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## Planning Applications Sub Committee

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MONDAY, 27TH MARCH, 2006 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Davidson (Chair), Bevan (Deputy Chair), Adamou, Basu, Dodds, Engert, Hare, Newton, Peacock, Rice and Santry

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### **AGENDA**

**1. APOLOGIES FOR ABSENCE**

If any

**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 11 below.

New items of exempt business will be dealt with at item 11 below. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11.

### **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 - 30)**

To consider the minutes of the Planning Applications Sub Committee held on 27 February 2006

### **6. PERFORMANCE STATISTICS (PAGES 31 - 38)**

Performance statistics for Building Control and Development Control

### **7. DELEGATED DECISIONS (PAGES 39 - 40)**

Decisions made under delegated powers between 6 February 2006 and 12 March 2006

### **8. APPEAL DECISIONS (PAGES 41 - 44)**

Appeal decisions determined during February 2006

### **9. PLANNING APPLICATIONS (PAGES 45 - 220)**

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.

**51 Whymark Avenue N22 6DJ**

Proposal: Continuation of use of premises as a hostel for the homeless

Recommendation: Grant permission subject to conditions and subject to sec. 106 Legal Agreement.

**278 -296 High Road N15 4AJ**

Proposal: Approval of details pursuant to conditions 3,5,6,9,11&13 (materials, hard landscaping, tree protection, refuse, archaeological work programme & 13 boundary treatments ) attached to planning reference HGY/2004/2292 and approval of details pursuant to conditions 3,5,6,7,8,11,12,13 &14 (Materials, boundary treatments, hard landscaping, refuse, landscaping treatments and protection of sycamore tree, detail scale drawings, shopfront fascia drawings, permeable hard landscaping and central satellite dish) attached to planning reference HGY/2005/1173

Recommendation: Agree to discharge conditions

**314 High Road, N22 8JR**

Proposal: Erection of a three storey building and conversion of existing upper floors to create 2 x 1 bed and 3 x 2 bed flats at first, second and roof levels and two shop units at ground floor. Alteration to elevations

Recommendation : Grant permission subject to conditions

**Pembroke Works, Campsbourne Road N8**

Proposal: Demolition of existing buildings and erection of a part 3/part 4 storey block comprising 8 x one bed, 23 x two bed and 2 x three bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard.

Recommendation : Refuse permission

**315 The Roundway N17**

Proposal: Demolition of existing garages and erection of 1 x 4 storey block comprising 13 x 1 bed, 35 x 2 bed, 1 x 3 bed and 4 x 4 bed flats. Provision of 20 car parking spaces, 3 motorcycle spaces and 25 bicycle spaces

Recommendation: grant permission subject to conditions and Section 106 Legal Agreement.

**673 Lordship Lane N22 5LA**

Proposal: Redevelopment of site to include demolition of existing building and erection of 1 x 5 storey building fronting Lordship Lane comprising 5 x 1 bed, 6 x 2 bed and 2 x 3 bed including 14 bicycles stands, 5 car parking spaces and an area for refuse and recycling to the rear (amended description)

Recommendation: Grant Permission, subject to conditions

**Former Council Depot, Stoneleigh Road N17**

Demolition of existing Council depot and erection of three storey building comprising managed workspace.

Recommendation : Grant Permission, subject to conditions

**Hornsey Treatment Works, High Street N8**

Proposal: Erection of pre-treatment building on disused filter bed comprising new main process building and chemical storage and dosing building associated plant and equipment and provision of new access road via New river Village and adjacent to the New River.

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

**Middlesex University, White Hart Lane N17**

Proposal: Discharge of the following conditions attached to planning reference HGY/2005/1439: E16 – site investigation; E18 – soil contamination; E5 – storage and collection of refuse E12, E13, E14, E15 & E19 - parking, access, levels and thresholds; E17 – cycle parking E20 and E21 – landscaping and hard landscaping; E25 – routing of lorries; E27 – Methodology Statement

## **10. TREE PRESERVATION ORDERS (PAGES 221 - 244)**

To confirm the following Tree Preservation Orders:

1. Entrance to the Gas Works Bordering 123 Hornsey Park Road N8
2. 17 Christchurch Road N8
3. 12-14 Southwood Lawn Road N6
4. 26 Crescent Road N8
5. 15 View Road N6
6. Tile Kiln Lane N6
7. 72 Palace Road N8
8. Cedar Court, Colney Hatch Lane N10
9. 25 Truro Road N22
- 10.42 Shepherds Hill N6
11. Southwood Park, Southwood Lawn Road N6
- 12.2-4 Broadlands Road N6
- 13.23A Albert Road N4
- 14.30 Muswell Hill N10

## **11. NEW ITEMS OF URGENT BUSINESS**

## **12. SITE VISITS**

Members, applications and objectors are asked please to bring diaries in the event that a site visit is arranged

## **13. DATE OF NEXT MEETING**

To be confirmed after the Local Government Elections on 4 May 2006

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**MINUTES OF PLANNING APPLICATIONS SUB COMMITTEE  
27 February 2006**

**Councillors:**

\*Davidson (Chair), \*Bevan (Vice Chair), \*Adamou, \*Basu, \*Dodds, \*Peacock,  
\*Rice, \*Santry, \*Engert, \*Hare, \*Newton

\*Members present

**PASC97 APOLOGIES** (Agenda item 1)

None received

**PASC98 ITEMS OF URGENT BUSINESS** (Agenda Item 2)

None received

**PASC99 DECLARATIONS OF INTEREST** (Agenda Item 3)

Cllr Hare declared an interest in respect of the application for 17 Cromwell Place N6 as he knows the applicant. He decided to withdraw from the room when this item was discussed and decided on.

**PASC100 DEPUTATIONS/PETITIONS** (Agenda Item 4)

None received

**PASC101 MINUTES** (Agenda Item 5)

**RESOLVED**

That the minutes of the Planning Applications Sub Committees on 23 January 2005 be agreed and signed.

**PASC102 PERFORMANCE STATISTICS ON DEVELOPMENT CONTROL,  
BUILDING CONTROL AND PLANNING ENFORCEMENT** (Agenda  
Item 6)

Members noted that statistics were above the Haringey and Government targets and officers confirmed that a more detailed report on planning enforcement policy issues would be brought to the next PASC on 27 March. The Assistant Director of Planning, Environmental Policy and Performance advised members that she was due to meet with the Environmental Services Director to find a

way forward on the current discrepancies between Licensing and Planning decisions.

**PASC103 DECISIONS UNDERTAKEN UNDER DELEGATED POWERS**  
(Agenda Item 7)

Noted

**PASC104 APPEAL DECISIONS (Agenda Item 8)**

Councillor Peacock was concerned about the application for 223 Mount Pleasant, which had been allowed on appeal, as she was familiar with the case and felt that it impacted seriously on the light and amenity of the residents at number 225. Officers advised that the reasons leading to the decision would be recorded in the Inspector's decision notice. The Planning Inspectorate had a complaints procedure but no means of overruling an Inspector's decision unless they had acted outside of the law.

**PASC105 UNITARY DEVELOPMENT PLAN (Agenda Item 9)**

The Assistant Director (PEPP) presented the Council's response to the Inspector's Report which was due to be considered by the Executive on 21 March 2006. Members were asked to note the following amendments to the report:

1. Whilst the 70/30 split will no longer appear in the UDP, reference will be made to an SPG which will contain the relevant target percentages for different parts of the borough.
2. With regard to Open Space; officers recommended that we do not delete operational railway land from green/ecological corridors but the policy be amended to allow consideration be given to developments for operational purposes where appropriate.
3. That transport proposals where there is no financial commitment be deleted but reappear at the introduction section.
4. That all reference to tall buildings includes a specific reference to Town Centres. Members noted that the Mayor's definition of a tall building was 30 metres (approx 10-12 storeys).

In response to member's questions, the Assistant Director advised that the Highgate Bowl was not considered as SLOL as it did not meet the criteria and was considered to have sufficient protection and success in appeal cases. Members were advised that UDP policy protected all open space, including undesignated areas.

In respect of saturation of commercial premises in certain areas, there had to be evidence available that harm would be caused by the over concentration. Members were advised that in some cases, ie. restaurants, this could actually enhance an area. This policy also applied to hostels.

St Anne's hospital would be subject to a planning brief and funding for the Heartlands spine road was announced last week.

A member steering group would be set up to consider Housing SPG but it was likely that the June adoption date would be met.

**RESOLVED**

1. That the Inspector's report and officer recommendations in the response be noted with the amendments (1-4) as set out above.
2. That the modifications proposed be recommended to the Executive of 21 March and made available for public consultation during April and May. It was noted that it was consultation during the purdah period was permitted.

**PASC 106 AMENDMENTS TO THE SCHEME OF DELEGATION RELATING TO PLANNING ENFORCEMENT (Agenda Item 10)**

**RESOLVED**

That the changes to the Scheme of Delegation to officers relating to Planning Enforcement, already adopted by full Council as amendment to Part F7 of the Council's constitution be noted.

**PASC107 PLANNING APPLICATIONS (Agenda Item 11)**

**RESOLVED**

That the decisions of the Sub Committee on the planning applications and related matters, as set out in the schedule attached to these minutes, be approved or refused, with the following points noted:

**1. 35A Wood Vale, N10.**

Two objectors spoke and asked members to note the 11 objections and the fact that they would favour a two storey development but not three. They also tabled photographs showing the building line intrusion and, in their opinion, that the development was out of character for Wood Vale. The applicant spoke in support of the development and advised members that he had followed an extensive consultation process, he felt that it would provide an attractive landscape (replacing a current eyesore) and it had strong eco credentials. Officers advised members that a number of Wood Vale properties had been extended at the rear. Members commented of the impact of the correct choice of brick and felt that this should be inspected on the site. Officers confirmed that Permitted Development rights in respect of rear extensions and roof extensions etc would be withdrawn by condition already on the Recommendation. Members agreed the application, subject to conditions, with an additional condition regarding brick detailing on the front elevation.

**2. 57 Mount Pleasant Road N17**

An objector spoke outlining his concerns about the retrospective planning application for this development as he felt it was an eyesore, out of character and he was concerned about its proposed future commercial use. He was also unhappy that the objections he has raised were not detailed in the report but officers confirmed that only the number of complaints was reported; not detail. Officers also confirmed that under permitted development status, the UDP would not apply and any future change of use would be subject to a further planning application. The applicant spoke and felt that the objections were speculative and frivolous. Members agreed to grant the Certificate of Lawfulness. Councillors Adamou, Peacock and Santry abstained and Cllr



Engert did not participate in the debate and decision as she was not present at the start of this item.

**3. Unit 4, Arena Estate, Green Lanes N4**

Members noted that mezzanine floors do not usually require planning permission but outline planning permission in this case had limited the floor space and this mezzanine covered units 4 and 5. Members agreed the application, subject to conditions.

**4. r/o Palm Court, Lionel House, Maxell House and Lawrence House, Palmerston Road N22**

Members noted that this application had been refused 4 years ago. Officers had recommended it again for refusal as the density was in excess of UDP Policy for backland development; intrusive amenity on the existing residents, impact on the river view and the deficiency in external amenity space. Members decided to refuse the application on the grounds of overdevelopment and overbearing impact.

**5. 17 Cromwell Place N6**

As Cllr Hare had earlier declared an interest he left the meeting at this point. Members noted this was a retrospective application, that a previous application had been refused and enforcement action was pending. Officers advised members that they had received 18 letters in support of this application. Members noted that the Conservation Officer had expressed concern about the reconfiguration of entrances and members generally did not favour cars parked on front gardens; however officers reminded them that this was within permitted development. Members decided to refuse the application on the grounds of impact on the street scene, the impact on the conservation area (ie reconfiguration of entrances) and that the application would set a precedent. However, they expressed a view that a pedestrian, not vehicle access, would be favourable. Cllr Rice asked for his dissent to be recorded on this decision.

**6. Land r/o 14 High Road and Adjacent to 1 Whymark Avenue N22**

The Planning Officer pointed out that this application was rather similar to a scheme already approved in 2004, except for the introduction of offices at ground floor instead of residential. On the subject of renewable energy (raised by Cllr Dodds); it was pointed out that Condition 17 covered this. The Assistant Director advised that the policy was under review to include renewable energy in the main section of reports, not by condition, for all major schemes. Members also noted that a 'Green Guide' for all householders had recently been launched by the Planning Policy team. Members first voted on whether to defer this item pending further information about the design and it was agreed to take a decision at the meeting. Members then voted 7 for and 3 against the application, subject to existing conditions, an extra condition re brickwork and section 106 agreement.

**7. 22-24 High Road N22**

Councillors Hare and Engert commented on the good design of this development but Councillors Bevan and Adamou felt that it was a little out of character and were concerned about the safety of children from the balconies and traffic fumes. Members agreed the application, subject to conditions and 106 agreement, with an extra condition closing the railings for safety and an informative prohibiting hanging any items from the balconies

**8. 33 Clarendon Road N8**

Agreed, subject to conditions

**9. 159 Tottenham Lane N8**

Agreed, subject to conditions and 106 agreement

**PASC108 TREE PRESERVATION ORDERS (Agenda Item 12)**

**RESOLVED**

That the following Tree Preservation Orders be confirmed:

**Chester House, Pages Lane N10**

**17 Christchurch House N8** – but that the arboriculture revisit the pine.

**13 North Hill N6**

**123 Hornsey Park Road N8** – but that the 7 trees as set out in the report be confirmed and the other 3 be revisited. The Assistant Director confirmed that the Council was promoting development on this site.

**40 Lansdowne Road N10**

**PASC109 DATE OF NEXT MEETING**

27 March 2006, 7pm

The meeting ended at 9.50 pm

INFORMATION RELATING TO APPLICATION REF: HGY/2005/2110  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: 35A Wood ValeN10**

Proposal Demolition of existing bungalow and erection of a two storey 4 bedroom dwelling with rooms at lower ground floor level.

Recommendation Grant

Decision Grant

Drawing Nos. 207 / PD/ 01, 02, 03A, 04A, 05A, 06, 07, 08A, 09A, 10, 11 & 19.

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

Reason: To avoid overdevelopment of the site.

6. All windows in the building's northern flank elevation, other than those at lower ground floor level, shall be of a fixed design and obscure glazed.

Reason: To prevent overlooking into the adjoining property to the north.

7. Notwithstanding the elevational treatment shown on drawing no. 207/PD/04A a further drawing showing brick detailing to the front elevation of the proposed house, shall be submitted to and approved by the Local Planning authority prior to commencement of development and the scheme shall be implemented in accordance with details.

Reason: In Order that the Council may be satisfied as to the appearance of the development within the street scene.

INFORMATIVE: You are advised that a dedicated space should be set aside off-street at the front of the property for one (1) 360 litre wheelie bin and one (1) green recycling box.

#### REASONS FOR APPROVAL

The proposal would replace the existing bungalow, which is not a common feature of the area, with a new dwelling constructed over three levels, although with only the upper two levels visible from the street. The new dwelling is more in keeping with the bulk and scale of surrounding properties, and maintains the existing building line along the frontage. The design meets the requirements of SPG 3a in terms of density, room sizes and amenity space, and the scheme includes sufficient on-site parking. The design

would have some impact on the outlook from the upper floor window in the southern flank of the adjacent dwelling at No. 35 Wood Vale, however it is not considered that the impact would be so severe as to warrant refusal of the application. The proposal generally accords with the provisions of Policies DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area'; DES 1.9 'Privacy and Amenity of neighbours', DES 1.3 Assessment of Design Quality (2): 'Enclosure, Height and Scale', DES 1.4 Assessment of Design Quality (3): 'Building Lines, Layout, Form, Rhythm and Massing', and DES 1.9 'Privacy and Amenity of neighbours' of the Haringey Unitary Development Plan.

You are advised that a dedicated space should be set aside off-street at the front of the property for one (1) 360 litre wheelie bin and one (1) green recycling box.

Section 106 - No

INFORMATION RELATING TO APPLICATION REF: HGY/2005/1107  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: 57 Mount Pleasant RoadN17**

Proposal: Retrospective application for the erection of single storey outbuilding in rear garden (Certificate of Lawfulness).

Recommendation Permitted Development

Decision Permitted Development

Drawing Nos. Unnumbered drawings dated August 2005, amended 3/10/2005.

Reason: The proposed out building is in accordance with the Town and Country Planning (General Permitted Development) Order, Class E of Schedule 2. Therefore, it does not require full Planning permission.

INFORMATION RELATING TO APPLICATION REF: HGY/2006/0057  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: R/O Palm Court, Lionel House, Maxwell House and Lawrence House,  
Palmerston Road N22**

Proposal: Demolition of existing garages and erection of 3 x 2 storey blocks comprising 4 x two bed and 5 x three bed dwelling houses with integral garages, 5 parking bays, 3 bin stores and landscaping.

Recommendation Refuse

Decision Refuse

Drawing Nos. 2842/P01B, P02A & P03A.

Reasons:

1. The proposed development represents overdevelopment in relation to the area of the site and the properties in the locality contrary to Policy DES 1.10 'Overdevelopment' of the Haringey Unitary Development Plan by reason of:
  - a) the number of units and habitable rooms within the site
  - b) excessive site coverage prejudicing the provision of adequate amenity space for the benefit of future occupants.
  - c) poor relationship to the existing pattern of development thereby causing demonstrable harm.
  
2. Due to the length, scale, height and location of the proposed development immediately abutting the grassed banks of the New River, the proposal would be unduly dominant and intrusive in views from the informal open space, would result in an unacceptable urbanizing effect on the adjacent Green Chain and adversely affect the setting of the Conservation Area. The proposal is therefore in conflict with the provisions of Policy OP 1.5 Green Chains DES 2.2 Preservation and Enhancement of Conservation Areas of the Adopted Haringey Unitary Development Plan and Policy OS 15 Green Chains, OS9 Other Open Spaces and OS5 Ecologically valuable sites of the Deposit Draft Consultation Unitary Development Plan 2004.

INFORMATION RELATING TO APPLICATION REF: HGY/2006/0060  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: R/O Palm Court, Lionel House, Maxwell House and Lawrence House,  
Palmerston Road N22**

Proposal: Conservation Area Consent for the demolition of existing garages and erection of 3 x 2 storey blocks comprising 4 x two bed and 5 x three bed dwelling houses with integral garages, 5 parking bays, 3 bin stores and landscaping.

Recommendation Refuse

Decision Refuse

Drawing Nos. 2842-P01B, 02A, 03A.

Reason

1. The proposed demolition of the lock up garages would be premature in that the Local Planning Authority has not granted planning permission for a suitable replacement development. Premature demolition would not be in the interests of the character and appearance of the Conservation Area and is in conflict with the provisions of Policy DES 2.4 Demolition Partial Demolition and Changes to the Appearance of Buildings in Conservation Areas.

Section 106 – No

INFORMATION RELATING TO APPLICATION REF: HGY/2005/2161  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: 17 Cromwell Place N6**

Proposal :Retrospective planning permission for the reconstruction of the front wall of the property. Involving further changes to the wall as it currently stands including the formation of a pedestrian gateway near the middle of the wall and the retention of the vehicle entranceway, off- street car park and drop kerb.

Recommendation Refuse

Decision Refuse

Drawing Nos. 0512/01 Rev 1, 02/1, 03.

Reason:

1. The application site lies in an area of sensitive and special character within the Highgate Conservation Area. The frontages to the properties on this side of Cromwell Place are characterised by brick boundary walls with panelled details which run the full width of each property, punctuated only by pedestrian accesses which are regularly spaced and give a rhythmic pattern to the street scene. The provision of the vehicular



access at No. 17 Cromwell Place has created an inappropriately wide gap in the front boundary treatment, which has a detrimental effect on the visual character of the street scene and of the Conservation Area. Further, the car parking space in the front garden is also harmful to the Conservation Area, the presence of the car being visually intrusive in the streetscape and the hard surface treatment resulting in the loss of the characteristic front garden. In addition the proposed insertion of a central pedestrian access would disrupt the existing pattern of entrances to properties and create a front boundary wall which is incongruous with the rest of the street. If the works were approved, they would set a precedent for similar inappropriate accesses to be created to other properties in the vicinity, the cumulative impact of which would be to cause further erosion of the character of the Conservation Area.

As such, the development carried out and proposed does not preserve or enhance the character of the Conservation Area, and is contrary to Policies DES 2.2 'Preservation & Enhancement Of Conservation Areas', DES 2.5 'Alterations & Extensions In Conservation Areas (Paragraph 5)', TSP 7.7 'Parking In Front Gardens' of the Adopted Haringey Unitary Development Plan 1998, and contrary to Policies CSV1A 'Development In Conservation Areas', CSV 2 'Alterations & Extensions' and SPG 1b 'Parking In Front Gardens' and SPG 2 'Conservation & Archaeology' of the Revised Unitary Development Plan (Deposit Consultation Draft) September 2004.

INFORMATIVE: You are advised that the Council does not raise objection to the wall erected on the south eastern boundary of the site, adjacent to the rear gardens of 61, 63 & 65 Hornsey Lane.

INFORMATION RELATING TO APPLICATION REF: HGY/2005/2228  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: Land R/O 14 High Road & adjacent to 1 Whymark AvenueN22**

Proposal Demolition of existing building and erection of a part 3 / part 4 storey building comprising office space at ground floor level and 5 x two bed and 4 x one bed self contained flats at 1st, 2nd and 3rd floor levels. Provision of cycle storage at ground floor level.

Recommendation Grant subject to conditions & Section 106 Legal Agreement

Decision Grant subject to conditions & Section 106 Legal Agreement

Drawing No.s 30/05 - 01,02, 03, 04, 05, 06A, 07A, 08A, 09A, 10A, 11A, 12A & 13.

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. Suitable space is required for the two 1100 litre wheelie bins proposed for household refuse. The proposed household refuse store detailed on the plans appears to be large enough to accommodate these bins but the internal layout of the store means that at any one time one bin will be out of reach and, therefore, unusable. The layout of the refuse store must be re-designed to ensure that both bins can be comfortably reached by residents at any time. A detailed scheme for the redesign of the wheelie bin storage area 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 and to ensure that waste disposal arrangements are adequate and meet the requirements of SPG 8a 'Waste and Recycling'.
4. The proposed refuse store door layout is impractical. When the store is being used by residents or being cleared by collectors, the open refuse doors will block the entrance to the flats. In addition, it would be impossible to manoeuvre bins in and out of the refuse store with the doors open as shown on the drawing. The door arrangement must be redesigned. It is suggested that the access door for collectors opens directly onto the street to overcome these problems. A detailed scheme for the redesign of the door layout of the refuse and waste storage area 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 and to ensure that waste disposal arrangements are adequate the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.
5. The proposed refuse store door layout is impractical. When the store is being used by residents or being cleared by collectors, the open refuse doors will block the entrance to the flats. In addition, it would be impossible to manoeuvre bins in and out of the refuse store with the doors open as shown on the drawing. The door arrangement must be redesigned. It is suggested that the access door for collectors opens directly onto the street to overcome these problems. A detailed scheme for the redesign of the door layout of the refuse and waste storage area 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 and to ensure that waste disposal arrangements are adequate the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

6. There is currently no recycling storage detailed in the proposed development. Storage space is required for five 240 litre size wheelie bins. A detailed scheme for the provision of storage space for five 240 litre size wheelie bins 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 and to ensure that waste disposal arrangements are adequate and to ensure that the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

7. Wheelie bins or bulk waste containers must be provided for household collections.

Wheelie bins must be located no further than 25 metres from the point of collection. Bulk waste containers must be located no further than 10 metres from the point of collection. The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.

If waste containers are housed, housings must be enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them.

Reason: In order to protect the amenities of the locality and ensure adequate disposal of waste.

8. If access through security gates / doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access.

Reason: To ensure that waste disposal arrangements are adequate and to ensure that the proposed development meets the requirements of SPG 8a 'Waste and Recycling'.

9. The office use of the ground floor is to be confined to B1 office use only.

Reason: In the interests of town centre vitality.

10. The communal door entry systems are to be high quality security door and / or "airlock" systems; based on an electro-magnetic lock with no exposed

moving parts. Details of the door system are to be supplied to the Council and approved prior to any works on the site commencing.

Reason: Poor quality door systems can lead to crime and high maintenance costs.

11. Lockable gates at the front and along the side of the building are to be installed. Details of the gates are to be supplied to and approved by the Council prior to any works on the site commencing.

Reason: To prevent casual trespass into the rear garden.

12. The residential aspect of the application is to remain car free. No more than three off street parks are to be supplied and they are to be for office use only.

Reason: To reduce the demand for on street parking spaces and to ensure the residential development remains car free.

13. The sheltered cycle parking facility for 15 cycles detailed on the approved plans is to be retained permanently for cycle storage.

Reason: To increase the accessibility of the site to other modes of transport other than the car resulting in reduced traffic and demand for parking.

14. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

15. A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.

Reason: In order to protect the health of future occupants of the site.

16. 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.

17. 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) Explanation of how total energy demand will be reduced by 20% relative to the baseline developed in a), through improvements to building energy efficiency standards.  
Calculation of the resulting carbon savings.
  - c) The strategy must examine the potential use of CHP to supply thermal and electrical energy to the site. The scale of the CHP generation and distribution infrastructure to be determined through agreed feasibility studies. Resulting carbon savings to be calculated.
  - d) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (ie after b. and c. are 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.

18. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.

19. 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.

20. 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 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.

21. Notwithstanding the elevational details shown on drawing no.30/05 – 09A & 10A a further drawing of all elevations of the proposed development, to show the incorporation of brickwork in place of metal cladding, shall be submitted to and approved by the Local Planning Authority prior to the commencement of development the scheme shall thereafter be implemented in accordance with such details.

Reason: In order that the Council may be satisfied as to the external appearance of the development.

#### INFORMATIVE

The residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

#### INFORMATIVE

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

#### INFORMATIVE

The proposed planters at the front line of the building will need regular maintenance to prevent them from becoming overgrown and unsightly in such an environment. A dwarf wall and railing would create good demarcation without compromising on natural surveillance and without high maintenance costs. The Council's Crime Prevention Department can give further advice if necessary.

## INFORMATIVE

The refuse and cycle store structures should be visually permeable and designed so as not to offer concealment for criminals. The Council's Crime Prevention Department can give further advice if necessary.

## INFORMATIVE

The new residential units would benefit from the enhanced security standards detailed in the "Secured by Design Scheme" ([www.securedbydesign.com](http://www.securedbydesign.com)). The Crime Prevention Department can meet with the architect or client to discuss security measures and "designing-out crime". Our advice is given free of charge with the aim of preventing the future users of the building from becoming victims of crime. It is the mission of the Metropolitan Police to work together with partners and citizens for a safer London. We can be contacted on 020 8345 2164. The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community.

## REASONS FOR APPROVAL

It is considered that the proposed development would not be detrimental to the amenity of the residents of the upper floor flats of the properties situated to the rear of the proposed development site. The proposed development is considered consistent with Policy DES 1.9. Privacy & Amenity of Neighbours' and Supplementary Planning Guidance 3b Privacy/ Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The scale and bulk the proposed development is consistent with a recently approved scheme for the same site. The design of the proposed building reflects the bulk and mass of the neighboring residential terrace on Whymark Avenue situated to the east of the application site as well as the larger commercial buildings to the west fronting the High Road and would not detract from the appearance of the street scene. The scheme is considered consistent with policies DES 1.1 Good Design and How Design Will Be Assessed, DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale and DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing.

The proposed development would be located in an area of High Transport Accessibility and is considered to be of a high quality design. The density of the proposed development is 385 habitable rooms per hectare and this is considered consistent with the Governments Planning Policy Guidance 3 and also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan.

The proposed development is a car free development situated in an area with High Public Transport accessibility and is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

Through the use of appropriate conditions it is considered that the development can be amended to meet the requirements of SPG 8a 'Waste and Recycling'.

Section 106 - Yes

INFORMATION RELATING TO APPLICATION REF: HGY/2005/2215  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: 22 - 24 High Road N22**

Proposal: Erection of part 2/3/5 storey building comprising retail at ground and rear first floor level and residential at 1st, 2nd, 3rd and 4th floor levels consisting of 4 x one bed and 5 x two bed flats. Associated refuse and cycle storage at ground floor level.

Recommendation Grant subject to conditions & Section 106 Legal Agreement

Decision: Grant subject to conditions & Section 106 Legal Agreement

Drawing No.s 583/TP.F 01; 583/TP.F 02; 583/TP.F 03; 583/TP.F 04 & 2611-1 & 2611-2.

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. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.  
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.



4. Notwithstanding the details of landscaping referred to in the application, a scheme for the "green roof" of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.  
Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.
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.
6. Notwithstanding the description of dustbin enclosures submitted as part of the permission hereby granted the enclosures shown shall be constructed in complete accordance with the requirements of the Local Planning Authority and be installed prior to the occupation of the buildings (please contact Michael McNicholas in Council's Waste Department on 020 8489 5668 for further details).  
Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.
7. That not more than 9 separate units, whether flats or houses, shall be constructed on the site.  
Reason: In order to avoid overdevelopment of the site.
8. Details of design, materials and location of the bicycle racks shall be submitted to the Local Planning Authority, agreed to in writing and installed prior to the occupation of the buildings. At least 12 bicycle racks are to be provided and enclosed within a secure shelter. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.  
Reason: To provide adequate bicycle parking for residents.
9. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the retail floor space hereby approved shall be used for retail purposes only and shall not be used for any other purpose unless approval is

obtained to a variation of this condition through the submission of a Planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

10. This approval does not include any signage associated with the ground floor retail use. A separate application for this signage shall be submitted to, and approved in writing by the Local Planning Authority prior to its installation.  
Reason: To protect the streetscape and the amenity of the area.
11. The proposed development shall have no more than 2 central dishes/aerial systems for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.
12. That details of a solid balustrade to the front elevation shall be submitted to and approved by the Local Planning Authority before the commencement of the works. Such approved balustrade shall be erected and permanently retained to the satisfaction of the Local Planning Authority prior to the occupation of the new development.  
Reason: In order to protect the safety of future occupiers of their property:

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

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

INFORMATIVE: The residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

INFORMATIVE: That no washing shall be hung out to dry on the front terrace in order to protect the visual amenities of the High Road

## REASONS FOR APPROVAL

The proposal at 22 - 24 High Road for the erection of a part 2, part 3, part 5 storey building comprising retail at ground and rear first floor level and residential at 1st, 2nd, 3rd and 4th floor levels consisting of 4 x one bed flats and 5 x two bed flats, together with associated refuse and cycle storage, complies with policies HSG 1.1 'Strategic Housing Target'; HSG 2.1 'Dwelling Mix For New

Build Housing'; HSG 2.2 'Residential Densities'; DES 1.1 'Good Design and How Design Will Be Assessed'; DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area'; DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale'; DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing'; DES 1.9 'Privacy and Amenity of Neighbours'; TSP 1.1 'Transport and New Development'; TSP 7.1 'Parking for Development'; EMP 1.2 'New Employment Uses'; STC 1.4 'Town Centre Primary Frontages'; and RIM 1.2 'Upgrading Areas in Greatest Need' within the Haringey Unitary Development Plan. It is therefore considered appropriate that Planning permission be granted.

Section 106 - Yes

INFORMATION RELATING TO APPLICATION REF: HGY/2005/1988  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

**Location: Unit 4 Arena Estate, Green Lanes N4**

Proposal: Provision of additional retail floor space at mezzanine level (Use Class A1) associated with Unit 4.

Recommendation Grant

Decision Grant

Drawing No.s L425/L(0) SK028 Rev J, L425/L(0) SK029 Rev A

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. That the additional floorspace hereby approved shall be used for A1 retail (non-food) purposes only.  
Reason: to ensure the proper planning use of the floorspace hereby approved

4. A car parking management plan for the development hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.  
Reason: to ensure adequate parking provision is made within the site.

#### REASONS FOR APPROVAL

The retail park is incorporated into the Green Lanes Town Centre in the emerging Unitary Development Plan. Transportation are satisfied that the proposal will not adversely affect highway conditions in the area. The proposal therefore complies with policies STC 1.2: Large New Stores, STC 1.3: Retail Warehousing/Retail Parks, STC 1.4: Town Centre Primary Frontages and policy TSP 7.1: Parking for Development of the adopted Unitary Development Plan, and policy TCR1: Development in Town and Local Shopping centres and policy UD9 Parking For Development of the emerging Unitary Development Plan.

Section 106 - No  
INFORMATION RELATING TO APPLICATION REF: HGY/2005/2278  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

#### **Location: 159 Tottenham Lane N8**

Proposal Amendments to planning application HGY/ 2005/1129 granted on 03. 08.05 for erection of part 3/part 4 storey building with gym/leisure facilities at basement and ground floor level and 6 x two bed and 1 x three bed maisonettes and 1 x two bed and 1 x three bed flats at 1st, 2nd and 3rd floor levels, with 22 car park spaces at rear.

Recommendation Grant subject to conditions & Section 106 Legal Agreement

Decision Grant subject to conditions & Section 106 Legal Agreement

Drawing No.s 05-10-622-PD01, PD2, PD3, PD4

#### 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. 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 (such details should also include details of the hardsurfacing for the access road and car park) hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.  
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. 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.
5. The use hereby permitted shall not be operated before 0630 am or after 11.00 pm on any day. The car park shall not be used before 0730 am or after 10.00 pm by commercial users. No deliveries using the rear car park shall take place before 0800 or after 7.00 pm.  
Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.
6. 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.
7. An enclosure for dustbins in accordance with guidance issued by the Local Planning Authority shall be provided prior to the occupation of the building. Details of design, materials and location of the dustbin enclosure shall be agreed in writing prior to the occupation of the building.  
Reason: In order to ensure a satisfactory appearance to the building and to safeguard the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.
8. That the parking spaces shown on the approved drawings shall be constructed to the satisfaction of the Local Planning Authority and shall be permanently retained and used in connection with the dwellings forming part of the development. The siting of the storage area for the bicycles shall be submitted and agreed with the Local Planning Authority.  
Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained.
9. The rear wall on the rear boundary of properties in Fairfield Road shall not be demolished and shall be retained at all times.  
Reason: To protect the amenities of adjoining residents.
10. All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used by reason of the granting of this permission shall be so installed, maintained and operated as to prevent the transmission of noise and

vibration into any neighbouring premises. Details of all installations shall be submitted prior to the commencement of work and approved by the Local Planning Authority. The proposal shall be implemented in accordance with the approved details.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

11. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the basement and ground floor level shall be used as a gym and health club only and shall not be used for any other purpose including any purpose within Class D2 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

12. 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.

13. 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. first floor terrace (screening measures and planting)
- b. area to the rear of site adjacent to rear gardens of Fairfield Road (Planting).

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.

14. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.

15. 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 (ie after c 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.

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: That all works involving alterations to the highway must be carried out by the Council at the full expense of the developer. The developer is advised to contact 020 8489 1316.

INFORMATIVE: The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'. You are advised to contact the Crime Prevention Office on 020 8345 1212.

#### REASONS FOR APPROVAL

The site has previous approval for a similar scheme granted on 30 August 2005 (HGY/2005/1129). The proposals would provide considerable investment adjacent to the Crouch End Town Centre and also a local shopping parade. The proposals are likely to increase the vitality and viability of these areas. The proposal is an acceptable design consistent with Unitary Development Plan Policies DES 1.2 Assessment of Design Quality: Fitting New Buildings into Surrounding Area and would preserve the character and appearance of the

adjoining Crouch End Conservation Area consistent with Policy DES 2.2 Preservation and Enhancement of Conservation Areas.

The proposals would have an acceptable relationship with adjoining properties consistent with requirements of the Unitary Development Plan Policies 1.9

Privacy and amenity of Neighbours.

The proposals would provide sufficient parking and be of an appropriate density consistent with London Plan Policy 4B.1 maximising the Potential of sites.

Section 106 - Yes

INFORMATION RELATING TO APPLICATION REF: HGY/2005/2089  
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 27/02/2006

Location: 33 Clarendon Road N8

Proposal: Erection of 3 storey side extension comprising offices and associated rooms.

Recommendation: Grant

Decision: Grant

Drawing Nos. Gen 490 (PC) 010, 011, 012, 013

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. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.  
Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality.
4. A scheme for the treatment of the surroundings of the proposed development, including the provision of screen planting of trees and/or shrubs to the northern boundary shall be submitted to, approved in writing by the Local Planning Authority, and implemented and maintained in accordance with the approved details.



Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity and protect the potential future development of the adjacent land.

5. 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 neighboring highway.

6. That facilities shall be provided clear of the highway for the loading, unloading (and turning) of vehicles to the satisfaction of and in accordance with details approved by the Local Planning Authority

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

7. A vehicular turning area within the application site, to enable vehicles to enter and leave the site in forward gear shall be provided and permanently retained.

Reason: In order to ensure that adequate provision for car parking is made within the site.

8. That a detailed scheme for the provision of refuse, waste storage and recycling within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

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.

INFORMATIVE: The applicant is advised to contact Network Rail on 01904 389767. The following comments were received from Network Rail and should be noted by the applicant:

1. The railway running past this site is electrified to 25kV with 'live' cables suspended about each railway track. Workmen must be made aware of this. Nothing must encroach within a distance of 3 metres from electrification cables and supporting structures, as the upper parts of these can also be 'live'. A site-specific method statement and risk assessment must address the positioning and working of plant, so no jibs, arms, grabs etc are capable of swinging out above, or collapsing onto the railway.

2. There should be no interference with the railway boundary fence/wall. Any new fencing desired adjacent to the railway boundary, perhaps for additional security, privacy, sound attenuation, must be additional to and not in replacement for, the statutory line-side boundary feature. Proper provision must be made for future maintenance and renewal of the fence.

3. New parking bays are to be provided laid out at right angles to the railway boundary, it is important some type of barrier restraint is installed to help guard against a vehicle over-running, breaching the boundary and causing an obstruction of the railway. Provided only private cars, light vans etc. will be parking adjacent to the railway boundary, I feel closely spaced bollards or substantial kerbstones should be sufficient protection, but steel barriers should be provided where lorries will be turning.

#### REASONS FOR APPROVAL

The proposal has been assessed against and found to comply with policy AC1 The Heartlands/Wood Green, EMP 3.1 Amenity, Design and Transport Considerations, DES 1.1 Good Design and How Design Will Be Assessed, DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale, DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing, DES 1.5 Assessment of Design Quality (4): Detailing and Materials, DES 1.11 Design of Alterations and Extensions, UD3 Quality Design, DES 1.9 Privacy and Amenity of Neighbours, UD2 General Principles, EMP 1.3 Defined Employment Areas, EMP1a Defined Employment Areas (DEAs) - Regeneration Areas, UD9 Parking for Development of the Haringey Unitary Development Plan (1998) and the Haringey Unitary Development Plan - Second Deposit (2004).

Section 106 - No

Planning Applications Sub-Committee 27 March 2006

## DEVELOPMENT CONTROL PERFORMANCE STATISTICS

### **BEST VALUE INDICATOR BV109 - DETERMINING PLANNING APPLICATIONS**

#### **February 2006 Performance**

In February 2006 there were 100 planning applications determined, with performance in each category as follows -

67% of major applications were determined within 13 weeks (2 out of 3)

80% of minor applications were determined within 8 weeks (33 out of 41 cases)

88% of other applications were determined within 8 weeks (49 out of 56 cases)

For an explanation of the categories see Appendix I

#### **Year Performance - 2005/06**

In 2005/06 up to the end of February 2006 there were 1754 planning applications determined, with performance in each category as follows -

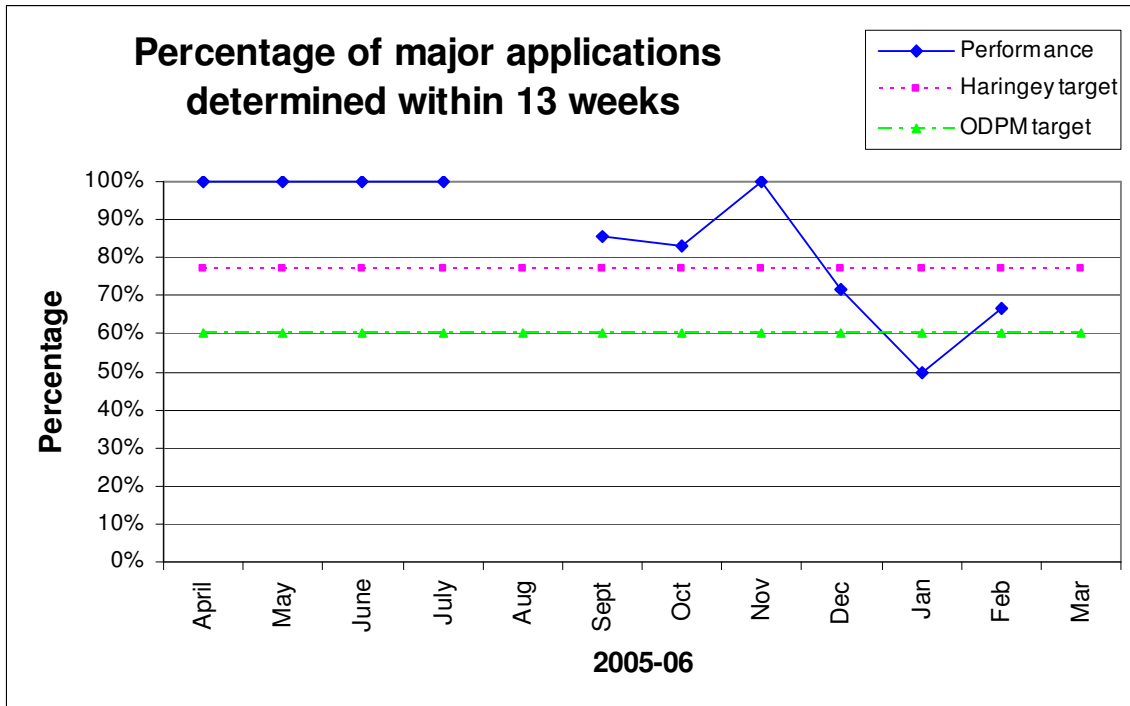
86% of major applications were determined within 13 weeks (36 out of 42 cases)

81% of minor applications were determined within 8 weeks (428 out of 526 cases)

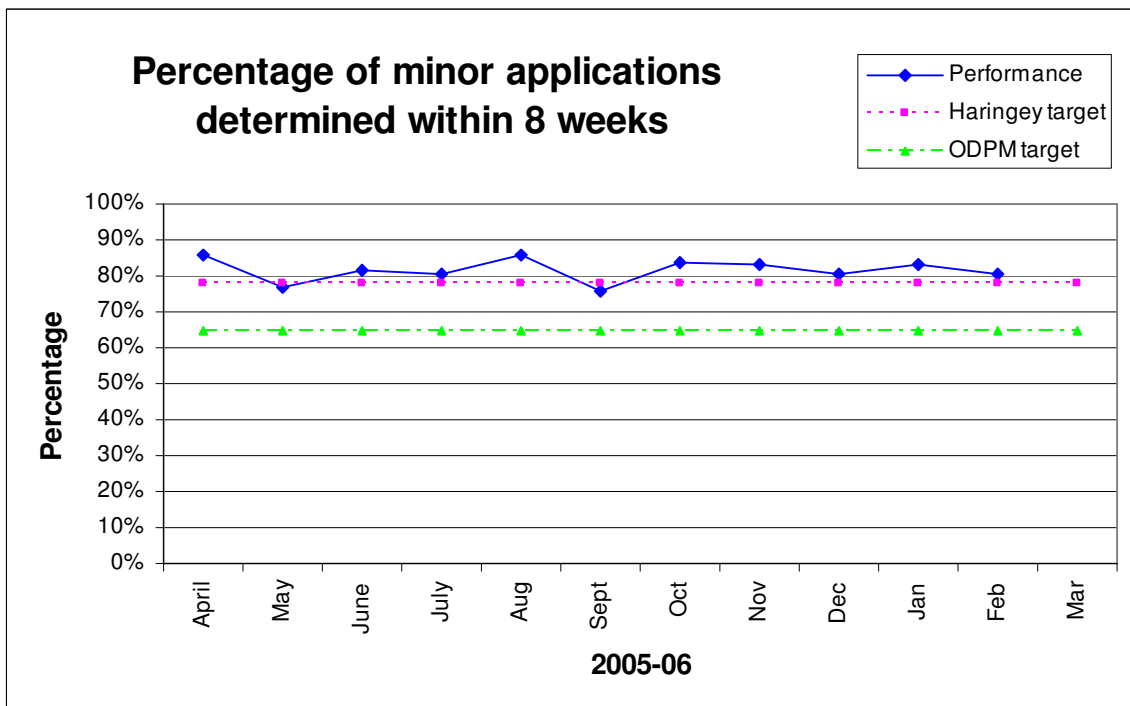
92% of other applications were determined within 8 weeks (1086 out of 1186 cases)

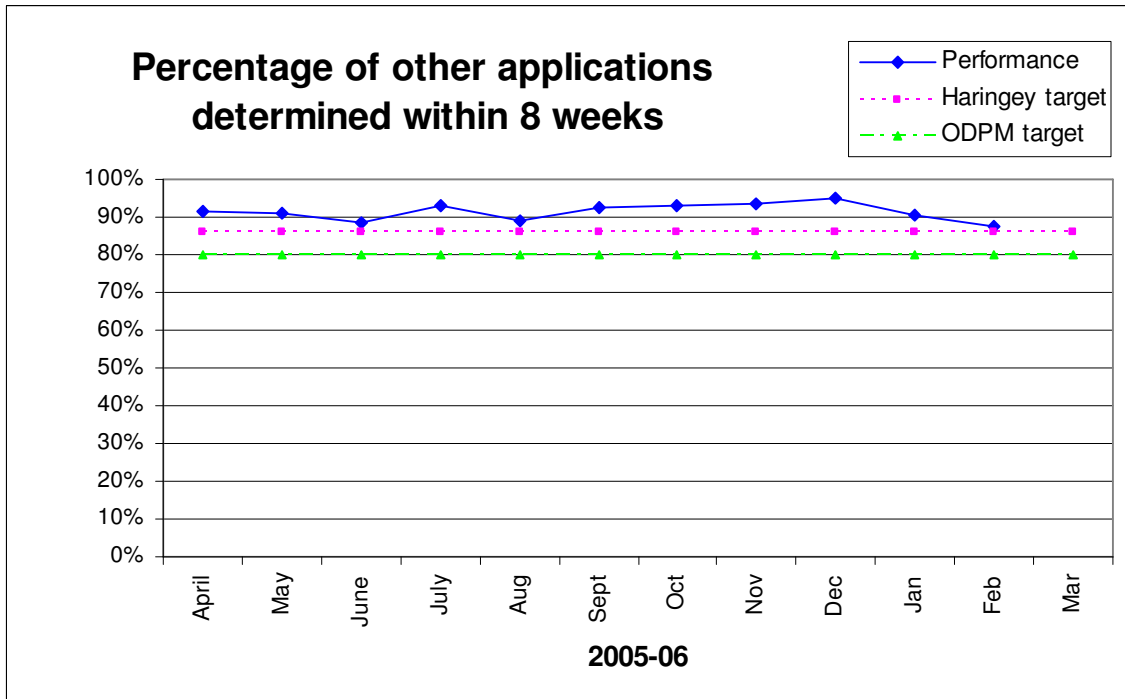
The monthly performance for each of the categories is shown in the following graphs:

**Major Applications 2005/06**



**Minor Applications 2005/06**



**Other applications 2005/06****Background/Targets**

BV109 is one of the Office of the Deputy Prime Minister (ODPM) Best Value indicators for 2005/06.

