedroom and 1 x 3 bedroom flats. Alterations to elevations.

Application No: **HGY/2006/2002** Officer: Kristy Plant
Decision: GTD Decision Date: 30/11/2006
Location: 6 Stanhope Gardens N6 5TS
Proposal: Installation of 2 solar collectors on south rear roof.

Application No: **HGY/2006/2210** Officer: Brett Henderson
Decision: GTD Decision Date: 30/11/2006
Location: Flat 3, 36 Haslemere Road N8 9RB
Proposal: Retrospective Planning application for the retention of terrace at rear of property.

Application No: **HGY/2006/1987** Officer: Brett Henderson
Decision: GTD Decision Date: 05/12/2006
Location: Flat 12 Greville Lodge Avenue Road N6 5DP
Proposal: Creation of additional bedroom forming 1 x 2 bedroom flat.

Application No: **HGY/2006/2029** Officer: Brett Henderson
Decision: REF Decision Date: 05/12/2006
Location: 22A Coleridge Road N8 8ED
Proposal: Demolition of existing single storey rear extension and erection of single storey rear extension.

Application No: **HGY/2006/2087** Officer: Brett Henderson
Decision: PERM DEV Decision Date: 14/12/2006
Location: 9 Bryanstone Road N8 8TN
Proposal: Erection of single storey rear extension (Lawful Development Certificate - proposed)

Application No: **HGY/2006/2131** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 13/12/2006
Location: 34 The Broadway N8
Proposal: Display of 3 x internally illuminated fascia signs and 1 x projecting box sign.

Application No: **HGY/2006/2183** Officer: Oliver Christian
Decision: GTD Decision Date: 14/12/2006
Location: 26 The Broadway N8 9ST
Proposal: Listed Building Consent for internal alterations to toilet ramp area.

Application No: **HGY/2006/2215** Officer: Oliver Christian
Decision: PERM DEV Decision Date: 05/12/2006
Location: 35 Bryanstone Road N8 8TN
Proposal: Erection of a single storey rear extension

WARD: **Fortis Green**

Application No: **HGY/2006/2090** Officer: Ruma Nowaz
Decision: GTD Decision Date: 13/12/2006
Location: Chiltern Court, 61 Pages Hill N10 1EN
Proposal: Tree works to include felling and root grinding to one Horse Chestnut tree at entrance to car park.

Application No: **HGY/2006/2022** Officer: Luke McSoriley
Decision: GTD Decision Date: 07/12/2006
Location: Flat 12, 12 Beverley Court Western Road N2 9HX
Proposal: Replacement of existing windows to match existing.

Application No: **HGY/2006/2018** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 04/12/2006
Location: 49 Fordington Road N6 4TH
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2185** Officer: Frixos Kyriacou
Decision: PERM DEV Decision Date: 29/11/2006
Location: 44 Fortismere Avenue N10 3BL
Proposal: Construction of new opening in front garden wall to match existing and with new gate to match. Provision of hard standing for wheelie bin.

Application No: **HGY/2006/1932** Officer: Ruma Nowaz
Decision: REF Decision Date: 28/11/2006
Location: 28 Tetherdown N10
Proposal: Erection of side infill extension and rear dormer window to allow conversion of 2 studio flats (Flats 1 and 6) to 2 x one bedroom flats. Alterations to side elevation.

Application No: **HGY/2006/2172** Officer: Frixos Kyriacou
Decision: PERM DEV Decision Date: 29/11/2006
Location: 46 Woodside Avenue N6 4ST
Proposal: Certificate of Lawfulness for the erection of new side and rear dormer windows and rooflights to front roof slope, and loft conversion to provide two additional bedrooms

Application No: **HGY/2006/1989** Officer: David Paton
Decision: GTD Decision Date: 04/12/2006
Location: 28 Beech Drive N2 9NY
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1726** Officer: Luke McSoriley
Decision: GTD Decision Date: 07/12/2006
Location: 43 Twyford Avenue N2 9NU
Proposal: Erection of extension at front first floor level with roof over, erection of single storey rear extension, erection of 2 x rear dormer windows, enlargement of existing garage and alterations to elevations.

Application No: **HGY/2006/2126** Officer: Tara Jane Fisher
Decision: PERM DEV Decision Date: 07/12/2006
Location: 9 Osier Crescent N10 1QQ
Proposal: Use of garage as habitable living space

WARD: **Harringay**

Application No: **HGY/2006/2134** Officer: John Ogenga P'Lakop
Decision: PERM DEV Decision Date: 15/12/2006
Location: 7 Tancred Road N4 1EH
Proposal: Erection of rear dormer window.

Application No: **HGY/2006/2102** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 07/12/2006
Location: 78 Beresford Road N8 0AH
Proposal: Use of property as 2 self contained flats.

Application No: **HGY/2006/2123** Officer: Oliver Christian
Decision: REF Decision Date: 30/11/2006
Location: 485 Green Lanes N4 1AJ
Proposal: Variation to Condition 10 (3) attached to appeal reference T/APP/Y5420/A/98/1012055/P7 (Planning Permission reference: HGY/1996/0573) to allow restaurant to be open until 0200am Sundays to Saturdays.

Application No: **HGY/2006/1958** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 29/11/2006
Location: 29 / 29A Turnpike Lane N8 0EP
Proposal: Erection of 3 storey rear extension and conversion of 1st and 2nd floors to create 2 x one bedroom and 2 x studio flats.

Application No: **HGY/2006/1979** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 29/11/2006
Location: 581 Green Lanes N8 0RG
Proposal: Change of use of property to snooker club.

Application No: **HGY/2006/2082** Officer: Elizabeth Ennin-Gyasi
Decision: GTD Decision Date: 05/12/2006
Location: 84 Falkland Road N8 0NP
Proposal: Conversion of loft including insertion of 2 x rooflights to front elevation and 1 to rear.

Application No: **HGY/2006/2040** Officer: Brett Henderson
Decision: GTD Decision Date: 12/12/2006
Location: 76 Seymour Road N8 0BE
Proposal: Use of property as four self contained flats.

Application No: **HGY/2006/2080** Officer: Brett Henderson
Decision: GTD Decision Date: 12/12/2006
Location: Dixon Court, 2A Burgoyne Road N4 1DL
Proposal: Provision of security fencing and entrance gates to Dixon Court.

WARD: **Highgate**

Application No: **HGY/2006/2072** Officer: Matthew Gunning
Decision: GTD Decision Date: 12/12/2006
Location: 18 Bishopswood Road N6
Proposal: Installation of two no. "swif" horizontal axis windturbines to roof of property and erection of garden wall to rear of property.

Application No: **HGY/2006/1990** Officer: Luke McSoriley
Decision: GTD Decision Date: 05/12/2006
Location: Southwood Park, Southwood Lawn Road N6 5SG
Proposal: Relocation of 1no. 1.2m diameter transmission dish 'D6' and ancillary development thereto originally approved under Planning Permission HGY/2006/0918.

Application No: **HGY/2006/2093** Officer: Luke McSoriley
Decision: PERM DEV Decision Date: 28/11/2006
Location: 40 Cromwell Avenue N6
Proposal: The erection of a single storey rear extension.

Application No: **HGY/2006/1953** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 28/11/2006
Location: Garden Flat, 2 Bishopswood Road N6
Proposal: Tree works to include removal of dead branches to 1 x Ash tree at front of property

Application No: **HGY/2006/1951** Officer: David Paton
Decision: GTD Decision Date: 28/11/2006
Location: 39A Milton Avenue N6
Proposal: Erection of rear dormer window and insertion of 2 x rooflights.

Application No: **HGY/2006/2083** Officer: Frixos Kyriacou
Decision: PERM DEV Decision Date: 28/11/2006
Location: 157 Archway Road N6 5BL
Proposal: Installation of 1 x rooflight to front elevation, 4 to rear and an additional 2 to side.

Application No: **HGY/2006/2169** Officer: Matthew Gunning
Decision: GTD Decision Date: 05/12/2006
Location: Flat B, 421 Archway Road N6 4HT
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2024** Officer: Ruma Nowaz
Decision: GTD Decision Date: 11/12/2006
Location: Ridgemount, Courtenay Avenue N6
Proposal: Erection of new boundary wall, gates and railings to front of property.

Application No: **HGY/2006/2043** Officer: Ruma Nowaz
Decision: GTD Decision Date: 12/12/2006
Location: Garage Colony, High Point 2, North Hill N6 4BA
Proposal: Listed Building Consent for works to garages including provision of planted covering to roof.

WARD: **Hornsey**

Application No: **HGY/2006/2007** Officer: Kristy Plant
Decision: REF Decision Date: 05/12/2006
Location: 89A Rathcoole Gardens N8 9PH
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1939** Officer: Kristy Plant
Decision: GTD Decision Date: 28/11/2006
Location: 121 Rathcoole Gardens N8 9PH
Proposal: Insertion of 2 x rooflights to front elevation.

Application No: **HGY/2006/1974** Officer: Kristy Plant
Decision: PERM DEV Decision Date: 01/12/2006
Location: 31 Beechwood Road N8 7NE
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1962** Officer: Brett Henderson
Decision: PERM DEV Decision Date: 28/11/2006
Location: 92A Hillfield Avenue N8 7DN
Proposal: Erection of single storey rear extension.

WARD: **Muswell Hill**

Application No: **HGY/2006/2085** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 15/12/2006
Location: 70A & 72 Palace Road N8 8QP
Proposal: Demolition of existing buildings and erection of 2 x part single, part 2 storey two bedroom houses.

Application No: **HGY/2006/2174** Officer: Matthew Gunning
Decision: REF Decision Date: 13/12/2006
Location: 86 Etheldene Avenue N10
Proposal: Erection of rear dormer window with Juliet style balcony and insertion of three rooflights to front elevation.

Application No: **HGY/2006/2114** Officer: Luke McSoriley
Decision: GTD Decision Date: 12/12/2006
Location: 17 Grand Avenue N10 3AY
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2003** Officer: David Paton
Decision: PERM DEV Decision Date: 06/12/2006
Location: 59 Cranley Gardens N10
Proposal: Alteration of main roof from hip to gable end, erection of rear dormer window and rooflights to front elevation.

Application No: **HGY/2006/1996** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 05/12/2006
Location: 2 Danvers Road N8 7HH
Proposal: Retrospective planning application for retention of staircase and balcony to rear of property.

Application No: **HGY/2006/1779** Officer: Ruma Nowaz
Decision: GTD Decision Date: 01/12/2006
Location: 87 Muswell Hill Broadway N10 3HA
Proposal: Variation of Condition 1 (hours of operation) attached to Planning Permission reference HGY/2004/0211 to allow public house / restaurant to operate from 08:00am to 00:00 midnight Mondays to Sundays with all customers vacating the premises within 30 minutes of the terminal hour.

Application No: **HGY/2006/1994** Officer: Ruma Nowaz
Decision: GTD Decision Date: 04/12/2006
Location: Rear Of 99 - 101 Muswell Hill Broadway N10 3RS
Proposal: Tree works to include crown lift by 2m, reduction to sides of crown by 20% and branch lifting to 1 x English Oak.

Application No: **HGY/2006/2035** Officer: Matthew Gunning
Decision: PERM DEV Decision Date: 05/12/2006
Location: 53 Woodland Rise N10 3UN
Proposal: Refurbishment of property including erection of rear dormer window with balustrade, creation of balcony at rear ground floor level with staircase to lower ground floor level, and creation of balustrade at rear 1st floor level and insertion of new doors and windows to rear elevation.

Application No: **HGY/2006/2014** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 07/12/2006
Location: 150 Cranley Gardens N10 3AH
Proposal: Erection of single storey side and rear extension.

WARD: **Not Applicable - Outside Borough**

Application No: **HGY/2006/2263** Officer: Stuart Cooke
Decision: RNO Decision Date: 15/12/2006
Location: 109-115 Stroud Green Road N4 3PX
Proposal: Installation of ATM to front elevation (parallel advertisement application re: installation of non-illuminated vinyl graphics on glazing around proposed ATM machine, ref P062505) (Observations to L.B. Islington).

Application No: **HGY/2006/2148** Officer: Stuart Cooke
Decision: RNO Decision Date: 14/12/2006
Location: 301-307 Holloway Road N7
Proposal: Observations to the London Borough of Islington for the erection of three buildings to provide student accommodation with 267 bed spaces (1 x 8 storey building, 25 metres in height, fronting Holloway Road and 2 x 7 storey buildings, 21 metres in height, to rear). Including 420 square metres of retail (A1)/ office (B1)/ financial and professional services (A2)/ restaurant or café use (A3)/ drinking establishment (A4)/ hot food takeaway (A5) at ground floor level fronting Holloway Road. Provision of 1 disabled parking space and 148 cycle spaces, substation, common room, reception/office, together with associated soft and hard landscaping and access.

Application No: **HGY/2006/2044** Officer: Frixos Kyriacou
Decision: ROB Decision Date: 12/12/2006
Location: Rear Of 2 Green Lanes N13
Proposal: Demolition of existing garages and erection of detached building for use as warehouse storage (revised scheme) (observations to L.B. Enfield).

WARD: **Noel Park**

Application No: **HGY/2006/2089** Officer: Matthew Gunning
Decision: GTD Decision Date: 13/12/2006
Location: Unit 2, 88 - 96 High Road N22 6HE
Proposal: Display of internally illuminated fascia sign and projecting box sign

Application No: **HGY/2006/2079** Officer: Valerie Okeiyi
Decision: REF Decision Date: 12/12/2006
Location: 105 Alexandra Road N8 0LG
Proposal: Erection of single storey rear extension and conversion of property into 2 x two bed self contained flats.

Application No:	HGY/2006/2187	Officer:	Luke McSoriley
Decision:	GTD	Decision Date:	07/12/2006
Location:	99A + 99B Alexandra Road N8 0LG		
Proposal:	Replacement of existing windows with UPVC double glazed windows.		
Application No:	HGY/2006/2063	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	07/12/2006
Location:	Royal Mail Letter Box Outside Wood Green Library, High Road N22		
Proposal:	Erection of Royal Mail pouch box		
Application No:	HGY/2006/2060	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	07/12/2006
Location:	Royal Mail Letterbox outside 170 Lymington Avenue Salisbury Road N22		
Proposal:	Erection of Royal Mail pouch box.		
Application No:	HGY/2006/2056	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	07/12/2006
Location:	Royal Mail Letterbox outside Meads Roads N22		
Proposal:	Erection of Royal Mail pouch box.		
Application No:	HGY/2006/2052	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	07/12/2006
Location:	Royal Mail Letterbox outside 21 Vincent Road, Morley Avenue N22		
Proposal:	Erection of Royal Mail pouch box.		
Application No:	HGY/2006/1949	Officer:	David Paton
Decision:	REF	Decision Date:	05/12/2006
Location:	591 Lordship Lane N22 5LE		
Proposal:	Demolition of existing building and erection of new 4/5 storey building comprising 2 x one bed and 8 x two bed flats with 4 parking spaces and associated landscaping.		
Application No:	HGY/2006/2006	Officer:	Valerie Okeyi
Decision:	GTD	Decision Date:	28/11/2006
Location:	110 High Road N22 6HE		
Proposal:	Installation of ATM to shop frontage.		
Application No:	HGY/2006/1942	Officer:	Ruma Nowaz
Decision:	GTD	Decision Date:	28/11/2006
Location:	1 Mallard Place Coburg Road N22		
Proposal:	Installation of new 2m high security fencing to car park, provision of air conditioning units to front elevation and in car park and creation of new staff entrance to side elevation.		

Application No: **HGY/2006/2036** Officer: Luke McSoriley
Decision: GTD Decision Date: 12/12/2006
Location: Unit 6, 1 - 7 Garman Road N17 0UN
Proposal: Change of use of premises to vehicle repair and maintenance business.

Application No: **HGY/2006/1992** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 05/12/2006
Location: 731 High Road N17 8AG
Proposal: Variation of Condition 1B (hours of operation) attached to Planning Permission reference HGY/2003/2126 to allow premises to open from 08:00am to 00:00 midnight Sundays to Thursdays, and to 01:00am Fridays and Saturdays.

Application No: **HGY/2006/2019** Officer: Ruma Nowaz
Decision: GTD Decision Date: 05/12/2006
Location: Lea Valley Junior & Infant School, Somerford Grove N17 0PT
Proposal: Erection of single storey block to be used as music practice building.

Application No: **HGY/2006/1985** Officer: Ruma Nowaz
Decision: GTD Decision Date: 04/12/2006
Location: 18 Park Avenue Road N17 0HX
Proposal: Use of property as 2 self contained flats.

Application No: **HGY/2005/2283** Officer: David Paton
Decision: GTD Decision Date: 28/11/2006
Location: Three Compasses, Queen Street N17
Proposal: Approval Of Details pursuant to Condition 3 (material and samples) attached to planning permission reference HGY/2005/0743.

WARD: **St. Ann's**

Application No: **HGY/2006/2041** Officer: Brett Henderson
Decision: GTD Decision Date: 12/12/2006
Location: 13 Ritches Road N15 3TB
Proposal: Use of property as 4 self contained residential units.

Application No: **HGY/2006/1988** Officer: Brett Henderson
Decision: GTD Decision Date: 05/12/2006
Location: 45 Cranleigh Road N15 3AB
Proposal: Erection of two single storey rear extensions.

Application No: **HGY/2006/2023** Officer: Brett Henderson
Decision: REF Decision Date: 05/12/2006
Location: 50 North Grove N15 5QP
Proposal: Conversion of the existing house and stables to rear to 1 x one bed, 1 x two bed and 1 x three bed flats and erection of 2 rear dormer window extensions and 3 front roof lights to existing dwelling and erection of front dormer window and installation of two front rooflights to stables.

Application No: **HGY/2006/2098** Officer: Elizabeth Ennin-Gyasi
 Decision: REF Decision Date: 29/11/2006
 Location: 37A Kimberley Gardens N4 1LB
 Proposal: Retrospective planning application for erection of shed in front garden.

Application No: **HGY/2006/1973** Officer: Brett Henderson
 Decision: PERM DEV Decision Date: 29/11/2006
 Location: 98 Black Boy Lane N15 3AQ
 Proposal: Erection of single storey rear extension (Certificate of Lawfulness)

WARD: Seven Sisters

Application No: **HGY/2006/2287** Officer: Elizabeth Ennin-Gyasi
 Decision: GTD Decision Date: 14/12/2006
 Location: 68 Gladesmore Road N15 6TD
 Proposal: Certificate of Lawfulness for the existing use of two self contained flats

Application No: **HGY/2006/1998** Officer: John Ogenga P'Lakop
 Decision: GTD Decision Date: 06/12/2006
 Location: 2 Cadoxton Avenue N15
 Proposal: Erection of single storey rear extension and erection of front and rear dormer windows.

Application No: **HGY/2006/2013** Officer: John Ogenga P'Lakop
 Decision: GTD Decision Date: 05/12/2006
 Location: Oriental Carpet Centre, 105 Eade Road N4 1TJ
 Proposal: Erection of cafe / security building and other improvement works.

Application No: **HGY/2006/2010** Officer: John Ogenga P'Lakop
 Decision: GTD Decision Date: 05/12/2006
 Location: Oriental Carpet Centre, 105 Eade Road N4 1TJ
 Proposal: Display of various internally illuminated advertisement signs.

Application No: **HGY/2006/2214** Officer: Stuart Cooke
 Decision: GTD Decision Date: 30/11/2006
 Location: Unit 4 Arena Estate, Williamson Road N4 1ED
 Proposal: Installation of new shopfront to Unit 4.

Application No: **HGY/2006/1964** Officer: Oliver Christian
 Decision: GTD Decision Date: 29/11/2006
 Location: Unit 5 Arena Estate, Williamson Road N4 1ED
 Proposal: Installation of new shopfront.

Application No: **HGY/2006/1963** Officer: Oliver Christian
Decision: GTD Decision Date: 29/11/2006
Location: Unit 5 Arena Estate, Williamson Road N4 1ED
Proposal: Display of internally illuminated fascia sign.

Application No: **HGY/2006/1946** Officer: John Ogenga P'Lakop
Decision: PERM DEV Decision Date: 28/11/2006
Location: 15 Surrey Gardens N4 1UD
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1938** Officer: Elizabeth Ennin-Gyasi
Decision: GTD Decision Date: 28/11/2006
Location: 56 Wellington Avenue N15 6BA
Proposal: Erection of single storey rear extension and erection of front and rear dormer windows.

WARD: **Stroud Green**

Application No: **HGY/2006/2150** Officer: Elizabeth Ennin-Gyasi
Decision: GTD Decision Date: 15/12/2006
Location: 28 Albert Road N4 3RW
Proposal: Erection of rear dormer window and insertion of 3 x rooflights to front elevation.

Application No: **HGY/2006/2034** Officer: Kristy Plant
Decision: REF Decision Date: 12/12/2006
Location: 106 Stroud Green Road N4 3EN
Proposal: Display of internally illuminated fascia sign and projecting box sign

Application No: **HGY/2006/2032** Officer: Kristy Plant
Decision: REF Decision Date: 12/12/2006
Location: 106 Stroud Green Road N4 3HB
Proposal: Refurbishment of shopfront including provision of new balustrade

Application No: **HGY/2006/2097** Officer: Luke McSoriley
Decision: GTD Decision Date: 07/12/2006
Location: Stroud Green Primary School, Woodstock Road N4 3EX
Proposal: Installation of bike shed and bike stand. Removal of gate and replacement with new.

Application No: **HGY/2006/2149** Officer: Elizabeth Ennin-Gyasi
Decision: NOT DEV Decision Date: 04/12/2006
Location: 74 Nelson Road N8 9RT
Proposal: Reversion of property from two self-contained flats to a single dwelling house.

Application No: **HGY/2006/1999** Officer: Brett Henderson
Decision: GTD Decision Date: 04/12/2006
Location: Ground Floor Flat 38 Osborne Road N4 3SD
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1965** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 29/11/2006
Location: 5 Albany Road N4 4RR
Proposal: Conversion of ground and lower ground floor to 1 x 2 bedroom maisonette.