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 2005/06 in relation to BV109. These are set out in the Best Value Performance Plan - Year 6 2005/2006 and are to determine:

- a. 77% of major applications within 13 weeks\*
- b. 78% of minor applications within 8 weeks\*
- c. 86% of other applications within 8 weeks

*\*targets revised June 2005*

## **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

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

**February 2006 Performance**

In February 2006 there were 2 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

0% of appeals allowed on refusals (0 out of 2 cases)

100% of appeals dismissed on refusals (2 out of 2 cases)

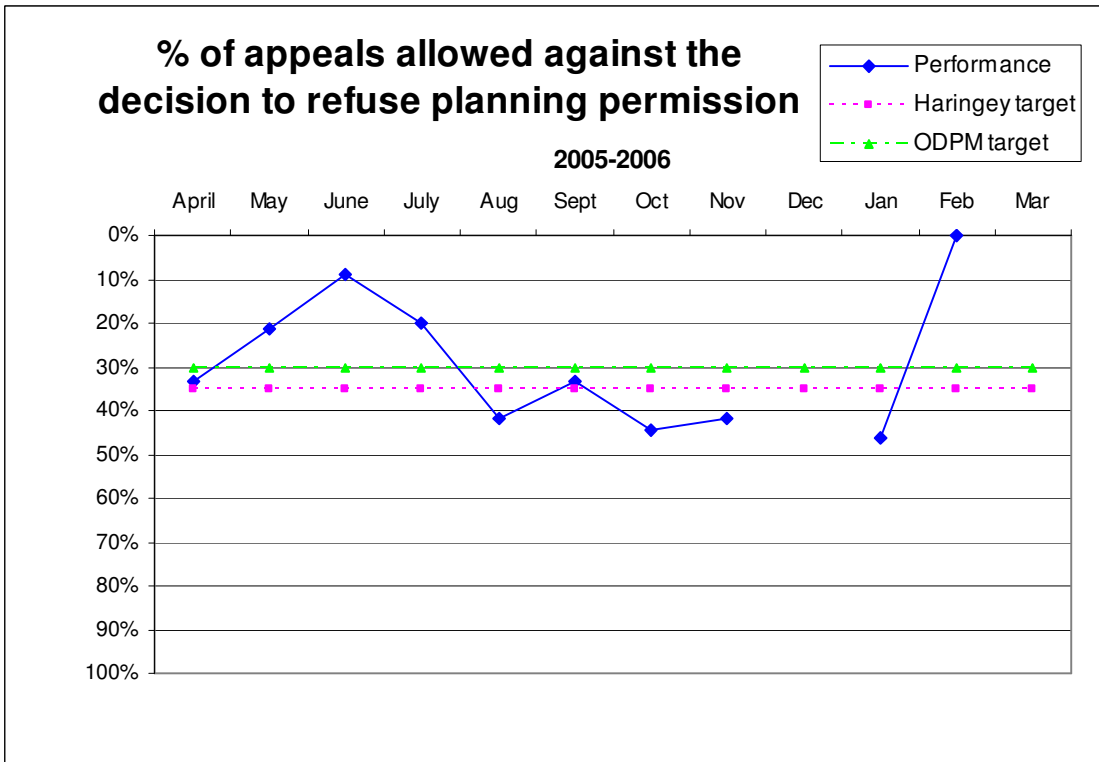
**Year Performance - 2005/06**

In 2005/06 up to the end of February 2006 there were 99 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

32% of appeals allowed on refusals (32 out of 99 cases)

68% of appeals dismissed on refusals (67 out of 99 cases)

The monthly performance is shown in the following graph:



N.B. There were no appeal decisions in December 2005.

**Background/Targets**

BV204 is one of the Office of the Deputy Prime Minister (ODPM) Best Value indicators for 2005/06.

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 2005/06 is 30%^

Haringey has set it's own target for 2005/06 in relation to BV204. This is set out in the Best Value Performance Plan - Year 6 2005/2006.

The target set by Haringey for 2005/06 is 35%\*

*\*target revised June 2005*

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



## **BUILDING CONTROL**

During the month of **February 2006**, **94** applications have been received for the purposes of Building Regulations. Of the **94** applications referred to **41** are Building Notices of which **41 (100%)** have been processed within 48 hours.

The remaining **53** are Full Plans Applications of which **45 (85%)** have been responded to within 3 weeks and **53 (100%)** have been decided within the statutory period.

During the same period 664 **building** regulations site inspections were requested and were carried out on the same day. Building Control officers involved with safety at sports ground legislation and Entertainment's licensing legislation have made **10** inspections/visits.

Building Control also carried out **15** dangerous structures related inspections, all of which were responded to within 2 hours of initial notification.

Building Control was also notified of contravening works, where **31** inspections were carried out within 2 days of notification.

During the same month **114** letters were received, of which **103 (90%)** were responded to within 10 days.

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<b>HARINGEY COUNCIL</b>
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Agenda Item No.

**Committee:** Planning Applications Sub-Committee  
**Date:** 27 March 2006

**Contact Officer:** Anniemay Royal Trinnaman  
**Designation:** Senior Administrative Officer  
**Tel:** 020 8489 5168

**Report Title:**

Decisions made under delegated powers between 6 February 2006 and 12 March 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 6 February 2006 and 12 March 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 Administration on (020) 8489-5508.

**Report Authorised by:** .....  
**Shifa Mustafa**

**Performance**

**Assistant Director  
Planning , Environmental Policy &**

<b>HARINGEY COUNCIL</b>
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Agenda Item No.

<b>Committee:</b>	Planning Applications Sub-Committee	
<b>Date:</b>	27 March 2006	
<b>Report of:</b>	Director of Environmental Services	
<b>Contact Officer:</b>	Anniemay Royal Trinnaman	
<b>Designation:</b>	Senior Administrative Officer	<b>Tel:</b> 020 8489 5168
<b>Report Title:</b>	Appeal decisions determined during February 2006	
<b>1. PURPOSE:</b>	To advise the Sub-Committee of appeal decisions determined by the Office of the Deputy Prime Minister during February 2006	
<b>2. SUMMARY:</b>	Reports outcome of 2 appeal decisions determined by the Office of the Deputy Prime Minister during February 2006 of which both were dismissed.	
<b>3. RECOMMENDATIONS:</b>	That the report be noted.	
<b>4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985</b>	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 Administration on (020) 8489 5508	
<b>Report Authorised by:</b>	..... <b>Shifa Mustafa</b>	

**Assistant Director**  
**Planning , Environmental Policy &**  
**Performance**

**APPEAL DECISION FEBRUARY 2006**

<b>Ward:</b>	<b>Muswell Hill</b>
<b>Planning Officer:</b>	<b>J Toerjen</b>
<b>Reference Number:</b>	<b>HGY/2005/0979</b>
<b>Decision Level:</b>	<b>Delegated</b>

**1-4 Connaught House, 38 Connaught Gardens N10 3HL****Proposal:**

Demolition of existing brick building containing four large flats, and the construction of seven terraced houses and associated landscaping.

**Type of Appeal:**

Written Representation

**Issue:**

The effect of proposal on the living conditions of the occupiers of the nearby properties in relation to overlooking, and visual prominence

Whether the proposal would provide satisfactory living conditions for the occupiers of the proposed dwellings with particular regard to the proposed opaque screens

**Result:**

Appeal **Dismissed** 9 February 2006

<b>Ward:</b>	<b>Seven Sisters</b>
<b>Planning Officer:</b>	<b>J Toerjen</b>
<b>Reference Number:</b>	<b>HGY/2005/1108</b>
<b>Decision Level:</b>	<b>Delegated</b>

**Unit 4, Mavros House, 95 Vale Road N4 1TG****Proposal:**

Retention of a part brick and glass rear extension

**Type of Appeal:**

Written Representation

**Issue:**

The effect of the proposed on the living conditions of the occupiers of the nearby properties

**Result:** Appeal **Dismissed** 27 February 2006



Planning Applications Sub-Committee 27 March 2006

Item No. 5

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE****Reference No:** HGY/2006/0239      **Ward:** Noel Park**Date received:** 07/02/2006      **Last amended date:****Drawing number of plans****Address:** 51 Whymark Avenue N 22 6DJ**Proposal:** Continuation of use of premises as a hostel for the homeless.**Existing Use:** Hostel      **Proposed Use:** Hostel**Applicant:** Mr P. Aristodemou**Ownership:** Private**PLANNING DESIGNATIONS**

Retrieved from GIS on 09/02/2006  
Area of Community Regeneration  
ROAD - BOROUGH

**Officer Contact:** Oliver Christian**RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

**SITE AND SURROUNDINGS**

Two storey end of terrace house on the southeast side of Whymark Avenue. Westbury Avenue abuts the property to the rear.

**PLANNING HISTORY**

13/05/02 – Conditional consent – 2002/0075 – The erection of a single storey rear extension and change of use to a hostel.

2005 – Temporary consent for continuation of use as a hostel – 1 year

## **DETAILS OF PROPOSAL**

The proposal is for the continuation of use of property as a hostel for the homeless.

## **CONSULTATION**

Ward Councillors  
45, 47, 49, 62 Whymark Avenue, N22  
57, 59, 61, 63, 65 Cobham Road, N22  
LBH – Environmental Health

## **RESPONSES**

No objections

## **RELEVANT PLANNING POLICY**

### HSG 4.1 'Hostels for the Homeless'

Applications to renew permissions for hostel use will normally be supported subject to conditions except that the temporary period of operation will be reduced to one year.

### HSG 4.2: 'Local Needs Provision for Hostels for the Homeless'

In the case of applications for planning permission for private sector hostels for the homeless, the Council will seek to enter into an agreement with the developer under Section 106 of the 1990 Act to ensure that 100% of the accommodation will be allocated solely to households referred by the Council.

### DES 1.9 'Privacy And Amenity Of Neighbours'

This policy seeks to protect the reasonable amenity of neighbours

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

Temporary Planning permission for three years was granted on 13<sup>th</sup> May 2002 for the use of the property as a hostel for the homeless (HGY/2002/0075). An application was granted temporary permission for 1 year in 2005. The current application is seeking permission to renew this use.

Policy HSG 4.1 'Hostels for the Homeless' outlines: - that applications to renew permissions for hostel use will normally be supported. However, a condition should be added that will limit the approval for 1 year upon the expiration of which, a new application will be required. According to the 2005

Housing Needs Assessment Update produced by Council in March 2005, there is a clear need for homeless housing provision within the Borough, at this point in time there are over 700 households in need. Council has not experienced any problems with the existing hostel use at this site and it is considered that the proposal meets the requirements of this policy.

The proposal has now been operating for over 4 years and the adjoining occupiers have been consulted during this application. The fact that Council has not received one objection from an adjoining resident lends support to the interpretation that the hostel does not have a significant negative impact on the amenity of the area and therefore complies with policy DES 1.9 'Privacy And Amenity of Neighbours'.

The Environmental Health Department commented that they have no objections. There have also been no objections or comments received from any of the other parties consulted.

In general, it is considered that the proposal described above would not give rise to any unacceptable detrimental effect on the amenity of neighbouring properties or on the character of the local area, accordingly it would be appropriate to grant a one year temporary consent to further monitor the use. A Section 106 legal agreement was entered into as part of the original approval (HGY/2002/0075) and the recommendation will also be to re-instate the original Section 106 legal agreement.

The agreement will secure all accommodation for Haringey Housing Service nominees.

## **SUMMARY AND CONCLUSION**

The application for the continuation of use of the property as a hostel for the homeless is supported on the basis that, no objections have been received from local residents or any of the other parties consulted. The proposal complies with Policies HSG 4.1 'Hostels for the Homeless'; HSG 4.2: 'Local Needs Provision for Hostels for the Homeless' and DES 1.9 'Privacy And Amenity of Neighbours'. Accordingly, it would be appropriate to grant a one year temporary consent to further monitor the use and to re-instate the original Section 106 Legal Agreement.

## **RECOMMENDATION 1**

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

- (1) That Planning permission be granted in accordance with planning application no. HGY/2005/0936, 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) to secure all accommodation on site for Haringey Housing Service nominees.

## **RECOMMENDATION 2**

### **GRANT PLANNING PERMISSION**

Registered No. HGY/2006/0239

Subject to the following conditions

1. That this permission shall be for a limited period expiring on 30th August 2006 when the use hereby approved shall be discontinued and determined and the land reinstated to the satisfaction of the Local Planning Authority.

Reason: In order to enable the Local Planning Authority to review and assess the use following experience after a period of operation.

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 permission hereby granted shall not enure for the benefit of the land but shall be personal to Panicos Aristodemou only, and upon that person ceasing to use the land the use shall be discontinued.

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

4. No more than 11 persons, including any resident staff, if any, but including babies under 12 months, shall occupy the premises at any one time.

Reason: In order to limit the total number of occupants in the interests of the amenity of current and future occupants in the premises and locality.

5. No noise shall, in the opinion of the Assistant Director Enforcement cause a nuisance to any occupier of property in the vicinity of the premises to which this application relates.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers of their property.

6. That details of a scheme for the storage and collection and recycling of refuse from the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the hostel.

Reason: In order to protect the amenities of the locality.

7. That a named person shall be made known to adjoining residents for them to be able to contact in the event of problems arising at all times.

Reason: In order to ensure that adjoining occupiers have a point of contact to deal with any problems arising from the use of the premises as a hostel for the homeless.

REASONS FOR APPROVAL

The application for the continuation of use of the property as a hostel for the homeless is supported on the basis that, no objections have been received from local residents or any of the other parties consulted. The proposal complies with Policies HSG 4.1 'Hostels for the Homeless'; HSG 4.2: 'Local Needs Provision for Hostels for the Homeless' and DES 1.9 'Privacy And Amenity Of Neighbours'. Accordingly, it would be appropriate to grant a one year temporary consent to further monitor the use and to re-instate the original Section 106 Legal Agreement.

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Planning Applications Sub-Committee 27 March 2006 Item No. 7

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Date received:** 17/10/2005      **Last amended date:**

**Drawing number of plans**

**Address:** 278 -296 High Road N15 4AJ

**Proposal:** Approval of details pursuant to conditions 3, 5,6,9,11 &13 ( Materials, Hard landscaping, Tree Protection, Refuse, Archaeological work programme & 13 Boundary treatments ) attached to planning reference HGY/2004/2292 AND

Approval of details pursuant to conditions 3,5,6,7,8,11,12, 13 & 14 ( Materials, Boundary treatments, Hard landscaping, Refuse, Landscaping treatment and protection of sycamore tree, Detail scale drawings, Shopfront fascia drawings, Permeable Hard landscaping & Central satellite dish) attached to planning reference HGY/2005/1173

**Existing Use:** residential/commercial

**Proposed Use:** residential/commercial

**Applicant:** Ankur Architects

**Ownership:** private

**PLANNING DESIGNATIONS**

ROAD - TRUNK

**Officer Contact:** Elizabeth Ennin-Gyasi

**RECOMMENDATION**

AGREE TO DISCHARGE CONDITIONS

**SITE AND SURROUNDINGS**

The site is on the east side of the High Road and includes the former Connaught' Public House. It was previously ground floor commercial with

upper floors in residential use. The buildings on the site have been demolished and construction works is in progress. The site lies directly opposite the College of North East London and it is in Tottenham Green Conservation Area.

### **PLANNING HISTORY**

HGY/2004/2292 -Proposal: Demolition of existing buildings & erection of 2 X 4 storey blocks & 1X 2storey block, comprising of 5 X A1 retail/ commercial units on ground floor, 12 X 1bed flats & 14 X 2bed flats & 4 X 3 bed houses, landscaping - Approved. 10 January 2005

HGY/2005/1173 -Proposal: Demolition of existing buildings & erection of 2 X 4 storey blocks, comprising of 2 X A1 retail/ commercial units on ground floor, 6 X 1bed flats & 8 X 2bed flats – Approved 23 August 2005

### **DETAILS OF PROPOSAL**

Discharge of conditions as detailed above

### **CONSULTATION**

Local residents  
Conservation Team  
Waste Management  
Arboriculturalist  
English Heritage

### **RESPONSES**

Conservation Team – comments received  
Waste Management – comments received  
Arboriculturalist – comments received  
English Heritage - comments received

### **RELEVANT PLANNING POLICY**

None

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

Planning permission was granted on 10 January 2005 ( GY/2004/2292/2293) for demolition of existing buildings & erection of 2 X 4 storey blocks & 1X 2storey block, comprising of 5 X A1 retail/ commercial units on ground floor, 12 X 1bed flats & 14 X 2bed flats & 4 X 3 bed houses & landscaping. Conditions 3, 5,6,9,11 &13 required the submission of a detail schemes relating to Materials, Hard landscaping, Tree Protection, Refuse, Archaeological work programme & Boundary treatments for approval. And for

Planning permission ( HGY/2005/1173/) granted on 23 August 2005 for demolition of existing buildings & erection of 2 X 4 storey blocks, comprising



of 2 X A1 retail/ commercial units on ground floor, 6 X 1bed flats & 8 X 2bed flats. Conditions 3, 5,6,7,8,9,11, 12 ,13 & 14 required the submission of a detail schemes relating to Materials, Boundary treatment, Hard landscaping, Refuse, Soft landscaping & protection of sycamore tree , Archaeological work programme, Detail scale drawings, Shopfront fascia drawings, Hard landscaping & Central satellite dish for approval.

The applicant has submitted proposed schemes for conditions detailed above as follows:

### Condition 3 – Materials

Drawing Nos. 2004/215; 2004/216 & 2004/217 outlines the proposal for materials, the main elevation fronting the High Road would be Brickwork on the corner & end buildings with brick slips in the middle part of the building. The rear buildings would be brickwork and render.

- Red brick – Milton Hall Windsor Red – Hanson Building Products – sample submitted.
- Red brick slips - Milton Hall Windsor Red – Hanson Building Products – sample submitted. Hanson's Wonderwall System will be used to support brick slips – Technical literature submitted.
- Blue Brick - Westbrick Staffordshire Blue Brindle smooth from Ibstock - sample submitted
- Roof Finish - 'VM Zinc Plus' with quartz finish zinc - sample submitted
- Windows - Powder coated double-glazed aluminium windows (RAL colour 7015- slate gray) with secured by design approval - colour chart submitted.
- External doors: Powder coated double-glazed aluminium windows (RAL colour 5013-cobolt blue) with secured by design approval - colour chart submitted.
- Render – STO Ref -37111 softer white - sample submitted. This product is considered to be less prone to be affected by traffic pollution.

The external materials submitted are considered to be acceptable and would be inkeeping with the surroundings & the Conservation Area.

### Conditions 5 , 6 & 13 – Hard Landscaping

Drawing No. 2004/07/46B outlines the proposal for hard landscaping.

- Permeable concrete paviors in brindle and charcoal - samples submitted

The design and paving samples submitted are considered to be acceptable.

Condition 6 & 8 Soft Landscaping; Protection of Sycamore Tree

- Drawing No. 2004/07/46B illustrate the proposal for soft landscaping. Existing sycamore tree is under Tree Preservation Order. The proposed scheme includes evergreen trees as advised by the Council's Tree Officer.

The scheme for soft landscaping is considered to be acceptable.

Condition 5 & 13 Boundary Treatment

Drawing No. 2004/07/45B illustrate the proposal for boundary treatment.

- 1.8m high boundary wall (East & South East of Site) to be built in mixture of Danehill Yellow Facings (60%) & Selected Dark Facings (40%) by Freshfield lane Brickworks Ltd (Samples included). 600mm timber trellis is to be provided above 1.8 high brick wall.

The scheme for boundary treatment is considered to be acceptable.

Condition 7 & 9 Refuse & Waste Storage

Drawing No. 2004/07/44B illustrate the proposal for Refuse & Waste Storage.

- The collection for the commercial units would be from the High Road, where shop owners will be required to leave their waste bags outside at an agreed time. The collection for the residential units would be from Tottenham Green East with the provision of a central bin store for the houses to reduce the distance for the refuse vehicles.

The arrangements for the commercial and residential units are considered to be satisfactory in consultation with the Council's Waste Management Service, therefore the scheme is considered to be acceptable.

Condition 9 & 11 Archaeological Work Programme

- English Heritage has commented that in relation to 280 -296 High Road -HGY/2004/2292 – 'no further archaeological work is necessary under this application and that the archaeological conditions have been satisfied'. However, on 278 High Road - HGY/2005/1173; they stated – 'Archaeological Solutions, who carried out the evaluation

work, have submitted a draft report for my comment. There are areas of this report that need to be re-visited before it can be accepted, which I have discussed with them directly. Accordingly, the condition itself should not be discharged or deemed satisfied until this has been received and approved.'

In accordance to English Heritage advice the condition attached to 278 High Road has yet to be satisfied, therefore this condition cannot be discharged. However, in relation to 280-296 High Road (HGY/2004/2292) discharged of the condition is recommended.

#### Condition 11 Detail Scale Drawings

- Drawing No 2004/07/215-218 illustrate the detail scale drawings. Drawings No: 2004/07/215-217- elevation drawings showing external materials, roof & ground datum levels. Drawings No: 2004/07/218 - 1/20 scale sections showing external material and supports.

Detailed drawings submitted is considered to be acceptable.

#### Condition 12 Shopfront fascia drawings

- Drawing No. 2004/07/49A illustrate the proposed shopfront design.

The scheme for shopfront design is considered to be acceptable.

#### Condition 14 Central Satellite Dish

- The applicant propose to provide the development with cable connection and to prevent individual residents acquiring satellite dishes by stipulating in lease/rental agreement that no aerials/satellite dishes would be allowed to be fixed to the exterior of the buildings.

This is considered to be an acceptable solution to this condition.

### **SUMMARY AND CONCLUSION**

The scheme for external material, hard landscaping, soft landscaping & tree protection, refuse & waste storage, boundary treatments, archaeological work programme (2004/2292), detailed drawings, shopfront design & satellite dish and samples submitted are considered to be acceptable. Accordingly, discharge of conditions 3, 5,6,9, 11&13 pursuant to planning permission HGY/2004/2292 and conditions 3,5,6,7,8,11,12, 13 & 14 pursuant to planning permission HGY/2005/1173 is recommended.

However, in relation to archaeological work programme condition 9 pursuant to planning permission HGY/2005/1173, submissions are not satisfactory, therefore this condition is not recommended for discharge.

**RECOMMENDATION**

Discharge conditions as described in this report

Registered No. HGY/2005/1918

Applicant's drawing No.(s) 2004/215,216, 217, 218-2004/07/44B, 45B, 46B, 49A



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Planning Applications Sub-Committee 27 March 2006 Item No. 2

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

**Reference No:** HGY/2006/0150

**Ward:** Woodside

**Date received:** 25/01/2006

**Last amended date:**

**Drawing number of plans:** HAS/00 01, 02 03

**Address:** 314 High Road N22 8JR

**Proposal:** Erection of a three storey building and conversion of existing upper floors to create 2 x 1 bed and 3 x 2 bed flats at first, second and roof levels and two shop units at ground level. Alteration to elevations.

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

**Applicant:** Hassio Construction Limited

**Ownership:**

## **PLANNING DESIGNATIONS**

ROAD - METROPOLITAN

**Officer contact:** Ruma Nowaz

## **RECOMMENDATION**

GRANT PERMISSION subject to conditions

## **SITE AND SURROUNDINGS**

The application site comprises of 314 High Road and the land adjacent, which is located on the junction with the High Road and Sylvan Avenue. The site is not located within a Conservation Area.

## **PLANNING HISTORY**

On 4/10/2004 Planning permission was granted for the erection of a three storey building and conversion of the existing upper floors to create 2 x2 bed and 2 x 1 bed flats at first and second floor levels and plant hire unit at ground floor level. Alterations to elevations (HGY/2004/1733).

## **DETAILS OF PROPOSAL**

Erection of a three storey building and conversion of existing upper floors to create 2 x 1 bed and 3 x 2 bed flats at first, second and roof levels and two shop units at ground level. Alterations to elevations. The main revisions from the planning permission which was granted in 2004 is the insertion of a further 2 bed flat, predominantly into the roof area of the new building and increasing the height of the existing rear addition to insert a second floor at this level. There is a difference in the height of the building shown in the approved plan and the current one. This current proposal also seeks to erect a single storey rear extension, 4.4m x 4m in length, to the rear of 314 High Road. This removes the courtyard garden area on the approved plan but retains a bin storage area and small yard.

## CONSULTATION

304-312 (e), 316 -322 (e), 401-417 (o) High Road  
1<sup>st</sup> and 2<sup>nd</sup> floor flat 304-312 (e) 316-322 (e), 316-322 (e), 401-417 (o) High Road N22  
1,3,2,4,6 Sylvan Avenue N 22.

Transportation  
Cleansing  
Building Control  
Ward Councillors

## RESPONSES

No response received from neighbouring properties.

**Building control** : Access for fire brigade vehicles and personnel is considered acceptable in this case. Means of escape will be dealt with on receipt of formal building regulations application.

**Environmental Health**: Condition required to provide site inspection report, details of present/previous usage, risk assessment and details of any remediation required.

**Transportation:-** This development proposal is on Wood Green High Road where the public transport accessibility level is medium and which provides frequent bus services (some 56 buses per hour, two-way) for regular connection to Wood Green and Turnpike Lane tube stations. We therefore considered that a considerable number of journeys by patrons and residents of this site would be made by public transport or other sustainable travel modes.

In addition, since this site is not known to have any car parking pressure, it is deemed that this proposed development, as detailed on Plan Nos.HAS01 - 03-Planning Issue, would not result in any significant impact on subsisting traffic or indeed car parking demand at this location. Consequently, the highway and transportation authority would not object to this application.

Informative

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

## RELEVANT PLANNING POLICY

DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area  
DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale  
DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing  
DES 1.9 Privacy and Amenity of neighbours  
HSG 2.1 Dwelling Mix For New Build Housing  
STC 1.7 Shops Outside Local, Town and Metropolitan Centres

## ANALYSIS/ASSESSMENT OF THE APPLICATION

The proposed development has the same envelope as the previous scheme, the main exceptions being the rear dormer window and rear extension and new larger windows in the side and rear elevation.

Density



Because half of the proposed flats come from conversion within the existing building at No. 314, and the remaining flats from the new build at the side of 314, density is not strictly speaking of great relevance as a control issue; more important is the massing and form in relation to the adjoining terrace of properties. Nevertheless, if the scheme were entirely new build, the density would work out at around 360 Hab. Rooms per hectare; this is within the density range of 200-400 hab . rooms per hectare as set out in Policy HSG8 of the Revised Unitary Development Plan. Given the High Road location and good public transport accessibility, it is reasonable to have a density at the upper end of the range.

## DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area

The proposal is in character with and retains the architectural characteristics of prevailing development in the vicinity of the area. It is considered that the proposal will not have a significant negative impact on the amenity of the area.

## DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale

The proposal is in scale with prevailing development in the locality and preserves the enclosure of the existing terrace building to the street scene.

## DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing

The proposal follows the established building lines of the existing terrace building and reflects important features in the surrounding buildings. The development will make optimum use of the corner site and won't prejudice satisfactory development of adjoining land

## DES 1.9 Privacy and Amenity of neighbours

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

## HSG 2.1 Dwelling Mix For New Build Housing

The proposal was assessed against the following development standards from Council's Supplementary Planning Guidance 2.3 (SPG 2.3):

- Flat size required = 48m<sup>2</sup> & 60m<sup>2</sup>  
Proposed = 52m<sup>2</sup>, 61m<sup>2</sup> & 55m<sup>2</sup>, 61.3m<sup>2</sup>, 81.4 m<sup>2</sup>
- Living room size required = 12m<sup>2</sup> & 13m<sup>2</sup>  
Proposed = 19.2m<sup>2</sup>, 16.38m<sup>2</sup> & 19.2m<sup>2</sup>, 16.4m<sup>2</sup>, 17.9 m<sup>2</sup>
- Kitchen size required = 5.5m<sup>2</sup>  
Proposed = 6.6m<sup>2</sup>, 8.6m<sup>2</sup> & 6.6m<sup>2</sup>, 8.9m<sup>2</sup>, 25 m<sup>2</sup>
- Main B/room size required = 11m<sup>2</sup>  
Proposed = 11.2 m<sup>2</sup>, 12.6m<sup>2</sup>, 15m<sup>2</sup> & 11.8m<sup>2</sup>, 12m<sup>2</sup>
- S. B/room size required = 6.5m<sup>2</sup>  
Proposed = 8.5m<sup>2</sup>, 8.3m<sup>2</sup>, 8.6 m<sup>2</sup>
- Garden provision = 25m<sup>2</sup>  
Proposed = 15m<sup>2</sup>

The application generally complies with the minimum room and flat size requirements outlined in SPG 2.3. The proposed amenity space is below the required standard as this proposal seeks to erect a single storey rear extension with a floor area of 16 m<sup>2</sup>. It is considered that the proposal will not have any significant negative impact on the amenity of the area and therefore warrants support.

STC 1.7 Shops Outside Local, Town and Metropolitan Centres

Given the existing car showroom at 314 High Road, it is considered that the shop units on the ground floor on the corner of the site will not have a significant negative impact on the amenity of the area.

**SUMMARY AND CONCLUSION**

The proposal at 314 High Road for the erection of a three storey building, with four stories at the rear and side elevation and conversion of existing upper floors to create 3 x 2 bed and 2 x 1 bed flats at first, second, third floor and roof levels and two ground floor shop units and alteration to elevations, complies with Policies DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area'; DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale'; DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing'; DES 1.9 'Privacy and Amenity of neighbours'; HSG 2.1 'Dwelling Mix For New Build Housing'; and STC 1.7 'Shops Outside Local, Town and Metropolitan Centres' within the Haringey Unitary Development Plan. It is therefore considered appropriate that planning permission be granted.

**RECOMMENDATION**

GRANT PERMISSION

Registered No. HGY/2006/0150

Applicant's drawing No.(s) HAS/00 01, 02 03

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.  
Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.  
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. The roof of the proposed single storey rear extension is not to be used as a roof terrace.  
Reason: To protect the amenity of the area.
4. Notwithstanding the locations for bin stores shown on the submitted drawings, details of a scheme for the recycling, storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works on site. Such an approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority. The applicant is advised to liaise with Council's Waste Management Team (020 8489 5668) before preparing a proposal.  
Reason: In order to protect the amenities of the locality.
5. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing adjoining building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality.

6. 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.

#### INFORMATIVE

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

#### REASONS FOR APPROVAL

The proposal at 314 High Road for the erection of a three storey building and conversion of existing upper floors to create 2 x 2 bed and 2 x 1 bed flats at first and second floor levels and plant hire shop at ground floor level and alteration to elevations complies with Policies DES 1.2 'Assessment of Design Quality (1): *Fitting New Buildings into the Surrounding Area*'; DES 1.9 'Privacy and Amenity of neighbours'; HSG 2.1 'Dwelling Mix For New Build Housing'; and STC 1.7 'Shops Outside Local, Town and Metropolitan Centres' within the Haringey Unitary Development Plan. It is therefore considered appropriate that planning permission be granted.

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**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB COMMITTEE**

**Reference No:** HGY/2005/1992      **Ward:** White Hart Lane

**Date received:** 27/10/2005      **Last amended date:** 19 January 2006

**Drawing number of plans** J05-139 D02C, D03C, D04B, D05B, D06A, D07F, D08E & D09E.

**Address:** 315 The Roundway N17

**Proposal:** Demolition of existing garages and erection of 1 x 4 storey block comprising 13 x 1 bed, 35 x 2 bed, 1 x 3 bed and 4 x 4 bed flats. Provision of 20 car parking spaces, 3 motorcycle spaces and 25 bicycle spaces.

**Existing Use:** Industrial      **Proposed Use:** residential

**Applicant:** Dianne Page Circle Anglia

**Ownership:** private

**PLANNING DESIGNATIONS**

Road – Trunk

**Officer Contact:** Elizabeth Ennin-Gyasi

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and Section 106. Legal Agreement.

**SITE AND SURROUNDINGS**

The proposal site is located primarily on The Roundway frontage, but extends to the rear to Church Lane and Lordship Lane on the southern boundary. The rear of the site lies immediately opposite Bruce Castle Museum Park and Conservation Area; the building is statutory Grade 1 Listed. The site adjoins the petrol filling station and lies opposite two-storey terrace properties, which forms part of the Peabody Trust Conservation area. However, the site is not within a Conservation Area.

The site is well located for a number of local facilities including public transport links such as buses and Bruce Grove Railway station. There are also local health centres, shops and market and school within close proximity.

### **PLANNING HISTORY**

There is a mix of permission that has been granted over the years that relate to light industrial uses.

Demolition of existing garages and erection of 1 x 4 storey and 1 x part 3 /part 4 storey blocks comprising of 56 x one, two, three and four bedroom flats and maisonettes. Provision of 18 car and 4 motorcycle spaces and bicycle storage –refused 9/5/05

### **DETAILS OF PROPOSAL**

The proposal seeks to demolish existing garages and erect of 1 x 4 storey block comprising 13 x 1 bed, 35 x 2 bed, 1 x 3 bed and 4 x 4 bed flats. The provision of 20 car parking spaces, 3 motorcycle spaces and 25 bicycle spaces. It comprises of two linked blocks, one on the corner of The Roundway/Lordship Lane and fronting Church Lane. The block on The Roundway would be four storeys high and on Church Lane three storeys high. The two blocks would be linked at first, second and third floors. Access is on Church Lane with provision of car/motorbike/cycle parking in between the two blocks. The ground floor would accommodate bicycle store, waste bins and recycling facilities.

### **CONSULTATION**

Ward Councillors  
80 Local residents  
Conservation Officer -  
Conservation advert -  
English Heritage  
Waste management  
Crime Prevention Officer  
CABE  
Building Control  
Major/minor advert  
Transportation Group

### **RESPONSES**

11 Summerhill Road - objection  
19 Hornsey Rise Gdns - support  
84 Bruce Castle Road - objection  
4 Edmansons Close – objection  
124 Church Road –objection  
18 New Road - objection

142 Walpole Road – objection  
Friends of Bruce Castle – objection  
8 Church Lane – support  
Universal Tyre & Autocentres - support  
CABE – objects to the design  
8 All Hallows Road – objection  
35 The Grove - objection  
English Heritage – no observations  
Crime Prevention Officer – comments received  
Building Control – Access satisfactorily  
Transportation Group – no objections

## **RELEVANT PLANNING POLICY**

### **NATIONAL POLICY BACKGROUND:**

#### **Planning Policy Guidance 3 Housing**

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

PPG3 states that Local planning authorities should:

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

#### **Planning Policy Guidance 13 Transport**

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

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

## **THE LONDON PLAN**

The London Plan has now been formally adopted by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in

the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional 'homes' (970 per year) out of a target for London of 457950 (23000 per year). Future target will include the more efficient use of existing stock as well as new-build.

## LOCAL POLICY BACKGROUND

### Current Unitary Development Plan

HSG 1.1: Strategic Housing Target - Sets out the Councils strategic housing targets based on central government advice.

HSG 2.1: Dwelling Mix for New Build Housing - The Council will normally expect all new development to include a mix of housing types to cater for both family and non-family households.

HSG 2.2: Residential Densities - In considering applications for residential development (including redevelopments, conversions and mixed-used schemes) the density of the development should normally be in the density range of 175 hrh- 250 hrh (70 hra-100 hra).

DES 1.1 Good Design and how Design Will Be Assessed - The Council will require development to be of good design. The overall quality of the design of a proposal will be assessed and poorly designed schemes will be refused.

DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area - Infill development in areas of varied townscape of significant quality. (including most conservation areas) can create new compositions and points of interest but should be disciplined by building lines, scale of area, heights, massing, characteristic or historic plot widths.

DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale - The Council will assess the design of development schemes in relation to enclosure, height and scale.

DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing - In assessing the design of new development, alterations and extensions the Council will have regard to building lines, layout and form, rhythm and massing.

DES 1.9 Privacy and Amenity of Neighbours - Seeks to protect the reasonable amenity of neighbour's planning permission for development

TSP 7.1: Parking for Development - The proposal should provide an acceptable level of parking in line with current national and local policy advice.

Emerging Unitary Development Plan:



UD3 Good Design  
Sets out criteria for quality design.

HSG4 Affordable Housing  
Sets out the Councils requirements for affordable housing and tenure types

HSG8 Density Standards  
Reflects the advice in the draft London Plan and increased densities.

HSG9 Dwelling Mix  
Requires that dwelling mix meet the Councils housing requirements.

Supplementary Planning Guidance 11 Affordable Housing.

Supplementary Planning Guidance 12 Education needs generated by new housing developments.

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

An application on the site for a similar residential scheme was refused on 9 May 2005 on grounds of bulk, massing, design and adverse impact on the character and appearance of the Bruce Castle Conservation Area/Listed Building. The current application has been revised and is submitted on behalf of Circle Anglia Housing Association. The main issues for consideration of this proposal are as follows:

1. The principle of residential use
2. Design and Layout and effect on Bruce Castle and Conservation Area.
3. Density
4. Affordable Housing
5. Amenity
6. Car Parking/ Cycle storage
7. Waste Management.
8. Sustainability, Energy conservation and Secure by design
9. S106 Agreement

1. Principle of residential use

The site adjoins existing commercial uses, a mix of light industrial, petrol station and car repair garages. However, it is not within a Defined Employment Area, and the redevelopment of the site for residential purposes complies with UDP Policy HSG 1.2 and HSG 1.3. It is considered that the proposal would have no adverse impact on the local environment and traffic conditions. The use of the site for residential purpose would make a contribution to the Council's housing supply and assist in meeting the Strategic Housing Target in accordance to Policy HSG 1.1. Furthermore, PPG3 sets the principle of re-use of previously developed and accessible urban land for

housing purposes. Also the regeneration potential of the scheme complies with UDP Policy RIM 1.2.

2. Design and Layout and the effect on Bruce Castle and Conservation Area

The site lies outside a designated Conservation Area, although it abuts Bruce Castle and its associated Conservation Area. The existing buildings which are a mix of light industrial and car repair garages have no architectural merit, but are located in a prominent position in this part of the Borough. As such the proposal seeks to improve the local built environment, enhance the character and appearance of the Conservation Area and the setting of the nearby Bruce Castle buildings. It is intended that the quality of design would act as a catalyst for further investment in the locality.

The building has a modern approach in its design. The design solution meets the aims of policy DES1.1 in that the proposal contributes positively to the character of the street, amenity of neighbours and the immediate locality. The scheme comprises of two linked blocks, one on the corner of The Roundway/Lordship Lane and the other fronting Church Lane. The block on The Roundway would be four storeys high and on Church Lane three storeys high. The two blocks would be linked at first, second and third floors. The upper storey is set back to minimise the overall bulk.

The corner focal area is accentuated in render and stock brickwork. At ground level there is an access way linking the more public communal entrance door on the street side to the more informal doors, which give access to informal courtyard space, amenity space at the rear enclosed behind the proposed building.

A number of the proposed flats on the lower floors have dual aspect and daylight and sunlight from both sides of the dwelling. A number of the upper floor flats fronting The Roundway and Lordship Lane have balcony/terrace; this is on the more public face of the building. Metal framed 'Juliettes' are an added external feature that adds to the quality of design of the building.

Aspects of the design have been amended following meeting with the Council's Design Panel. These include using London Stock brick piers with coping stones together with metal railings for the street frontages/boundary treatment. At the corner of The Roundway and Lordship Lane- The building and the proposed boundary have both been pulled back from the road, giving more space to pedestrians. The building has been set back by 0.8m and the boundary line by 1 metre from Lordship Lane. The boundary line has also been faceted, further improving pedestrian space. This now means that the pavement at this corner would have a minimum width of 4metres, which is a significant improvement to the design of the scheme.

The two units at the corner of the Roundway and Lordship Lane have now been designed with own front doors direct onto the street. The proposal now has six units with entrance doors on The Roundway/Lordship Lane elevation and the majority of the amenity area fronting onto the street now forming 'front gardens'. The Roundway roof line has been improved by the removal of the parapet wall at the northern corner near the petrol station. Also the stair tower at the block fronting onto Church Lane has been reduced in height, which in turn reducing the overall mass.

It is considered that the proposed footprint creates an urban form of enclosure with height that causes no harm to the surrounding area and enhances the setting of Bruce Castle and the Conservation Area. The formal elevations facing the roads as been amended providing a modern design which would create a building of interest.

The proposal would use predominately traditionally materials to link in with existing townscape and provide satisfactory standard of accommodation with the layout appropriate to the site and location. There are no trees currently on the site; the proposal would introduce trees and shrub vegetation and protected shared amenity space. It is considered that the proposal offers an improvement to the existing streetscape by the introduction of a development of good design that is appropriate for the site and location.

### 3. Density

Policies HSG 2.2/HSG8: 'Residential Densities' sets out the density range for the Borough. PPG3 recommends that more efficient use is made of land by maximising use of previously developed land. It recommends that Local Authorities "*avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes.*" This advice supersedes the housing density policy in the Adopted Unitary Development Plan. The London Plan also sets higher densities for development in urban areas and recommends a density range of up to 450 habitable rooms per hectare for flatted developments with PTAL rating between 3 to 2. The PTAL rating in the area is 3.

The Adopted Unitary Development Plan sets a density range of 175 – 250 habitable rooms per hectare, with a maximum of 210 habitable rooms per hectare for predominately family housing. Whilst the emerging Plan policy sets the density range between 200 – 400 habitable rooms per hectare.

Applying the method of calculation as set out in Supplementary Planning Guidance Note 3a, the scheme would create 432 habitable rooms per hectare. Although this is slightly higher than the Council's

density for a site in this location, it falls below the London Plan density guidelines. It is considered that the proposed density would not be harmful, because of the close proximity to Bruce Grove Town Centre and also the design of the scheme is generally good.

4. Affordable Housing

PPG 3 and paragraph 10 of Circular 6/98, The London Plan and local policies HSG 2.23/ HSG4 'Affordable Housing' & SPG 11 'Affordable Housing' requires that a development of this size include affordable housing. The scheme proposes 53 units in total, which is above the threshold for development requiring an affordable housing element. Therefore it would be necessary for the Council to enter into Section 106 agreement with the applicant to secured 50% of the units for affordable housing, of which 70% would be in shared-ownership and 30% for renting. This would be consistent with the Council's policy on affordable housing tenure.

5. Amenity

In accordance with the aims of policy DES1.9: Privacy and Amenity of Neighbours, the footprint of the building responds to the existing street pattern and maximises usable space to the rear of the building. Sunlight and daylight in the courtyard space between the proposal and the adjoining properties, is therefore maximised. Also to follow the suggestion of the Council's Design Panel, the central courtyard parking has been redesigned in different materials to add visual interest. Increased planting is proposed in the area to make it a more pleasant space. The site benefits from lying opposite Bruce Castle Park with spacious green areas and a children's playground facilities.

The principles set out in Supplementary Design Guidance 1.3 have been applied to windows on the rear of the building to ensure that there is no adverse overlooking of the neighbouring properties in that the development meets the minimum distance standard between principle facing windows.

6. Car Parking and cycle storage

The scheme provides 20 car- parking spaces and 28 cycle/motor cycle spaces in line with Council guidelines. The Council's Transportation Group is satisfied that the proposed development will generate less vehicular traffic movements compared with that generated by the lawful uses on site. The site has good transport accessibility and as such the provision meets the objectives of PPG13 and TSP7.1.

7. Waste management.

The bin storage and waste collection facility is located close to access points in a purpose made facilities in line with the aims of SPG8a. However, a condition has been attached to this report for a detail scheme to be submitted for consideration to ensure the waste management scheme is acceptable.

8. Sustainability, energy conservation.

The proposal incorporates sustainability principals and would:

- Reduce the use of the car by locating closely to public transport route and within close proximity to Bruce Grove Town Centre, which is central to many facilities.
- Improve the general environment of the locality
- Create a design which conforms to Ecohomes standards
- Other sustainability features include the reuse of a brownfield land, the use of an accessible site and the design of the building which is highly insulated, reducing any heating or cooling requirements.

9. S106 Agreement

The applicant has agreed to enter into an agreement under S106 of the Town and Country Planning Act 1990 to provide the following benefit:

- Providing 50% of the units for affordable housing and tenure split of 70% shared ownership & 30% for renting
- Education contribution of £271,954.50
- Contribution toward environment improvement in the Bruce Castle Park and the immediate locality, provision of a self-cleaning toilet within Bruce Castle Park of £105,625.
- Contribution toward administration costs recovery of £18,878.97

Council's Response to Comments Received from Consultation

Ten letters objecting and three letters supporting the proposal have been received from local residents and businesses. In particular, Friends of Bruce Castle have objected to the proposal on the following grounds:

- Bulk
- Mass / negative impact on Bruce Castle & the Tower
- inappropriate design
- Height
- Insufficient facilities such as schools and GP surgeries to meet the needs of new residents
- Increase in traffic

Comments relating to bulk, massing, height, design and impact on Bruce Castle:

*Response:*

The Council has carefully considered the objections received on the above issues and has concluded that, on balance the proposed scheme is acceptable on ground that:

The site is brownfield land and the re-use for residential is encouraged by national, regional and local policies. Given that the existing buildings have no architectural merit and is currently being use partly for motor repairs, it is considered that the replacement buildings would be more suited to the residential setting. Although the design is modern, the external materials would be predominately brickwork which is traditional form of material. The block on Church Lane is design to be three storeys in height, it is considered that it would not impact negatively on Bruce Castle.

Insufficient facilities such as schools and GP surgeries to meet the needs of new residents

*Response:*

The applicant has agreed to contribute to the provision of education in the Borough. The wider issues relating to school places and GP facilities do not form part of the consideration this application.

Increase in traffic:

*Response:*

The Council's Transportation Group considers the proposal to be acceptable on highways and transportation grounds.

## **SUMMARY AND CONCLUSION**

The proposed development as amended is considered to be appropriate for the site and location. It is also considered that the proposed development will contribute beneficially to housing provision and sustainability in the Borough. It seeks to provide a scheme that relates satisfactorily to its surroundings in respect of scale, massing, height, design and external materials and finishes. The scheme also incorporates sustainable design principles, which is the Council's objective for the Borough.

The proposed scheme is considered to offer a design quality which is of a good standard in accordance to DES 1.1 Good Design and how Design Will Be Assessed,

DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure,

Height and DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing

The scheme is considered not to have significant adverse impact on the amenities of existing properties in line with policy DES 1.9 Privacy and Amenity of Neighbours.

The on site car parking and cycle storage proposed is considered to be satisfactory for the location, having no adverse impact upon existing traffic conditions or on street parking. The proposal is considered to accord to TSP 7.1: Parking for Development

The scheme is subject to a legal agreement, the main elements are:

- Affordable housing comprising of: 50% of units being provided
- An education contribution of £ 271,954.50 and
- A contribution of £105,625 towards environment improvements in the locality.
- An administration cost of £18,878.97

**RECOMMENDATION**

1. That planning permission be granted in accordance with planning application reference number HGY/2005/1992, subject to a pre-condition that Circle Anglia shall first have entered into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (as amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure not less than 50% affordable housing units; 70% of the affordable units in shared-ownership and 30% for renting and an administration cost of £18,878. 97.
2. That, following completion of the agreement referred to in resolution (1) the planning permission be granted in accordance with planning application reference number HGY/2005/1992 & applicant's drawing Nos. D02C, D03C, D04B, D05B, D06A, D07F, D08E & D09E.

for the following reasons:

The proposed development as amended is considered to be appropriate for the site and location. It is also considered that the proposed development will contribute beneficially to housing provision and sustainability in the Borough. It seeks to provide a scheme that relates satisfactorily to its surroundings in respect of scale, massing, height, design and external materials and finishes. The scheme also incorporates sustainable design principles, which is the Council's objective for the Borough.

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The scheme is subject to a legal agreement, the main elements are:

- Affordable housing comprising of: 50% of units being provided
- An education contribution of £ 271,954.50 and
- A contribution of £105,625 towards environment improvements in the locality.
- An administration cost of £18,878.97

subject to the planning 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. 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.

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

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.

6. Before the commencement of any works on site, a fence or wall, materials to be agreed with the Local Planning Authority, shall be erected and permanently retained for A. all site boundaries.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development.

7. 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.

8. 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.

9. 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) Explanation of how total energy demand will be reduced by 20% relative to the baseline developed in a), through improvements to building energy efficiency standards.

Calculation of the resulting carbon savings.

c) 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 must assessment should examine the potential use of CHP to supply thermal and electrical energy to the site. The scale of the CHP generation and distribution infrastructure to be determined through agreed feasibility studies. Resulting carbon savings to be calculated.

d) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (ie after b. and c. are 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.

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

INFORMATIVE: The proposed development requires a new crossover to be made over the footway. 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 0208 489 1316 to obtain a cost estimate and arrange for the works to be carried out.

3. That, in the absence of the agreement referred to in resolution (1) above being completed the planning application reference number HGY/2005/1992 be refused for the following reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Supplementary Planning Guidance 11 Affordable Housing attached to the emerging Unitary Development Plan

4. In the event that the Planning Application is refused for the reasons set out in resolution (3) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
  - (i) there has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
  - (iii) the relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

## APPENDIX

### PLANNING & ENVIRONMENTAL CONTROL SERVICE - DEVELOPMENT CONTROL DIVISION

#### MINUTES

Meeting : **DEVELOPMENT CONTROL FORUM - 315 The Roundway, N17**

Date : 13<sup>th</sup> February 2006

Place : Risley Primary School, The Roundway, N17

Present : Paul Smith (Chair), Tay Makoon, , Bevan, Davidson Cllr Adje, Local Residents (Approx 20) and applicants agent and architects

Minutes by : Tay Makoon

Distribution :

Item		Action
1.	Paul Smith introduced the meeting by welcoming everyone to the Development Control Forum. going through the house keeping rules, the purpose of the meeting is not a decision-making meeting. Its purpose is to answer questions and raise issues arising from the planning application. also how the meeting will proceed. He introduced officers and applicants representatives	
2.	<p><b>The Proposal</b></p> <ul style="list-style-type: none"> <li>Demolition of existing garages and erection of 1 x 4 storey and 1 x part 3/part 4 storey blocks comprising of 58 x one, two, three and four bedroom flats and maisonettes. Provision of 18 car and 4 motorcycle spaces and bicycle storage</li> </ul>	

Item		Action
3.	<p><b>Main Issues</b></p> <ul style="list-style-type: none"> <li>• Overlooking and loss of privacy/effect on streetscape</li> <li>• Dwelling mix/affordable housing</li> <li>• Parking Issues</li> <li>• The effects on the listed</li> </ul>	
4.	<p><b>Presentation on behalf of the Applicants</b></p> <p>Circle 33 has been selected as one of only 71 Programme Partners by the Housing Corporation and will receive £31.9m in funding between now and 31 March 2006. This will enable it to develop 1018 new affordable homes. Their developments are nationally recognised, with the nearby scheme at Turners Court, St Ann's Road in Haringey winning a National Housing Federation Award.</p> <ul style="list-style-type: none"> <li>• The scheme has been revised after going to the Haringeys Design Panel and addressing the concerns arising from local consultation.</li> </ul>	
5.	<p>The presentation covered consultation and was followed by explanation of the revised scheme by looking at existing site context, massing, density, followed by plans of site and ground floor, first, second floor, third floor, accommodation schedule, elevations, courtyard to view, landscaping and material sample and showing a computer generated image showing view from Church Lane.</p> <p><b>Questions from floor</b></p> <ul style="list-style-type: none"> <li>• Question: Will there be traffic calming, safety traffic and zebra crossing as this is a dangerous corner linking to the A10? Answer: Transport for London are responsible for the improvements to the road. However we do agree with you that this is a dangerous corner and propose that the pedestrian crossing be closer to the junction making cars slow down as they approach the junction making it safer</li> <li>• Question: Is there anyone from Housing Department here today? Answer: No as this is a planning application and housing department are not required to attend development control forums.</li> <li>• Question: We already have a problem with sewage, flooding, water electricity, waste and traffic, who will foot the bill for all this? Answer: All the issues you are raising are infrastructure issues and as part of granting of the permission for this scheme we will be entering into a S106 and some of that money will be going to education and recreational facilities.</li> <li>• Question: Where do you think you will put the schools as we are short of space already? Answer: Paul Smith replied by saying that the question is really talking about the wider issue and that we would not be able to</li> </ul>	

solve the problem with just this scheme.

- Statement: Cllr Adje explained that he has been listening with interest. The Planning Committee refused the last application; since then further consultation had been undertaken. English Heritage doesn't have any problems with it. I am not on the developers side, I am here as a ward councillor interesting in making sure that the regeneration of the area and making sure we have a good building on the roundway. Planning Members will make the decision based on all facts. The question raised about infrastructure is a very complex one; we are working with all Council departments to work towards improving the education provision, health and leisure. For example the Tower Gardens Centre, Church Hall, is to make provision for education. S106 monies we want to engage local residents as to how and where we should spend the monies. If you say improve on traffic congestion, we would negotiate with TFL.

- Question: To Cllr Adje - What will you do if the developer decide to build an extra floor?

Answer: I wouldn't wish it to be allowed. I consider that enforcement action would be taken to stop it.

- Statement: I am an architect and feel this scheme is too big and the design is wrong.

- Statement: The density is not appropriate.

Answer: There is a need for housing in London. This scheme is below maximum for this site. The Councils design panel recommended that an extra floor be put on.

- Statement: Local resident - we have a big problem with parking, although restricted parking on match days, the roads are small and pedestrians are very vulnerable.

- Statement: Mass/Bulk - Bruce Castle Park is a Grade 1 Listed building, we should consider civic pride. Keyworker housing are being left empty, this is the wrong market.

Answer: The Government are keen for housing association to build housing for keyworkers and there is a huge demand for this part of London

- Request: Can this presentation be made available to the public.

Answer: PS suggested that everyone interested in having a copy of this

5.

presentation to make contact with Tim Gaskell and exchanged contact details

for the information to be forwarded and this should be dealt with direct with the architect.

- PS ended the meeting by thanking everyone for attending and participating.

He reminded everyone that further comments can still be made to the planning

Department and further representations can be made at the planning committee.

PS informed everyone to keep in touch with the planning service to check when the application will be going to committee.

End of meeting

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Planning Applications Sub-Committee 27 March 2006 Item No. 3

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/0109      **Ward:** Noel Park

**Date received:** 20/01/2006      **Last amended date:**

**Drawing number of plans:** 01A, 02B, 03B, 04A, 05B, 06B, Site Photographs

**Address:** 673 Lordship Lane N22 5LA

**Proposal:** Redevelopment of site to include demolition of existing building and erection of 1x 5 storey building fronting Lordship Lane comprising 5 x 1 bed, 6 x 2 bed and 2 x 3 bed including 14 bicycles stands, 5 car parking spaces and an area for refuse and recycling to the rear. (amended description)

**Existing Use:** D1

**Proposed Use:** Residential

**Applicant:** Oak Forest Properties Ltd

**Ownership:** Private

**PLANNING DESIGNATIONS**

Area of Community Regeneration – Haringey East  
ROAD - METROPOLITAN

**Officer Contact:** Valerie Okeiyi

**RECOMMENDATION**

GRANT PERMISSION subject to conditions

**SITE AND SURROUNDINGS**

The application site is situated at 673 Lordship Lane outside the conservation area. The site was formerly occupied by the Wood Green Conservative Club, which is currently a four storey brick built and rendered structure. Immediately adjacent to the site are two residential buildings which consist of a four storey purpose built block and 3 storey house that consist of self contained flats. To the west of the site is also the Telephone Exchange building and terraced houses beyond.

To the rear of the site is a dilapidated timber outbuilding and access to the rear is between no. 4 Sultan Terrace to the left and no. 1 Vincent Road to the right.

## **PLANNING HISTORY**

Planning permission was granted on the 16<sup>th</sup> of January 1995 for the erection of a single storey storage building.

## **DETAILS OF PROPOSAL**

The proposal as originally submitted included a building in the rear garden area incorporating 5 flats. This has now been deleted, and the proposal as amended is for the redevelopment of site to include demolition of existing building and erection of 1x 5 storey building fronting Lordship Lane comprising 5 x 1 bed, 6 x 2 bed and 2 x 3 bed including 14 bicycles stands, 5 car parking spaces and an area for refuse and recycling to the rear.

The proposed building will consist of:

facing brickwork,  
aluminium windows,  
steel and glass balustrade  
rendered bay,  
hardwood cladding

## **CONSULTATION**

Transportation

Cleansing

Legal Services

Building Control

Ward Councillors

Crime Prevention Design Officer – Andrew Snape

653-659 Lordship Lane

660 Lordship Lane

Telephone Exchange – 661 Lordship Lane

139 – 145 Bracknell Close

663-671 Lordship Lane

Flats 1 – 16 Suraj House, 675 – 679 Lordship Lane

668-676 Lordship Lane

16-28 Coombe Road

1-6 Sultan Terrace, Vincent Road

## RESPONSES

Conservation Officer - No comment as developments on this site will not have any impact on the character of the Noel Park conservation area. The proposals cannot be seen from the same streetscape as the conservation area.

### Transportation –

The proposed extension is at a location with high public transport accessibility level (PTAL), with Wood Green tube station a short walking distance away. We have therefore considered that majority of the prospective residents at 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 Sunday from 0800hrs to 2200hrs, 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 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 traffic impact on the adjoining highway network or indeed.

Also, this location has not been identified within the Council's SPG as that with parking pressure. Due 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. The proposed recycling facility would also minimise car-borne journeys. Some bicycle racks with secure shelter have been proposed as shown on Plan No.7209/01.

Consequently the highways and transportation authority would not object to this application.

### Crime Prevention Design Officer – Andrew Snape

With reference to the above and request for observations in respect to this application:

- Controlling access to the rear of the site (i.e. via Vincent Road) will be a key feature in preventing crime and providing a safe, sustainable development for future residents. The entrance and path on the south side of the scheme lacks surveillance and control from the proposed homes and would easily become a venue for anti-social behaviour. The “back”

nature of the site could encourage casual intrusion unless there is good protection from Vincent Road and I would expect to see much better security at this point. There is evidence of dumped rubbish in this alley and the existing timber building has been a venue for crime, including an arson. This alley also has security implications for the homes at Sultan Terrace and 1 Vincent Road and needs addressing by the architect.

- It is crucial that the communal door entry systems are a high quality security door and / or “airlock” system; based on an electro-magnetic lock with no exposed moving parts. Poor quality door systems lead to crime and high maintenance costs for the owner and are not in any way part of a sustainable development. We can give further advice as necessary.
- The dwellings would benefit from the enhanced security standards detailed in the “Secured by Design Scheme” ([www.securedbydesign.com](http://www.securedbydesign.com)). However, the current layout of the site, particularly in relation to access from Vincent Road, would not comply with that for a Secured by Design development.

Building Control – The proposed rear building is unsatisfactory for fire brigade access for fire fighting as the permitted distance to all parts of the building from a fire appliance is exceeded. Means of escape will be dealt with upon receipt of a formal building regulation application.

## RELEVANT PLANNING POLICY

The London Plan

PPG 3          Housing

*Unitary Development Plan Adopted 1998*

HSG 1.1          Strategic Housing Target  
HSG 1.2          Sites for New Housing  
HSG 1.3          Change of Use to Residential  
HSG 2.1          Dwelling Mix for New Build Housing  
HSG 2.2          Residential Densities  
HSG 2.23          Affordable Housing  
DES 1.1          Good Design and How Design will Be Assessed  
DES 1.2          Assessment of Design Quality (1) Fitting New Buildings into the Surrounding Area  
DES 1.3          Assessment of Design Quality (2) Enclosure, Height and Scale  
DES 1.4          Assessment of Design Quality (3) Building Lines, Layout, Form, Rhythm and Massing  
DES 1.9          Privacy and Amenity of Neighbours  
TSP 7.1          Parking for Development  
RIM 1.7          Designing out Crime

*Unitary Development Plan Revised Deposit Consultation Draft September 2004*

HSG 9          Dwelling Mix for New Build Housing

HSG 8	Residential Densities
HSG 4	Affordable Housing
UD2	General Principles
UD3	Quality Design
UD9	Parking for Development
UD6	Waste Storage

SPG 3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes

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

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with good public transport links that accord with many of the development principles being espoused by central government. However the redevelopment of the site does raise a number of issues and these can be considered under the following headings:

- i) The Principle of Residential Use
- ii) Density
- iii) Affordable Housing
- iv) Dwelling Mix of New building
- v) Energy Strategy Assessment
- vi) Transport Assessment Study of Parking
- vii) Size, Bulk and Design
- viii) Privacy and Overlooking
- ix) Waste Disposal
- x) Section 106 Head of Terms

### **I The Principle of Residential Use**

Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The draft London Plan sets housing targets for individual Boroughs for the period up to 2016. These targets are generally reflected in Unitary Development Plan policy HSG 1.1. 'Strategic Housing Target'. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development

The change of use of the site to residential will mean the loss of the existing vacant building which is unattractive with no architectural merit.

The proposal accords with the aim of policy HSG 1.3 'Change of Use to Residential' in that the building has not been, in B1, B2 or B8 use, a change of use is therefore allowed. Additionally the site does not lie within a Defined

Employment Area and there would be no adverse impact on the local environment or traffic conditions.

## **ii. Density**

Policies HSG 2.2 and HSG 8 'Residential Densities' sets out the density range for the Borough. The adopted Unitary Development Plan sets a density range of 175-250 habitable rooms per hectare, with a maximum of 210 habitable rooms per hectare for predominantly family housing. The London Plan also sets higher densities for developments in urban areas and recommends a density range of 450-700 habitable rooms per hectare for predominantly family housing. Whilst the emerging plan policy sets the density range for residential development to be between 200-400 habitable rooms per hectare and up to 700 (h r h) where the scheme is in an area with high public transport accessibility rating (4-6).

Applying the method of calculation set out in SPG 3a on Residential Densities, the site covers an area of 0.10398 hectares and proposes a density of 346.22 hrh. The density is within the recommended density within the Emerging Unitary Development Plan.

## **iii. Affordable Housing**

Policy HSG 2.23 and HSG 4 'Affordable Housing' states that all major housing developments will be expected to make a contribution towards meeting the Boroughs need for affordable housing. Policy HSG 4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%.

The development proposes that 5 of the 13 units will be for affordable housing. This will be a mix of 2 and 3 bedroom units (2 x 3 bed, 3 x 2 bed). This represents 47.2 % of the habitable rooms.

The proportion of affordable housing being determined from regular assessments of housing needs. The Boroughs Housing Officer is satisfied with the dwelling mix proposed.

## **iv. Dwelling Mix of New building**

Policy HSG 2.1 'Dwelling Mix for New Build Housing' and HSG 9 'Dwelling Mix' requires that development include mix housing types for both non-family and family households. The scheme comprises of 5 x 1 bed, 6 x 2 bed and 2 x 3 bed flats and conforms to this policy. Generally the

accommodation proposed is satisfactory in terms of space standards and layout.

## **v. Energy Strategy Assessment**

### *Development proposal*

The development proposes to address the effect of the construction and continued use and maintenance relative to its environmental impact and Carbon Dioxide emissions. The method by which the proposed development will achieve this are detailed in the energy strategy assessment.

The development will be designed in its detailed form to meet the requirements of the BREEAM EcoHomes standards to the level of at least Very Good.

### *Energy Strategy Assessment*

No air conditioning of the apartments is proposed. The layout of all of the apartments is adequate to allow natural cross ventilation of all habitable spaces. This will negate the required energy load for air conditioning in the long term use of the building.

All the external walls, floors and roofs of the building will be insulated to a standard that exceeds the current edition of Part L of the building regulations relating to the conservation of fuel and power.

High efficiency combined condensing boilers are to be used throughout together with integral storage and direct water heating.

Photovoltaic Cells facing between south-east and south-west, at an elevation of about 30-40 degrees are to be placed on the flat roofs of the proposed buildings

Recycling facilities are to be provided on site to allow their separate storage.

The proposed apartments have been designed to maximise daylight where possible.

The scheme provides 5 car parking spaces to the rear and is situated in close proximity to excellent public transport links. These criteria will ensure that over the life of the building the Carbon Dioxide emissions attributable to individual travel are reduced to the minimum reasonable levels.

Other methods of renewable energy sources i.e. wind turbines are not considered suitable in this instance.

Lastly it is proposed that a renewable energy source, solar power, will be designed to account for at least 15% of the electricity needs of the building.

## **Vi Transport Assessment Study of Parking**

Policy TSP 7.1 states that applications will be assessed against the parking standards in Appendix C and proposals which do not have regards to these standards will normally be refused.

Prior to the amendment a transport assessment study was submitted with the scheme, tailored to the scale and type of development proposed. The scheme which took the form of a 11 unit apartment building fronting Lordship Lane with a small scale block of 7 apartments to the rear provided no on site parking spaces at the time.

The amended scheme now provides 5 car parking spaces and a sufficient number of bicycle racks to the rear, with access from Vincent Road flanked by No 4 Sultan Terrace to the left and No 1 Vincent Road to the right. This is considered appropriate because the site is located in an area of high public transport accessibility. Transportation comment that 'The proposed extension is at a location with high public transport accessibility level (PTAL), with Wood Green tube station a short walking distance away. We have therefore considered that majority of the prospective residents at 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 Sunday from 0800hrs to 2200hrs, which provides adequate on-street car parking control at this location'.

Previously prior to the amendments the scheme was a car free development, of which transportation had no objection. The transport assessment study submitted by the applicant revealed that the site has a total of 11 bus routes that can be accessed within the prescribed walk distance, 2 underground and rail routes can be accessed within the prescribed walk distance and a further rail route 1200 m away

The scheme provides affordable housing units as well, the standards set out in TSP 7.1 are more relaxed for people who are not clearly going to own a car.

## **Vii Size, Bulk, Design and Appearance**

Policies DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The development fronting Lordship Lane is 5 storeys in height and reflects the height of the adjacent residential development at 675 - 679 Lordship Lane approved in 2000. The proposed scheme is modern in design and would compliment the materials used on the relatively newly built adjacent block. The proposal is also in proportion to the average street width as defined by building frontages.



It is considered that the development will not have any adverse effect on any adjoining property.

.The proposed building differs vastly from the existing building which is more similar to 663-671 Lordship Lane in visual terms, but generally matches the building to the right.

It is considered that the proposal is suited to this location and that it will not be overly bulky or out of scale in relation to the size of the site and its surroundings. The proposed development provides sufficient communal open space at the rear to the needs of the future occupiers of the residential accommodation. The proposed building also provides balconies to the front and rear.

### **Vii Privacy and Overlooking**

Policy DES 1.9 'Privacy and Amenity of Neighbours' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the habitable room windows of the flats proposed are over 20 metres away from the adjoining dwellings in the vicinity. The proposal meets the requirements of Supplementary Planning Guidance Note 1.3 'Privacy and Overlooking' in terms of distances required between facing principal windows and will not result in a loss of privacy from overlooking to any adjoining property.

It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general

### **Viii Waste Disposal**

The scheme provides bin storage and two recycling bins to the rear of the proposed building. However, to ensure that the Councils standard of waste management is adhered to, a condition has been attached to this report requiring detail submission of a waste management scheme for approval.

### **Ix Section 106 Head of Terms**

Affordable housing amounting to 50% of the habitable rooms ( 2 x 3 bed and 3 x 2-bed units).

The proposed scheme generates an education contribution of £60,630

The applicant has agreed to enter into a section 106 agreement to provide environment contributions of £10,000 toward the environmental improvements.

Recovery/Administration costs of £3,531 has also been agreed.

The total contribution is therefore £74,160.

## **CONCLUSIONS**

The site is located in the immediate vicinity of alternative public transport routes, short walk to Wood Green Tube Station, and is also close to shops and services.

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links that accord with many of the development principles being espoused by central government.

It is considered that in view of the site's location, a redevelopment that incorporates residential use is wholly appropriate. The proposed residential units will provide a valuable contribution to housing provision within the Borough offering a mix of housing sizes and types.

It is considered that the proposed development is in accordance with the policies within the UDP and introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area.

The position of the proposed buildings on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight.

The Section 106 Agreement that has been agreed as part of the planning permission includes affordable housing, education and environmental as a Planning Obligation to be provided by the developer.

## **RECOMMENDATION 1**

**( 1) That planning permission be granted in accordance with planning application reference number HGY/2006/0109 subject to a pre condition that A & P Development shall first have entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure: (1) 5 of the units to be provided as affordable housing (2) £60,630 as educational contribution, (3) £10,000 for environmental improvement and £3,530 as recovery cost/administration.**

**RECOMMENDATION 2**

**GRANT PERMISSION**

**Registered No. HGY/2006/0109**

**Applicant's drawing No.(s) , 02B ,03B, 04A, 05B, 06B, Site Photographs**

**Subject to the following condition(s) Set out in the schedule below.**

**RECOMMENDATION 3**

**That, in the event of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) not being signed before 20 April 2006, the application shall be refused for the following reason:-**

**The proposal fails to provide affordable housing in accordance with the requirements of Policy HSG4 and SPG 11 of the Revised Draft Unitary Development Plan 2004, and fails to make a contribution towards Educational Provision within the Borough in accord with SPG12 and Policy UD10 of the Revised Draft Unitary Development Plan 2004.**

**RECOMMENDATION 4**

**In the event that the Planning Application is refused for the reasons set out in resolution (3) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates this Planning Application, provided that:-**

- (i) there has not been any material change in circumstances in the relevant planning considerations, and**
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of no more than 12 months from the date of the said refusal, and**
- (iii) The relevant parties shall previously have entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.**

**Schedule of 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. 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.
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.
6. The structures and areas shown to house recycling facilities and refuse and waste storage on drawing 7209/01/A within the site 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. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

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

8. 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.

#### INFORMATIVE

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

#### REASONS FOR APPROVAL

The site is located in the immediate vicinity of alternative public transport routes, short walk to Wood Green Tube Station, and is also close to shops and services.

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links that accord with many of the development principles being espoused by central government.

It is considered that in view of the site's location, a redevelopment that incorporates residential use is wholly appropriate. The proposed residential units will provide a valuable contribution to housing provision within the Borough offering a mix of housing sizes and types.

It is considered that the proposed development is in accordance with the policies within the UDP and introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area.

The position of the proposed buildings on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight.



Planning Applications Sub-Committee 27 March 2006      Item No 8

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference**                      **No:**    **Ward:** Tottenham Hale  
HGY/2006/0219

**Date received:** 02/02/2006                                      **Last amended date:**

**Drawing number of plans:** P01 - P22 inclusive

**Address:** Former Council Depot, Stoneleigh Road, N17

**Proposal:** Demolition of existing council depot and erection of three storey building comprising managed workspace.

**Existing Use:** Council Depot                      **Proposed Use:** Managed Workspace Office – B1

**Applicant:** Haringey Council - Neighbourhood Management Services

**Ownership:** Haringey Council

**PLANNING DESIGNATIONS**

RIM 1.2 UPGRADING AREAS IN GREATEST NEED  
ROAD - BOROUGH

**Officer contact:** Brett Henderson

**RECOMMENDATION**

GRANT PERMISSION subject to conditions.

**SITE AND SURROUNDINGS**

The application site at Former Council Depot, Stoneleigh Road is located on the north western corner of the Holcombe Road and Stoneleigh Road intersection. The site contains a Council Depot, which is currently vacant, but was previously used as a drop in centre.

The site is located to the east of a Conservation Area on Tottenham High Road.

The area of the site is 246 square metres.

**PLANNING HISTORY**

No Planning history.

**DETAILS OF PROPOSAL**

Full Planning application for the erection of a three storey building comprising managed workspace.

The building will have a maximum height of 10.7 metres and a gross floor area of 668 square metres.

The demolition of the existing council depot does not require Planning permission.

This development is seen as the first phase in a two phase development of improvements to Stoneligh Road and Holcombe Road to be undertaken by Council.

The applicant held a public consultation exhibition on 13 April 2005. The event was attended by local residents and councillors who generally gave positive feedback.

## **CONSULTATION**

Transportation Group  
Cleaving  
Building Control  
Conservation Team  
Adverts  
Met Police  
Ward Councillors  
Brook Street Chapel, Brook Street, N17  
450 – 484 (e) High Road, N17  
1<sup>st</sup> and 2<sup>nd</sup> floor flats, 456 – 484 (e) High Road, N17  
1 – 13 (c) Rigby House, Albert Place, N17  
41 – 55 (o) Circular Road, N17  
1 – 35 (o), 113 Reed Road, N17  
39, 53 Scales Road, N17  
1 Reif Road, N17  
32, 38 Mitchelly Road, N17  
58, 115 Hamilton Close, N17  
13 Kimberly Road, N17  
45A Dawlish Road, N17  
3 Carew Road, N17  
49 Buller Road, N17  
75 Kessock Close  
Brook Street Chapel, High Road, N17  
25, 26, 34, 35, 49, 56, 57, 66, 80, 82, 83, 94, 107 Holcombe Road, N17  
Head Teacher, John Loughborough School  
Head Teacher, Pavilion School, Down Lane Park

## **RESPONSES**

Jean Croot, Head of Safer Communities Unit, Haringey Council, 476 High Road, N17 –  
Objection – Proposal will cause overshadowing.

Transportation Group – No objection – The highway and transportation authority would not object to this development proposal subject to:

The implementation of S.247 agreement for the relinquishment of the part of public highway at the site access junction with Stoneleigh Road, for the purpose of completing this development.

Informative:

(1) The necessary works relating to the traffic calming measures at the intersection of the site access with Stoneleigh Road will be carried out by the Council's Highways Maintenance Group 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.

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

Cleansing – No objection.

Building Control – No objection.

Conservation Team – No objection.

Met Police – No objection.

Ward Councillors – No objection.

No objections or comments received from any of the other parties notified.

## **RELEVANT PLANNING POLICY**

### **LOCAL POLICY BACKGROUND**

#### **Unitary Development Plan – Adopted 1998**

##### EMP 1.2 New Employment Uses

The Council will encourage new employment uses.

##### EMP 1.4 Sites Outside Defined Employment Areas

Proposals for employment generating uses will generally be supported if they are deemed to be in an appropriate location.

##### EMP 1.5 Location of Large Scale Offices

The Council's preferred location for large scale offices is in or near Town and Metropolitan Centres where the site is conveniently located near to the public transport system with the capacity to carry the passenger traffic generated.

##### EMP 3.1 Amenity, Design and Transport Considerations

The Council expects that all employment related development should have regard to relevant policies of the plan and Supplementary Planning Guidance in order to be properly integrated with neighbouring uses and incorporate the highest possible design and environmental standards.

##### DES 1.1 Good Design and How Design Will Be Assessed

The Council will require development to be of good design. The overall quality of the design of a proposal will be assessed and poorly designed schemes will be refused.

##### DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area.

Infill development in areas of varied townscape of significant quality. (including most conservation areas) can create new compositions and points of interest but should be disciplined by building lines, scale of area, heights, massing, characteristic or historic plot widths.

## DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale

The Council will assess the design of development schemes in relation to enclosure, height and scale.

## DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing

In assessing the design of new development, alterations and extensions the Council will have regard to building lines, layout and form, rhythm and massing.

## DES 1.9 Privacy and Amenity of Neighbours

Seeks to protect the reasonable amenity of neighbours.

## TSP 1.1 Transport and New Development

All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand.

## TSP 7.1 Parking for Development

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

## RIM 1.2 Upgrading Areas in Greatest Need

Council will give priority for public and private sector investment in regeneration projects.

## **Emerging Unitary Development Plan – Revised Deposit September 2004**

This plan is a material consideration for Development Control purposes.