Application No: **HGY/2006/1948** Officer: Brett Henderson
Decision: REF Decision Date: 28/11/2006
Location: 32 Ferme Park Road N4 4ED
Proposal: Conversion of property to provide 1 x one bed, 2 x two bed and 1 x three bed self contained flats.

Application No: **HGY/2006/1944** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 28/11/2006
Location: R/O 176- 178 Stapleton Hall Road N4 4QL
Proposal: Retrospective planning application for retention of eco-demonstration tree house.

WARD: **Tottenham Green**

Application No: **HGY/2006/2017** Officer: Oliver Christian
Decision: GTD Decision Date: 07/12/2006
Location: The City Arms 162 High Cross Road N17 9PD
Proposal: Creation of mansard roof at second floor level containing 1 x one bed flat

Application No: **HGY/2006/1993** Officer: Stuart Cooke
Decision: GTD Decision Date: 30/11/2006
Location: Site of Former Swimming Baths, Town Hall Approach Road N15
Proposal: Approval Of Details pursuant to Condition 3 (materials) attached to Planning Permission reference HGY/2003/1756.

Application No: **HGY/2006/1981** Officer: Elizabeth Ennin-Gyasi
Decision: GTD Decision Date: 29/11/2006
Location: Ground Floor Flat, 20 Talbot Road N15 4DH
Proposal: Reinstatement of French doors to rear elevation.

Application No: **HGY/2006/1971** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 29/11/2006
Location: Works Rear Of 79 - 91 Kirkton Road N15
Proposal: Erection of 2 x 3 storey two bedroom dwellings.

Application No: **HGY/2006/1955** Officer: Oliver Christian
Decision: GTD Decision Date: 28/11/2006
Location: Site between Harold Road and Herbert Road Rangemoor Road N15
Proposal: Approval of details pursuant to Conditions 6 (dustbin enclosures) and 4 (landscaping) attached to Planning Permission reference HGY/2004/2366.

WARD: Tottenham Hale

Application No: **HGY/2006/2030** Officer: Elizabeth Ennin-Gyasi
Decision: PERM REQ Decision Date: 05/12/2006
Location: 33 Rosebery Avenue N17 9RY
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1245** Officer: Brett Henderson
Decision: GTD Decision Date: 30/11/2006
Location: 7 Marsh Lane N17 0XE
Proposal: Approval Of Details pursuant to Conditions 8 (floor levels), 9 (landscaping) and 10 (hard landscaping) attached to Planning Permission reference HGY/2005/1672.

Application No: **HGY/2006/2106** Officer: Stuart Cooke
Decision: GTD Decision Date: 29/11/2006
Location: Tottenham Marshes, Marsh Lane N17
Proposal: Display of directional finger posts, double sided A1 size information boards, single sided A1 size information boards, interpretation panels and double sided A0 size welcome board at various sites within Tottenham Marshes.

WARD: West Green

Application No: **HGY/2006/2064** Officer: Joyce Wong
Decision: REF Decision Date: 07/12/2006
Location: Royal Mail Letterbox Outside 99 Boundary Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2045** Officer: Luke McSoriley
Decision: REF Decision Date: 05/12/2006
Location: 385-399A Lordship Lane N17 6AE
Proposal: Erection of additional floor at 2nd floor level comprising 8 x one bed flats. Removal of garages at rear and provision of 10 car parking spaces and refuse storage.

Application No: **HGY/2006/2039** Officer: Tara Jane Fisher
Decision: PERM DEV Decision Date: 28/11/2006
Location: 375 Lordship Lane N17
Proposal: Erection of single storey rear extension.

WARD: White Hart Lane

Application No: **HGY/2006/2026** Officer: Joyce Wong
Decision: GTD Decision Date: 05/12/2006
Location: 49 Henningham Road N17 7BE
Proposal: Erection of rear dormer window and insertion of 3 x rooflights to front elevation.

Application No: **HGY/2006/1997** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 28/11/2006
Location: 12 Fryatt Road N17 7BH
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/1941** Officer: Matthew Gunning
Decision: REF Decision Date: 28/11/2006
Location: 1 Cumberton Road N17
Proposal: Replacement of existing windows with uPVC windows, erection of porch, creation of single storey covered area to rear of property and provision of new fence to front of property to replace existing hedge and retention of two satellite dishes to the side of the property.

WARD: **Woodside**

Application No: **HGY/2006/2125** Officer: Luke McSoriley
Decision: GTD Decision Date: 13/12/2006
Location: Ground Floor Flat 1, 27 White Hart Lane N22 5SL
Proposal: Retrospective planning application for the erection of single storey rear extension.

Application No: **HGY/2006/2065** Officer: Joyce Wong
Decision: GTD Decision Date: 12/12/2006
Location: Outside Spiritual Church, High Road & Pavement at end of Maryland Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2061** Officer: Joyce Wong
Decision: GTD Decision Date: 12/12/2006
Location: Outside Lordship Lane School, Ellenborough Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2066** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 12/12/2006
Location: White Hart Lane Community Sports Centre, White Hart Lane N22
Proposal: Display of externally illuminated fascia sign.

Application No: **HGY/2006/2059** Officer: Joyce Wong
Decision: REF Decision Date: 07/12/2006
Location: Royal Mail Letter Box Adjacent To 298A High Road On Woodside Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2054** Officer: Joyce Wong
Decision: GTD Decision Date: 07/12/2006
Location: Royal Mail Letterbox Outside 62 Selborne Road, Wolseley Road N22
Proposal: Erection of Royal Mail pouch box.

Application No: **HGY/2006/2177** Officer: Frixos Kyriacou
Decision: GTD Decision Date: 07/12/2006
Location: Mushroom House, 296 High Road N22
Proposal: Listed Building Consent for the erection of internal partition wall at 1st floor level and extension of kitchen at ground floor level.

Application No: **HGY/2006/1984** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 05/12/2006
Location: 61 Dunbar Road N22 5BG
Proposal: Erection of 2 storey side extension to replace existing garage and erection of single storey rear extension.

Application No: **HGY/2006/2092** Officer: Frixos Kyriacou
Decision: GTD Decision Date: 29/11/2006
Location: St Pauls School, Bradley Road N22
Proposal: Erection of playground play equipment and soft play surface.

Application No: **HGY/2006/1969** Officer: Joyce Wong
Decision: GTD Decision Date: 28/11/2006
Location: 62 Selborne Road N22 7TH
Proposal: Replacement of existing boundary fence with new 1.95m high fence.

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HARINGEY COUNCIL

Agenda Item No.

Committee: Planning Applications Sub Committee
Date: 22 January 2007

Report of: Interim Director of Environmental Services

Contact Officer: Michelle Searle
Designation: Senior Administrative Officer **Tel:** 020 8489 5570

Report Title:
Development Control Statistics and Planning Enforcement Work Report.

1. PURPOSE:

To advise Members of performance statistics on Development Control and Planning Enforcement.

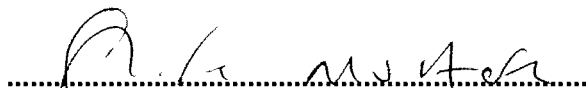
2. SUMMARY:

Summarises decisions taken within set time targets by Development Control and Planning Enforcement work since the 11 December 2006 Committee meeting.

3. RECOMMENDATIONS:

That the report be noted.

Report Authorised by:



Shifa Mustafa

Assistant Director Planning Policy & Development.

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Planning Applications Sub-Committee 22 January 2007

DEVELOPMENT CONTROL PERFORMANCE STATISTICS

BEST VALUE INDICATOR BV109 - DETERMINING PLANNING APPLICATIONS

November 2006 Performance

In November 2006 there were 170 planning applications determined, with performance in each category as follows -

75% of major applications were determined within 13 weeks (3 out of 4)

93% of minor applications were determined within 8 weeks (38 out of 41 cases)

91% of other applications were determined within 8 weeks (114 out of 125 cases)

For an explanation of the categories see Appendix I

Year Performance – 2006/07

In 2006/07 up to the end of November there were 1371 planning applications determined, with performance in each category as follows -

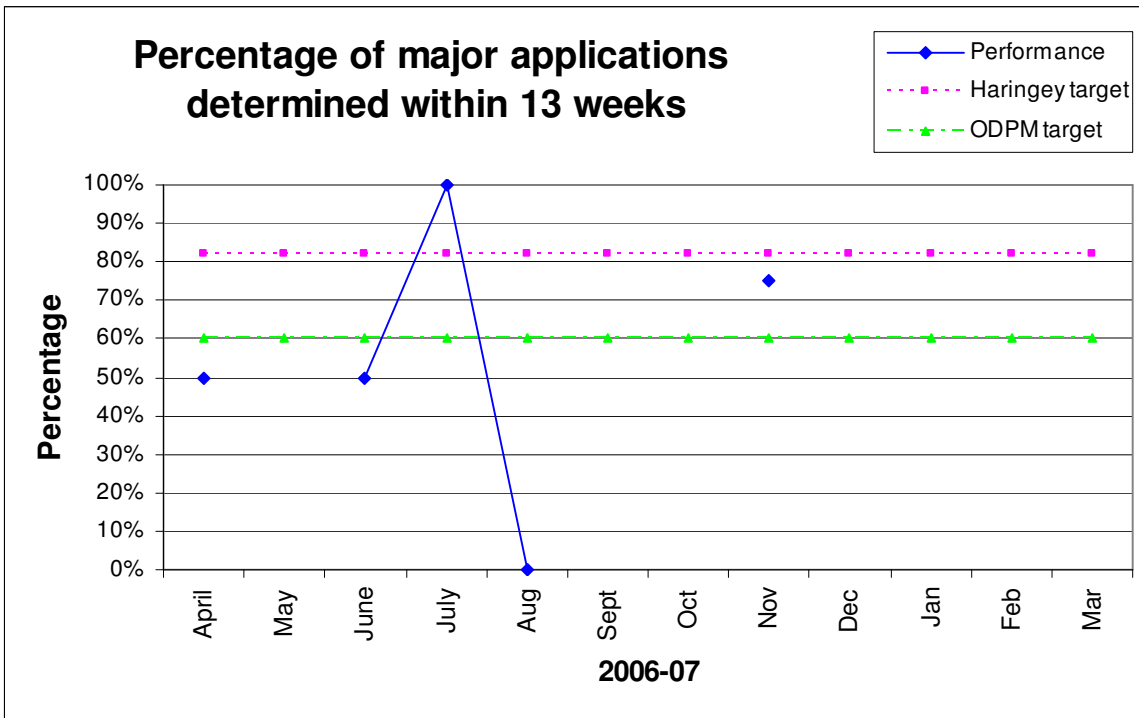
64% of major applications were determined within 13 weeks (7 out of 11 cases)

88% of minor applications were determined within 8 weeks (313 out of 357 cases)

90% of other applications were determined within 8 weeks (899 out of 1003 cases)

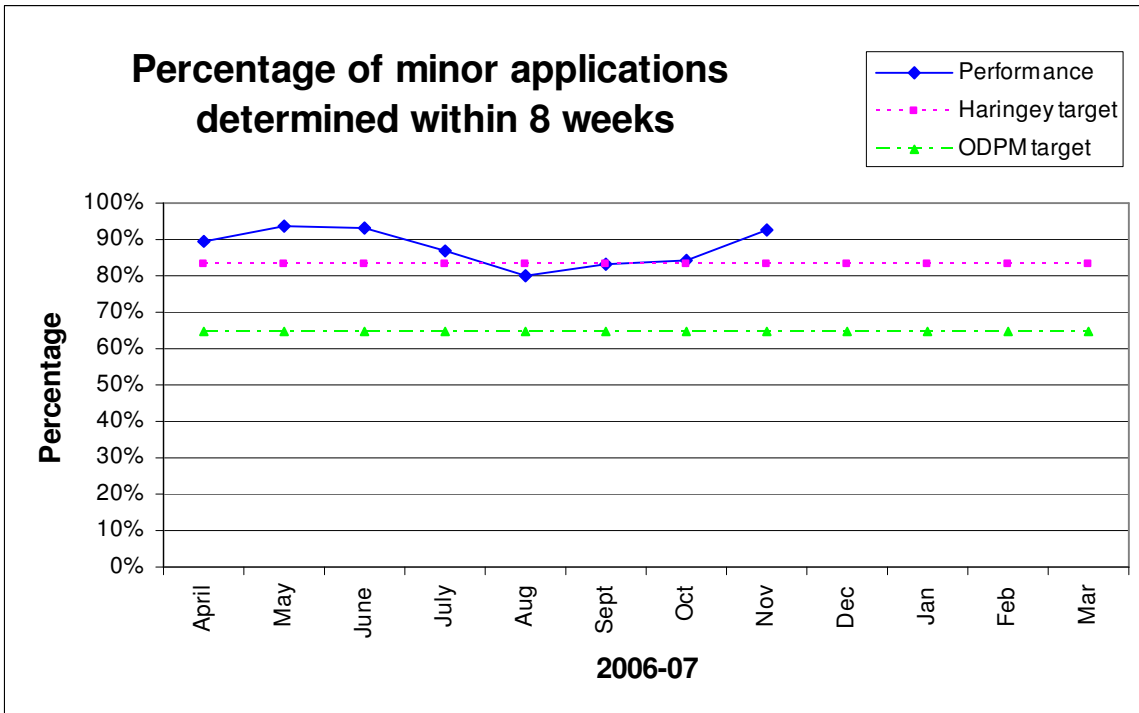
The monthly performance for each of the categories is shown in the following graphs:

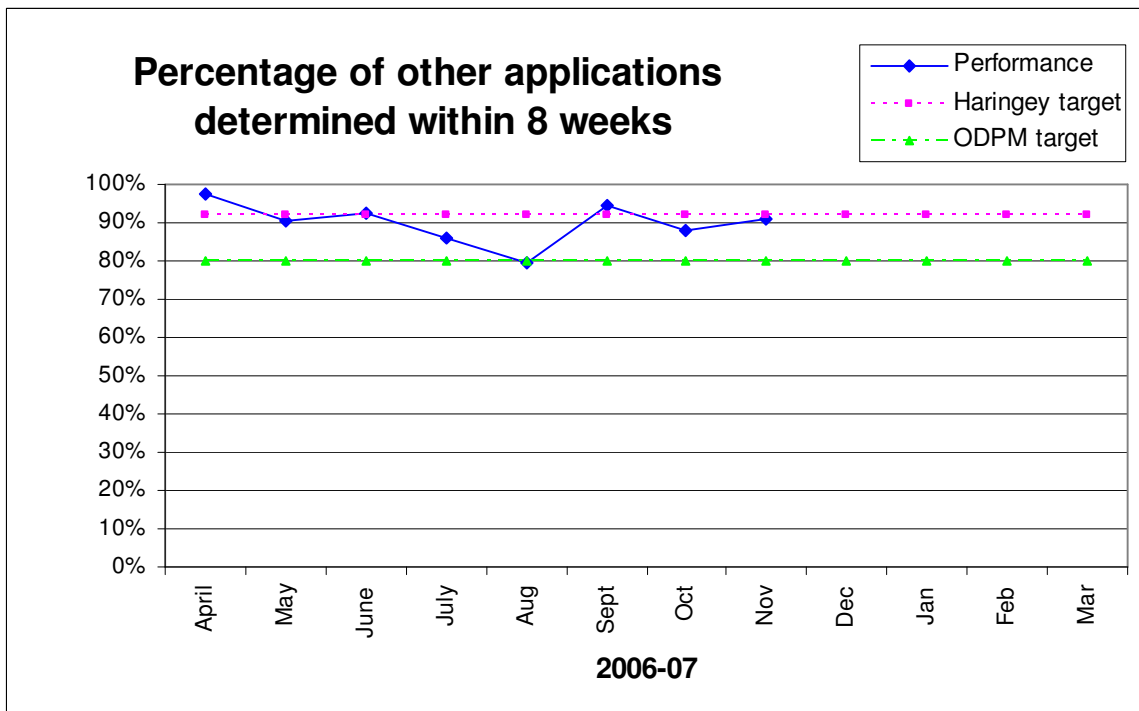
Major Applications 2006/07



N.B. There were no major decisions in May, September or October 2006

Minor Applications 2006/07



Other applications 2006/07**Background/Targets**

BV109 is one of the Office of the Deputy Prime Minister (ODPM) Best Value indicators for 2006/07.

It sets the following targets for determining planning applications:

- a. 60% of major applications within 13 weeks
- b. 65% of minor applications within 8 weeks
- c. 80% of other applications within 8 weeks

Haringey has set it's own challenging targets for 2006/07 in relation to BV109. These are set out in PEPP Business Plan 2006-09 and are to determine:

- a. 82% of major applications within 13 weeks
- b. 83% of minor applications within 8 weeks
- c. 92% of other applications within 8 weeks

Appendix I

Explanation of categories

The BV109 indicator covers planning applications included in the ODPM PS1/2 statutory return.

It *excludes* the following types of applications - TPO's, Telecommunications, Reserve Matters and Observations.

The definition for each of the category of applications is as follows:

Major applications -

For dwellings, where the number of dwellings to be constructed is 10 or more
For all other uses, where the floorspace to be built is 1,000 sq.m. or more, or where the site area is 1 hectare or more.

Minor application -

Where the development does not meet the requirement for a major application nor the definitions of Change of Use or Householder Development.

Other applications -

All other applications, *excluding* TPO's, Telecommunications, Reserve Matters and Observations.

DEVELOPMENT CONTROL PERFORMANCE STATISTICS

GRANTED / REFUSAL RATES FOR DECISIONS

November 2006 Performance

In November 2006, excluding Certificate of Lawfulness applications, there were 135 applications determined of which:

60.7% were granted (82 out of 135)

39.3% were refused (53 out of 135)

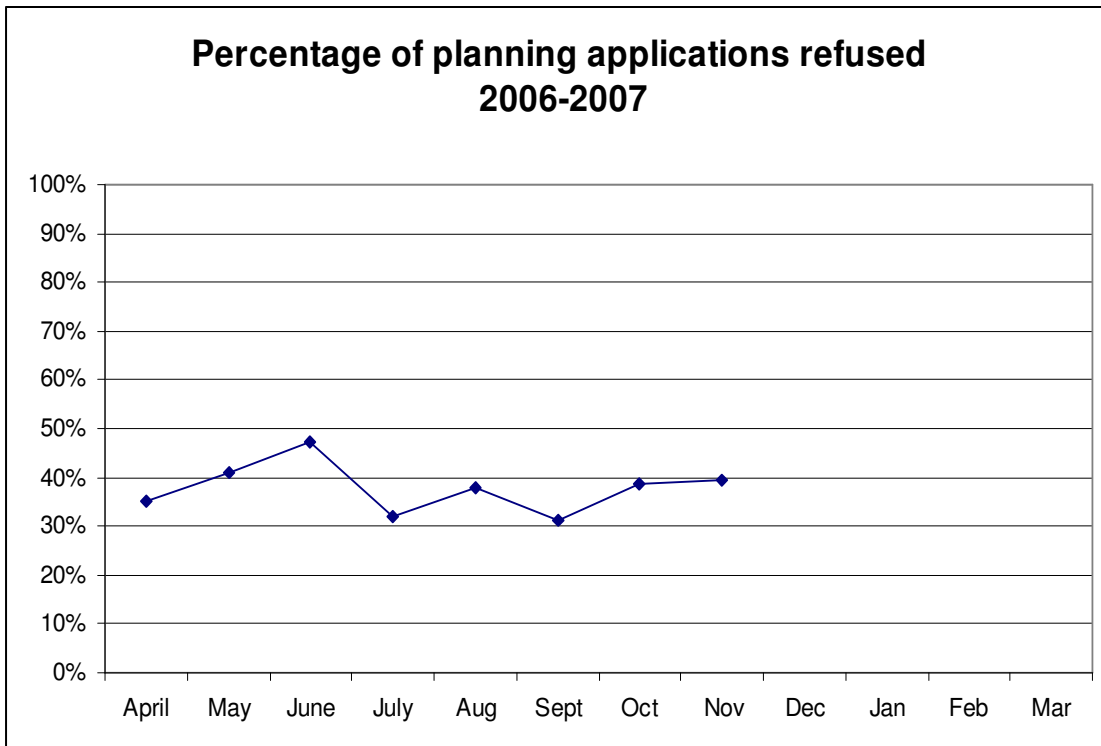
Year Performance – 2006/07

In 2006/07 up to the end of November 2006, excluding Certificate of Lawfulness applications, there were 1,080 applications determined of which:

62.5% were granted (675 out of 1,080)

37.5% were refused (405 out of 1,080)

The monthly refusal rate is shown on the following graph:



DEVELOPMENT CONTROL PERFORMANCE STATISTICS

**BEST VALUE INDICATOR BV204 -
APPEALS AGAINST REFUSAL OF PLANNING PERMISSION**

November 2006 Performance

In November 2006 there were 16 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

12.5% of appeals allowed on refusals (2 out of 16 cases)

87.5% of appeals dismissed on refusals (14 out of 16 cases)

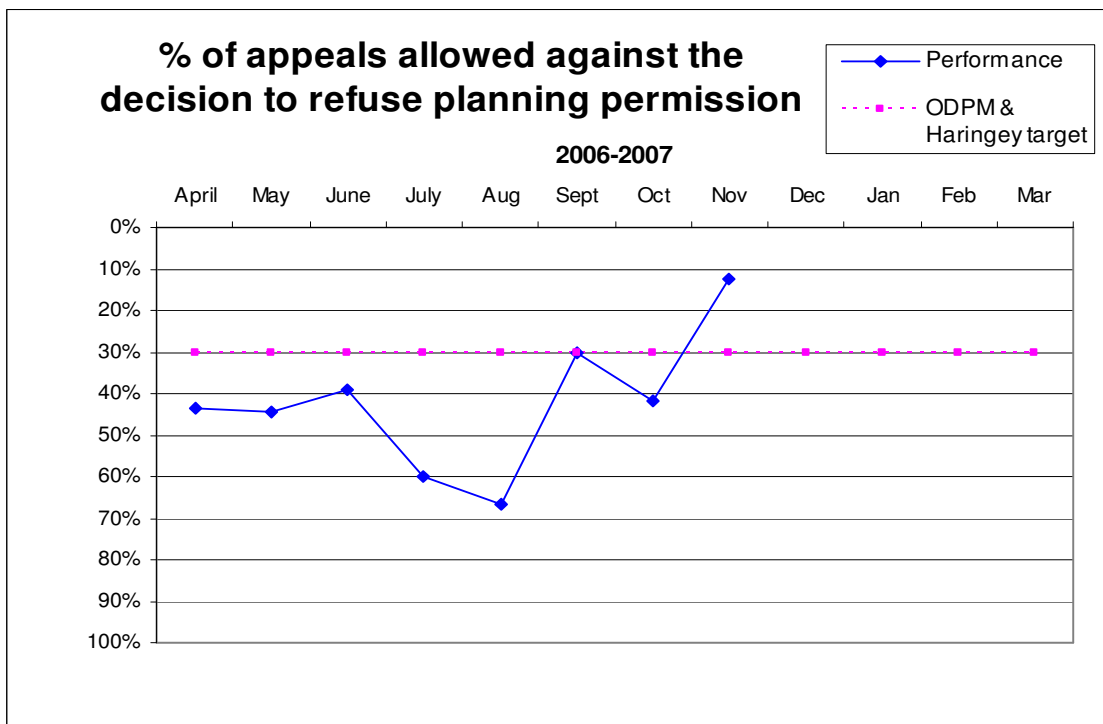
Year Performance – 2006/07

In 2006/07 up to the end of November there were 99 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

39% of appeals allowed on refusals (39 out of 99 cases)

61% of appeals dismissed on refusals (60 out of 99 cases)

The monthly performance is shown in the following graph:



Background/Targets

BV204 is one of the Office of the Deputy Prime Minister (ODPM) Best Value indicators for 2006/07.