## EMP5: PROMOTING EMPLOYMENT USES

Proposals for employment generating uses will generally be supported if they are deemed to be in an appropriate location.

## UD1A SUSTAINABLE DESIGN AND CONSTRUCTION

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

## UD2 GENERAL PRINCIPLES

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

## UD3 QUALITY DESIGN

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

## APPENDIX 1 – PARKING STANDARDS

The Council will adopt Maximum parking standards (i.e. levels of parking which must not be exceeded) rather than minimum standards.

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

The main issues to be addressed in this report are:

- A. Principle of use on site;
- B. Size, bulk and design;
- C. Privacy and overlooking;
- D. Impact on the amenity of the neighbouring occupiers;
- E. Traffic generation and parking issues;
- F. Sustainability;
- G. Objector comment.

### A. Principle of use on site

The site is located within close proximity to the Bruce Grove Town Centre. In this area a new employment use such as that proposed is generally encouraged provided the use does not have a negative impact on the transport infrastructure in the locality, adjoining occupiers and the amenity of the area in general.

It is considered that the proposal will lead to the creation of more jobs in the Borough and provide a boost to the vitality of the area. Policy EMP 1.5 'Location of Large Scale Offices' encourages the location of offices in the vicinity of town centres which have good public transport accessibility. The proposal meets the requirements of this policy along with Policies EMP 1.2 'New Employment Uses' and EMP 1.4 'Sites Outside Defined Employment Areas', which also encourage offices in appropriate locations, such as this.

### B. Size, bulk and design

Policies DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and fit in with the surrounding area.

The proposed building is a modern design and generally reflects the height of the adjoining buildings in the vicinity. The result is a contemporary building, which respects and assimilates with the prevailing development in the area. It is considered that the development will not have an adverse affect on any adjoining property. In fact it will have a positive regenerative impact on the streetscape and the amenity of the area.

The proposal provides good design that will enhance rather than detract from the streetscape.

### C. Privacy and overlooking

Policy DES 1.9 'Privacy and Amenity of Neighbours' seeks to protect the existing privacy and amenity of neighbouring occupiers. In this case, the proposed building meets the requirements of SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' and will not result in loss of privacy from overlooking. A condition will be attached ensuring that the first and second floor windows on the far western elevation will have fixed obscured windows up to a height of 1.5 metres from the finished floor level. Furthermore, it is considered that there will be no significant loss of sunlight or daylight to any adjoining property as a result of the development.

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

### D. Impact on local residents and the community

It is considered that the site is sufficiently far from the nearest residential properties so as not to cause noise disturbance to local residents. Furthermore, the office will be operating during business hours only, a condition will ensure that the business does not operate at night.

The use is compatible with the adjoining commercial uses in the vicinity and will not have a negative impact on these occupiers.

It is considered that the proposal will have a positive impact on the area leading to additional jobs and a boost to its vitality.

## E. Traffic generation and parking issues

The subject site is located within close proximity of Bruce Grove overland rail station as well as the variety of bus links available on Tottenham High Road. The application was referred to Council's Transportation Group who do not object to the proposal. Given these prevailing circumstances it is considered that the proposal, complies with Policy TSP 7.1 'Parking for Development'.

## F. Sustainability

The applicant has provided a completed sustainability checklist as part of the application submission in line with SPG 8c "Environmental Performance" and SPG 9 "Sustainability Statement – Including Checklist". The use of the site, which is 'brownfield' for the proposed development fundamentally, addresses the principal of sustainability and this approach is demonstrated in the design of the scheme.

The proposal incorporates the following measures, which are designed to maximise energy efficiency:

*Natural ventilation* – This strategy has been developed to provide cooling during summer, avoiding the need for mechanical ventilation and cooling.

*Daylight design* – The number of windows and their location enables adequate light to penetrate the building, but will help restrict solar heat transfer into the building during summer.

*Materials selection* – Materials will be selected that will help to improve environmental performance.

*Efficient use of energy* – The heating will be provided by an efficient condensing gas boiler.

## G. Objector comments

### 1. Overshadowing

It is considered that the proposal does not lead to a detrimental loss of natural light and privacy to neighbouring properties. Although there is a slight increase in bulk and mass on the site, it is considered that there is no detrimental loss of amenity that results.

## **SUMMARY AND CONCLUSION**

The proposal at Former Council Depot, Stoneleigh Road for the erection of a three storey building comprising managed workspace complies with policies in the Haringey Unitary Development Plan, it is not detrimental to the character of any adjoining property. It would therefore be appropriate to recommend that Planning permission be granted.

Planning permission is therefore recommended subject to conditions.

**RECOMMENDATION 1**

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

- (1) That Planning permission be granted in accordance with Planning application no. HGY/2006/0219, 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 S.247 Town and Country Planning Act 1990 for the relinquishment of the part of public highway at the site access junction with Stoneleigh Road, for the purpose of completing this development.

**RECOMMENDATION 2**

**GRANT PERMISSION**

Registered No. HGY/2006/0219

Applicant's drawing No.s: P01 - P22 inclusive

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.  
Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.  
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. The use hereby permitted shall not be operated before 0700 or after 2000 hours on any day.  
Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjoining residential properties are not diminished.
4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.  
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
5. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or

plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

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

6. Details of design and materials of the bicycle racks shall be submitted to the Local Planning Authority, agreed to in writing and installed prior to the occupation of the building. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To provide adequate bicycle parking for occupiers.

7. 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.

8. Access gates shall open away from the highway only.

Reason: In order to ensure the safe movement of pedestrians on the footpath and vehicular traffic on the highway.

9. The first and second floor windows on the far western elevation specified as windows "a" on plan P20 (timber framed double glazed) shall be fixed and obscured up to a height of 1.5 metres from the finished floor level.

Reason: To protect the amenity of the occupiers to the west of the site.

## INFORMATIVE

- (i) The necessary works relating to the traffic calming measures at the intersection of the site access with Stoneleigh Road will be carried out by the Council's Highways Maintenance Group 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.
- (ii) The new development will require numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

## REASONS FOR APPROVAL

The proposal at Former Council Depot, Stoneleigh Road for the erection of a three storey building comprising managed workspace complies with policies EMP 1.2 'New Employment Uses'; EMP 1.4 'Sites Outside Defined Employment Areas'; EMP 1.5 'Location of Large Scale Offices'; EMP 3.1 'Amenity, Design and Transport Considerations'; DES 1.1 'Good Design and How Design Will Be Assessed'; DES 1.2 'Assessment of Design Quality (1): Fitting New

Buildings into the Surrounding Area'; DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale'; DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing'; DES 1.9 'Privacy and Amenity of Neighbours'; TSP 1.1 'Transport and New Development'; TSP 7.1 'Parking for Development'; and RIM 1.2 'Upgrading Areas in Greatest Need' within the Haringey Unitary Development Plan. It is therefore considered appropriate that Planning permission be granted.

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 use hereby permitted shall not be operated before 0700 or after 2000 hours on any day.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjoining residential properties are not diminished.

4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

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

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

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

6. Details of design and materials of the bicycle racks shall be submitted to the Local Planning Authority, agreed to in writing and installed prior to the occupation of the building. Such an approved scheme shall be carried out and implemented in strict accordance with the approved details and be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To provide adequate bicycle parking for occupiers.

7. 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.

8. Access gates shall open away from the highway only.

Reason: In order to ensure the safe movement of pedestrians on the footpath and vehicular traffic on the highway.

9. The first and second floor windows on the far western elevation specified as windows "a" on plan P20 (timber framed double glazed) shall be fixed and obscured up to a height of 1.5 metres from the finished floor level.

Reason: To protect the amenity of the occupiers to the west of the site.

non standard informative

non standard informative

**REASONS FOR APPROVAL**The necessary works relating to the traffic calming measures at the intersection of the site access with Stoneleigh Road will be carried out by the Council's Highways Maintenance Group 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.

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

The proposal at Former Council Depot, Stoneleigh Road for the erection of a three storey building comprising managed workspace complies with policies EMP 1.2 'New Employment Uses'; EMP 1.4 'Sites Outside Defined Employment Areas'; EMP 1.5 'Location of Large Scale Offices'; EMP 3.1 'Amenity, Design and Transport Considerations'; DES 1.1 'Good Design and How Design Will Be Assessed'; DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area'; DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale'; DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing'; DES 1.9 'Privacy and Amenity of Neighbours'; TSP 1.1 'Transport and New Development'; TSP 7.1 'Parking for Development'; and RIM 1.2 'Upgrading Areas in Greatest Need' within the Haringey Unitary Development Plan. It is therefore considered appropriate that Planning permission be granted.







Planning Applications Sub-Committee 27 March 2006

Item No 4

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2005/2060      **Ward:** Hornsey

**Date received:** 07/11/2005      **Last amended date:** 10<sup>TH</sup> Feb 2006

**Drawing number of plans :** Site Access Report: Planning Application  
**Supporting Statement:** A1A;B;  
9PWD/A1/5022/EX A; 9PWD/A1/5026/EX A : 9PWD/A1/5023/EX A;  
9PWD/A1/5024/EX A; 9PWD/A1/5025/EX A. 9PWD/A1/5027/EX A; Plan  
showing gate relocation. SKT1 Rev a: 9PWD/A1/02001/IN C;

**Address:** Hornsey Treatment Works, High Street N8

**Proposal:** Erection of pre-treatment building on disused filter bed comprising new main process building and chemical storage and dosing building associated plant and equipment and provision of new access road via New River Village and adjacent to the New River.

**Existing Use:** Treatment works      **Proposed Use:** Treatment Works

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

**Ownership:** Thames Water

**PLANNING DESIGNATIONS**

2005 Area of Special Character  
Conservation Area  
ROAD - BOROUGH  
Conservation Area  
Area of Special Character  
Ecological Corridor  
EVS - Borough Grade 1  
EVS - Metropolitan  
Green Chain - Proposed  
Metropolitan Open Land

**Officer Contact:** Frixos Kyriacou

**RECOMMENDATION**

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

## SITE AND SURROUNDINGS

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

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

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

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

The proposed access road for construction would utilise the existing facility used in the construction of the New River Village. The access for deliveries to the new treatment works would be through New River Village and across the New River and along the embankment crossing the Penstock footpath into the Thames Water Site. This would be a new access road.

## PLANNING HISTORY

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

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

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

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

**01:** Refuse Planning Permission for the following reasons:

The proposed development by reason of its design and scale would result in an unsatisfactory industrial standard design of poor design and quality architectural quality, and inappropriate materials detrimental to the appearance of the Metropolitan Open Land and the appearance of the Conservation Area contrary to the London Plan Policy 4B.1 Design Principles for a Compact City: OP 3.2 Metropolitan Open Land (MOL) and Alexandra Palace and Park: OP 3.5 Historic Parks, Gardens and Landscapes: and DES 1.2 Assessment of Design Quality (1) Fitting New Buildings into the Surrounding Area and DES 2.2 Preservation and Enhancement of Conservation Areas of the Unitary development Plan (1998) and Policies UD2 General Principles: OS1A Metropolitan Open Land: OS3 Alexandra Park and Palace: OS6 Historic Parks, Gardens, and Landscapes and CSV1A Development in Conservation Areas of the Revised Deposit Consultation Draft September 2004.

The proposed very special circumstances put forward are insufficient to outweigh the harm identified in reason for refusal 01: In addition insufficient information has been put forward regarding phase II of the proposals in order to allow a proper assessment of the long term impacts on the adjoining locality, Metropolitan Open Land and Conservation areas contrary to UDP Plan Policies OP 3.2 Metropolitan Open Land, DES 2.2 Preservation and Enhancement of Conservation Areas, and DES 1.9 Privacy and Amenity of Neighbours and Policies OS1A Metropolitan Open Land, OS3 Alexandra Park and Palace and CSV1A Development In Conservation Areas.

No section 106 agreement exists to secure funding for landscape strategy to the boundaries with Alexandra Palace, to secure funding for a screening and integration strategy.

The proposals do not demonstrate how the development will meet any objectives of sustainable development and energy efficiency contrary to Revised UDP plan policy UD1A and the London Plan policy 2A.1

## **DETAILS OF PROPOSAL**

**This application was revised on the 10<sup>th</sup> February 2006 .The revision was to the access to the site.**

### **Background (from applicant's statement)**

Phase 1 works would comprise flocculation and clarification treatment

upstream of the existing slow sand filters at Hornsey WTW with the purpose of improving the robustness of the process against algae growth in Hornsey reservoir. This is necessary to mitigate against bromate contamination given that Upper Lea Valley water has historically been used to provide dilution during algal bloom events. The DWI undertaking requires Phase 1 to be complete by December 2006. Phase 1 works will protect Hornsey WTW from

operational problems resulting from the occurrence of algal blooms but the upper Lea Valley water remains contaminated and this resource must therefore remain under-utilised. This is particularly problematic during drought conditions. Phase 2 works are required to ensure Hornsey WTW is capable of treating bromate contaminated water so that the Upper Lea Valley sources may be utilised to its maximum extent. Phase 2 must be complete by December 2008.'

### **The Buildings**

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

The Main Process Building.

The maximum dimensions of the building would be 55.4m in length, 44.3m in width and 15.8m in height. This building would be sited on the northern - eastern filter bed in close proximity to the boundary with Alexandra Park and to the adjoining Campsbourne PlayCentre.

The building would vary in height due to the height of the eaves, in some cases the eaves would be 6m in height such as adjoining the Campsbourne Playcentre.

The Chemical Storage and Dosing Building.

This building would measure 43.3m in length , 9.25m in width and a maximum of 10.85m in height. The building would house chemical storage tank and dosing equipment.

This building would be centrally located within the site, 65m from the playcentre and 60m to the main entrance.

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

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

The applicants have confirmed there will be a second phase and this is apparent in the report supplied by Thames water. The Council have received

some details of the nature of this second phase, however at this stage the information supplied is that the second phase would involve some new buildings. There are three methods which can be used , Thames Water have not decided on which method to use. It is likely that phase II would involve similar vehicle movements and building size,

### **Access.**

Access to the site for construction would be from the access currently used for the construction of New River Village. Once construction is completed for phase 1. A new access would be created along New River. It is envisaged that all chemical deliveries would be through New River Village and across the New River and along the embankment and across the Penstock footpath. The vehicles delivering the chemicals would be upto 16m in length. This access would involve the construction of 2 new bridges. This access would then have to be used for the construction of phase II .

## **CONSULTATION**

It is noted that Thames Water met with the Campsbourne Residents Association and members of the Playcentre on the 20<sup>th</sup> September 2005.

Also a Development Control Forum took place on the 16<sup>th</sup> December 2005 :

Thames Water arranged a visit to two other operational water works which was attended by officers, residents and members.

On the 9<sup>th</sup> March 2006 Thames Water met with residents to explain their revised access arrangements.

The following consultation has taken place :  
Local Residents :

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

1-30 (c ) Emerson Building  
1-37 Mildura Court  
St.Mary's Infant School  
Royal Society For the Protection Of Birds

Environment Agency  
GLA  
Drinking Water Inspectorate  
Conservation Officer  
Building Control  
Conservation Officers  
Local councillors  
Garden History Society  
Hornsey CAAC  
Mayor's Office  
Alexandra Palace Manager  
Alexandra Palace and Park Statutory Advisory Committee

Campsbourne Playscheme  
Campsbourne Junior and Infant School

Site Notices & Newspaper Advert

## **RESPONSES**

The following responses have been received:

### **Campsbourne Playcentre: (and users)Comments taken from first application:**

1. 80 children attend daily , as well as morning playgroup for under 5
2. Children play outdoors- need reassurances that no leakages will occur from chemicals stored on the site.
3. Height of building is alarming it would double the size of the playgroup's structure.
4. Parents on holiday need further time for consultation.

### **Campsbourne Community Residents Association and local residents Comments taken from first application.**

1. Implications for health and safety. There is space on the site to locate the structure elsewhere on the site.
2. Clarification as to the types of the chemicals to be stored here:  
Reassurance that there are no airborne particles or fumes from the chemical storage plant particularly during delivery.
3. Size of tankers between 5 and 23 tonne capacity: streets are narrow and are crowded/ schools on routes : high density residential development.



Clarification is required as to the exact number and size of the tankers, days and routes and the time of day.

4. Problems with access : walls have been demolished to a garden twice. Ideally gates should be widened or building demolished to widen access.
5. Object to the height of the building and massing of the building and would like to see further investigation into lowering of the roof line and sinking the building further into the ground to minimise the ridge line heights. Would set an unfortunate precedent for future developments on the site.
6. Materials ;steel grey roof looks like a factory and does not blend into the surrounding domestic architecture
7. No screening behind mature planting
8. Re-assurance that there will be no further development
9. Consultation was late and not wide enough
10. Re-locate building to back of the site nearest to the railway lines
11. Residents in Nightingale Lane object to the use of their road by large chemical tankers.

#### **Hornsey Conservation Area Advisory Committee**

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

#### **Drinking Water Inspectorate: (DWI)**

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

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

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

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

**Conservation Officer**: No objection

#### **Nature Conservation Officer**:

I am concerned that the proposed route of the circa 3m wide access track, to the east of the New River, which is now proposed to be permanent, would destroy valuable habitat. This area of scrub and brambles supports mammals

and birds and there have been records of the scarce and declining lesser whitethroat in this area.

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

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

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

We should seek planning conditions such as planting with appropriate native trees and shrubs such as hawthorn in relevant areas. Bird and bat boxes could be placed on trees and buildings.

Work on the filter bed will need to avoid any adverse impacts on the adjoining Alexandra Park and Wood Green Reservoir Sites of Importance for Nature Conservation.

### **Alexandra Palace Management:**

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

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

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

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

**Councillor Judy Bax and Councillor Quincy Prescott**

Have made a number of concerns:

- Impact on residential amenity
- Impact on road safety
- Impact on health and safety
- Proximity of building to Playscheme
- Impact on MOL and Ecology Areas

Also they indicate they main issues for the community are the position of the buildings so close to the Playscheme:  
The vehicular access and the impact on residents, ecology and conservation.  
Also that alternative routes such as Bedford Road could offer better access arrangements.

**Lynne Featherstone MP** also raised concerns regarding the access arrangements and the impact on the playscheme.

The GLA- (**See Appendix 1 for Mayor's report Note that this report deals with original access as envisaged through Newlands Road**)( **It is understood from the GLA that the revised scheme will go before the Mayor on the 22<sup>nd</sup> March 2006.**

**GLA's Conclusion:**

Very special circumstances have been demonstrated to justify the inappropriate development on MOL and the approach is supported from a water supply perspective. However the scheme should contribute to the objectives for Green Belt ( where they are relevant to this MOL site) The revised design is a significant improvement compared to the previous scheme and is of sufficient quality. The proposal incorporates energy efficiency measures, but does not incorporate any renewable energy. As this is technically feasible a proportion of renewable energy should be incorporated into the scheme before it is referred back to the Mayor.

**New River Village Residents Association:** ( signed by 45 residents)

Fear of noise and dust pollution:

Noise and dust disruption at NRV if lorries are permitted use of NRV site roads to access the construction site:

Chemical spillage.

Noise pollution.

Support Campsbourne Estate Residents worried about impact on Nursery.

A further letter and petition signed by 100 residents has been. The letter makes the following objections.

### **Pre-treatment works buildings – scale & design**

The scale and design of the building/s currently proposed for construction by Thames Water on Metropolitan open land will detrimentally affect sightlines from Alexandra Palace, the view of local residents who live adjacent to the site and will mean large-scale construction in a place that is currently reasonably tranquil and serves as habitat to a range of birds (including swans) and wildlife. The proposed access route will also impact negatively on key local pedestrian routes, namely the Penstock path (well used by both pedestrians and cyclists) and the New River Path.

### **Noise/Dust/Traffic disruption for residents**

In the revised planning application it is proposed access (for delivery tankers, and, probably during 'phase 2', for construction vehicles) come through the New River Village development. Residents (tenants and lessees) fear that this will mean severe disruption for them, in the form of noise, dust, heavy traffic and possible chemical spillage pollution. We already live on a construction site. We do not want more construction works on our doorstep for the foreseeable future.

### **Affect on new public park and landscaped area**

The development was (and continues to be) sold to buyers by developers St James as a desirable, peaceful and 'lifestyle' complex that will (eventually) include a 'vertical park' running alongside the New River, to be of community benefit to the area and provide a new green space for all Haringey residents to enjoy. The proposal - to permit articulated lorries (those involved in the construction process and those used to deliver chemicals to the plant) to run along a (new) road parallel to the length of the New River and also to construct two new bridges in order to facilitate the lorries' crossing the river - completely destroys the concept of a public park that was surely originally intended to be for use by children, families and local residents in peace and safety.

### **Road damage**

Thames Water is proposing (probably during 'Phase 2' of the work proposed) to gain access from the High Street into the private road which is New River Avenue. Such access will inevitably lead to damage to the road's surface (it was never designed for such heavy-duty use as construction traffic and, indeed, St James' contractors are not permitted to use it for this purpose at the present time). Leaseholders, in the future, may then well end up being asked to foot the cost of repairs through their service charge bills. Access via New River Avenue by heavy vehicles could mean endangerment of children, the elderly and vulnerable people who may be going about their business on, or close by to, New River Avenue (especially when the vertical park and associated landscaping/boardwalk are in place).

### **Discussions not disclosed**

Thames Water has been aware of the problem with bromate pollution in the ground water since (at least) 2000. When NRV residents bought their flats in 2004 and later, no mention was made either by St James (the developer) or Thames Water of the proposal to build a major pre-treatment facility on the nearby filter beds and certainly no suggestion that access to the site should be through the NRV complex itself.

## **Absence of information about Phase 2**

Phase 1 of Thames Water's proposal could serve to set a precedent whereby more vehicles will require access during Phase 2 of the works (it is not clear what Phase 2 will involve by way of construction or associated traffic). More information is needed about Phase 2 works. Assurances are also needed that Thames Water does not intend to add even more phases to its plans in the future.

## **Newlands Rd/Nightingale Lane access not the solution either**

From a social and environmental viewpoint the Thames Water application is indefensible. Another solution needs to be found (and it should not be to revert to the previous proposal of Thames Water's lorries accessing the site via Newlands Road/Nightingale Lane, as this too is a totally unacceptable proposal, for the reasons already voiced by residents living in that vicinity - such as the fact that there is a nursery located very close to the site). It is understood that the quality of the water being treated in our area needs improving, but the means by which Thames Water makes this happen should not be to the sacrifice and long term detriment of NRV and Haringey residents' quality of life.

On behalf of all NRV residents and the wider Haringey community, we ask that officers do not recommend this application and that the committee makes a decision against it when it is put forward for consideration.

We also ask that the planning committee and Haringey council planning officers encourage Thames Water to *explore alternative options* in relation to the proposed location of the pre-treatment plant and the access route. This includes entering into discussions with the owners/managers of the nearby railway in order to explore possible access from the north of the site, near the railway track.

## **Objections raised in individual letters:**

- 1.transit of dangerous chemicals
- 2.Impact on Campsbourne School
- 3.An unsightly industrial site next to Alexandra Palace
- 4.Access via Nightingale Lane unrealistic always been from Hornsey High Street
5. Problems with fire access
- 6.Impact on children
- 7.Details on Phase II vague
- 8.Health and Safety
- 9.Impact on MOL,visual.
- 10.Heavy vehicles accessing NRV
- 11.Smells
- 12.New river Village not complete
13. Proposed landscaping for NRV would be destroyed.
- 14 Impact on lay out of New River Village
- 15.Other access points such as the industrial site and existing construction site access should be explored.

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

1. Development shall not commence until an assessment has been undertaken of the impacts of this proposed development upon the structural integrity of the Moselle Brook which crosses from east to west beneath the proposed road crossing. For these proposals to be acceptable, it shall be demonstrated that the culvert is of a good enough condition to support a new road and passage of vehicles, also that the crossing has been designed so that no additional load shall be placed upon the culvert's wall.
2. Condition relating to contamination
3. Condition relating to surface and foul water drainage system
4. No soakaways shall be constructed in contaminated land
5. A buffer zone of 5m to be established alongside the reservoir
6. landscape management plan
7. Planting
8. No light spillage

## **RELEVANT PLANNING POLICY**

Adopted Unitary Development Plan: (1998)

### **Open Space and the Natural Environment :**

Strategic Policies: OP1-OP5

OP 1.1 PROTECTION OF URBAN OPEN SPACE  
OP 1.5 GREEN CHAINS  
OP 1.6 TREE PROTECTION, TREE MASSESS AND SPINES  
OP 3.2 METROPOLITAN OPEN LAND  
Alexandra Palace and Park  
OP 3.5 HISTORIC PARKS, GARDENS, AND LANDSCAPES  
OP 4.1 PROTECTION OF ECOLOGICALLY VALUABLE SITES AND  
ECOLOGICAL CORRIDORS  
OP 5.4 ENHANCING THE WATER ENVIRONMENT  
OP 5.5 PRTECTING THE WATER ENVIRONMENT  
OP 5.6 WORKS AFFECTING WATER COURSES  
OP 3.5 HISTORIC PARKS, GARDENS AND LANDSCAPES.