It sets a target for the percentage of appeals allowed against the authority's decision to refuse planning permission.

The target set by ODPM for 2006/07 is 30%^

Haringey has set it's own target for 2006/07 in relation to BV204. This is set out in PEPP Business Plan 2006-09.

The target set by Haringey for 2006/07 is 30%

(^ The lower the percentage of appeals allowed the better the performance)

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ENFORCEMENT REPORT FOR 1st TO 31st December 2006

	PROPERTY	DATE
ENFORCEMENT INSTRUCTIONS RECEIVED BY LEGAL	1. 5 Cedar Road, Tottenham, London N17 8NB (Unauthorised two storey rear extension) 2. 10 Elsdon Road, Tottenham, London N17 6RY (Conversion into 2 flats) 3. 325 West Green Road, London N15 3PA (Erection of single storey rear extension) 4. 325 West Green Road, London N15 3PA (Change of use from café to social club) 5. 29A Oakfield Road, Hornsey, London N4 4NP (Installation of side dormer window within Stroud Green Conservation Area) 6. 37A Kimberley Gardens, London N4 1LB (Erection of metal storage shed) 7. 4 Park Road, London N8 8TD (Breach of Conditions) 8. 57 Dongola Road, London N17 6EB (Erection of rear dormer extension)	1/12/06 11/12/06 11/12/06 11/12/06 13/12/06 13/12/06 13/12/06 21/12/06
S.330 - REQUESTS FOR INFORMATION SERVED	1. 5 Cedar Road, Tottenham, London N17 8NB (TG) 2. 10 Elsdon Road, Tottenham, London N17 6RY (TG) 3. 325 West Green Road, London N15 3PA (TG) 4. 29A Oakfield Road, Hornsey, London N4 4NP (TG) 5. 37A Kimberley Gardens, London N4 1LB (TG) 6. 57 Dongola Road, London N17 6EB (TG)	1/12/06 12/12/06 12/12/06 14/12/06 14/12/06 22/12/06
ENFORCEMENT NOTICES SERVED	1. 45 Vartry Road, Tottenham, London N15 6PR (Conversion from 2 flats to 5 flats) (TG) 2. 98 Avondale Road, London N15 3SH (Conversion into 4 flats) (TG) 3. 209-211 Philip Lane, London N15 4HL (Change of use from retail to social club) (TG) 4. 1A Lawrence Road, London N15 4EE (Change of use from Industry to Social Club) (TG) 5. Unit 59 Millmead Industrial Centre, Mill Mead Road, London N17 9QU (Change of use to a Place of Worship) (TG) 6. 816 High Road, Tottenham, London N17 OEY (Advertisement hoarding erected to Listed Building) (TG) 7. 818 High Road, Tottenham, London N17 OEY (The attachment of Advertisement banners, projecting sign and illuminated box sign to a Listed Building) (TG) 8. 565A High Road, Tottenham, London N17 6SB (Flat-roofed wooden structure in courtyard of property within a Conservation Area) (TG) 9. 2 De Quincey Road, London N17 7DL (Removal of front garden hedge border) (TG) 10. 67 Bounds Green Road, London N11 2ED (2.2 metre high chain link fence) (TG) 11. 19 Nursery Street, Tottenham, London N17 8AP (Single storey shed to rear) (TG) 12. Unit 5, 12-48 Northumberland Park, London N17 OTX (Change of use to a Snooker/Social Club) (TG) 13. 800-802 High Road, Tottenham, London N17 ODH (Attachment of advertisement boards, banners and illuminated box signs to a Listed Building) (TG) 14. 61A St Johns Road, Tottenham, London N15 6QJ (Erection of stairway and balcony to first floor level) (TG) 15. 5 Cadoxton Avenue, London N15 6LB (Rear extension not built in accordance with approved plans) (TG)	1/12/06 4/12/06 6/12/06 7/12/06 8/12/06 11/12/06 11/12/06 12/12/06 15/12/06 15/12/06 18/12/06 18/12/06 19/12/06 22/12/06 22/12/06
STOP NOTICES SERVED		
BREACH OF CONDITION NOTICES SERVED	1. 4 Park Road, London N8 8TD (TG)	14/12/06
PROSECUTIONS SENT TO LITIGATION	1. 105 Upper Tollington Park, London N4 4ND (Failure to comply with Enforcement Notice)	11/12/06
PROCEEDINGS ISSUED		

SUCCESSFUL PROSECUTIONS	52 Norfolk Avenue, London N15 (Failing to comply with Breach of Condition Notice) 315-317 West Green Road, London N15 (Failing to comply with Enforcement Notice)	19/12/06 19/12/06
COMPLIANCES		
ENFORCEMENT NOTICES WITHDRAWN	74 Park Lane, Tottenham, London N17 0JR (Evidence produced that property has existed as 7 self-contained flats since 1993) 16 Newlyn Road, London N17 6RX (Evidence produced that property has existed as 2 self-contained flats for more than 4 years) Unit 58 Millmead Industrial Centre, Mill Mead Road, London N17 9QU (Incorrect address on Enforcement Notice)	07/12/06 07/12/06 08/12/06

HARINGEY COUNCIL

Agenda Item No.

Committee: Planning Applications Sub Committee
Date: 22 January 2007

Report of: Interim Director of Environmental Services

Contact Officer: Michelle Searle
Designation: Senior Administrative Officer **Tel:** 020 8489 5570

Report Title:

Planning application reports for determination.

1. PURPOSE:

Planning applications submitted to the above Committee for determination by Members.

2. SUMMARY:

All applications present on the following agenda consists of sections comprising a consultation summary, an officers report entitled planning considerations and a recommendation to Members regarding the grant or refusal of planning permission.

3. RECOMMENDATIONS:

See following reports.

4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

With reference to the above Act the background papers in respect of the following reports summaries comprise the planning application case file.

The planning staff and case files are located at 639 High Road N17. Anyone wishing to inspect the background papers in respect of any of the following reports should contact Development Control Support Team on 020 8489 5570.

Report Authorised by:


 Shifa Mustafa

Assistant Director Planning Policy & Development.

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Planning Applications Sub Committee 22 January 2007

Item No 11

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE**Reference No:** HGY/2006/2062**Ward:** Noel Park**Date received:** 20/10/2006**Last amended date:** N/A**Drawing number of plans:** SS HI 10026 - PL-02 PLAN 10A, SS HI 10026 - PL- 02 PLAN 10B, SS HI 10026 - PL - 02 PLAN 10C, SS HI 10026 - PL-02 PLAN 10D, and 10026-PL-04(PLAN 9), 07 (PLAN 3),08 (PLAN 5), 09 (PLAN 6), 10 (PLAN 8), & 11 (PLAN 7)**Address:** Western Road, N22, Clarendon Road, N8, Gas Holder Station, Hornsey Park Road.**Proposal:** Construction of a new 7.3m wide road with 2m wide footways on either side (known as The Heartlands Spine Road) between the north end of Clarendon Road, N8 and the south end of Western Road, N22. Realignment of existing road at northern end of Western Road by Alexandra School; realignment at junction of Western Road and Mayes Road (eastern corner of Wood Green Common); improvements to Penstock footpath.**Existing Use:** Gas Holder Station & highway.**Proposed Use:** New road**Applicant:** Haringey Council (Highways Infrastructure) & National Grid**Ownership:** Haringey Council & National Grid**PLANNING DESIGNATIONS**

Road - Borough

Officer contact: David Paton**RECOMMENDATION**

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site consists of the parts of Western Road, parts of Clarendon Road (excluding the cul-de-sac leading to West Point Apartments and the West Indian Cultural Centre), and part of the site of the old Gas Holder Station. The site through the gas holder station comprises the concreted access area joining the end of Western Road and Clarendon Road, and running between the Council's call centre and the car pound, behind the gas holders. The northern end of Western Road falls within Wood Green Conservation Area, and runs past not only Wood Green Common but also Alexandra Primary School and The Decorium (formerly Western Road Baths). The culverted Moselle Brook runs under the site.

PLANNING HISTORY

1991 permission granted for single storey building for office, depot, storage, and vehicle servicing.

1992 permission for storage of natural gas

2000 continuation of Hazardous Substances consent

DETAILS OF PROPOSAL

The proposal is to construct a new road through the gas holder station linking Western Road and Clarendon Road, and to widen parts of these carriageways to 7.3m. In particular the proposal includes a realignment of the corner at the northern end of Western Road adjacent to the school and the Common and redesigning the junction between Western Road and Mayes. These changes would require land to be taken from the school (on the corner - 90.5 sq. m.) and at the southern end of the playground (27 sq. m.), and from the Common at the entrance at the end of Western Road (24.5 sq. m.). Additional land at the rear of the school staff car park would be ceded to the school and an additional area of land would also be added to the common (29 sq. m. on the northern side of the realigned bend opposite the school) in exchange. A narrow strip of land is also required from Network Rail on the west side of Western Road.

The new road would have 7.3m. total carriageway width plus 2m. footways on both sides. New junction arrangements would be introduced at Western Road/Mayes Road (a mini-roundabout with pedestrian "safe" islands), and at Clarendon Road/Hornsey Park Road (traffic lights linked to the main junction of Hornsey Park Road/Turnpike Lane).

The application involves a temporary alignment for the road that loops round the Council's call centre and a permanent alignment that will go through this building when it is no longer required and also also take a section of the

building currently occupied by Q Glazing in Western Road (permission is sought for both the temporary and permanent alignments).

CONSULTATION

03/11/2006

Adjoining occupiers – 6 site notices posted around the area including at the entrance to the Chocolate Factory, on Mayes Road, at the entrance to the Common at the end of Western Road and at the junction of Clarendon Road and Hornsey Park Road, and approximately 800 consultation letters sent to:

- all addresses in Clarendon Road, Western Road, Coburg Road, Brook Road, Tower Terrace, Hornsey Park Road and Mayes Road; West Point Apartments, parts of Turnpike Lane, Denmark Road, Wightman Road, The Avenue, Ravenstone Road, Malvern Road, Parkland Road, Station Road, Jack Barnett Way

Avenue Gardens Residents Association

Parkside Malvern Residents Association

Burghley Road Residents Association

The Ladder Community Partnership

Environment Agency

Transport for London

Greater London Authority

Thames Water

Network Rail

Legal Services

Transportation

Parks

Arboriculturalist

Policy

A Development Control Forum was held on November 2006 and the minutes are attached as Appendix 1.

RESPONSES

Local Residents/adjoining occupiers – 112 objection letters received. In summary, the objections are on the following grounds:

- the scheme does not provide proper traffic relief for Hornsey Park Road.
- the new road will increase the capacity of routes from Turnpike Lane to Station Road and will cause a general increase in traffic leading to increased noise and air pollution and increased risk of accidents.
- the proposed road at 7.3m. is wider than that proposed in the Unitary Development Plan (which proposed a 6m. wide road) and as such will increase vehicle speeding and pedestrian difficulties and is not designed to create a pedestrian friendly environment.
- road widening at the new Western Road/Mayes Road junction will be at the expense of pedestrians and the associated railings and street clutter will adversely affect the character of the area.
- unacceptable effect of increased traffic, noise and air pollution on Alexandra Primary School.
- unacceptable loss of playground space at Alexandra Primary School.
- unacceptable loss of green space from Wood Green Common with inadequate replacement land.
- no Environmental Impact Assessment and no Traffic Impact Assessment.
- the alternative route proposed by residents (the “HEART” route) for the Unitary Development Plan inquiry would have provided better solutions to all these problems.
- the application is incomplete without proposals for the junctions of Hornsey Park Road with Clarendon Road and with Turnpike Lane.

Avenue Gardens Residents Association and Parkside Malvern Residents Association – similar objections to those listed above, emphasising that the proposal differs from policies adopted in the Unitary Development Plan and from evidence submitted by the Council to the UDP Inquiry in support of the road and from the Haringey Heartlands Framework SPG.

Residents have suggested the following amendments to the scheme:

- the section of Western Road from Penstock Path to Mayes Road should not be widened and should be “access only”.
- Western Road/Mayes Road junction should not be enlarged.
- area around Alexandra School and the Common should be designed to Home Zone standards.
- Hornsey Park Road should be barred to through traffic.
- area bounded by Turnpike Lane, the High Road and (but including) Hornsey Park Road should be a “Home Zone”, thus providing good pedestrian links between Heartlands and the town centre.
- through traffic should be directed along Coburg Road/Brook Road and Mayes Road, joining and leaving the new spine road at Coburg Road and Brook Road opposite Penstock Path (this would remove the need to modify Western Road, or take land from the school and the Common).
- pavements should be increased to 4m. wherever possible.

Alexandra Primary School – the Headteacher and Chair of Governors make the following comments:

- the new road would present significant health and safety implications arising from the estimated increase in traffic movements from 500 vehicles per day to 7000, and there should be a full Environmental Impact Assessment.
- there would be increased dangers for pedestrian access to the school and the proposals are not clear on how pedestrian safety will be prioritised.
- the road may be used a cut-through between Turnpike Lane and Station Road, and a Traffic Impact Survey must be conducted.
- many parents travel from beyond Wood Green and use cars to reach the school, and the proposed road is likely to impede parking for parents collecting children.
- construction traffic should use Clarendon Road.
- object to the corner to be taken from the school playground, in spite of the compensatory land gift to the rear of the school, as the annexation will cause disruption and damage, and assurances concerning the

security of the school during the work and in carrying out the exchange of land are needed.

Q Glazing, Western Road – comment that they receive large lorry deliveries that can take 3 or 4 hours to unload, and at present they are able to use Western Road as it is basically a dead end at this point, but they will have such problems when the road is a through road that they will not be able to operate; they also note that the long-term alignment appears to cut through that part of their building that they use for storing long aluminium bars that are needed for their business.

Friends of the Earth (Tottenham and Wood Green) – object on the grounds that the road represents an increase in road capacity, and will generate more traffic volume in the area which is already congested and has air pollution levels above European standards; additional traffic will lead to increased carbon dioxide emissions; the new road is not necessary, and earlier proposals showed an access road for the redevelopment site, allowing only buses and cycles through, not general traffic; there would be loss of green space at Wood Green Common.

Environment Agency are currently maintaining an objection on the basis of insufficient information regarding the treatment of the Moselle Brook Culvert where the new road crosses the Brook.

Greater London Authority – have determined that the proposal is not of sufficient strategic importance to require referral to the Authority.

Transport for London (TfL) – the proposed highway will provide benefits that will enable the regeneration of the Haringey Heartlands as defined in the Area Framework which has been endorsed by the Mayor of London. Although TfL would require a Transport Assessment in accordance with their guidance to assess the Master Plan, there is no reason why the spine road should not be granted consent, subject to further consultation on detailed design aspects.

Transportation – see “Traffic Impact” section below.

RELEVANT PLANNING POLICY

AC1 The Heartlands/Wood Green
M1 Improvements, and Schedule 7 Road Proposals
M7 Road Schemes
EMP1 Defined Employment Areas – Regeneration Areas
OS3 Significant Local Open Land

OS6 Ecologically Valuable Sites & Their Corridors
OS7 Historic Parks, Gardens & Landscapes & Schedule 13
ENV11 Contaminated Land
Schedule 1 Site Specific Proposal 4 Haringey Heartlands

Haringey Heartlands Development Framework SPG (April 2005)

ANALYSIS/ASSESSMENT OF THE APPLICATION

1. Background

Haringey Heartlands is identified in the London Plan as an area of Regeneration and an area for Intensification, and will be one of the main areas of change in London over the next 10 or 25 years. The area may accommodate around 2,500 new homes and 1500 new jobs, and is identified in the Council's Unitary Development Plan as an Area of Change, with a development framework set out in the Haringey Heartlands Development Framework Supplementary Planning Guidance. The road is essential to the redevelopment of the Heartlands and will act as the catalyst to regeneration.

2. Unitary Development Plan Policy

Policy AC1 identifies the area as an Area of Change, and requires, amongst other things, that development creates better links with the surrounding area, has a design and layout that encourages walking and cycling, and helps bring forward and maximise opportunities for improved public transport services.

Policy M1 and Schedule 7 identify improved access to Haringey Heartlands among transport improvements that the Council will support and proposes a north-south access road linking Station Road via Western road to Hornsey Park Road via Clarendon Road (the precise alignment being subject to a master Plan and a planning application).

Policy M7 states that the Council will only support road schemes that produce one or more of the benefits specified, including the provision of necessary access to new developments with a local or strategic role.

Policies OS3 and OS7 designate Wood Green Common as significant local open land and as an historic park.

Policy OS6 identifies the railway embankment land alongside Western road as part of a green corridor.

The Haringey Heartlands Development Framework identified as an objective the development of a north-south link route through the area and included an indicative route. The Unitary Development Plan proposals map also shows an indicative route which crosses the heart of Wood Green Common. Alternative

routes were put forward by residents and considered both as part of the consultation on the Development Framework, and, later, by the Inspector at the Unitary Development Plan enquiry.

The proposal implements Policy M1 and complies with Policy M7. A new road giving access to the former gas works land is essential to the implementation of Policy AC1 and the site specific proposal.

The route proposed requires a narrow strip of land to be taken from the railway embankment land, but this will cause no damage to the green corridor. It also takes a small area of land from the Common on the corner of Western Road and Mayes Road, but releases land on the outside of the bend in Western Road next to the Decorium, which is to be added to the Common to compensate for the land take (land added being slightly greater than land taken). This is considered to be an acceptable solution that will not affect the setting or damage the character of, or diminish, the Common. The proposal therefore complies with Policies OS3, OS6 and OS7.

3. Funding

The redevelopment of and regeneration of Haringey Heartlands is being supported by funding from the Government and the European Union. Specific funding for the new road through the Department for Transport Communities Infrastructure Fund was obtained in February 2006, and the project has to be completed by March 2008.

4. Road Alignment & Design

At present Western Road (from the north) and Clarendon Road (to the south) both terminate in culs-de-sac at the boundaries of the old gas holder station and the new road would provide a logical link between them across the gas holder station site.

The proposed route involves taking small areas of land from a number of locations along the route. As noted above (see "Details of Proposal") a land exchange is required at Wood Green Common, and a small strip of land is to be taken from the railway embankment. In addition, two small areas of land are required to be taken from the Alexandra Primary School site. One of these is on the inside of the bend in Western Road and would include demolishing a small outbuilding, and the other area is a strip of land that is presently part of the staff car park. In compensation, an area of land at the rear of the car park is to be handed to the school. The total loss of land to the school is 117 sq. m., whilst the total that would be gained is 307 sq. m.

The initial temporary road alignment would include a "chicane" to skirt around the Council's Call Centre, but the long-term permanent route would ease these bends and go through the Call Centre requiring its demolition and also

require part of the Q Glazing building at 83-89 Western Road to be demolished.

The road has been designed with a total width of 11.3m. comprising 2m. wide pavements on both sides, and two 3.65m. wide carriageways. This will allow the road to take a bus route in accordance with Policy M7 of the Unitary Development Plan. The pavement widths would give tree planting opportunities.

Carriageways would not be wide enough to allow dedicated cycle lanes to be marked out on the road. However, Penstock Path is being widened and improved and will have a cycle path marked out which will link in to cycle routes on Coburg Road. In addition, improved facilities and routes for cyclists will be included in the overall Master Plan for the Heartlands area.

5. Traffic impact

The new road would not generate any additional trips on its own, but would rather cause a re-assignment of traffic within the existing road network. The Traffic Assessment has estimated the increases in traffic that are likely to be caused once Heartlands has been developed. It was based on current knowledge of the Master Plan proposals, that is assuming provision of 2514 residential units, 6669 sq. m. of offices, 6577 sq. m. of light industry, 5821 sq. m. of retail and services, 1192 sq. m. of restaurant, café, etc. uses, 1800 sq. m. of leisure floorspace and a 1200 pupil secondary school.