### **Transport**

TSP 1.3 TRANSPORT AND DESIGN  
TSP 2.1 SAFE MOVEMENT  
TSP 2.2 PEDESTRIAN ROUTES  
TSP 2.3 PEDESTRIAN AN VEHICLE CONFLICTS  
TSP 5.1 ROAD SCHEMES  
TSP 7.6 MEANS OF ACCESS AND CROSSOVERS

## **Design and Conversation**

DES 1.2 ASSESSMENT OF DEIGN QUALITY (1): FITTING NEW BUILDINGS INTO THE SURROUNDING AREA  
DES 1.3 ASSESSMENT OF DESIGN QUALITY (2) : ENCLOSURE, HEIGHT AND SCALE  
DES 1.8 LANDSCAPING AND TREES IN DEVELOPMENT SCHEMES  
DES 1.9 PRIVACY AND AMENITY OF NEIGHBOURS  
DES 2.2 PRESERVATION AND ENHANCEMENT OF CONSERVATION AREAS  
DES 2.6 MATERIALS

RIM 3.2 POLLUTION AND NUISANCE FROM NEW DEVELOPMENT

## **Haringey Unitary Development Plan Revised Deposit Consultation Draft September 2004**

UD1A SUSTAINABLE DESIGN AND CONSTRUCTION  
UD 2 GENERAL PRINCIPLES  
UD8 NEW DEVELOPMENT LOCATION AND ACCESSIBILITY  
UD 10 PLANNING OBLIGATIONS  
UD 11 LOCATIONS FOR TALL BUILDINGS  
ENV 3 ENHANCING AND PROTECTING THE WATER ENVIRONMENT  
ENV4 WORKS AFFECTING WATER COURSES  
ENV 5 POLLUTION  
ENV6 ENERGY EFFICIENCY  
ENV7A DEVELOPMENT AT OR NEAR PREMISES INVOLVING USE OR STORAGE OF HAZARDOUS SUBSTANCES  
OS1A METROPOLITAN OPEN LAND  
OS3 ALEXANDRA PARK AND PALACE  
OS5 ECOLOGICALLY VALUABLE SITES AND THEIR CORRIDORS  
OS6 HISTORIC PARKS, GARDENS, AND LANDSCAPES  
OS9 OTHER OPEN SPACE  
OS 15 GREEN CHAINS  
OS16 TREE PROTECTION, TREE MASSES AND SPINES  
CSVIA DEVELOPMENT IN CONSERVATION AREAS

## **London Plan -**

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

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

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

**In relation to the buildings:**

1. Inappropriate Development in the Metropolitan and whether there are any very special circumstances which should allow this development. (The needs of the water industry)
2. The impact on the two conservation areas: Hornsey Filter Beds and Alexandra Palace and Park. In terms of appearance, mass bulk and scale.
3. Impact on the Historic Park.
4. Impact on the amenity of local residents : (1) visual (2) noise ( 3) smell
5. Impact on the Nursery
6. Impact of Site of Ecological Interest

**In relation to the Access Road:**

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

**METROPOLITAN OPEN LAND. (MOL)**

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

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

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

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

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

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

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



***Very Special Circumstances.***

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

**Need for Water Treatment Plant**

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

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

Thames Water has implemented a system to manage abstractions in order to control bromate concentrations at Hornsey. To date bromate has not been detected in the North London Artificial Recharge (NLARs) boreholes, located upstream of Hornsey. In the short term the company is planning to use the NLARs sources as a means of reducing abstraction from the contaminated wells and providing additional dilution.

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

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

Thames Water have chosen this disused filterbed as when the plant was upgraded during 2000-2003, the six slow sand filters that were closest to the disinfection plant were closed for refurbishment. This provided sufficient filtration area to produce the required flow of water and minimise the length of pipelines required.

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

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

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

The Greater London Authority have confirmed that in their view very special circumstances justify development on Metropolitan Open Land.

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

### **URBAN DESIGN**

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

In relation to this revised design the GLA have stated " The proposal is a vast improvement over the previous design.The layout of the building is broadly the same, as this is dictated by the equipment it houses. However, the applicant has introduced new materials for the façade (red ceramic tiles, yellow eternit cladding, blue and grey metal cladding and cream brickwork around the base) and replaced the single flat/pitched flat roof with three curved standing seam metal roofs. These design changes give the building a uniqueness and distinctiveness appropriate to its location in MOL and opposite the listed building at Alexandra Palace."

The design of the buildings with the curved profile roofs is certainly an improvement on the refused proposals. The choice of the materials and particularly the colours of the panels of the buildings will be important considerations. It is considered that a light grey/blue could help blend the building with its water side surroundings.

### **IMPACT ON THE CONSERVATION AREAS.**

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

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

However, the buildings have now had a significant alteration to their design and as the site is within operational land, the development of the water filter beds is difficult to resist. It is now considered due to the more appropriate design that the buildings are of sufficient quality to preserve the appearance of the conservation area.

In relation to the **Alexandra Palace and Park Conservation Area** the main treatment building would be located close to the boundary with the Conservation Area. The building would be seen from the Park though there is some screening along the boundary. The building would also been seen from wider views on the upper slopes and from the Palace itself. It is therefore considered necessary to enter into a section 106 agreement requiring a contribution towards a landscape strategy for screening the building. Alexandra Palace and Thames water have reached agreement on a landscape strategy for the boundary with Alexandra Palace

The Palace and Park is also listed as a **Historic Park** and the Filter beds have formed part of the wider setting it is therefore considered essential that a landscape strategy within the Park is closely considered.

### **IMPACT ON ADJOINING RESIDENTIAL OCCUPIERS BUILDING:**

#### Visual Impact

The building in parts would be 15m in height it would be more than 65m from the nearest residential property.. Some views would be gained from the public footpath which surround the site to the south and from the upper floors of houses and flats further to the south.

On balance the visual impact of the proposals would not be unduly dominating when viewed from the adjoining residential properties.

#### Noise

In order to ensure that the noise levels from the proposed operations do not exceed existing background levels a planning condition has been included in

the recommendation in the event that the Committee are minded to approve the Planning application.

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

Smells:

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

### **The Nursery**

A high degree of concern has been expressed by the nursery and parents regarding the proximity of the building and any threat from chemicals.

In relation to the building, the elevation facing the nursery the building at eaves level would be 6.2m, the maximum height of 15.8m would be a further 16m away from the nursery. The building would rise in height the further it moves away from the nursery. Good screening exists between the nursery and the proposed site of the building. It is considered in visual terms the building would not unduly dominate the nursery.

The building is located to the north-east of the nursery and therefore there would be no overshadowing of the property..

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

As the building would be located close to the nursery, the nursery may wish to landscape its boundaries or re-arrange its outside play areas. If members are minded to approve a sum of £7,500 has been negotiated for this purpose.

### **Impact on Adjoining Ecological Areas:**

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

The development itself would be located on an existing filter bed which is predominantly hardstanding. There would be no loss of natural habitat however subject to suitable noise insulation and a management plan to cover the construction phase.

### **ACCESS ROAD THROUGH NEW RIVER VILLAGE .**

The applicants revised their planning application to access the site through New River Avenue. The introduction of the access road through new River Village and across the New River along the Green Chain is considered to

represent a disadvantage of the development proposals Two bridge crossings would be required one at New River Village and another North of the Penstock footpath.

### **IMPACT ON THE AMENITIES OF NEW RIVER VILLAGE.**

#### Visual Impact:

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

The introduction of the bridge and road would reduce the amount of landscaping for this route.

There is no doubt the introduction of the road instead of the proposed grass verges and tree planting would reduce the attractiveness of the visual amenity to residents in New River Village. In addition the site of large vehicles moving along the Green chain is a significant disadvantage of the proposals.

#### Noise and Disturbance:

Once or twice a day there would be some noise from vehicles entering the site and passing over the bridge. However as this would be only for such a limited period it would be difficult to demonstrate sufficient harm from this noise and disturbance to warrant refusal of planning permission.

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

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

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

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

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

The construction of the access route to Hornsey Water Treatment Works may potentially impact upon reptiles, particularly slow worms and grass snakes, and common species of breeding birds due to removal of approximately 0.1 hectares of semi-natural scrub and rank grassland habitat. Reptiles and breeding birds are protected under UK legislation, and therefore where bird nesting habitat or reptile habitat are proposed to be removed, mitigation is required to ensure works can proceed lawfully. The habitat of breeding birds and reptiles is however, not protected, and therefore mitigation is intended to avoid the killing or injury of reptiles and the killing, injury, damage or destruction of breeding birds, their eggs, dependant young and nests.

Mitigation, based on the precautionary approach which assumes the habitat would be used by reptiles and breeding birds, has therefore been formulated to ensure the access track has a minimal/negligible impact on breeding birds and reptiles.

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

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

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

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

If all mitigation recommendations are followed, the access track can be facilitated with minimal ecological impact on protected and notable species of birds, mammals, reptiles and amphibians.

As the access road is not required immediately it should be possible to implement all these mitigation measures.

### Delivery Traffic

The applicants have stated that in terms of tanker movements, there will be one delivery per day. It is proposed to use a new access through new river village. The path of the access would enter the new river village, and then cross the new river via a new bridge adjacent to the first residential block of the New River Village. The access road would then continue along the rivers embankment and enter the site after the Penstock footpath. Thames Water advise for delivery purposes there would be a maximum of one vehicle per day. The vehicles that would use the access road would be large articulated lorries. (upto 16m in length)

It is likely that if phase 2 is built then the number of vehicles using the access road would increase to 3 as a worst case scenario in terms of highway safety it is considered the proposed access would be suitable.

The number of vehicles involved would indicate that there would be unlikely to be any significant conflicts with pedestrians enter or leaving the New River Village. Pedestrian paths exist to avoid conflicts.

### Construction Traffic.

In order that residents are not unduly disturbed by construction traffic Thames Water have agreed to enter the site from the existing construction access of New River Village.

This would mean the new access would not be required immediately.

### **Other Issues.**

#### **1. Access difficulties and Damage to walls**

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

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

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

#### **2. Delivery of Chemicals:**

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

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

There will be no weekend deliveries.

#### **3. On site Operations:**

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

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



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

### **Other Access Arrangements:**

#### **Rail:**

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

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

#### **Access Through Old Thames Water Site:**

Construction vehicles would use this access facility, however once the residential development is complete it would be impractical to use this access road. The use of this access road would affect more residential properties in the future and also disrupt the proposed broadwalk along the New River.

#### **Existing Access.**

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

The original application proposed to use this access point.

#### **Bedford Road Access.**

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

There are also residential properties in close proximity. Thames Water there would also be problems due to the siting of a gas main in close proximity to the proposed access road. This access is also not fully in the control of the Water company and would require the purchase of land from other landowners according to Thames Water such as network rail and Alexandra Palace.

## **Section 106**

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

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

A contribution has also been made to the Playscheme.

## **SUMMARY AND CONCLUSION**

It is noted that this is phase I of a two phase process, the exact nature and type of buildings which are processed with Phase II are not yet fully known by Thames Water. It is likely to involve the same level of development. If Members were minded to grant phase 1 it would be extremely difficult to refuse Phase II.

The proposals are inappropriate development within the Metropolitan Open Land (Policies OP 1.1 Protection of Urban Open Space: OP 3.2 MOL & Alexandra Palace and Park) and some harm would be caused to the open character of the land and the Hornsey Filter Beds Conservation Areas and Alexandra Park Conservation Area ( Policy DES 2.2 Preservation and Enhancement of Conservation Areas) In addition the proposed access road through New River Village would have some implications for residential amenity (DES 1.9 Privacy and Amenity of Residents)and the Green Chain and Nature Conservation Site. Some of the impact would be ameliorated by conditions.

The proposed access road is not entirely satisfactory as it would have some impact the lay-out of New River Village particularly the broadwalk along the river and also on the Green Chain and Nature Conservation Areas. Through appropriate design and conditions the access road impact could be ameliorated to an acceptable level.

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

It is considered the harm caused by inappropriateness and other harm identified above is clearly outweighed by the benefits to the public interest of ensuring an effective and efficient Water Industry. ( Policy OP1.1 and OP 3.2 : London Plan Policies Policy 4A.11 Water Supplies and Policy 4A .12 Water Quality )

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

## **RECOMMENDATION 1**

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

- (1) To enter into an agreement with Alexandra Palace to secure a planting for the boundary with Alexandra Palace.
- (2) To provide land adjacent to the Penstock Footpath to provide improved pedestrian and cycle facilities.
- (3) £40,000 towards associated works and improved lighting.
- (4) £7,500 to the Playscheme.
- (5) Administrative /Recovery Costs- £2,500.

Recommendation ( 2 )

### Grant Permission

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.  
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.  
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method Of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas' . In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.  
Reason: In order to protect the amenities of nearby residential occupiers.
4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

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

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

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

6. The construction works of the development hereby granted shall not be carried out before 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.

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

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

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

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

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

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

10. Details of the siting new access road , lighting,materials, and design and construction of the bridge shall be submitted to and agreed with the Local Planning Authority prior to commencement the deliveries to the site.

To ensure the design and siting is constructed to minimise the impact on the amenity of the locality and the site of nature conservation importance.

11. Details of measures to provide pedestrian access adjacent to the new vehicular access shall be agreed with the local planning authoirty prior to the commencement of the construction works.

To protect the amenities of those pedestrians using the path.

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

To ensure that the culvert's structural integrity is not comprimised.

13. The construction of the surface and foul water drainage system shall be carried out in accordance with details submitted and approved in writing by the Local Planning Authority before the development commences.

To prevent pollution of the water environment.

14. There shall be no light spill into the adjacent reservoir or wildlife sites.To achieve this, artificial lighting within 5metres of the reservoir or wildlife sites should be directed away from the reservoir/wildlife site and focused with cowlings.

To protect the natural wildlife.

15. Deliveries of chemicals by road tanker shall only take place via the new access road to be constructed adjacent to the New River, as shown on drawing 05-070-013.Such deliveries

shall not be made outside the hours of 1000 - to 5.00 pm Monday to Friday only,except in emergencies.

In order not to detract from the amnties of nearby residential properties in New River Village and to enable the use of the footpath adjacen to the new river at weekends and in the evenings without interference from heavy good vehicles.

16. A detailed ecological programme and mitigation meaures shall be submitted to and approved prior to the works on the access road taking place.

To protect the ecology value of the site.

REASONS FOR APPROVALIt is noted that this is phase I of a two phase process, the exact nature and type of buildings which are processed with Phase II are not yet fully Known by Thames Water. It is likely to involve the same level of development. If Members were minded to grant phase 1 it would be extremely difficult to refuse Phase II.

The proposals are inappropriate development within the Metropolitan Open Land (Policies OP 1.1 Protection of Urban Open Space: OP 3.2 MOL & Alexandra Palace and Park) and some harm would be caused to the open character of the land and the Hornsey Filter Beds Conservation Areas.and Alexandra Park Conservation Area ( Policy DES 2.2 Preservation and Enhancement of Conservation Areas) In addition the proposed access road through New River Village would have some implications for residential amenity (DES 1.9 Privacy and Amenity of Residents)and the Green Chain and Nature Conservation Site.Some of the impact would be ameliorated by conditions.

The proposed access road is not entirely satisfactory as it would have some impact the lay-out of New River Village particularly the broadwalk along the river ans also on the Green Chain and Nature Conservation Areas. Through appropriate design and conditions the access road impact could be ameliorated to an acceptable level.

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

It is considered the harm caused by inappropriateness and other harm identified above is clearly outweighed by the benefits to the public interest of ensuring an effective and efficient Water Industry. ( Policy OP1.1 and OP 3.2 : London Plan Policies Policy 4A.11 Water Supplies and Policy 4A .12 Water Quality )

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









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**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/0007

**Ward:** Hornsey

**Date received:** 04/01/2006  
N/A

**Last amended date:**

**Drawing number of plans:** A3596/2.3/001; A3596/2.3/002; A3596/2.3/003;  
A3596/2.3/004; A3596/2.1/001; A3596/2.1/002; A3596/2.1/003;  
A3596/2.1/004; A3596/2.1/005; A3596/2.1/006; A3596/2.1/007

**Address:** Pembroke Works, Campsbourne Road N8

**Proposal:** Demolition of existing buildings and erection of a part 3 / part 4 storey block comprising 8 x one bed, 23 x two bed and 2 x three bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard.

**Existing Use:** Light Industrial  
Residential

**Proposed Use:**

**Applicant:** Servite Houses

**Ownership:** Private

**PLANNING DESIGNATIONS**

Road - Borough  
Urban Heritage Regeneration Area

**Officer Contact:** Michelle Bradshaw

**RECOMMENDATION**

REFUSE PERMISSION

**SITE AND SURROUNDINGS**

The proposal site is Pembroke Works, Campsbourne Road, N8 in the Hornsey Ward. Pembroke Works is an employment site located to the north of Hornsey High Street bounded by Campsbourne Road to the west,

Pembroke Road to the north and Myddleton Road to the east. To the south of the site is Audley House which is a four storey residential block.

Campsbourne Road largely comprises two separate terraces of three storey houses some of which are converted into flats. To the north-west is a piece of open space with mature trees. Directly opposite the site to the north is Moore House a three storey development of residential flats. Myddleton Road comprises an open car park and a mortuary building.

The Pembroke Works comprises a building which is part single storey, part two storeys in height. Pembroke works has a number of commercial occupiers. The main tenants include Automerc Service Ltd a vehicle repair company, Soup Dragon a children's goods retailer and Strawberry Bubbles a hand car wash. Details have been forwarded by one of the occupiers indicating that there are 9 firms operating from the premises providing employment for 38 people.

### PLANNING HISTORY

1963 OLD/1963/0492	Proposed erection of part one and part two storey factory on land bounded by (19419) Campsbourne, Pembroke & Myddleton Roads (Granted)	Ref:
1972 OLD/1972/0697	Change of use to 8,840 sq. ft of industrial Floor space and proposes incidental there (1888/001 5*8238) to which purposes including 6690sq.ft. storage space and 5000sq.ft. of office floor space (Granted)	Ref:
1980 OLD/1980/0800	Use of part of ground floor premises for Repair maintenance and service of motor vehicles (1888/001/6*22812) (Granted)	Ref:
1990	Erection of single storey pre-cast Structure Storage (Granted)	Ref:

2005 Demolition of existing buildings and Ref:  
HGY/2005/1811  
Erection of a part 3 storey/ part 4 storey  
block comprising 8 x 1 bed, 23 x 2 bed  
and 2 x 3 bed self contained flats.  
Provision of 21 car park spaces, refuse  
Storage and communal landscaped courtyard.  
(Withdrawn)

## **DETAILS OF PROPOSAL**

Demolition of existing buildings and erection of a part 3 / part 4 storey block comprising 8 x one bed, 23 x two bed and 2 x three bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard.

## **CONSULTATION**

Ward Councillors – Hornsey Ward (Cllr Judy Bax, Cllr Richard Milner, Cllr Quincy Prescott)

Haringey Council – Conservation Team

Haringey Council – Transportation Group

Haringey Council – Environmental Health

Haringey Council – Building Control

Haringey Council – Recreation Services – Arboriculturalist

Haringey Council – Regeneration Team

Haringey Council – Children’s Service

Haringey Council – Legal Services

Haringey Council – Crime Prevention

C.A.A. C – Hornsey

Owner/Occupier: 1a – 1e (c) Campsbourne Road, N8

Owner/Occupier: 1 – 13 (o) Campsbourne Road, N8

Owner/Occupier: 1 – 20 (c) Moore House, Pembroke Road, N8

Owner/Occupier: 21 – 40 (c) Pembroke Road, N8

Owner/Occupier: 1 – 12 (c) Ardley House, Campsbourne Road, N8

Owner/Occupier: 1 – 24 (c) Sackville House, Myddleton Road, N8

Owner/Occupier: 2, 2a, 4, 2b Campsbourne Road, N8

Owner/Occupier: 2 – 16 (e) The Campsbourne, N8

Owner/Occupier: 1, 3 Myddleton Road, N8

Development Control Forum - 2<sup>nd</sup> February 2006 - Baptist Church, The Campsbourne, Hornsey High Road, N8 – Minutes attached to report

## **RESPONSES**

**Haringey Council – Building Control**

Confirm that the proposals have been checked under Regulation B5 – access for the fire service and Building Control do not have any observations

### **Haringey Council – Transportation Team**

Although this development proposal is located where the public transport accessibility level is low, Hornsey High Street which is 'Bus 144' route and offering 15 buses per hour (two-way) between Muswell Hill Broadway and Edmonton Green Station, is within 2 minutes walking distance away. It is therefore considered that this frequent bus service provides a good connection to the nearest Turnpike Lane tube station. Hence, it is inevitable that majority of the residents would use the combination of these travel modes for their journeys to and from this site.

In addition, our interrogation with TRAVL trip prediction software revealed that, based on similar London sites (Porter Square, N19 and Tysoe Avenue, EN3, located where there is no controlled parking and public transport accessibility level is low), a development of this magnitude would only generate a combined traffic inflow/outflow of 5 vehicles in the pm peak hour (worse case).

The applicant has also proposed 21 car parking spaces (including 2 disabled parking), as indicated on Plan No. A3596/2.1/001. This in our opinion is adequate considering that this area is not identified with parking problem and that, as stipulated in the SPG, the Council operates maximum car parking standard. Sixteen bicycle racks have also been proposed.

However, due to increased pedestrian activity ensuing from this development, there is the need for traffic management measures in the immediate area surrounding this development, in the form of creating a one-way gyratory and implementing traffic calming measures, to enhance pedestrian amenities.

Consequently, the highways and transportation authority would not object to this application on the condition that:

The applicant contributes a sum of £100,000 (one hundred thousand pounds) towards traffic management schemes around the immediate highway network. Reason: To improve the conditions for cyclists and pedestrians at this location.

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

### **Haringey Council – Crime Prevention**

The architects have obviously considered security and crime in their design of this scheme and I have no objection to this application. My comments are:

The dwellings would benefit from the enhanced security standards detailed in the "Secured by Design Scheme" ([www.securedbydesign.com](http://www.securedbydesign.com)) and I recommend that consideration is given to achieving the standards.

The use of 1100 railings to mark the boundary of the estate is good design and promotes defensible space without compromising surveillance.

I would be particularly keen that the communal doors are of a high security standard. We will be willing to meet with the developer or architect to discuss security as necessary.

A change of road surface / small ramp would be appropriate where the vehicle entrances adjoin Campsbourne and Myddleton Roads. The architect may also consider good quality, clear signage here too. This would enhance the private nature of the site and to a degree protect the car parking area from casual intrusion.

The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community.

#### **Haringey Council – Environmental Health (Scientific Officer)**

Please condition HGY/2006/0007 to provide site survey report, details of present/previous usage, risk assessment and details of any remediation required.

#### **Haringey Council – Children's Service**

Request that if planning permission is granted the full s106 education contribution be applied as the development is considered to result in demand on school places.

#### **Hornsey Conservation Area Advisory Committee**

No objection

**Residential Owner/Occupier: 8 letters received objecting on the following grounds:**

- Loss of established local businesses
- Loss of jobs associated with the established businesses
- Loss of small business office space
- Pressure on local infrastructure e.g. Schools, Healthcare etc
- Increase traffic/parking problems/pollution
- Design out of character with surroundings

**Residential Owner/Occupier: 1 letter received in support**

- Development of low rise housing preferable to current usage as office and car workshop. At present the site is an eyesore, fly tipping is common.

**Employees of Pembroke Works: 4 Letters received objecting on the following grounds:**

"I understand from my employer, Automerc Service Ltd, that there is a Planning application to redevelop Pembroke Works, thus putting my employer out of business and jeopardising my job.

I therefore wish to register my objection to the above application.

I cannot afford to lose my job as I have a young family to support. If Automerc Service Ltd is forced out of business by granting of planning permission it will be very difficult for me to find alternative employment as the number of garages in the North London area has recently diminished due to their premises being redevelopment into flats.

Please therefore consider our jobs by refusing planning permission for the application".

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Please therefore consider our jobs by refusing planning permission for the application".

**Tenants of Pembroke Works:**



During the application process there has been substantial correspondence between the applicants and their agents, the tenants of Pembroke Works and the Council – Planning Department. Two of the three tenants have confirmed that they do not accept the “package” offered by the applicant’s agent, Inner Circle. The packages offered include financial assistance only, rather than including any offers of alternative premises and as such are not acceptable to the tenants. The response from Authomerc Service Limited and Soup Dragon indicate that they are not satisfied with, nor prepared to accept, the financial offer made to them, in the absence of the offer of alternative business premises.