Traffic counts have been carried for the key junctions and capacity assessments made of each of the 8 junctions: Station Road/Mayes Road, Mayes Road/Western Road, Mayes Road/Coburg Road, Hornsey Park Road/Clarendon Road, Hornsey Park Road/Turnpike Lane, Bounds Green Road/Park Avenue, Station Road/Buckingham Road/Park Avenue and High Road/Lordship Lane/Station Road. For the purpose of traffic impact assessment the morning and evening peak periods was undertaken. These are the critical time periods for assessing the traffic impact on the local highway network as the roads are at their busiest at these times.

The applicants have carried out assessments of the additional traffic which may be expected following the full implementation of the Master Plan proposals. The methodology and the output have been agreed. Overall, the predicted traffic generation for the complete Master Plan is as follows:

	In	Out	2 -way
Weekday morning peak	403	409	812
Weekday evening peak	309	292	601

The traffic expected to be generated by the Master Plan development has been added to the existing traffic flows and distributed using the current pattern of traffic flows.

The data shows predicted increases in traffic flow on Park Avenue of around 9-10% in the am peak and 5-6% in the pm peak. On Station Road there would be about a 10-13% increase in the pm peak while for the am peak the change is more substantial for northbound [+38%] than southbound [+10%]. For Mayes Road north of Western Road the increase is between 14 and 27% in the pm peak and between 13 and 39% in the am peak depending on the direction of flow. On Mayes Road south of Western Road and Hornsey Park Road north of Clarendon Road junction there is little predicted change in traffic flow. For Hornsey Park Road south of Clarendon Road there is a predicted increase of about 16% in the northbound direction in both am and pm peak periods with an increase of about 22% in the southbound direction in both peak periods. For the new access road, there would be significantly increased traffic flows as would be expected for a new road link.

An assessment of the traffic impact has been carried out for the nearby junctions. Details of the traffic flow increases for the five most immediate junctions to the new road are shown below:

Junction	Net change [%] AM peak	Net change [%] PM peak
Station Road/Mayes Road	+20.0	+13.2
Mayes Road/Western Road	+22.7	+18.5
Mayes Road/Coburg Road	+4.0	<+1.0
Hornsey Park Road/Clarendon Road	+19.7	+18.2
Hornsey Park Road/Turnpike Lane	+8.5	+8.5

Capacity assessments have been undertaken for these junctions:

At Mayes Road/Station Road junction the Station Road arm operates over capacity in the morning peak but all arms operate within capacity in the evening peak. With development the Station Road arms would operate over capacity in the morning and evening peak periods.

Mayes Road/Western Road junction operates satisfactorily currently and with development traffic. The junction would be converted from a priority junction to a mini-roundabout as part of the access road proposal. Mayes Road/Coburg Road junction operates within capacity under both assessment scenarios.

Hornsey Park Road/Clarendon Road junction and Hornsey Park Road/Turnpike Lane junction have been assessed together as they would be linked through the proposed signalisation of the former junction as part of the

access road proposal. The preliminary analysis shows that the latter junction is already over capacity. Traffic saturation and queue lengths would increase with development traffic. The design for the junction is being developed in liaison with TfL as the authority responsible for traffic signal design and implementation.

As noted above there are capacity issues at some of the junctions on the local highway network both currently and in the future with development traffic. It is not appropriate to address all these issues through the current application for a new access road. It is expected that future development proposals through the Master Plan, supported by separate transport assessments, would be required to consider the impact on local roads. The development of the Heartlands area would be progressed over many years with developments gradually be implemented. Traffic flows would, therefore, gradually change over time. Three junctions in the immediate vicinity of the access road are being improved as part of the proposal.

The new road is primarily designed to access the Heartlands development site, and is not primarily intended to relieve Hornsey Park road of traffic. However, it will provide some relief to that road, and it is intended to introduce, after consultation with residents, traffic calming measures to Hornsey Park Road/Mayes Road. These measures are not included in the application but are an integral part of the purpose and future use of the new road and if permission is granted a condition requiring details of these measures to be submitted for approval should be imposed. Also, the application does not include full details of the arrangements for pedestrians at the junctions of Western Road and Mayes Road, and Clarendon Road and Hornsey Park road, or what pedestrian safety measures are to be introduced on the new road or in the area close to the school, and these details should also be reserved for future approval.

In summary, there are no objections on highway or transport planning grounds to the proposed access road.

6. Environmental Considerations

The area covered by the new road and improvements is under the threshold whereby an Environmental Impact Assessment is required to accompany the planning application. Nevertheless, a Traffic Impact Assessment has been carried out, and Noise and Air Pollution studies have been requested and will be available for Committee.

The new section of road running through the gas holder station will be approximately a minimum of 18m. away from the rear garden boundaries of Hornsey Park Road houses.

Noise and air pollution

There is currently no information provided in the transport assessment on air quality and noise levels. The applicants are undertaking assessments of these. Four locations are proposed: Western Road near Alexandra school, Clarendon Road, Mayes Road south of the proposed roundabout and on Hornsey Park Road near to the junction with Clarendon Road. Consultants Mayer Brown undertook an assessment of noise and air quality as part of the detailed appraisal of the submission for Government funding for the road. The assessment on noise levels was that there was a neutral impact using the Government criteria for appraising small scale highway projects. On air quality the assessment showed that for existing properties there would an improvement in air quality on Mayes Road and Hornsey Park Road and a deterioration in air quality on Station Road, Hornsey Park Road south of Clarendon Road and on Wightman Road. Overall, the consultants considered the net impact should be regarded as "no overall change". On the access road route itself the consultants are predicting lower levels of air pollution than on adjoining roads both currently and with the Master Plan development.

Contaminated Land

The route through the old gas holder station comprises contaminated land and special measures will be required to deal with this. At present it is hoped that it will be possible to treat the contaminated soil on site to avoid the need to transport spoil away from the site. However, full details of how the contamination is to be dealt with are not finalised and a condition requiring submission of these details for future approval and implementation would need to be imposed.

Trees

The widening of Western Road, taking in a narrow strip of railway embankment land, could mean the loss of up to 8 mature plane trees. These trees have been inspected, and a number of them are in poor condition with large stem wounds and extensive decay creating a potential hazard to pedestrians and other road users. The trees require extensive crown reduction work to minimise any future risk to the public, which would reduce their value as a public amenity and also their individual and collective impact. As a result the removal of the trees will have a limited impact on the local environment and there will be opportunities for new tree planting along the new road which will more than compensate for these losses.

7. Responses To Objections From Local Residents

1. Alignment and width of road not as agreed at Unitary Development Plan enquiry. The Council's evidence at the enquiry indicated that the

carriageway width was likely to be 6m. However, the Inspector agreed to the safeguarding of an indicative route only, which is shown on the Proposals Map, and there was no approved specific road width. The indicative route followed the edge of the Network Rail land and railway embankment, and cut across the middle of Wood Green Common to join Station Road. The proposed carriageway width, at 7.3m., is to allow the new road to be used by a bus service and the proposed route avoids severing the Common, requiring only an exchange of small areas of land. The alignment now proposed is therefore considerably better than the safeguarded indicative route.

2. Land take. The small area of land to be taken from Wood Green Common on the corner of the Rose Garden will not significantly affect the shape, character or function of the open space, particularly with appropriate planting and boundary treatment. A slightly larger area of land will be added to the Common at its entrance off Western Road. This space is currently hard surfaced, but can be satisfactorily integrated into the Common with appropriate landscaping, making a suitable entrance to the Common. The land taken from Alexandra School is on the corner of the front playground which includes a small outbuilding, and a strip from the staff car park at the rear. This will be replaced by the addition of land at the back of the rear playground and there would be a net gain to the school.
3. Traffic diversion from Hornsey Park Road. Although the new road is not designed as a relief road for Hornsey Park Road, it will take some traffic off this road. It is intended to introduce traffic calming and traffic management measures on Hornsey Park Road, and the junction with Clarendon Road will have new traffic lights linked to the Turnpike Lane junction, and these measures and controls will help to encourage some existing traffic to use the new road.
4. Better alternatives routes. The "HEART" alternative route put forward by residents was considered by the Inspector at the enquiry into the Unitary Development Plan. In his report the Inspector said "From all the evidence submitted to the inquiry, the claimed advantages of the Heart route over the north-south LBH route were not made out. If it is accepted that the main purpose of the route is to provide the most efficient access to Heartlands Eastern Utilities land, the north-south route fulfils that purpose. By contrast the Heart route seems to have an additional purpose in mind – that of helping to relieve or solve existing traffic management problems in Hornsey Park Road. This leads to it linking directly to High Road. However the junction at the High Road could be difficult to design and operate. Compulsory purchase may well be necessary, thus increasing the time of implementation. In all these circumstances, there is insufficient justification to reject the north-south LBH route in favour of the Heart route.

SUMMARY AND CONCLUSION

The proposal is essential to the redevelopment of the Heartlands site and the regeneration of this area. Although there are traffic issues that will arise when the redevelopment itself takes place, these will have to be dealt with in the Master Plan for the area, and the road proposal itself is unlikely to produce any significant issues for the local environment and will provide some relief to Hornsey Park Road. The scheme largely complies with policies AC1 "The Heartlands/Wood Green", M1 "Improvements", and Schedule 7 "Road Proposals", M7 "Road Schemes", the Haringey Heartlands Framework Supplementary Planning Guidance" and OS3 "Significant Local Open Land", and is considered acceptable.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/2062

Applicant's drawing No.(s) SS HI 10026 - PL-02 PLAN 10A, SS HI 10026 - PL- 02 PLAN 10B, SS HI 10026 - PL - 02 PLAN 10C, SS HI 10026 - PL-02 PLAN 10D, and 10026-PL-04(PPLAN 9), 07 (PLAN 3),08 (PLAN 5), 09 (PLAN 6), 10 (PLAN 8), & 11 (PLAN 7)

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. 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.

4. No development shall take place until full details of both hard and soft landscaping (specifically to include, inter alia, treatment of Wood Green Common and Penstock Path) have been submitted to and approved by the local planning authority, and these works shall be carried out as approved, and any new planting shall be implemented in the first planting season after completion of the road. Any proposed trees or plants which, within a period of 5 years after completion of the development, are dead, removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. These details shall include:

- hard surfacing materials
- street furniture and lighting
- boundary treatments
- existing trees to be removed
- new trees and shrubs to be planted, together with a schedule of 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 and to retain control over the materials to be used in the development, in the interests of visual amenity.

5. Vehicle wheel washing facilities shall be provided on site before any works start on site and no work shall take place at any time that such wheel washing facilities are not operating.

Reason: To ensure that the implementation of this permission does not prejudice conditions of safety on the adjacent highways.

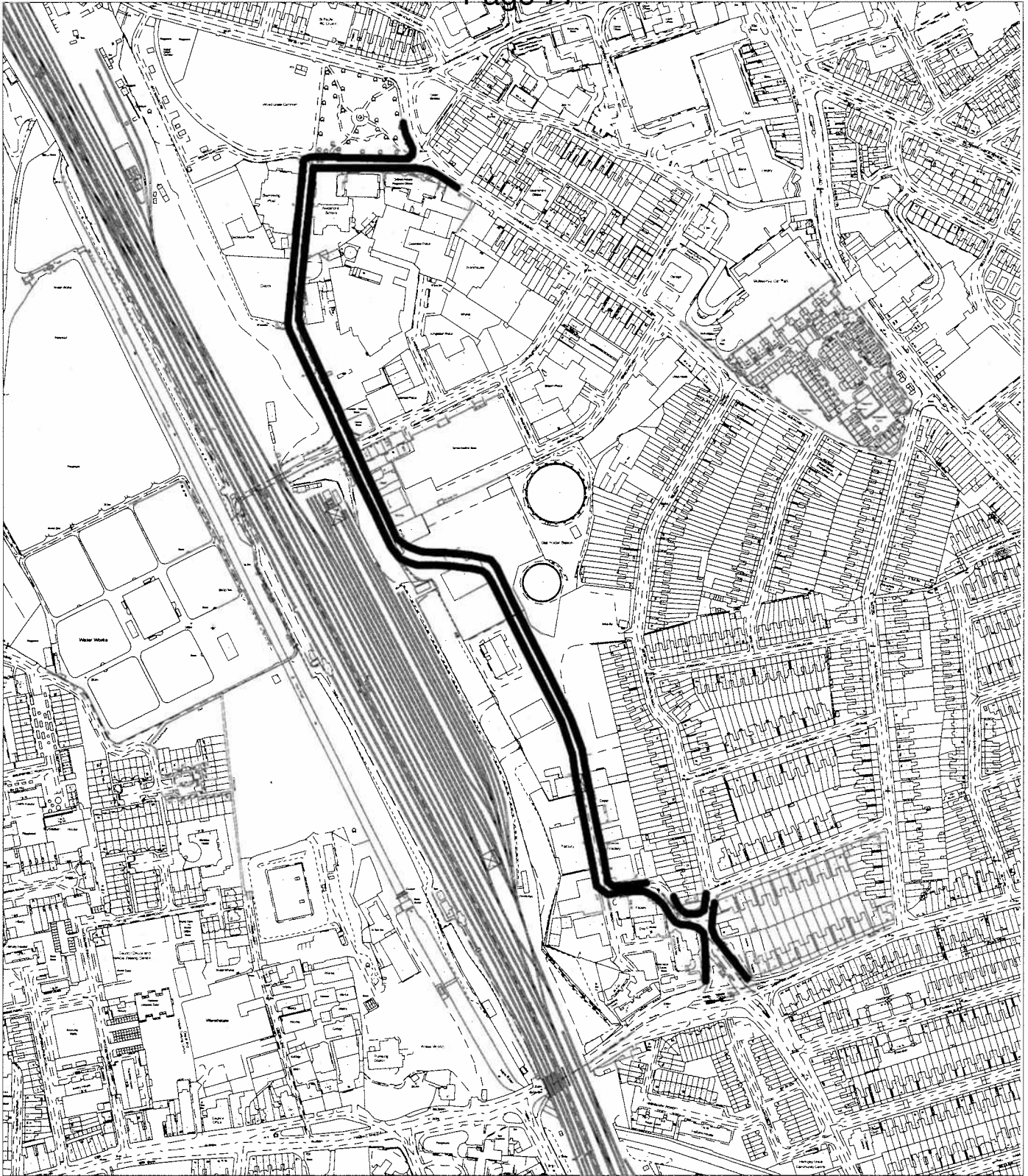
6. The construction works of the development hereby granted shall not be carried out before 0700 or after 2000 hours Monday to Friday or before 0800 or after 1400 hours on Saturday, and not at all on Sunday or Bank Holidays unless the prior approval is obtained in writing from the Local Planning Authority.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

INFORMATIVE: You are advised that the Committee wishes to be assured that proposals for traffic calming and traffic management and improvements to pedestrian facilities on Hornsey Park Road/Mayes Road (including arrangements at the Western Road/Mayes Road and the Clarendon Road/Hornsey Park Road junctions) shall be prepared for public consultation.

REASONS FOR APPROVAL

The proposal is essential to the redevelopment of the Heartlands site and the regeneration of this area. Although there are traffic issues that will arise when the redevelopment itself takes place, these will have to be dealt with in the Master Plan for the area, and the road proposal itself is unlikely to produce any significant issues for the local environment and will provide some relief to Hornsey Park Road. The scheme largely complies with policies AC1 "The Heartlands/Wood Green", M1 "Improvements", and Schedule 7 "Road Proposals", M7 "Road Schemes", the Haringey Heartlands Framework Supplementary Planning Guidance" and OS3 "Significant Local Open Land", and is considered acceptable.



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Site plan

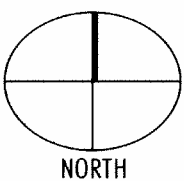
**Western Road, N22, Clarendon Road, N8,
Gas holder station, Spine Road.**

HARINGEY COUNCIL

**Directorate of
Environmental
Services**

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PLANNING & ENVIRONMENTAL CONTROL SERVICE DEVELOPMENT CONTROL DIVISION

MINUTES

Meeting	:	DEVELOPMENT CONTROL FORUM –Western Road N22, Clarendon Road N8, Gas holder station, Hornsey Park Road N22
Date	:	9 th November 2006
Place	:	Civic Centre, Wood Green N22
Present	:	Paul Tomkins (Chair), Tay Makoon, Cllr Hare, Cllr Dobbie, Cllr Bevan, Local Residents(approx 70), Officers from LB Haringey Highways Department Alex Constantinides, Representation from National Grid, Jimmy Jemal, Malcolm Smith, David Paton,
Minutes by	:	Tay Makoon

Distribution :

Item		Action
	<p>Paul Tomkins introduced the meeting by welcoming everyone and introducing officers, members. He also explained the purpose of the meeting that it was not a decision making meeting and that the meeting is being minuted and the minutes will be attached to the officers' report when reported to the Planning Application Sub-Committee. He went through the agenda and pointed out the housekeeping rules.</p> <p>The proposal Construction of a new 7.3m wide road with 2m wide footways on either side (known as The Heartlands Spine Road) between the north end of Clarendon Road, N8 and the south end of Western Road, N22. Realignment of existing road at northern end of Western Road by Alexandra School; realignment at junction of Western Road and Mayes Road (eastern corner of Wood Green Common); improvements to Penstock footpath.</p> <p>Main Issues</p> <ul style="list-style-type: none"> • Relationship to Heartlands proposal and UDP (Unitary Development Plan) • Overall design and alignment • Impact on traffic flows in the area: changes at junctions • Phasing of construction <p>Presentation by Alex Constantinides - LB Haringey – Highways Department</p>	

Item		Action
	<ul style="list-style-type: none"> • Alex gave a visual presentation by explaining the background • 5 million pounds from community infrastructure grant to build new road, improve surrounding road network and for Penstock Path improvement and the benefit is relief of traffic in Mayes Road. Should planning permission be granted the project will be completed in three phases with the phase 1 starting in 2007. Phase 1 will reconstruct Western Road, improve Coburg Road, phase 2 is to start work on Clarendon Road and Phase 3 for surrounding road improvements. <p>Questions from the Floor</p> <ul style="list-style-type: none"> • Issues raised by residents • Traffic & Congestion • Traffic Calming • New traffic signalling • Traffic noise, pollution • Danger to children & Parents • HGV Lorries • De contaminating Land • Consultation <ul style="list-style-type: none"> • Q1: Laurie Owen (Parkside Residents Association) – Have the Council assessed an alternative route as part of the Heartlands Masterplan? • Hornsey Park Rd and Town Centre is a traffic sewer and takes more traffic and the spine road will alleviate traffic, what is being done to relief traffic on Hornsey Park Road? <p>Answer: The Heartlands Masterplan as considered in the UDP Public Inquiry has considered alternative routes but these prove not of advantage. Heartlands and Town centre together were subject public inquiry into UDP</p> <p>Hornsey Park Road – There are 2 ways of improving by re aligning southern end and new traffic signal. This will go out to full consultation early next year</p> <ul style="list-style-type: none"> • Q2: Julie Parker – Resident of Tower Terrace – Concern about traffic on roundabout. Parents taking children to school and the increase traffic in the surrounding areas will affect the school and Tower Terrace <p>Answer: Alex Constantinides said that safety measures is the top priority by making the area safe with Zebra Crossing, traffic calming measures are at stages of consultation, the highway department will consider narrowing the road.</p> <ul style="list-style-type: none"> • Q3: Resident Station Road – what is the planning process and will a full impact assessment be available for us to look at. <p>Answer: PT explained that all documentation supplied as part of the application is available on the Haringey website and additional 21 days consultation.</p>	

Item		Action
	<ul style="list-style-type: none"> • Q4: a) Simon Fedida – AGRA – Why was the road now being designed at 7.3metres width when 6metres was what was agreed at the UDP Inquiry. b) The supporting information – Traffic Impact Assessment not available on the web-site <p>a)Answer: The Inquiry agreed a safe working line, not a specific detailed design. 7.3metres gives better highway geometry : enable use by buses.</p> <p>b)Answer: Information available in hard copy form at the Planning Office and consultation period would be extended</p> <ul style="list-style-type: none"> • Q5: Cllr Dobbie: I have concerns about consultation – have the head teacher of Alexandra School/School Governors been consulted. The consultation period should be extended. Could be a log jam of schemes being considered by TFL/GLA <p>Answer: With regards to log jams it will be designed carefully in liaising signal authority and mitigate any issues. TFL/GLA has been consulted.</p> <ul style="list-style-type: none"> • Q6: Resident Tower Terrace – Have concerns about the increase level of traffic noise and pollution, it will increase noise in Tower Terrace. <p>Answer: HM said that traffic assessment will look at mitigation road safety, new length at the road. Coburg road will be used by pedestrians and there will be a cycle park. Noise and pollution there are no spare capacity. There will be an assessment of redistribution and control.</p> <ul style="list-style-type: none"> • Q7: Concern of loss of part of Rose Garden. <p>Answer: Area involved very small and there would be additional land into open space to compensate</p> <ul style="list-style-type: none"> • Q8: Concerns over the lack of consultation and taking our concerns on board <p>Answer: The Highways department will take up concerns and meet local residents to discuss further. Leave contact details at the end of the meeting.</p> <ul style="list-style-type: none"> • Q9: Will the new road take all traffic from Hornsey Park Road so that road can be closed. <p>Answer: There will be some diversion only a marginal reduction, perhaps 10% . New road is designed to enable Heartlands development to be assessed. There will be traffic calming measures subject to consultation for HPR and the side roads.</p> <ul style="list-style-type: none"> • Other issues were raised by local residents about decontamination of the land. They were assured that specialist contractors will decontaminate the land using specialist equipment. • Concern raised about impact on school: Loss of part of playground; additional noise. • PT brought the meeting to a close and asked that objections be 	

Item		Action
	<p>sent to the Planning Service if not already done so and to liaise with officers from the Highways department to met and discuss concerns. PT explained that there was an opportunity for further representation when the application goes to the planning application sub-committee and further details are available from the website or by contacting the Planning Service.</p> <ul style="list-style-type: none"> • PT Thanked everyone for attending and participating in the meeting. <p>End of Meeting</p>	

Item		Action

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Planning Applications Sub-Committee 22 January 2007 Item No. 12.

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2006/2234

Ward: Crouch End

Date received: 14/11/2006

Last amended date: 18/12/06

Drawing number of plans 444.04, 444.05, 444.06, 444.07, 444.100 Rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-PL-013, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113 rev 03, 524-PL-114 rev 01, 524-PL-115, 524-PL-150 Rev 02, 524-PL-151 Rev 02, 524-PL-152 Rev 00 & 524-PL-155

Address: Coleridge Primary School & Former TUC Centre Site Crouch End Hill N8

Proposal: 1. Demolition of 3 storey wings on either side of existing main buildings and replacement with new part-single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School
2. Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.

Existing Use: Education

Proposed Use: Education

Applicant: Haringey Council - Childrens Services

Ownership: Council

PLANNING DESIGNATIONS

Conservation Area
Road - Classified

Officer Contact: Stuart Cooke

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

This application relates to two separate sites,

- i. Former TUC Centre Site Crouch End Hill, and
- ii. Coleridge Primary School, Crescent Road N8

FORMER TUC CENTRE SITE, CROUCH END HILL, N8

This site is located on the east side of Crouch End Hill between Haslemere Road and Waverley Road. It is triangular in shape with a site area of 0.5 hectares. It falls within the Crouch End Conservation Area.

The site is currently occupied by the buildings known as the former TUC Centre and was originally the Hornsey College of Art. The building was last used as the Haringey Professional Development centre and was vacated in May 2006.

The main building was constructed in 1931. It is 3-4 storeys in height and built in red brick in a neo-classical style with large portico, columns and pediment. Substantial wings, also 3-4 storeys, were added in 1981 to provide residential accommodation and administration space. There is also a large detached Victorian house within the site which is linked to the main buildings by a bridge structure which provided residential accommodation for the Training Centre.

The remainder of the site is open with a car park at the north end. A number of mature trees exist on the site.

COLERIDGE PRIMARY SCHOOL, CRESCENT ROAD, N8

Coleridge Primary School is a Council run school for 4 – 11 year olds. There is also a nursery school on site. The school currently houses 413 pupils and 41 staff and a further 64 nursery school children.

Most school activities take place between 0900 and 1515 hours although some school activities and clubs operate outside these hours.

The school has a small car park for 11 cars accessed from Crescent Road. Additional land has been obtained behind the caretakers house to allow the parking area to be increased in size by 10 spaces, to 21 spaces in total.

Coleridge Primary School comprises a number of low rise buildings constructed in the 1960's with some minor more recent extensions and caretakers house. The buildings are set within the playground area which contains a number of mature trees. A substantial tree screen exists between the school site and Crouch End Hill.

Surrounding area

The surrounding areas are generally residential in character with a mix of age and type, principally detached and semi-detached late Victorian house and modern 3 or 4-storey flat blocks. It is located on top of Hornsey ridge close to the borough boundary with LB Islington. Crouch End Hill railway station is within walking distance and a number of bus routes use Crouch End Hill. At the bottom of Crouch End Hill is Crouch End town centre.

PLANNING HISTORY

There is little significant planning history relating to the Coleridge Primary School site.

With regard to the TUC Centre, planning permission was granted in December 1981 for the partial redevelopment of the site and change of use to the TUC Centre, ref. HGY25087.

A parallel application for conservation area consent is currently lodged with the Council for demolitions in association with the expansion of the school from 2-form to 4-form entry, (ref.no. HGY2006/2235). This application is also included in this agenda.

In addition, a separate planning application for the erection of a single storey temporary classroom building on the Coleridge Primary School site is currently lodged with the Council, also in association with the expansion of the school from 2-form to 4-form entry, (ref. no. HGY2006/2347). This application is also included in this agenda.

DETAILS OF PROPOSAL

FORMER TUC SITE

The scheme relates to two separate sites on either side of Crouch End Hill. The main element of the scheme relates to the former TUC Centre site and involves the retention of the central building and the demolition of the newer wings on either side of existing main buildings. These will be replaced with new part-single/part 2 storey teaching wings. The resulting building will then form a new school associated with the existing Coleridge primary school, accomodating the reception, Years 1 and 2 form entry.

The retained buildings will accommodate the support facilities, offices and administration spaces for the new school, plus facilities including library, music room and Head Teachers office. Block B to the rear will contain the main assembly hall, nursery facilities and staff resource rooms. This will be linked to an open play court area.

The new wings to the sides will provide the main teaching blocks. The north wing is on 2 storeys with groups of four classrooms and shared resource spaces clustered around a central corridor. This wing will accommodate the reception classrooms and shared resource areas on the ground floor, with Year 2 facilities on the first floor. The south wing is single storey only and will contain the Year 1 classrooms and resource areas. A new reception play area will be created at the junction of Crouch End Hill and Waverley Road and a new Year 1 and 2 play area adjacent to Haslemere Road.

COLERIDGE SCHOOL SITE

The second element involves a number of minor additions and alterations to the main Coleridge Primary School building in Crescent Road, including the demolition of existing nursery block. The nursery block will be replaced by two new classrooms of 55 square metres each and two shared resource spaces of 21 square metres each. A new art/practical classroom of 36 square metres will infill a small gap in the frontage of the building on the east elevation. A new temporary structure is also included in the scheme to provide two new classrooms and facilities for 2007-2008 and will be located to the north west corner of the school site

In addition, 10 new car spaces will be created to provide additional parking for staff based in the new site. These will be located in the rear part of the existing caretakers house garden adjacent to the existing car parking area.

CONSULTATION

Ward Councillors
Transportation
Policy
Design & Conservation
Arboriculturist
Waste Management
Building Control

LB Islington

English Heritage
20th Century Society

Hornsey Conservation Area Advisory Committee
Haslemere Residents Association

Waverley Road – all
Haslemere Road – all (plus Oakwood Court)
Christchurch Road – all
Crescent Road – all
83, 85 Crouch End Hill (plus Hillside)
Hannay Lane (LB Islington)
4, 6 Avenue Road (plus Avenue Hall)
Hornsey Lane 135-145 (odd)

A Development Control Forum was held on 15 December 2006 as part of the consultation process carried out by this Service, (see Appendix 1), as well as individual letters to the surrounding properties. In addition to the planning consultation, the Childrens Service has undertaken a series of public consultation exercises over the period from September to December 2005 which targeted parents and carers, governors, staff, other Haringey schools and Chairs of Governors. As part of this exercise, local residents were

leafleted and posters displayed outside the school and the proposals were also reported extensively in the local press during this period. In addition, a public meeting was held as part of the Schools Adjudicators procedures.

These consultations produced 185 responses, of which 82 were in favour, 88 were against and 15 were impartial. The largest number of responses were from local residents.

The Childrens Service consultations have also included events in 2006 on the 4 July, 6 July, 27 September, 2 November and 1 December (DQI workshop including parents, pupils).

Comments obtained from visitors to the events in September and November have been collated, and with responses from the council and the design team details have been included on the 'project information' wall mounted permanent display in the entrance to the School. This display has been available since September 2006 and is subject to regular review and update with latest information including external landscaping proposals.

The Architect met with the Hornsey CAAC at the TUC building in November 2006.

A display of designs has been available at Hornsey Library since mid November 2006.

RESPONSES

Policy -

It is encouraging to see that there is a long list of measures proposed to improve energy efficiency including exceeding the new Building Regulations, which is welcomed. The assessment states that the solar panels will provide 6% of the energy requirement for the two new teaching wings which is some way forward but falls short of the 10% target in ENV10. We would want to ensure that the energy efficiency and renewable energy measures that are outlined in the assessment are implemented in the completed scheme and these should be *conditioned.*"

Conservation team – Welcome the retention of the central block and Waverley House as part of the scheme. Consider the scheme as revised with matching facing brickwork to be satisfactory, visually harmonising with the existing buildings on the site and preserving the character and appearance of the Crouch End conservation area.

Building Control – appears satisfactory.

Transportation – have reviewed the traffic related reports submitted with the application and do not object to the proposal subject to the incorporation of a number of highway safety measures being incorporated into the scheme. In summary, they consider that the majority of trips to the existing school and likely trips to the proposed school will be made by sustainable forms of transport, i.e. walking, public transport and cycling. Further, the initiatives included as part of the Travel Plan seek to encourage a higher proportion of journeys to be made in this manner.

LB Islington – do not object to the proposal, however we wish to advise that the Council is currently considering relocating the Ashmount School at Crouch Hill, on the site of the former recreation centre, alongside the redevelopment of existing facilities there.

Hornsey Conservation Area Advisory Committee – Welcome retention of the central block. The overall planning of the site and the accommodation seems to preserve many of the best features of the site. Not convinced of the case for demolishing the north wing. Would prefer to see building re-orientated. Express some concerns about the design and its contribution to the conservation area.

Haslemere Road Residents Association - have objected to the proposal on the grounds that::

- The roads are already dangerous and will be unsafe for an increase in 420 infant children and families.
- There is no parking provision for 44 new staff.
- Haslemere and Waverley Roads are already densely populated.
- We have a high number of existing vulnerable and frail residents
- Our road is already used by many other school pupils
- We have experienced a high increase in visitor parking in the past 2 years.

The Residents Association is supportive of an education use of the site and would support a one-form entry Primary School.

20 responses have been received from local residents at the time of writing this report. Some of the responses express support for the scheme in principle and recognise the need for additional school places in the area.

The main issues raised by local residents are:

- Traffic/parking/road safety

- Noise, particularly at playtimes
- Need, some suggest reducing the proposed expansion from four to three additional form entry and
- Lack of consultation

Other issues raised are:

- out of hours uses
- construction noise
- pollution
- lack of playspace

Of the responses received, the overriding concerns expressed by nearly all respondents relate to traffic, parking and road safety issues. In particular, responses refer to Crouch End Hill as a very busy road dividing the site, the additional traffic and parking generated by the development leading to safety issues for children arriving and leaving the school, and exacerbated problems of parking for local residents.

These issues are considered in detail in the following paragraphs.

RELEVANT PLANNING POLICY

POLICY CW1: COMMUNITY WELLBEING

A key objective of this policy is to increase the overall stock of good quality community and health facilities in Haringey, especially in areas of shortage, and to improve existing facilities.

CSV1: DEVELOPMENT IN CONSERVATION AREAS

National policy on Conservation Areas and Listed Buildings is found in PPG15: Planning and the Historic Environment and this is reflected in the Councils local policies. A key objective of conservation policy is to preserve or enhance the character and appearance of conservation areas.

CSV5: ALTERATIONS AND EXTENSIONS IN CONSERVATION AREAS

The Council will require that alterations or extensions to buildings in Conservation Areas preserve or enhance the character of the Conservation Area.

New development, alterations or extensions to buildings in conservation areas will be expected to use traditional or other durable natural materials that preserve or enhance the character and appearance of the conservation area.

POLICY UD3: GENERAL PRINCIPLES

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

POLICY 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.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples' quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

POLICY UD2: SUSTAINABLE DESIGN AND CONSTRUCTION

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. The Council would prefer that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local nor global environmental consequences.

POLICY ENV9: MITIGATING CLIMATE CHANGE: ENERGY EFFICIENCY

The Council will encourage energy efficiency and a reduction in carbon dioxide (CO₂) emissions. More detail on design and layout is contained in SPG9 Sustainability Statement – Including Checklist.

POLICY ENV10: MITIGATING CLIMATE CHANGE: RENEWABLE ENERGY

The Council will contribute to mitigating climate change by:

- a) requiring all major development schemes to provide an energy assessment with their planning application, showing an on-site

provision of 10%, where feasible, of their projected energy requirement from renewable sources;

- b) expecting all major schemes to demonstrate in their energy assessment that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive solar design; solar water heating; combined heat and power, for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating;

POLICY M10: PARKING FOR DEVELOPMENT

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues associated with this development are:

- i. The need for a new school
- ii. Impact on the conservation area
- iii. Design
- iv. Sustainability
- v. Traffic/parking

THE NEED FOR A NEW SCHOOL

Policy CW1: Community Wellbeing of the Unitary Development Plan 2006 recognises that good community facilities, including schools, are essential to the fabric of a successful, healthy and inclusive society. The policy seeks to ensure that every resident in Haringey that needs a school place should have access to a place preferably within walking distance of where they live.

The Childrens Service of the Council is responsible for education provision in the borough and has identified a need for a new primary school in the west of the borough based on a shortfall of places available for children in this part of the borough and a general desire to provide school places for primary school age children close to where they live.

In strict land use planning terms, there is no requirement to prove “need” for a new school, particularly in respect of this site which already has a lawful use for educational purposes; i.e. there is no principle change of use involved, the previous use also being in the D1 (c) Use Class, “for the provision of education...”. Nevertheless, as a body responsible for provision of places for

childrens education, the Council would not be advancing this proposal for additional places if it were not convinced that it was full justified in educational terms.

The Schools Adjudicator supported the application by the Council, considering the arguments both for and against the proposed expansion, but was satisfied the school could be described as a successful and popular school, and therefore there is a strong presumption laid on all decision makers that the proposal should be approved. He also concluded there is no compelling objective evidence that the expansion would have a damaging effect on standards overall in the borough or in nearby schools in LB Islington and that it will meet a strongly voiced demand from parents living very close to the school for places in the immediate locality which, at present, the authority is not able to satisfy. The adjudicator further concluded that the proposed expansion will not harm the success and popularity of the school, and need not sacrifice any of its current strengths.

He did however recognise the concerns expressed regarding road safety issues and recommended that appropriate measures be incorporated into the development via the planning application process to address and mitigate these issues.

The provision of additional school places in this part of the borough assessed against an identified need therefore complies with the requirements of policy CW1.

IMPACT ON THE CONSERVATION AREA

Policies CSV1 and CSV5 seek to ensure that the character and appearance of conservation areas are not harmed as a result of development, both in terms of the demolition of existing buildings considered to be architecturally or historically valuable, and in terms of the quality of the replacement buildings, in line with advice in PPG15.

FORMER TUC SITE

The existing 1931 central building forms a prominent and important built form at this location and has sufficient local landmark quality to be regarded as making a positive contribution to the Crouch End conservation area. This building has been retained as a core part of the scheme. In addition, the late Victorian house fronting Waverley Road is also considered to make a positive contribution to the conservation area and is to be retained. The 1980's wings however, are not regarded as having any special architectural or historic interest and do not in themselves contribute to the character of the conservation area. Their demolition therefore meets the appropriate requirements as set out in PPG15 and is not opposed.

In townscape terms the new school will present a prominent façade to Crouch End Hill, with an interesting juxtaposition of the low new build wings set against the dominant 1931 central block. Overall it is considered that the revised proposals with matching facing brickwork will visually harmonise with the existing buildings on site, will preserve the character and appearance of Crouch End Conservation Area, and are acceptable and comply with the requirements of Policies CSV1 and CSV5.

COLERIDGE SCHOOL SITE

The nursery building to the existing Coleridge school was designed as part of the original group of school buildings on the site. The nursery is not regarded as being of any special architectural or historic interest and therefore its demolition is regarded as acceptable.

The new elements proposed for the existing Coleridge Primary School site are designed to blend in with the existing buildings in terms of appearance and materials. A new single storey classroom extension is proposed at the south end of the site facing Crescent Road replacing the existing nursery structure to be demolished.

In addition, a small infill extension on the east side and another small extension to the existing staff room close to the main school entrance are proposed, all to blend in with the existing building.

These additions are designed to be in keeping with the existing school buildings in terms of size, scale and appearance and therefore are considered acceptable in design terms and comply with the requirements of Policies CSV1 and CSV5.

DESIGN

Policies UD3 General Principles and UD4 Quality Design set out the Councils requirements in relation to building design and how it relates to the surrounding area. The policies require new buildings to complement with the character of the locality, be appropriate in size and scale and not to reduce existing amenity levels. The policies also require a high quality design approach.

FORMER TUC SITE

The retained central block will be used to provide new accommodation for the headteachers with ancillary office space as well as the new nursery accommodation at ground floor level with direct access to the external nursery

play area. At first floor level the main hall will be used for assembly and dining. The upper floor is designated for staff rooms and ancillary accommodation.

A new main entrance to the building on the Crouch End Hill elevation will be formed at ground floor level providing access to the new reception. The new replacement wings on the north side accommodate the Reception classrooms for the younger children – these have direct access to external Reception play area. The existing external stair leading to the first floor level will be removed, and the internal layout altered and a balcony formed at first floor level to the proposed new library. The existing louvers on the front elevation at ground floor level are proposed to be replaced by new windows to provide daylight to the accommodation within.

The new built elements for this site replace the 1980's extensions and are in approximately the same positions. In terms of bulk and mass, the new extensions are much smaller than those existing, being single or two storey only, and are more in scale with the existing rear extension to be retained. The built form is dictated by the function of the new teaching spaces, i.e. the clusters of four classrooms around a central circulation space. The design approach seeks to complement rather than copy the retained building. Sloping roof sections and projecting window frames identify the four classroom areas within the new structures. The plan form is deeper than the existing wings, and they project slightly forward of the existing building line.

The three dimensional form of the proposed design is significantly lower and deeper than the existing wings, and contrasts with the traditional appearance of the central block. The design of the replacement wings is in a distinctively contemporary idiom and is well articulated. In the planning of these replacement wings the current accommodation parameters for schools were followed closely. Whilst the architectural treatment uses a contrasting form this is a valid expression of the function served.

In terms of materials, following discussion with Officers, the new buildings will be faced principally in brick to match the retained central building, with some coloured rendered areas. This will help the new buildings blend, not only with the retained building, but also with the surrounding area which is generally characterised by brick. As such, the new buildings are considered to comply with Policies UD3 and UD4.

COLERIDGE SCHOOL SITE

The proposed extensions to the existing school buildings are relatively small and will have little visual impact. However, the new elements proposed for the existing Coleridge Primary School site are designed to blend in with the

existing buildings in terms of scale, appearance and materials in line with policies UD3 and UD4.

ROAD SAFETY/PARKING/TRAFFIC

The main purpose of movement related policies in the Unitary Development Plan 2006 is to reduce the need to travel and this is realised by linking development and peoples activities to transport improvements and changes, in line with advice in PPG13 Transport . A key objective of the Councils policies in relation to traffic and pedestrian movement is “to support and promote transport improvements where they would improve safety for all road users, including pedestrians and cyclists,”

ROAD SAFETY

A Traffic Assessment, Road Safety Report and School Travel Plan have been submitted as part of this application. A Road Safety Working Party was established during the development of the scheme in response to the concerns raised following the public consultation exercise. The working party comprised governors, teachers, parents, Morgan Tucker Road Safety consultants and Highways Officers to assist in developing the Road Safety Report and the Travel Plan. Road safety was also recognised as an important issue by the Schools Adjudicator in his decision to support the expansion of the school:

“I am clear that ensuring the highest standards of road safety and monitoring flows of traffic should be given the utmost priority, and urge the Council to ensure that it includes in the planning application detailed proposals to address these issues.”

Consultants Morgan Tucker have produced a road safety report, submitted with the application. The Morgan Tucker report was commissioned by LB Haringey to provide road safety advice in relation to the existing situation and possible road safety issues as a result of the proposed new school. It examined existing pedestrian and vehicle movements around the school sites and looked at the accident statistics in the 5 years from 2001.

The report concluded that,

“the evidence in the recent road safety statistics for the area surrounding the school shows that the movement of traffic to and from the school are generally unrelated to the injury collisions that have been reported. The frequency of collisions at the junctions most likely to be affected by the expansion are relatively low and it is not anticipated to lead to a quantifiable increase in collisions at these locations.

“With regard to vulnerable road users, especially child collisions, there has been one recorded collision and this occurred on a Saturday and is therefore unrelated to school traffic.

“In conclusion, the expansion of Coleridge School should not lead to a quantifiable increase in collision frequency at the highlighted locations of concern. It should also be considered that any proposed measures to increase road safety in the area, i.e. traffic calming, upgrading of the crossing facilities and pedal cycling facilities could reduce the frequency and severity of collisions that may still occur.”

The report also looked at the School Travel Plan and the road safety issues raised through parents meetings and the road safety expansion group. The report concluded that a number of traffic management issues should be considered as a result and listed these issues in priority order. The report concludes that the school should work with parents to try to reduce car journeys to school and support traffic management measures to improve road safety.

The Road Safety Report suggests a number of measures to mitigate the identified traffic issues in the locality, including upgrading the zebra crossings to light controlled crossings, 20mph speed limit, parking restrictions at junctions and traffic calming measures.

Both the school and the Childrens Service are keen to take as many precautions as reasonably possible to reduce the number of incidents involving school traffic. To this end a package of road safety initiatives are included in the scheme, viz:

1. *Creation of a 20 mph zone*
2. *Improve lighting for pedestrians,*
3. *One way on Haslemere and Waverley Roads,*
4. *Increased signage*
5. *Puffin light controlled crossing*
6. *Zig zag road markings, double yellow lines*
7. *20 mph roundels on tarmac*
8. *Change of colour of tarmac surfaces in 20 mph zone*
9. *Flashing school lights on Crouch end hill*
10. *Marked turning area at top of Crescent Road*
11. *Discussion with TfI regarding moving north bound bus stop to location below school zone*
12. *CCTV installation, with signage*

13. Traffic tables at the junction of Christ Church Road, Haslemere and Waverley roads.

These measures have been costed and worked into the scheme as part of the development package. A condition is attached to the permission should the Sub-Committee decide to approve the proposal, to ensure that the measures are put in place before the new school opens.

PARKING

Appendix 1 of the Unitary Development Plan 2006 sets out parking standards for development. With regard to educational uses no specific standards are given, parking provision will be assessed on a case by case basis. In terms of staff parking for the school as extended, the existing school site has 11 spaces. An additional 10 spaces are proposed to be provided on land acquired to the rear of the existing caretakers house, giving a total of 21 spaces for the extended school.

Transportation consider the level of staff parking proposed for the new school to be satisfactory. The TA submitted with the application indicates that there will be approximately 80 staff employed at the enlarged school. The level of parking proposed will therefore discourage staff travelling to and from the site, in line with the guidance in PPG3 which seeks to discourage the use of the private car generally by reducing car parking spaces while at the same time encouraging more sustainable forms of transport. The Travel Plan submitted with this application seeks to achieve this. In addition, priority signage is also recommended to be installed at the entrance to the access to the car park.

TRAFFIC

The site is in an area of low public transport accessibility with high parking pressure. Two bus services, Nos. 41 and W7 currently serve the site with a capacity of approximately 46 buses per hour. These services link to the main line rail stations and underground station which allows the majority of trips to the school to be made by public transport or other sustainable means, principally walking and cycling.

The previous uses of the site have generated a certain level of vehicles visiting the site, either staff, users or deliveries. The proposed use will result in a different pattern of vehicle activity.

TRAVL survey data for the existing school indicates that the likely trip generation figures submitted in the TA for the proposed school may be accepted. These figures show some increase, approximately 10%, in vehicle traffic calling at the site. In common with most schools, this will be greatest at dropping off and picking up times. At other times, the level of traffic attracted by the proposed use is likely to be lower. Outside of school hours, including

weekends, vehicle movements are likely to be minimal in relation to the proposed use. Concern has been expressed by local residents regarding the potential additional traffic likely to be attracted to the area as a result of the proposal.

To address this issue, the school has developed a travel plan to reduce as far as possible the number of vehicles coming to the site. The travel plan has been developed in association with consultants to manage and minimise vehicle use associated with school activities, with particular attention paid to the journey to and from school. It is likely that many of the children attending the new school will be from the local area and will be able to walk to school, and the school will encourage this through the travel plan. Other initiatives such as 'walking buses' can be investigated to help encourage parents to walk their children to school.

Such initiatives, linked with the package of road safety improvements outlined above, should be able to make a positive contribution toward mitigating any adverse effects that may result from the proposed use, in line with principles and objectives of PPG13 and the Unitary Development Plan 2006 in terms of movement.

OTHER ISSUES

SUSTAINABILITY/ENERGY EFFICIENCY

PPS22 Renewable Energy sets out government guidelines for renewable energy production targets at both national and local level. It requires Local Planning Authorities to set out criteria for renewable energy projects in its local development documents and requires them to encourage renewable energy projects in their areas. It also recognises the value of small-scale projects.

This advice is reflected in Policies ENV10 Mitigating Climate Change: renewable energy and Policy ENV9: mitigating climate change: energy efficiency in the Unitary Development Plan 2006. These policies recognise that developments should be as energy efficient as possible so as to minimise the likely total energy consumption of the buildings.

The design of the new Coleridge Primary School seeks in the first instance, to reduce the demand for energy consumption prior to the consideration of integrating zero and low carbon energy sources, since controlling demand is the most effective way of reducing carbon dioxide emissions, in line with the advice in Policy ENV9. The following points outline the approaches and strategies that have been considered from the outset to improve energy efficiency:

- Low U-values for external walls, glazing, roof and floors: the scheme is designed to exceed the new Building Regulations (Part L2A 2006)

- External solar shading to limit solar heat gain
- High standards of air tightness (i.e. minimising air leakage and infiltration rates through gaps and openings)
- Heat recovery within each and every mechanical ventilation system (where installed)
- Introduction of thermal mass for passive cooling of spaces
- Energy efficient lighting throughout
- Variable speed drives for circulation pumps
- High efficiency motors incorporated into all building services
- High efficiency heating plant
- Energy metering

It is estimated that these energy efficiency measures will help to cut carbon dioxide emissions.

In addition to the low energy strategies described above, the use of roof mounted solar panels is considered to assist in the hot water heating throughout the two new teaching wings. The applicants calculations show that 22 m² of solar panels would cut the carbon emissions from the two new teaching wings by approximately 6%. This is the maximum quantity of solar heated water that could annually be produced before creating a surplus at some instances during the year thus causing a negative effect on the projected reduction of building energy loads.

Other renewable energy strategies (biomass boilers, photovoltaic panels and wind turbines) have also been considered but discounted due to cost implications and site constraints.

TREES

The scheme does not involve the loss or felling of any trees on the two sites. A detailed survey and 'walkabout' has been undertaken by the Councils Arboriculturalist and the Landscape Architect to assess the impact of the proposed development on the existing trees within the sites. The scheme has been amended as a result of this survey to avoid any damage occurring to the existing trees. Conditions are attached to ensure adequate tree protection measures are incorporated into the scheme.

PLAY SPACE

The east site provides a total net play area of 3240 square metres, viz.

- Soft play 1320 square metres
- Hard games 1000 square metres
- Informal hard play 460 square metres
- Habitat 180 square metres
- 'float' 280 square metres

This equates to 9 square metres per infant school pupil. This meets the minimum play space provision to be provided under guidance BB99 covering Primary Schools.

The proposed nursery play area is 100 square metres.

AIR QUALITY — INTERNAL AND EXTERNAL

Planning policies relevant to air quality management are set out in PPG13 Transport and Local Air Quality Management (LAQM) Policy Guidance produced by DEFRA. PPG13 promotes a general approach to reduce the dependence on the private car with the specific aim of reducing air pollution through vehicle emissions. PPG13 also aims to integrate planning and transport at a number of levels to promote more sustainable transport choices, to promote accessibility to services and to reduce the need to travel, thereby reducing emissions.

In terms of air quality within the new buildings, the proposal for the east site is to provide mechanical ventilation to address the acoustic issues on the site and to provide the required air change rate recommended in Building Bulletin 87 - Guidelines for Environmental Design in Schools. This document refers to air quality mainly in the context of carbon dioxide levels with an increased air change rate giving a lower CO₂ concentration. The proposed mechanical system provides this while also filtering the incoming air and allowing for reclaiming heat from the exhaust air.

The air quality in the new buildings will be significantly better than that existing in the school buildings on the existing school site.

The London Plan SPG – Sustainable design and Construction refers to air quality, but without absolute standards. It requires that the development should be designed to minimise pollution; it does not state that roads preclude development. The scheme is designed to mitigate the impact of the road by placing the buildings as a solid buffer on Crouch End Hill behind which the larger, protected play spaces are located.

It should be accepted that any new building in a built up, urban area such as Crouch End will be subject to a level of air quality prevalent generally in the area which is the inevitable consequence of the degree of pollution caused as

a result of the mix of activities that are associated with the urban environment. In other words, air quality will be no worse in the proposed school buildings than it is in the existing school buildings opposite, or the surrounding residential properties. In itself, air quality should not be regarded as a reason not to allow development. A broader approach to address the issue is required that addresses tackling air pollution at both local and national levels, an approach which the Council is following through its LAQM initiatives in line with the guidance contained in the Local Air Quality Management (LAQM) Policy Guidance produced by DEFRA and the advice in PPS23: Planning and Pollution Control, which seeks to minimise emissions from new development.

NOISE

Concern has been expressed by some local residents regarding noise generated by the school at playtimes. It is inevitable that the proposed school uses will generate some noise at these times as a result of the normal activities of the children during play. There are no specific guidelines or targets relating to noise levels generated by normal school activities. Also, it must be borne in mind that the authorised use of the site and buildings is for educational use and therefore a private school or other use falling within the D1 Non-Residential Institutions Use Class could occupy the buildings without the need for planning permission, potentially generating more noise and disturbance.

SUMMARY AND CONCLUSION

This application relates to two separate sites,

- i) Former TUC Centre Site Crouch End Hill, and
- ii) Coleridge Primary School, Crescent Road N8

Both sites are within the Crouch End Conservation Area. The scheme does not involve the loss or felling of any trees on the two sites.

The main element of the scheme relates to the former TUC Centre site and involves the retention of the central building and the demolition of the newer wings on either side of existing main buildings. These will be replaced with new part-single/part 2 storey teaching wings. The resulting building will then form a new school associated with the existing Coleridge Primary School, accommodating the reception, Years 1 and 2 form entry.

Childrens Service has run a consultation exercise from September to December 2005 which targeted parents and carers, governors, staff, other Haringey schools and Chairs of Governors. Local residents were leafleted and posters displayed outside the school and the proposals were also reported extensively in the local press during this period. In addition, a public meeting was held as part of the Schools Adjudicators procedures.

The Schools Adjudicator found in favour of the scheme and supported the school expansion scheme, but raised concerns regarding road safety.

The main issues raised by local residents are:

- Traffic/parking/road safety
- Noise, particularly at playtimes
- Need, some suggest reducing the proposed expansion from four to three additional form entry.

In terms of the buildings on the site, the conservation area and design, the scheme retains the original central building and the late Victorian house within the site. The demolition of the 1980's wings is not opposed. The design has been amended to increase the amount of brickwork in the elevations and is now considered to be acceptable.

Transportation have reviewed the traffic related reports submitted with the application and do not object to the proposal subject to the incorporation of a number of highway safety measures being incorporated into the scheme. In summary, they consider that the majority of trips to the existing school and likely trips to the proposed school will be made by sustainable forms of transport, i.e. walking, public transport and cycling. Further, the initiatives included as part of the Travel Plan seek to encourage a higher proportion of journeys to be made in this manner.

It is recognised that the proposed school expansion will attract additional vehicles to the site, although the pattern of vehicle activity will be different, resulting in possibly less traffic at certain times, especially weekends. The changes may have road safety implications for children arriving and leaving the proposed school. To address this, the Childrens Service has undertaken to implement a package of road safety measures and initiatives as identified in the Road Safety report prior to the school opening. A school travel plan is also required to reduce and manage the vehicle activity associated with the proposed expansion.

Other issues such as noise and air quality have been considered as part of this report but are not regarded as being of sufficient significance to warrant withholding planning permission.

In conclusion, it is considered that the proposed school expansion meets the appropriate planning policy requirements as set out in the Unitary Development Plan 2006 and other relevant guidance and that planning permission is recommended to be granted subject to conditions.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/2234

Applicant's drawing No.(s) 444.04, 444.05, 444.06, 444.07, 444.100 Rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-PL-013 rev 03, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113, 524-PL-114 rev 01, 524-PL-115, 524-PL-150 Rev 02, 524-PL-151 Rev 02, 524-PL-152 Rev 00 & 524-PL-155

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

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

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.

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. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

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.

7. Details of the proposed foundations in connection with the development hereby approved and any excavation for services shall be agreed with the Local Planning Authority prior to the commencement of the building works.

Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity.

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

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

9. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays. Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

10. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

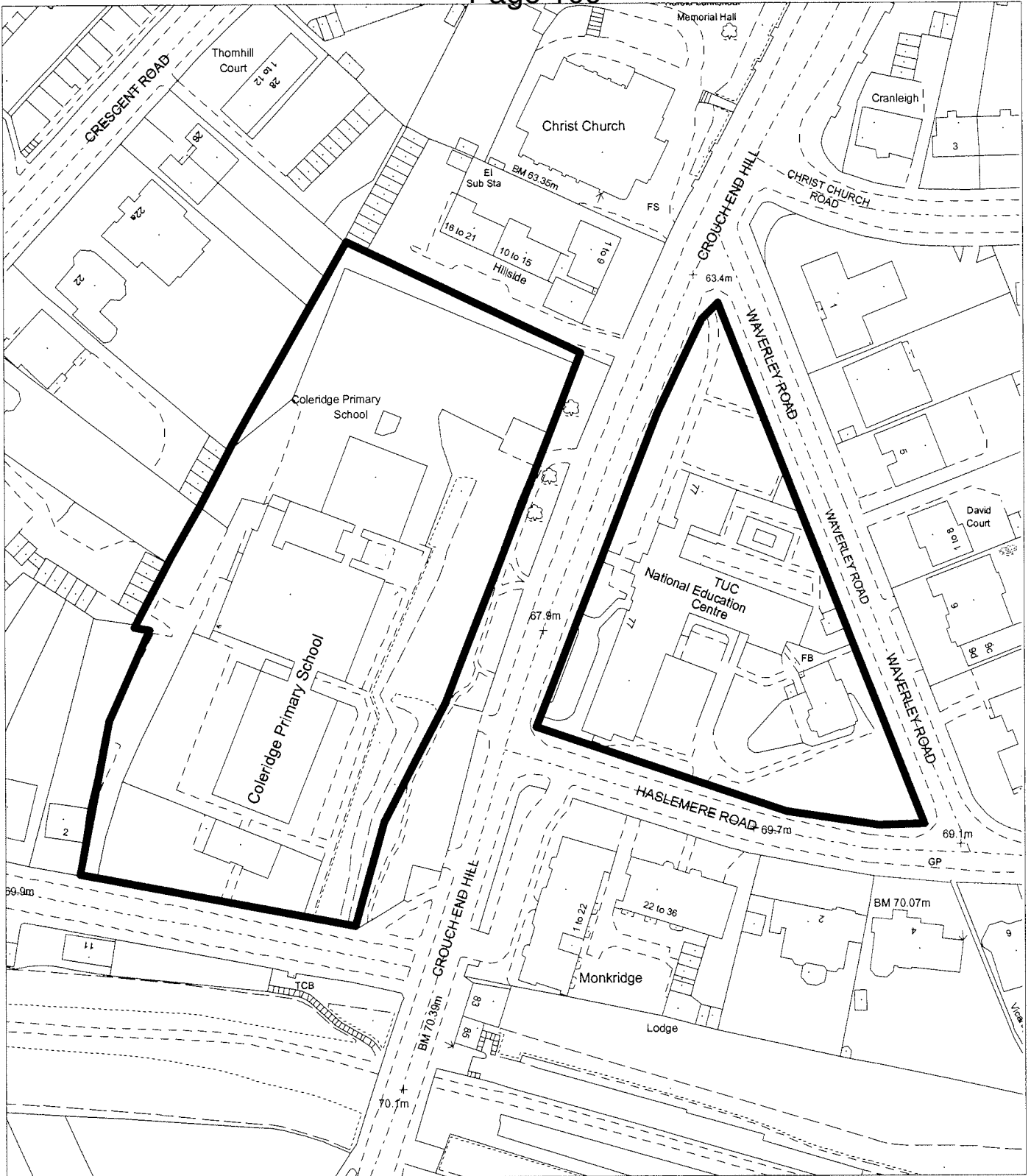
11. Prior to the development hereby approved being occupied, the applicant shall submit a travel plan incorporating the road safety measures to be taken to address the need to reduce and manage vehicle activity associated with the site, these measures to include those identified within the Coleridge School Road Safety report produced in association with the road safety consultant.

Reason: to ensure the proper management of vehicle activity associated with the school.

REASONS FOR APPROVAL

The proposal to expand the existing 2-form entry Coleridge Primary School to 4-form entry by redevelopment of the former TUC Centre site and buildings and alterations to the existing school is considered to be acceptable in terms of i) demonstration of educational need, ii) appropriate design which fits in with the local area and the conservation area, iii) traffic, parking and road safety, coupled with the package of highway works identified, and iv) other issues relevant to the scheme. It is considered that the proposed school expansion meets the appropriate planning policy requirements as set out in Policies CW1: New Community Facilities, CSV1: Development In Conservation Areas, CSV5: Alterations & Extensions In Conservation Areas, UD2: Sustainable Design and Construction, UD3: General Principles, UD4: Quality Design, ENV9: Energy Efficiency, ENV10: Renewable Energy and M10: Parking For Development of the Unitary Development Plan 2006 and other relevant guidance.

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Site plan

Former TUC Centre Site, Crouch End Hill & Coleridge Primary School, Crescent Road, N6

HARINGEY COUNCIL

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PLANNING & ENVIRONMENTAL CONTROL SERVICE DEVELOPMENT CONTROL DIVISION

MINUTES

Meeting	:	DEVELOPMENT CONTROL FORUM – Former TUC Centre Site, Crouch End Hill & Coleridge School Crescent Road, N8
Date	:	13 th July 2006
Place	:	Hornsey Town Hall, The Broadway, Crouch End, N8
Present	:	Paul Smith (Chair), Tay Makoon, Officers from Education Ian Bailey Assistant Director, Brendan Wells, Planning Service, Cllr Engert, Newton, (Approx 50) Local Residents
Minutes by	:	Tay Makoon

Distribution :

Item		Action
	<p>Paul Smith introduced the meeting by welcoming everyone and introducing officers, members. He also explained the purpose of the meeting that it was not a decision making meeting and that the meeting is being minuted and the minutes will be attached to the officers' report when reported to the Planning Application Sub-Committee. He went through the agenda and pointed out the housekeeping rules.</p> <p>The Proposal Demolition of 3 storey wings on either side of existing main buildings and replacement with new part single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School, and Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.</p> <p>Main Issues</p> <ul style="list-style-type: none"> • The need for a new school • Impact on the Conservation Area • Design • Sustainability • Traffic/Parking <p>Presentation by Education Service The presentation covered the following School places, contact details, history, indicators, children places, impact on other schools, expansion, reduction in places, new secondary school.</p>	

Item		Action
	<p>Presentation by Marilyn Sparrow – School Government Body The presentation covered the need for more spaces, no increase traffic, noise, safe managements, creativity encouraged across two sites, not split into infants/juniors, united between the ages, Leader of school, management, traffic, play space , 20 miles mph zone , school safety</p> <p>Presentation by Shirley Boffey The presentation covered the following – better facilities – planning for future, staff to work together, health and safety, road safety , heart of community.</p> <p>Presentation by Architects The presentation was delivered by showing plans of the site of Access, building area, play space explaining the scheme will be double in size, design for 120 children, single storey.</p> <p>Presentation by Sue Hesse on behalf of local residents The presentation covered the following: Local people are not apposed to the school but feel 900 pupils are facing three dangerous roads. Road safety expert shows that the narrow winding road causes bad visual which is detrimental to school children and parents walking to school. Junction is a problem, increase in traffic. Other issues are noise, road safety implications, population increase.</p> <p>Questions from the Floor</p> <ul style="list-style-type: none"> • Issues raised by residents • Dangerous traffic • School Island Site • Pollution/Noise • Safety • Parking <p>Q1: Parent – Have concerns about traffic safety issues. Tucker report highlights the problem with narrow rd and high volume traffic with a lot more activity. The report recommends wide pavements, change railings, pollution issues, artificial ventilation, new school closer to existing school, budget</p> <p>Q2: School Island Site – concerns about parking. There should be no parking on the school side of the road.</p> <p>Q3: Traffic Issues: Reduction by 10% - rising level of pollution and congestion on the road is very bad for the school children. Answer: Kate Fuller – Pollution – It is upto the Council to monitor this and advice</p> <p>Q4: Concern about parking and safety in Heslemere/Waverly Road, as it is already very difficult to park. There is a need to reduce parking in the area, have you any plans to build bike sheds /scooter shed, what about pavement traffic, also how many times will the children be crossing between the two schools. Answer: Architects replied that staff and pupil will have storage provided on site for bikes. The school have a travel plan and in terms of parking we are looking at the junction/crossing.</p>	

Item		Action
	<p>Q5: - Can you define play safe Answer: Air quality/acoustics – Shielding play space</p> <p>Q6: - Cllr Engert – Details of proposals of addressing the application as stated by the educator. Answer: Detail fencing around the school. Heslemere Road – Visually secure landscaping to support.</p> <p>Q7: Wall is low can you plant Laurel hedge and variety planting Answer: Yes we will take it on board</p> <p>Q8: Waverley Rd – elderly/disabled. Take into consideration Answer: Yes we will take it on board</p> <p>Q9: Have you considered building a tunnel over/under road. Answer: Yes have considered it but not possible</p> <p>Q10: Would it be possible to work to a 3 form school considering how close the classrooms are to the roads Answer: We are badly in need of school places and this would meet the need</p> <p>Q11: How big is the triangle for housing? Answer: 9 – 10 metres</p> <p>Q12: Traffic study – reduce no of cars. Answer: Contact details to Bredan Wells at the end of meeting and he will reply in writing.</p> <p>PS ended the meeting by thanking everyone for attending the meeting and participating. He reminded everyone to send comments to the Planning Service if not already done so and that further representation can be made at the Planning Application Sub Committee.</p> <p>End of meeting</p>	

Item		Action

Item		Action

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Planning Applications Sub Committee 22 January 2007 Item No 13.

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/2235

Ward: Crouch End

Date received: 14/11/2006

Last amended date: N/A

Drawing number of plans 444.04, 444.05, 444.06, 444.07, 444.100 rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-0-013, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113 rev 03, 524-0-114 rev 01, 524-PL-115, 524-PL-150, 524-PL-151 rev 02, 524-PL-152 rev 00 & 524-PL-155.

Address: Former TUC Centre Site, Crouch End Hill & Coleridge Primary School, Crescent Road N8.

Proposal: Conservation Area Consent for:

- (1) Demolition of 3 storey wings on either side of existing main buildings and replacement with new part-single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School,
- (2) Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.

Existing Use: Education

Proposed Use: Education

Applicant: Haringey Council - Childrens Services

Ownership: Council

PLANNING DESIGNATIONS

Crouch End Conservation Area
Road - Classified

Officer Contact: Stuart Cooke

RECOMMENDATION

GRANT CONSRVATION AREA CONSENT subject to conditions

SITE AND SURROUNDINGS

This application relates to two separate sites,

- i. Former TUC Centre Site Crouch End Hill, and
- ii. Coleridge Primary School, Crescent Road N8

Former TUC Centre Site, Crouch End Hill, N8

This site is located on the east side of Crouch End Hill between Haslemere Road and Waverley Road. It is triangular in shape with a site area of 0.5 hectares. It falls within the Crouch End conservation area.

The site is currently occupied by the buildings known as the former TUC Centre and was originally the Hornsey College of Art. The building was last used as the Haringey Professional Development centre and was vacated in May 2006.

The main building was constructed in the 1931 is 3-4 storeys in height and built in red brick in a neo-classical style with large portico, columns and pediment. Substantial wings, also 3-4 storeys, were added in 1981 to provide residential accomodation and administration space. There is also a large detached Victorian house within the site which is linked to the main buildings by a bridge structure which provided residential accomodation for the Training Centre.

The remainder of the site is open with a car park at the south end. A large number of mature trees exist on the site.

Coleridge Primary School, Crescent Road, N8

Coleridge Primary School is a Council run school for 4 – 11 year olds. There is also a nursery school on site. The school currently houses 413 pupils and 41 staff and a further 64 nursery school children.

Coleridge Primary School comprises a number of low rise buildings constructed in the 1960's with some minor more recent extensions and caretakers house. The buildings are set within the playground area which contains a number of mature trees. A substantial tree screen exists between the school site and Crouch End Hill.

Both sites fall within the Crouch End Conservation Area.

Surrounding area

The surrounding areas are generally residential in character with a mix of ages and types of buildings, principally detached and semi-detached late Victorian houses and more modern 3 or 4-storey flat blocks. The application sites are located on top of Hornsey ridge close to the borough boundary with LB Islington. Crouch End Hill railway station is close by and a number of bus routes use Crouch End Hill. At the bottom of Crouch End Hill is Crouch End town centre.

PLANNING HISTORY

There is little significant planning history relating to the Coleridge Primary School site.

With regard to the TUC Centre, planning permission was granted in December 1981 for the partial redevelopment of the site and change of use to the TUC Centre, ref. HGY25087.

A parallel planning application for full planning permission is currently lodged with the Council for the redevelopment of both sites in association with the expansion of the school from 2-form to 4-form entry, (ref.no. HGY2006/2234). This application is also included in this agenda.

In addition, a separate planning application for the erection of a single storey temporary classroom building on the Coleridge Primary School site is currently lodged with the Council, also in association with the expansion of the school from 2-form to 4-form entry, (ref. no. HGY2006/2347). This application is also included in this agenda.

DETAILS OF PROPOSAL

This application relates to conservation area consent for the demolitions involved in association with the overall scheme to provide a new school on the former TUC site and alterations/improvements to the existing Coleridge Primary School site.

In terms of the demolitions, on the former TUC site, these involve the demolition of the newer wings on either side of existing main building. These wings were built in 1981 to provide residential accommodation and administration space to the TUC Centre. The original 1930's central building will remain.

On the Coleridge Primary School site, the existing nursery building fronting Crescent Road will be demolished along with other minor elements of the school buildings. The school buildings were built in the 1960's with little architectural or historic significance.

CONSULTATION

Ward Councillors
Conservation team
English Heritage
Hornsey Conservation Area Advisory Committee

RESPONSES

Conservation team –

“The north and south blocks are designed in a relatively plain modern style, however they are in scale with the central block, they have been aligned and sited to be subordinate to it, and present an active frontage to Crouch End Hill. There is however, a significant qualitative difference between the main 1931 building and the 1981 north and south blocks. Whilst their facing brickwork is a reasonable match which visually harmonises with the original brickwork, it is of a lesser quality than the brickwork of the central block. Their horizontal fenestration pattern and window detailing is similarly of a lesser quality compared to the vertically proportioned windows with the red brick reveals and keystones to window openings of the main building. Their end elevations, which are visible from the street, appear substantially blank and severe, and the pitched roof line of the north block accentuates its stark mass against the slope of the hill. I therefore consider that whilst the TUC central block makes a positive contribution, the north and south blocks do not.

“The proposals for the new primary school seek the complete demolition of the north and south blocks. In view of the assessment of the significance of the north and south blocks, I consider that such proposals do not need to be considered in accordance with the tests set out in para 3.19, PPG15.

“The proposals retain the central block but include some structural alterations (acceptable subject to detail design approval), as well as the removal of the modern mansard structure (considered an improvement).”

RELEVANT PLANNING POLICY

National Guidance

National guidance in relation to development in conservation areas is set out in PPG15 Planning and the Historic Environment.

This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It explains the role played by the planning system in their protection.

Conservation area designation introduces a general control over the demolition of unlisted buildings and provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area's special interest.

In exercising conservation area controls, local planning authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question; and, as with listed building controls, this should be the prime consideration in determining a consent application. In the case of conservation area controls, however, account should clearly be taken of the part played in the architectural or historic interest of the area by the building for which demolition is proposed, and in particular of the wider effects of demolition on the building's surroundings and on the conservation area as a whole.

Unitary Development Plan 2006

The Council's new Unitary Development Plan was adopted by the Council in July 2006 following its Public Inquiry and modifications procedures. It complies with relevant national policy guidance and the London Plan. The principle policies which are relevant to this case area set out below.

CSV7: DEMOLITION IN CONSERVATION AREAS

The Council will seek to protect buildings in conservation areas, by refusing applications for their demolition or substantial demolition if it would have an adverse impact on the character and appearance of the conservation area.

ASSESSMENT

Para. 4.27 of PPG15 requires that:

“proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings (paragraphs 3.16-3.19 above). In less clear-cut cases - for instance, where a building makes little or no such contribution - the local planning authority will need to have full information about what is proposed for the site after demolition. Consent for demolition should not be given unless there are acceptable and detailed plans for any redevelopment. It has been held that the decision-maker is entitled to consider the merits of any proposed development in determining whether consent should be given for the demolition of an unlisted building in a conservation area.”

The merits of the elements of the buildings to be demolished on the former TUC Centre site have been carefully considered in terms of their contribution to the conservation area. It is considered that the buildings have a neutral effect on the character and appearance of the Crouch End conservation area. Therefore, under the terms of the guidance set out above and policy CSV7 of the UDP, the relevant criterion for considering their demolition of these buildings is that the Local Planning Authority must be satisfied with the merits of the proposed replacement development. The full planning application is included in this agenda with a recommendation for conditional approval, and

therefore the replacement scheme is regarded as being considered satisfactory.

RECOMMENDATION

GRANT CONSERVATION AREA CONSENT

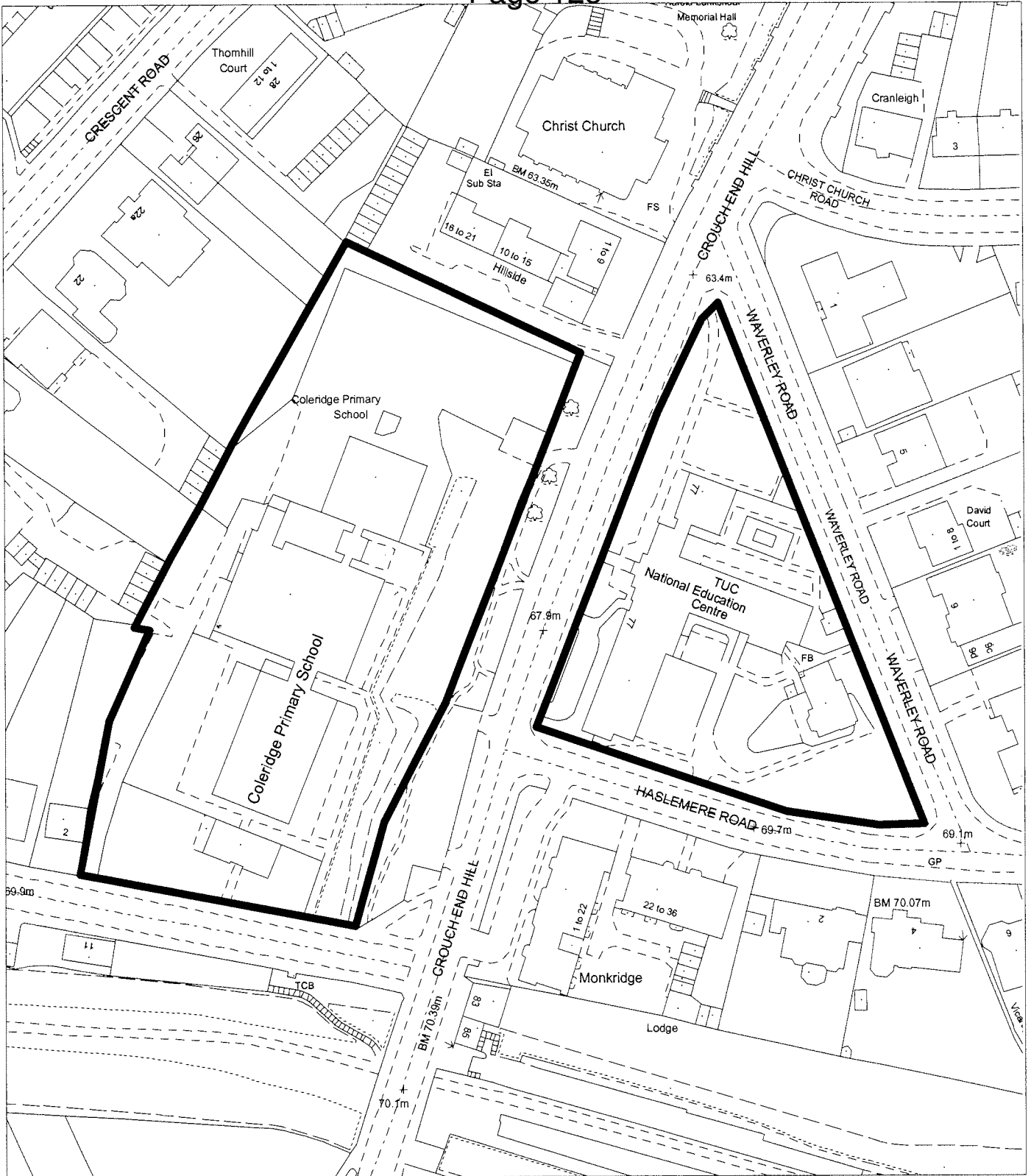
Registered No. HGY/2006/2235

Applicant's drawing No.(s) 444.04, 444.05, 444.06, 444.07, 444.100 rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-0-013, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113 rev 03, 524-0-114 rev 01, 524-PL-115, 524-PL-150, 524-PL-151, 524-PL-152 rev 00 &524-PL-155.

Subject to the following condition:

1. The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works for redevelopment of the site has been made and planning permission granted for the redevelopment for which the contract provides.

Reason: In order to ensure that the site is not left open and vacant to the detriment of the character and visual amenities of the locality.



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Site plan

Former TUC Centre Site, Crouch End Hill & Coleridge Primary School, Crescent Road, N6

HARINGEY COUNCIL

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Planning Applications Sub Committee 22 January 2007 Item No 14.

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2006/2347

Ward: Crouch End

Date received: 28/11/2006

Last amended date: N/A

Drawing number of plans: 542-PL-001, 542-PL-015, 542-PL-115, portakabin attachment, site photographs A, B & C.

Address: Coleridge Primary School Crescent Road N8.

Proposal: Erection of 1 x single storey portakabin to be used as two x temporary classrooms in support of Coleridge Primary School expansion project application reference HGY/2006/2234.

Existing Use: Primary School

Proposed Use: Primary School

Applicant: Haringey Childrens Services

Ownership: Council

PLANNING DESIGNATIONS

Crouch End Conservation Area
Road – Borough

Officer Contact: Stuart Cooke

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

This application relates to the Coleridge Primary School, Crescent Road N8.

Coleridge Primary School comprises a number of low rise buildings constructed in the 1960's with some minor more recent extensions and caretakers house. The buildings are set within the playground area which contains a number of mature trees. A substantial tree screen exists between the school site and Crouch End Hill.

Coleridge Primary School is a Council run school for 4 – 11 year olds. There is also a nursery school on site. The school currently houses 413 pupils and 41 staff and a further 64 nursery school children.

Surrounding area

The surrounding area is generally residential in character with a mix of age and type, principally detached and semi-detached late Victorian houses and modern 3 or 4-storey flat blocks. It is located on top of Hornsey ridge close to the borough boundary with LB Islington. Crouch End Hill railway station is close by and a number of bus routes use Crouch End Hill. At the bottom of Crouch End Hill is Crouch End Town Centre.

The site is within the Crouch End Conservation Area.

PLANNING HISTORY

There is little significant planning history relating to the Coleridge Primary School site.

Parallel applications for planning permission and conservation area consent are currently lodged with the Council for demolitions and new build in association with the expansion of the school from 2-form to 4-form entry, relating to both the former TUC Centre on the opposite side of Crouch End Hill and the existing school site, (ref.nos. HGY2006/2234 & 2235). These applications are also included in this agenda.

DETAILS OF PROPOSAL

This application is for the erection of a single storey portakabin to provide two temporary classrooms in support of Coleridge Primary School expansion project. The proposed temporary structure will be located to the SW corner of the Coleridge School site on a tarmaced area currently used as part of the existing playground. The proposed building has ramped access and is fully accessible. The proposed building is approximately 16 x 9 metres floor area by 3 metres high.

The building is required for the academic year beginning in September 2007 for a period of approximately 15 months while the main works on the TUC site are being completed. Once those works are complete the temporary building will be removed and the current hard surface re-instated.

CONSULTATION

Ward Councillors
Hornsey Conservation Area Advisory Committee
CASCSH

Transportation
Arboriculturist
Policy

1 – 12 Crescent Court
1 – 12 Thornhill Court
1 – 21 Hillside
20, 22, 22A, 24, 26 Crescent Road

RESPONSES

No responses received at the time of writing this report.

RELEVANT PLANNING POLICY

POLICY CW1: COMMUNITY WELLBEING

Good community facilities are essential to the fabric of a successful, healthy and inclusive society. Community facilities include schools, higher education facilities, health centres, childcare providers, places of worship and community halls. Every resident in Haringey that needs a school place, a childcare place, or medical assistance, should have access to these services preferably within walking distance of where they live.

Haringey needs new community facilities because the population is increasing and the demand for community facilities is growing. If any areas of deficiency in community facilities are identified then the Council will bring forward policies to direct facilities to those areas

A key objective of this policy is to increase the overall stock of good quality community and health facilities in Haringey, especially in areas of shortage, and to improve existing facilities.

CSV1: DEVELOPMENT IN CONSERVATION AREAS

National policy on Conservation Areas and Listed Buildings is found in PPG15: Planning and the Historic Environment. This places a requirement on Local Planning Authorities to pay special attention to preserving or enhancing

the historic environment. Haringey has 28 conservation areas and over 350 listed buildings. Heritage Conservation is recognised as a key factor in facilitating urban regeneration and promoting civic pride.

A key objective of conservation policy is to preserve or enhance the character and appearance of conservation areas.

POLICY UD3: GENERAL PRINCIPLES

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

POLICY UD2: SUSTAINABLE DESIGN AND CONSTRUCTION

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. (The social and economic aspects of sustainable development are addressed elsewhere in the UDP). The Council would prefer, all things being equal, that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local nor global environmental consequences.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues associated with is application are:

- i. The need for the accommodation, and
- ii. The effect on the conservation area and adjoining residents.

The Need for the Accommodation

As outlined above, the Childrens Service Coleridge wish to expand Coleridge Primary School from a 2-form entry to 4-form entry school. To this end new school facilities are to be constructed on the former TUC Centre site opposite, subject to planning permission being granted. The temporary building is required for the period of construction of the new school facilities, a period of approximately 15 months, approximately December 2008, after which the building will be removed. Should planning permission be granted, a condition will be attached requiring the temporary building to be removed.

The effect on the conservation area and adjoining residents.

The building is to be positioned towards the SW corner of the site close to the existing school buildings which are 2 to 2 ½-storeys in height in this area. This area of the site is currently tarmaced play area. The proposed building is approximately 16 x 9 metres in size and 3 metres high. It will be located approximately 10 metres from the school boundary. This boundary is

generally heavily treed providing a substantial natural screen between the school site and the adjoining gardens.

Policy CSV1 Development in Conservation Areas seeks to preserve or enhance the character and appearance of conservation areas in the borough. Whilst temporary buildings are not generally encouraged in conservation areas, in this case the proposed structure is located in a position which is not visible from the general public realm. Additionally, the current school buildings are not regarded as having particular intrinsic value and therefore the proposed structure will not harm the appearance of the school site generally.

To ensure the building does not cause permanent harm to the conservation area, a condition is attached to ensure the building is removed once it is no longer required.

Policy UD3 General Principles states that development should not significantly adversely impact on residential amenity or other surrounding uses in terms of loss of sunlight, privacy, overlooking, aspect and the avoidance of air, water, light, and noise pollution. The proposed temporary structure is single storey and given the distance between it and the end of the rear garden of the adjoining property, there will be very little impact in terms of loss of sunlight or aspect. Given the existing substantial tree screen and the distance to the boundary, there will be little overlooking or loss of privacy associated with the building. As the building is located on part of the existing playground, no additional noise will be caused by the development.

SUMMARY AND CONCLUSION

This application relates to the Coleridge Primary School, Crescent Road N8. The site is within the Crouch End Conservation Area.

This application is for the erection of a single storey portakabin to provide two temporary classrooms in support of Coleridge Primary School expansion project. The main issues associated with this application are the need for the accommodation, and the effect on the conservation area and adjoining residents.

The temporary building is required for the period of construction of the new school facilities, a period of approximately 15 months, approximately December 2008, after which the building will be removed.

The current school buildings are not regarded as having particular intrinsic value and therefore the proposed structure will not harm the appearance of the school site generally. There will be very little impact in terms of loss of sunlight or aspect or overlooking or loss of privacy associated with the building. As the building is located on part of the existing playground, no additional noise will be caused by the development. The proposal therefore

complies with Policy CSV1 Development in Conservation Areas and policy UD3 General Principles of the Unitary Development Plan 2006.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/2347

Applicant's drawing Nos. 542-PL-001, 542-PL-015, 542-PL-115, portakabin attachment, site photographs A, B & C.

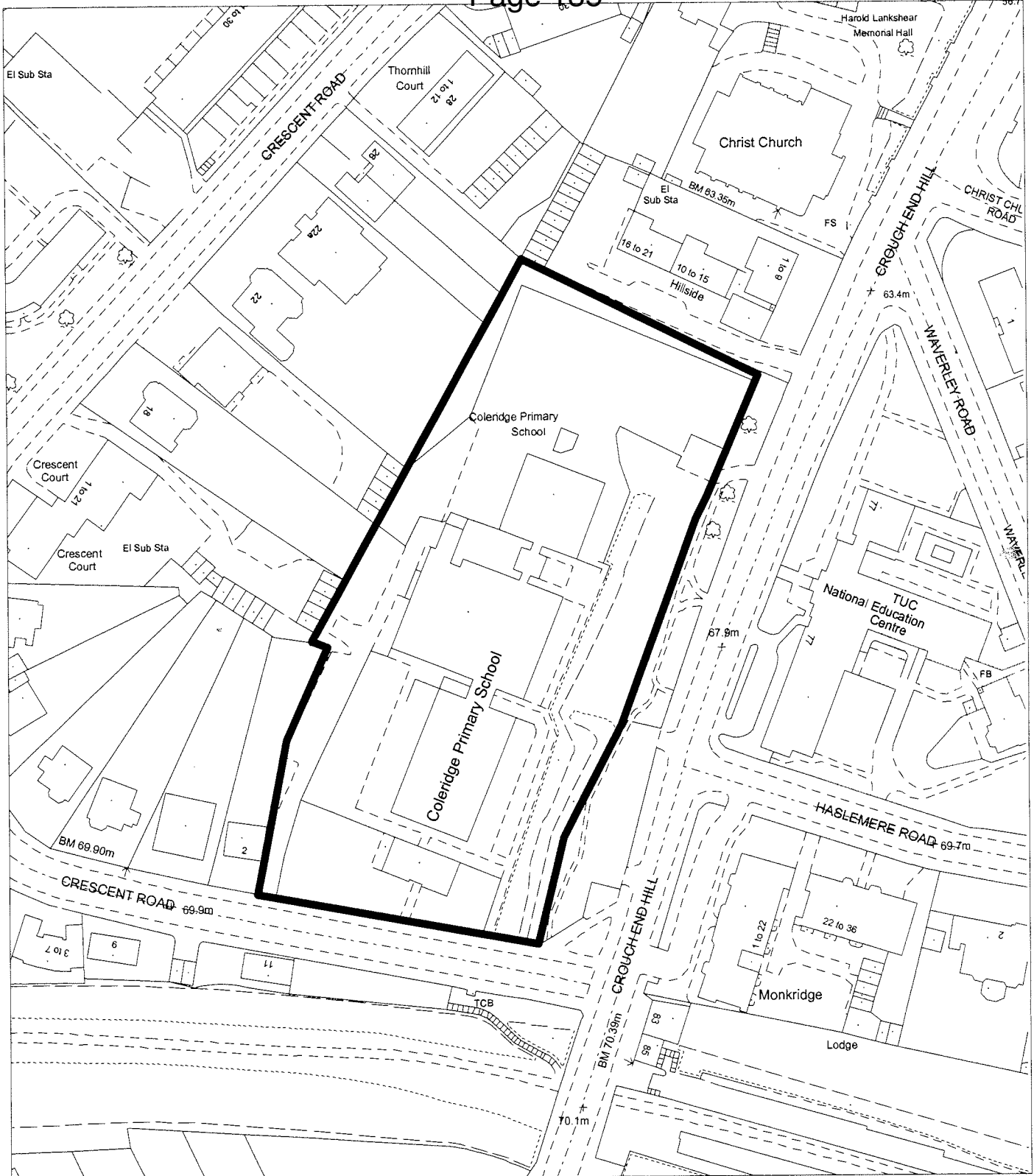
Subject to the following conditions:

1. That this permission shall be for a limited period expiring on 31 December 2008 when the building hereby approved shall be removed and the land reinstated to the satisfaction of the Local Planning Authority.
Reason: The building, because of its design and siting, is not considered suitable for permanent retention.

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.

REASONS FOR APPROVAL

The proposed structure will not harm the appearance of the school site generally and will have little impact in terms of loss of sunlight or aspect or overlooking or loss of privacy. Also no additional noise will be caused by the development. The proposal therefore complies with Policy CSV1 Development in Conservation Areas and Policy UD3 General Principles of the Unitary Development Plan 2006.



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Site plan Coleridge Primary School, Crescent Road, N6

HARINGEY COUNCIL

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Environmental
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Planning Applications Sub Committee 22 January 2007 Item No 15.

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2006/2276

Ward: Noel Park

Date received: 17/11/2006

Last amended date:

Drawing number of plans PL(03)001, 002 rev 01, 003 rev 01, 010 rev 03, 011 rev 03, 012 rev 03; PL(04)010 rev 02; PL(05)001 rev 01, 002, 010 rev 02, 011 rev 02, 014 rev 02, 015 rev 02, 021 rev 02 & 030.

Address: 120 - 128 Mayes Road N22

Proposal: Outline planning application for demolition of existing 2 storey Job Centre and erection of 1 x 3 storey block comprising 1 x one bed, 5 x two bed and 3 x three bed self contained flats.

Existing Use: Employment/ B1 use

Proposed Use: Residential (C3)

Applicant: MrEric WilliamsonTrillium (Prime) Property Ltd.

Ownership: Land Securities Trillium

PLANNING DESIGNATIONS

Road - Classified

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions and Section 106 Legal Agreement.

SITE AND SURROUNDINGS

The application site is a rectangular shaped site, 0.1 hectare in size, with frontage onto Mayes Road and Jack Barnet Way. The site contains an existing 1950s two storey building (with a rear extension) stepped back from Mayes Road. This building has been used as a 'Job Centre', but this use has recently ceased and has moved to a new 'Job Centre Plus', located some 600 metres away at Granta House in Wood Green. The site has access along the south-eastern boundary through an under croft to an area of parking to the rear of the building. The existing building on site is set back from Mayes Road and has a large grass area with a small one bar boundary fence to the front.

This part of Mayes Road is generally residential in character. To either side of the application site are 1970s style residential maisonettes/ terraces with small front gardens. Jack Barnet Estate, to the rear of the application site, is a backland estate located between Mayes Road and Parkland Road, which is accessed by way of a pedestrian access which runs off Parkland Way, and which connects with other footpaths through to Mayes Road. This estate consists of small terrace properties with small courtyard front gardens. Further to the north west of the site there are a number of buildings used for commercial purposes. Mayes Road has a mix of building types and contains a number of Victorian suburban dwellings. Wood Green town centre is located 500 metres to the east of the site. The application site does not fall within a Conservation Area.

PLANNING HISTORY

HGY/2006/1737 - Demolition of existing buildings and erection of 2 x 3 storey blocks comprising 4 x one bed and 14 x two bed self contained dwelling units (outline planning application) – Refused 16/11/2006.

OLD/1979/0685 - Installation of five escape and five exit – Granted 11-04-79

OLD/1960/0699 - Use of land as buildings yard laying on concrete paving and erection of front boundary wall – Refused 31-01-60

OLD/1955/0524 - Erection of crown office. - 04-11-55

DETAILS OF PROPOSAL

This application is for the demolition of the existing building and for outline permission for the erection of one part three storey/ part two storey building comprising of a total of 9 flats (1 x one bed, 5 x two bed and 3 x three bed self contained flats). The proposed building will front onto Mayes Road. The job centre use has moved to a new 'Job Centre Plus' located at Granta House, Wood Green. This application is for outline permission and relates to the access, layout and scale of the new residential building, while reserve matters of external appearance (its visual impression, materials and decoration) and landscaping (planting and provision of gardens) will apply. A shared amenity space will be provided behind the proposed building.

CONSULTATION

Internal

Arboriculturist
Transportation
Cleansing
Legal Services

Building Control
Policy
Ward Councillors

External

Thames Water
1-32 (e) Jack Barnet Way
31 -51(o) Parkland Road
104 – 144 (e), 81-109 (o) Mayes Road
21 White Hart Lane
104c Mayes Road

RESPONSES

Building Control – Access for fire brigade vehicles and personnel is considered acceptable in this case.

Surface Water Drainage – Thames Water would advise that they would not have any objection to this planning application. In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer.

Water Comments – In regards to Water Infrastructure Thames Water have no objections. Thames Water recommend an informative in respect to water pressure.

Transportation - The proposed development is located where the public transport accessibility level (PTAL) is high, with Wood Green tube station a walking distance away. We have therefore considered that majority of the prospective residents of this site would travel by public transport, especially with the proximity of the underground station. There is also the presence of Wood Green controlled parking zone operating Monday to Saturday from 0800hrs to 1830hrs and Monday to Sunday from 0800hrs to 2200hrs, west and east of the site respectively, which provides adequate on-street car parking control at this location.

In addition, our interrogation with TRAVL trip prediction software revealed that, based on comparative London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1), a development of this magnitude (some 1155 sqm GFA) would only generate a combined traffic inflow/outflow of 3 vehicles in the am peak hour (worse case). We have subsequently considered that this level of generated car trips would not have any significant impact on the subsisting traffic or indeed the parking demand at this location.

Furthermore, this location has not been identified within the Council's SPG as that with car parking pressure. Also, owing to the high PTAL for this site, it is deemed that a development of this nature is suitable for a car-free development, hence we have accepted that the applicant does not need to provide car parking spaces.

Nevertheless, since there is the need to improve the conditions for cyclists at this location, we would be seeking some contribution towards the proposed extension to the cycle routes north and south of the site on Station Rd and Caxton Rd respectively. Consequently the highways and transportation authority would not object to this application subject to the conditions that:

- (1) The applicant enters into a S.106 agreement that "the residential unit is defined as 'car free'.
- (2) The applicant provides 10 cycle racks with secure shelter within the development site.

Design & Conservation Team - Have no objection to this development in terms of its height, mass, scale or position on the site. Although they accept that this application is for outline consent and realise that the 'external appearance' is not being considered at this stage they express concern about the use of balconies on the front elevation as shown in the illustrated drawings. They believe that these are not appropriate to the location and would recommend that they are not included in any detailed planning application

Waste Management - Space has been set aside for 2x 1100 litre Eurobins on the East side of the property. This should be adequate provided the guidelines as issued by Waste Management are adhered to. These guidelines have been forwarded to the agent and a condition has been placed on this consent for a detailed scheme for the provision of refuse, waste storage and recycling within the state.

No other comments have been received; any additional comments will be reported at the forthcoming Committee Meeting.

RELEVANT PLANNING POLICY

National Planning Policy

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

The London Plan - 2004

Policy 2A.3 Areas for Intensification
Policy 3A.1 Increasing London's Supply Of Housing

Policy 4B.3 Maximising The Potential Of Sites
Policy 4B.6 Sustainable Design & Construction

Adopted Unitary Development Plan, 2006

G1 Environment
G2 Housing Supply
AC1 The Heartlands/ Wood Green
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD10 Planning Obligations
EMP1 Defined Employment Area – Regeneration Area
ENV9 Mitigating Climate Change: Energy Efficiency
ENV11 Contaminated Land
HSG1 New Housing Development
HSG2 Change of use to Residential
HSG9 Density Standards
HSG10 Dwelling Mix
M3 New Development Location and Accessibility
M4 Pedestrian and Cyclists
M9 Car Free Residential Development
OS15 Open space deficiency and development
OS17 Tree Protection, Tree Masses and Spines

Supplementary Planning Guidance

SPG1a Design Guidance
SPG3a Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Vehicle and Pedestrian Movement
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
SPG10c Educational Needs Generated by New Housing Development

ANALYSIS/ASSESSMENT OF THE APPLICATION

Principle of Residential Use

The application site is not located within a defined employment area. The existing use on site has moved to the new 'Job Centre Plus' facility, located some 600 m away at Granta House in Wood Green.

Given the constraints of the site, the fact that the previous employment use has been relocated and its siting within an established residential area outside the town centre, a residential use is considered to be acceptable for this site. The proposed development is considered to be in accordance with Policy HSG2 (Change of use to residential). The application site falls within the framework area of the 'Haringey Heartland Development Framework', but falls outside the core area.

Layout and Design

As discussed above the proposed development will consist of one part three storey/ part two-storey building fronting onto Mayes Road. The proposed building will sit 1.1 metres away from the flank wall of No 114 Mayes Road. There will be a 2.8 metre gap between the other flank wall of the building and the flank wall of No 130 Mayes Road. In determining the last application it was considered that there should be gap between the proposed building and the flank elevation of No 114, to reflect the fairly regular gaps/ breaks that exist between the various terraces along this side of Mayes Road and to differentiate between the two architectural styles.

In terms of the building line the proposed building will sit slightly forward of the building lines of the neighbouring terraces. Along the rear elevation the outer corners of the three storey section of the proposed building will line up with the third storey section of the neighbouring buildings. The outer corners of the two-storey sections will line up with the ground floor projecting sections to the front of No's 20 & 25 Jack Barnet Way.

Along the front elevation of the proposed building there will be two projecting sections with balconies above and large expanse of glazing along there front elevation. Along the rear elevation the building will have two x two storey projecting sections which will project out a further 1.6 metres beyond the main bulk of the building.

Bearing in mind the large footprint of the existing two-storey building on site, it is considered that the proposed replacement building will have no significant impact on the residential amenities of the adjoining occupiers. In fact the removal of the existing building on site, in particular the large expanse of walling along the north-western boundary of the site, will lead to a significant

improvement in the levels of daylight/ sunlight received to the front courtyards and windows along the front elevation of these adjacent properties.

The proposed building will have a pitched roof, similar in height to those of neighbouring buildings. All the room sizes of the proposed development are consistent with the floorspace minima identified in SPG 3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes. Separate storage and recycling space is also proposed in accordance with Council guidance.

While the matter of external appearance (its visual impression, materials and decoration) are a reserve matter, a finish of buff brickwork and built out panels has been suggested. Overall, the building fronting onto Mayes Road is now considered to be acceptable in terms of mass and height and its relationship with neighbouring properties.

The last submitted scheme include a second part two-storey, part three storey building to be located to the rear of the presently proposed building, directly adjacent to the back boundary of the site and up to the two side boundaries. The height and mass of the part two part three building fronting onto Jack Barnet Way was considered to be out of keeping with the adjoining building heights and it was considered that the presence of a third floor would lead to a significant degree of overlooking and contribute to a loss of privacy to the properties behind on Parkland Road. The windows on the third floor did not meet the distance requirements required for facing habitable windows, as outlined in SPG3b.

The Council also had concern about the siting of this building directly up to this back boundary. The space (which includes an ash tree), directly behind the rear boundary of this site onto Jack Barnet Way, provides an important break in the building mass. This space, although not well landscaped, is important to the amenity of the area and the residents of Jack Barnet Estate. In order to overcome these concerns the second building was omitted, as per the present scheme.

Residential Density

This residential part of the site encompasses an area of 0.1 hectares in size and will have a habitable room density of 290 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares.

In terms of the London Plan (2004), the plan categorises density ranges in terms of location, setting, existing building form and massing. Based on the density matrix (as shown in Table 4b.of the plan) the site is considered to be within an urban area with terrace house and flats are the predominant housing type, the site is close to a town centre and a density of 200-450 HRH would be acceptable.

The proposed residential density is therefore considered to be acceptable and to be in keeping with both the density standards of the Adopted UDP and the London Plan.

Affordable Housing

As the proposal is below the 10 unit threshold, no affordable housing provision is required.

Dwelling Mix

Policy HSG10 (Dwelling Mix) seeks to ensure a mix of housing types and sizes within developments to meet the range of housing needs in the borough. The recommended mix for private market housing is set out in SPG3a and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units.

As indicated above the proposed development will consist of 1 x one bed (11%), 5 x two bed (55%) and 3 x three bed (33%) self contained flats. On balance it is considered that the proposed mix meet this dwelling mix requirement.

Transportation

The Council's transportation team have considered that a residential development of this nature is suitable for 'car free'. The application site is located close to Wood Green town centre, enabling easy access for future residents to public transport, shopping and local services. The site has a public transport accessibility (PITAL) of 6. However, it is necessary to point out that no residents would be entitled to apply for residents parking permits under the terms of the relevant traffic management order.

As this will be a car free development it is considered necessary to improve the conditions for cyclist at this location. The Council would therefore seek some contribution towards the proposed extension of the cycle routes north and south of the site onto Station Road and Caxton Road. The highway and transportation authority have therefore asked for a £10,000 contributions towards enhancing the cycle routes in the vicinity of this site.

Amenity Space

All of the units will benefit from some form of external amenity space. A large communal open space in excess of 240 sqm will be provide behind the proposed block, and is in accordance with the requirements recommended in SPG3a (minimum of 70 sqm for 9 units). The majority of the units will also benefit from private balconies.

Impact on Trees

There are no trees on site which are protected by TPO legislation. There is one Ash trees (what appears to be a self-seeded tree) located immediately outside the north-eastern corner of the site. The Council's Arboriculturist has states that this tree does not merit protection by way of a TPO. This proposal will not lead to a loss of this tree.

Sustainability & Environmental Issues

Within the recently adopted Unitary Development Plan and London Plan there are strong policy requirements requiring sustainability and green elements to be incorporated into high density scheme of this nature. Policy ENV3 (Water Conservation) expects all new development to incorporate water conservation methods while Policy ENV9 (Energy Efficiency) encourages energy efficiency and a reduction in carbon dioxide emissions. A sustainability checklist has been submitted with this application. A number of sustainability measures have been referred to (namely, the development being car free, provision of internal recycling storage, use of glazing to maximise passive solar gain) but the majority of these issues cannot be fully considered until the detailed staged.

Policy ENV2 requires development to incorporate sustainable drainage system (SuDs), where feasible, irrespective of whether the site falls within a flood risk area or not. As indicated in the sustainability checklist this will be agreed and provided as part of a landscaping scheme (a reserve matter). The application site is not located within a flood risk area. The application site will have a reasonable amount of open space and is flat in nature and would therefore not lead to a significant degree of surface water runoff.

Waste Storage

Facilities for waste and recycling materials have been included in this scheme and consists of a shared waste storage facility provided at ground floor level, which can be accessed directly from the street.

Section 106 items

Under the terms of Circular 05/2005 Planning Obligations, and in line with Supplementary Planning Guidance 10 'The Negotiation, Management and Monitoring of Planning Obligations' and 10b 'Educational Needs Generated by New Housing', it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size of and scale of the development. The education contribution as per the formula in SPG 10a 'Educational Needs', which amounts to £48,600.

Under the terms of Circular 05/2005 Planning Obligations, and in line with Supplementary Planning Guidance 10 'The Negotiation, Management and Monitoring of Planning Obligations' and Policy UD8 'Planning Obligations' an environmental contribution of £10,000.00 is also required for environmental

improvements to the area. As outlined above the Council's highway and transportation team have asked for a £10,000 contributions towards enhancing the cycle routes in the vicinity of this site.

SUMMARY AND CONCLUSION

The scheme proposes a new residential development on this 0.1 hectare site which is located next to a residential area, consisting of a mix housing types - predominantly small terraces properties and maisonettes. The current application follows the refusal of previous schemes for the site. The Council supports the redevelopment of the site for residential use and consider the height, mass, scale and position of the proposed building on site to be acceptable. A proposed development of this nature is considered suitable for 'car free' given that the site is located close to Wood Green town centre and is within easy access of public transport, shopping and local services. The applicants are willing to enter into a Section 106 agreement in relation to education, transport and environmental contributions, therefore making a total contribution of £68,600. There have been no objections to this application from local residents and it is considered that current scheme has incorporated appropriate changes in response to the planning issues identified in the previous refusal. Given the above this application is recommended for approval.

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows:(1) That OUTLINE planning permission be granted in accordance with planning application no. HGY/2006/2276, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £48,600.00 towards educational facilities within the Borough (£22,906.00 for primary and £25,694.00 for secondary) according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.

(1.2) A contribution of £20,000.00 towards environmental improvements within the locality.

(1.3) A sum of £200.00 shall be made towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the residential units hereby approved shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO).

(1.4) Plus 5% of this amount as recovery costs / administration / monitoring which equates to £3,440.00. This gives a total amount for the contribution of £72,240.00.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed within two months of the date of approval, planning application reference number HGY/2006/2276 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education, cycle route improvements and environmental improvements the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

RECOMMENDATION 3

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2006/1975 and Applicant's drawing No.(s) PL(03)001, 002 rev 01, 003 rev 01, 010 rev 03, 011 rev 03, 012 rev 03; PL(04)010 rev 02; PL(05)001 rev 01, 002, 010 rev 02, 011 rev 02, 014 rev 02, 015 rev 02, 021 rev 02 & 030 subject to the following conditions:

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

a) The expiration of 3 years from the date of this permission.

or

b) The expiration of 2 years from the final date of the approval of any of the reserved matters.

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

2. This permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:

a) external appearance

b) landscaping.

Full particulars of these reserved matters, including plans, sections and elevations, all to an appropriate scale, and any other supporting documents indicating details of

i) the materials to be used on all external surfaces

ii) details of boundary walls, fencing and other means of enclosure shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with Article 2 of the Town & Country Planning (Applications) Regulations 1988, which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

3. 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.

4. 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.

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. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority. Reason: In order to protect the amenities of the locality.

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

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

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

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

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

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

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

8. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

9. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

10. 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.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

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: The proposed development requires a redundant crossover to be removed. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

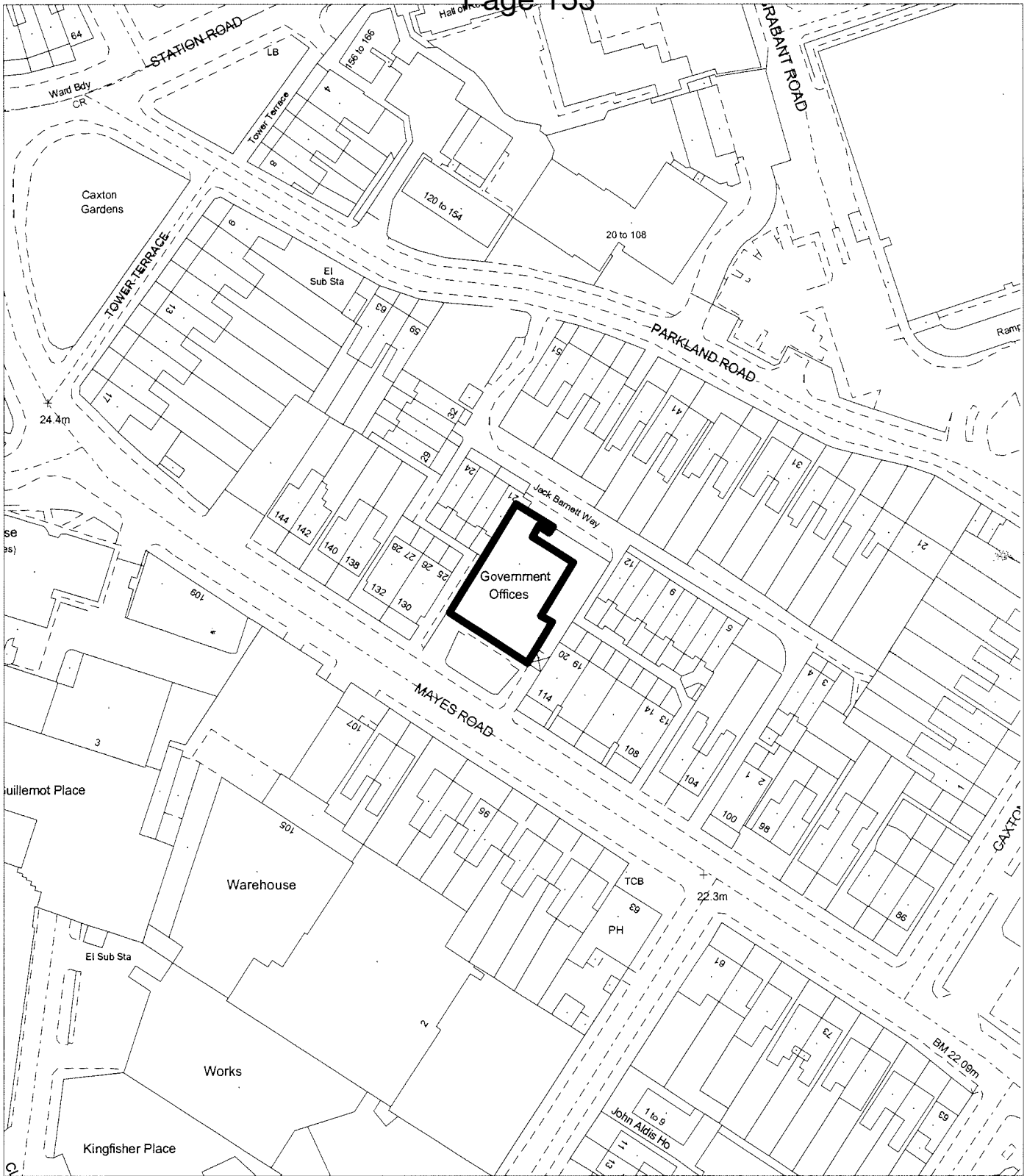
INFORMATIVE: - In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils c) looks to ensure the separation of foul and surface water sewerage on all new developments.

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

REASONS FOR APPROVAL

The current application follows the refusal of previous schemes for the site. The height, mass, scale and position of the proposed building on site is now considered to be acceptable and has incorporated appropriate changes in response to the planning issues identified in the previous refusal. The proposed development will not give rise to a significant loss of privacy or result in a significant degree of overlooking to neighbouring properties and in fact the reduction of the building footprint when compared to the existing building will improve the daylight/ sunlight levels received to the front gardens and windows along the front elevation of these nearest properties in Jack Barnet Estate. The proposed development is considered consistent with Policies UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Developments', HSG2 'Change of use to Residential', HSG9 'Density Standards', HSG10 'Dwelling Mix', M3 'New Development Location and Accessibility', M9 'Car Free Residential Development' and UD10 'Planning Obligations' of the Haringey Unitary Development Plan (2006) plan and SPG1a 'Design Guidance and Design Statements', SPG3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

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Site plan 120-128 Mayes Road, N22

HARINGEY COUNCIL

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	Scale	1:1250
	Date	19/12/2006

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