Full details of the correspondence is available in the application file and on the Haringey Council Website:

## **RELEVANT PLANNING POLICY**

### **NATIONAL POLICY**

#### **Planning Policy Statement 1 – Delivering Sustainable Development**

PPS 1 advises that sustainable development is the core principle underpinning planning. The guidance advises that, planning should promote sustainable and inclusive patterns of urban development by:

- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with key services for all members of the community.

#### **Planning Policy Guidance 3 - Housing**

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

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

### **Planning Policy Guidance 13 - Transport**

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

- promote more sustainable transport choices for people & for moving freight
- promote accessibility to jobs, shopping by public transport/walking/ cycling
- reduce the need to travel especially by car

### **6.1.4 Planning Policy Guidance 22 – Renewable Energy**

Planning Policy Guidance 22 Renewable Energy aims to put the UK on a path to cut its carbon dioxide emissions by some 60% by 2050. The Government has already set a target to generate 10% of UK electricity from renewable sources by 2010. PPS22 states that “small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy to meeting energy needs both locally and nationally.

## **REGIONAL POLICY**

### **The London Plan**

The London Plan has now been formally adopted having been issued in draft in June 2002 by the Greater London Authority. The London Plan forms the emerging Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It will replace Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional ‘homes’ (970 per year) of a target for London of 457950 (23000 per year).

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. A site in an urban location, with a PTAL rating of 4 and where flats are predominantly proposed the density range suggested is 450 - 700 habitable rooms per hectare. The car parking provision for such locations should be less than 1 space per unit.

The London Plan sets affordable housing targets for individual boroughs. The target for Haringey is 50%. This figure should include a range of affordable housing following the guide 70:30 for social rented to intermediate housing. However, the actual proportions for any individual site will depend on the boroughs housing need priorities, the characteristics of the residential proposal, the level of affordable housing in the surrounding area & the economic viability of the scheme.

## **LOCAL POLICY**

The Council adopted the Haringey Unitary Development Plan (UDP) in March 1998. The UDP review process is currently underway. The first deposit draft was subject to consultation between September 2003 and December 2003. The second deposit draft was subject to consultation during September 2004 and October 2004.

### **Haringey Unitary Development Plan (1998)**

EMP1.1	Employment Protection
EMP 1.4	Sites Outside Defined Employment Areas
HSG 1.3	Change of Use to Residential
HSG 2.1	Dwelling Mix for New Build Housing
HSG 2.2	Residential Densities
DES 1.1	Good Design and How Design Will Be Assessed
DES 1.2	Assessment of Design Quality (1): Fitting Buildings into Surroundings
DES 1.3	Assessment of Design Quality (2): Enclosure, Height and Scale
DES 1.4	Assessment of Design Quality (3): Building Lines, Layout, Massing
DES 1.5	Assessment of Design Quality (4): Detailing and Materials
DES 1.9	Privacy and Amenity of Neighbours
TSP 7.1	Parking for Development
RIM 3.1	Energy Conservation and Development
SPG 1.3	Privacy and Overlooking
SPG 2.2	Density for Residential and Mixed Use Developments
SPG 2.3	Standards Required in New Residential Development

### **Haringey Unitary Development Plan – Second Deposit (2004)**

UD2	General Principles
UD 3	Quality Design
UD 6	Waste Storage
UD8	New Development Location and Accessibility
UD9	Parking for Development
EMP3R	Non Employment Generating Uses
EMP 4	Relocation of Businesses
HSG 8	Density Standards

HSG 9	Dwelling Mix
ENV 6A	Renewable Energy and Mitigating Climate Change
SPG 3a	Density, Dwelling Mix, Floor space Minima & Lifetime Homes
SPG 3b	Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight

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

There are 11 issues to be addressed:

1. The Principle of Residential Use
2. Density
3. Scale, Height and Massing
4. Privacy and Amenity
5. Design
6. Dwelling Mix and Affordable Housing
7. Unit and Room Size, Layout and Stacking
8. Transport – Traffic, Car – Parking and Cycling
9. Waste Management
10. Sustainability
11. Section 106 Contributions

### **1. The Principle of Residential Use**

The proposal site is currently in employment generating use. The Pembroke Works comprises a building which is part single storey, part two storeys in height. Pembroke works has a number of commercial occupiers. The main tenants include Automerc Service Ltd a vehicle repair company, Soup Dragon a children's goods retailer and Strawberry Bubbles a hand car wash. Details have been forwarded by one of the occupiers indicating that there are 9 firms operating from the premises providing employment for 38 people.

The site is not within a designated Defined Employment Area. Policy EMP 1.4 "Sites Outside Defined Employment Areas" states that "proposals for redevelopment of sites currently in employment generating to a non-employment generating use will be considered against the criteria set out in Policy EMP 1.1."

Policy EMP 1.1 "Employment Protection" states that where the employment generating use of land or buildings ceases, permission for non-employment use will only be given if it is demonstrated that the employment use is no longer suitable or viable. Paragraph 1.27 states that exceptions to retention of land or buildings in employment generating use may be considered where the land or buildings are not considered suitable for continued employment use on environmental, amenity or transport grounds. Policy EMP3R, of the emerging Unitary Development Plan has sufficient weight to be applied for development control purposes. As drafted at the revised deposit stage, September 2004, policy EMP3R in this case, includes the following criteria:

- a) the land or building is no longer suitable for business or industry use; &

- b) there is evidence of unsuccessful marketing over a period of normally 18 months; &
- c) there is well documented evidence that possibilities (every opportunity) to reuse; or redevelop the site for business or industry has been explored; or
- d) proposals contribute to a regeneration programme or is a site specific proposal or
- e) the redevelopment or reuse would retain or increase the number of jobs permanently provided on site.

The proposal does not meet the above criteria. In particular, there is no evidence of marketing being carried out or of redevelopment for business purposes being explored.

The applicant did initially propose a mixed use industrial and residential scheme before the current application was submitted. This was not encouraged for two reasons: i) the industrial and residential uses could have been incompatible, especially in respect of traffic generation and noise conflicts and ii) to have super imposed several floors of residential above a ground or ground and first floor commercial use, would have resulted in an unduly bulky building.

In exceptional circumstances where an applicant has complied with Policy EMP4 "Relocation of Businesses", the criteria outlined in EMP3R may be relaxed. Policy EMP4 states that "where redevelopment proposals will adversely impact upon an existing business to the extent that it will become incompatible with the proposed uses, where appropriate a relocation strategy for the existing businesses should be submitted with the application. The Council wishes to ensure that local firms are not forced out of business by the development proposals, particularly if the firm is an important local employer. It is important that alternative premises are provided, preferably in the local area, which will enable the continued viability of firms and workers to continue in their employment".

The applicant has submitted with the planning application a document "Relocation Strategy in Support of Planning Application for change of use from Commercial to Residential". In this document First Plus Planning state that "The applicant is seeking vacant possession in May 2006 which gives all current occupiers ample time to seek alternative locations. The applicant has appointed Inner Circle to negotiate suitable relocation packages with tenants, subject to legal agreement. The relocation package is financial based on the length of time the tenant has been in occupation. A perusal of estate agents; databases in the area shows that there are vacant units which would be appropriate for the businesses that would be relocating. All tenants agree with the principle of development and ...have expressed a willingness to give vacant possession subject to adequate relocation package being agreed. Both Strawberry Bubbles and Soup Dragon have accepted the relocation offer (subject to legal agreement)... A meeting was held with a representative of Automerc, who agreed in principle to give vacant possession by May 2006 subject to relocation package".

In letters submitted to the Council both Automerc Services Ltd and Soup Dragon dispute the details contained within relocation strategy statement submitted with application (refer to section “Responses” above).

From the substantial correspondence between the applicants, the tenants and the Council (refer to the response section above) it appears that the “package” offered to the three main tenants comprise financial assistance only, rather than including any offers of alternative premises. The response from Authomerc Service Limited and Soup Dragon indicate that they are not satisfied with, nor prepared to accept, the financial offer made to them, in the absence of the offer of alternative business premises.

On the basis of the evidence provided above it is considered that there have not been suitable alternative premises found or offered to the affected tenants. As such, the scheme does not meet the guidance set out in policy EMP4. Since the applicant has not complied with policy EMP4 the criteria in policy EMP3R would apply and have not been complied with. Therefore the proposal, under the current circumstances cannot be supported.

## **2. Density**

PPG3 recommends that more efficient use of land be made by maximising use of previously developed land. It recommends that local planning authorities “avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes”.

The London Plan sets higher density for developments in urban areas than the local planning policies and recommends a density range of 450 – 700 habitable rooms per hectare for flatted developments in urban areas within 10 minutes walking distance of a town centre.

Policy HSG 2.2 of the adopted Unitary Development Plan sets a density range of 175 – 250 habitable rooms per hectare. Where higher densities may be acceptable in all cases the upper limit will be 350 habitable rooms per hectare.

Policy HSG 8 of the emerging plan policy sets the density range between 200 – 400 habitable rooms per hectare. This policy is the most recent local planning policy and therefore more closely reflects the density ranges set at a regional level, in the London Plan.

The scheme proposes to create 33 residential units, comprising 8 x 1 bed units (16 habitable rooms), 23 2 bed units (69 habitable rooms) and 2 x 3 bed units (8 habitable rooms). In total, the scheme would have 93 habitable rooms. The site area is 2760.28m<sup>2</sup>. Therefore, applying the method set out in Supplementary Planning Guidance (SPG) 2.2 “Density for Residential and Mixed Use Developments” and 3a “Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes”, the density of the proposed development would be 337 habitable rooms per hectare. This density range is

in line with the density ranges set out in the London Plan, Policy HSG8 of the emerging UDP and the upper ranges set out in policy HSG 2.2 of the adopted UDP. On this basis, the density proposed in this development is found to be acceptable.

### **3. Scale, Height and Massing**

Policy DES 1.1 'Good Design and How Design Will Be Assessed', DES 1.2 'Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area', DES 1.3 'Assessment of Design Quality (2): Enclosure, Height and Scale' and DES 1.4 'Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment and the amenity of residents.

The application proposes a part three storey and part four storey residential development. The one block would form a "U" shape with frontages along Campsbourne Road, Pembroke Road and Myddleton Road. This building design would create a central communal courtyard within the development. The majority of the development would be three storeys in height, reflecting the predominant pattern of development in the area. The three storey building would step up to four storeys in height on the corner of Pembroke Road and Myddleton Road where there would not be any conflict with domestic buildings.

The building would be separated from the existing buildings to the south of the site by the car-park proposed to service the development. As such there would be no significant impact on the adjacent buildings in this location.

Overall, it is considered that the scale, height and massing of the development has been designed to fit on the site and relate to the nearby buildings. The residential development proposed for the site is considered to be appropriate in terms of scale, height and massing in compliance with policy DES 1.1, DES 1.2, DES 1.3 and DES 1.4.

### **4. Privacy and Amenity**

Policy DES 1.9 'Privacy and Amenity of Neighbours' and UD2 'General Principles' seek to protect the privacy and amenity of neighbouring occupiers. SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight' states that the Council expects new developments not to result in the degree of privacy enjoyed by adjoining properties to be reduced and that new problems of overlooking are not to be created.

The application proposes a part three storey and part four storey residential development. The one block would form a "U" shape with frontages along Campsbourne Road, Pembroke Road and Myddleton Road. This building design would create a central communal courtyard within the development.

The majority of the development would be three storeys in height, reflecting the predominant pattern of development in the area. The three storey building would step up to four storeys in height on the corner of Pembroke Road and Myddleton Road where there would not be any conflict with domestic buildings. The orientation of the building with the south facing courtyard allows glazing and balconies to overlook this communal amenity space.

The scheme has been designed to take into account privacy distances, overlooking, sense of enclosure and daylight/sunlight access. There is not considered to be any significant adverse impact on the amenity of neighbouring residents as a result of the proposed residential development. Overall, the proposal is deemed to comply with policy DES 1.9, UD2 and SPG3b.

## **5. Design**

Policy DES 1.1 'Good Design and How Design Will Be Assessed' and UD3 'Quality Design' state that the council will require development to be of good design, that relates to and fits in with the surrounding area.

The proposal is to use a combination of traditional and contemporary materials to reflect the diverse development in the surrounding area. Overall, the building will be of model which has a modern approach in design. The application proposes a part three storey and part four storey residential development. The one block would form a "U" shape with frontages along Campsbourne Road, Pembroke Road and Myddleton Road. This building design would create a central communal courtyard within the development. The majority of the development would be three storeys in height, reflecting the predominant pattern of development in the area. The three storey building would step up to four storeys in height on the corner of Pembroke Road and Myddleton Road where there would not be any conflict with domestic buildings. The orientation of the building with the south facing courtyard allows glazing and balconies to overlook this communal amenity space.

Policy DES 1.5 'Assessment of Design Quality (4): Detailing and Materials and SPG8b 'Materials' state that sensitive use of materials can help to integrate an area and contribute to the success of a building within its setting.

The scheme proposes to use a combination of brick, timber and glass. The base of the building is to be a dark red brick with a mixture of render and low maintenance dark stained laminated timber cladding above. The plans indicate that white render will be used to create a visual break in the elevations. The windows are to be timber framed, the balconies metal and the main roof is to be a low pitched standing metal seam system.

In addition, if planning permission were to be granted a condition would be attached to planning permission requiring full details of materials be submitted to and approved in writing by the Local Planning Authority prior to works commencing. On this basis, the proposal is deemed to comply with policy DES 1.5 "Assessment of Design Quality (4): Detailing and Materials" and



SPG8b 'Materials'. Overall, the quality of the scheme in terms of design is considered to be high, making a positive contribution to the character of the area and locality generally, in line with policy DES 1.1 "Good Design and How Design Will Be Assessed" and UD3 "Quality Design".

## **6. Dwelling Mix and Affordable Housing**

Policy HSG 2.1 "Dwelling Mix for New Build Housing" and HSG 9 "Dwelling Mix" requires that development include a mix of housing types for both family and non-family households. The scheme comprises 10 x 1 bed units (40%), 12 x 2 bed units (48%) and 3 x 3 bed units (12%).

It is considered that the proposed dwelling mix provides a suitable mixture of housing types in line with the guidance set out in policy HSG 2.1 and HSG 9.

PPG3, Circular 6/98 and local policy HSG 2.23, HSG 4 "Affordable Housing" and SPG10a, require that all major developments include provision of affordable housing.

The proposed scheme for residential accommodation would comprise 33 units, all of which would be affordable housing. The development would have a tenure mix of 18 shared ownership (5 x 1 bed and 13 x 2 bed) and 6 general needs rented (3 x 1 bed, 10 x 2 bed and 2 x 3 bed). This mix represents a tenure split of 54.55% shared ownership to 45.45% general needs rented. The proposal complies with UDP policy HSG 2.23 and HSG 4 in that it includes in excess of 50% housing to be affordable/provided by a Registered Social Landlord (RSL). Should planning permission be granted, a planning obligation agreement would be required to ensure that the dwellings provided continue to be available as affordable housing for successive occupiers.

## **7. Unit and Room Size, Layout and Stacking and Amenity**

In terms of the standard of accommodation provided, the proposal must be assessed against SPG 2.3 "Standards Required in New Residential Development" and SPG3a "Density, Dwelling Mix, Floor space Minima, Conversions, Extensions & Lifetime Homes". The policy outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

SPG 3a recommends that 1 bedroom 2 person units have a floor area of 48m<sup>2</sup>, 2 bedroom 3 person units should have a floor area of 68m<sup>2</sup>, 3 bedroom 5 person units an area of 82m<sup>2</sup>. The one-bedroom units in this development would have a floor area just over 50m<sup>2</sup>. The two-bedroom units range from 66m<sup>2</sup> to 68m<sup>2</sup>. The three-bedroom units are 90m<sup>2</sup>. Some of the two bed units fall short of the minimum recommended unit sizes as set out in the supplementary planning guidance, however the room sizes meet the room size requirements and the flats are considered to provide a good standard of accommodation.

All of the units would be dual aspect. Due to the southerly orientation of the development, the units will receive very good direct sunlight to the main living spaces.

In terms of amenity the ground floor units each have their own private terrace with direct access to the communal garden. The upper floor flats each have large private balconies each overlooking the street or courtyard. Two flats are provided with private roof terraces. The communal south facing courtyard can be accessed by all residents and will include seating areas surrounded by shrubs and trees.

All units/rooms are considered to have adequate light and ventilation. In addition, the stacking and layout arrangement is deemed to be acceptable. The proposed units provide a satisfactory standard of accommodation and internal layout appropriate for the development. The external amenity space sufficient. As such, the residential accommodation is found to comply with policy SPG 2.3 and SPG3a.

## **8. Transport – Traffic, Car – Parking and Cycling**

PPG13 'Transport' aims to promote more sustainable transport choices for people and for moving freight, promote accessibility to jobs, shopping etc by public transport/walking/cycling and reduce the need to travel especially by car. Haringey Unitary Development Plan policy UD 8 "New Development Location and Accessibility" reflects the guidance set out in PPG13. The policy states that the council will require that developments locate where the need for travel by car will be reduced and the use of public transport will be increased and that the development location and design encourage cycling and walking. Policy TSP 7.1 and UD9 "Parking for Development" outline the Councils parking requirements.

Haringey Council – Transportation Team has been consulted on this application and provided the following comments:

"Although this development proposal is located where the public transport accessibility level is low, Hornsey High Street which is 'Bus 144' route and offering 15 buses per hour (two-way) between Muswell Hill Broadway and Edmonton Green Station, is within 2 minutes walking distance away. It is therefore considered that this frequent bus service provides a good connection to the nearest Turnpike Lane tube station. Hence, it is inevitable that majority of the residents would use the combination of these travel modes for their journeys to and from this site.

In addition, our interrogation with TRAVL trip prediction software revealed that, based on similar London sites (Porter Square, N19 and Tysoe Avenue, EN3, located where there is no controlled parking and public transport accessibility level is low), a development of this magnitude would only generate a combined traffic inflow/outflow of 5 vehicles in the pm peak hour (worse case).

The applicant has also proposed 21 car parking spaces (including 2 disabled parking), as indicated on Plan No. A3596/2.1/001. This in our opinion is adequate considering that this area is not identified with parking problem and that, as stipulated in the SPG, the Council operates maximum car parking standard. Sixteen bicycle racks have also been proposed.

However, due to increased pedestrian activity ensuing from this development, there is the need for traffic management measures in the immediate area surrounding this development, in the form of creating a one-way gyratory and implementing traffic calming measures, to enhance pedestrian amenities.

Consequently, the highways and transportation authority would not object to this application on the condition that the applicant contributes a sum of £100,000 (one hundred thousand pounds) towards traffic management schemes around the immediate highway network. Reason: To improve the conditions for cyclists and pedestrians at this location”.

On this basis, the proposed level of car parking on site is deemed to be acceptable, in line with policy TSP 7.1, UD8 and UD9.

## **9. Waste Management**

Policy UD6 ‘Waste Storage’ and SPG 8a ‘Waste and Recycling’ states that all developments is to include appropriate provision for the storage and collection of waste and recycling materials. Adequate recycling storage space within premises is necessary to help meet the Governments recycling targets. By providing sufficient recycling storage space within units, this will greatly encourage people to separate their waste for recycling.

The plans show that bins storage facilities will be provided at the southern end of the courtyard. The stores will be 1800mm brick enclosures with pergola on top with planting at the rear and metal framed doors with perforated steel door panels. Servicing would be via the car-park at the southern end of the site.

Notwithstanding this, the council will condition any planning consent to require a detailed scheme for the provision of refuse, waste storage and recycling within the site to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. In addition, such a scheme as approved, shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority. On this basis, the scheme is found to comply with policy UD6 “Waste Storage” & SPG 8a.

## **10. Sustainability**

It is a requirement that a sustainability checklist accompany all major planning application. The applicant has not provided a completed sustainability checklist as part of the application submission as required by SPG 8c

“Environmental Performance” and SPG 9 “Sustainability Statement – Including Checklist”.

The applicant has provided a “Sustainable Energy Strategy” compiled by Energy for Sustainable Development Limited (ESD). The strategy concludes that:

1. The proposed building design achieves a high level of energy efficiency as required by the London Borough of Haringey by applying the following measures:
  - i. Specifying a building envelope that achieves EcoHomes ‘Very Good’ on energy with the respective U-values for a range of building elements
  - ii. Flats are served by high efficiency gas combi (or condensing) boilers
  - iii. Passive solar design has been incorporated into the development by utilising the south-facing orientation of the building for maximising daylight and winter solar gain
  - iv. Recovery and recycling of energy from domestic waste water by applying an innovative heat exchanger to the soil stacks
2. It is technically feasible to deliver 10% additional CO<sup>2</sup> savings from renewable energy technologies using one of the following options:
  - i. Ground source heat pumps in 6 flats (preferably ground floor)
  - ii. Solar water heating in 20-22 flats (or more but with small collector areas each)
  - iii. A mix of ground source heat pumps and solar water heating
3. The use of communal heating and CHP is not considered viable for the following reasons:
  - i. The size and load profile of the development are not sufficiently favourable as to make CHP viable within each plot
  - ii. The current designs do not provide suitable location and sufficient space for installing and operating a communal heating plant in the building.

If planning permission were to be granted a condition should be attached requiring renewable energy to deliver at least 10% of the energy requirements of the scheme, as set out in policy ENV6a.

## **11. Section 106 Contributions**

Since the application is being recommended for refusal details of section 106 contributions will not be relevant at this time.

## **SUMMARY AND CONCLUSION**

The application has been assessed against the relevant national, regional and local planning policies. The proposal is found to contravene policy EMP4 and EMP3R of the Haringey Unitary Development Plan – Second Deposit (2004). The applicant's agent has not provided sufficient evidence to show that suitable alternative premises have been sought and offered to the current tenants. In addition, the applicant has not demonstrated that the building is no longer suitable for business or industry use; & provided evidence of unsuccessful marketing over a period of normally 18 months; & That possibilities (every opportunity) to reuse; or redevelop the site for business or industry have been explored. On this basis the proposed development would result in the loss of an employment site without satisfactory steps to relocate the existing businesses. On this basis, it is recommended that planning permission be REFUSED.

## **RECOMMENDATION**

### **REFUSE PERMISSION**

Registered No: HGY/2006/0007

Applicant's drawing No's: A3596/2.3/001; A3596/2.3/002; A3596/2.3/003; A3596/2.3/004; A3596/2.1/001; A3596/2.1/002; A3596/2.1/003; A3596/2.1/004; A3596/2.1/005; A3596/2.1/006; A3596/2.1/007 and Relocation Strategy, Sustainable Energy Strategy, Servite Houses Framework, Design Statement,

For the following reasons:

1. There is no evidence to suggest that the employment generating use is no longer suitable or viable and as such contravenes policy EMP 1.1 of the Haringey Unitary Development Plan (1998).
2. The applicant has not demonstrated that the building is no longer suitable for business or industry use; & provided evidence of unsuccessful marketing over a period of normally 18 months; & That possibilities (every opportunity) to reuse; or redevelop the site for business or industry have been explored as set out in policy EMP3R "Non Employment Generating Uses" of the Haringey Unitary Development Plan - Second Deposit (2004).
3. The applicant has not provided sufficient evidence to show that suitable alternative premises have been sought and offered to the current tenants as set out in policy EMP4 "Relocating Businesses" of the Haringey Unitary Development Plan - Second Deposit (2004).



**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** Ward: White Hart Lane  
HGY/2005/2227

**Date received:** 05/12/2005

**Last amended date:** N/A

**Drawing number of plans:** N/A

**Address:** Middlesex University, White Hart Lane N17

**Proposal:** Approval of Details pursuant to condition E16 (site investigation) and E18 (Soil contamination) attached to planning reference HGY/2005/1439

**Existing Use:** N/A

**Proposed Use:** N/A

**Applicant:** Hazle MacCormack Young

**PLANNING DESIGNATIONS**

Road - Borough  
Area of Community Regeneration

**Officer contact:** Michelle Bradshaw

**RECOMMENDATION**

DISCHARGE CONDITIONS E16 and E18 of Ref: HGY/2005/1439

**SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road,

College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

## **PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal:

Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

## **DETAILS OF PROPOSAL**

This application is for approval of details pursuant to condition E16 (site investigation) and E18 (Soil contamination) attached to planning reference HGY/2005/1439.

### **E16. SITE INVESTIGATION**

A full site investigation, history, details of previous and present usage, risk assessment and details of any remediation required should be submitted to and approved in writing by the Local Planning Authority before works may commence onsite.

Reason: In order to protect the health of future occupants of the site.

### **E18. SOIL CONTAMINATION**

A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.

Reason: In order to protect the health of future occupants of the site.

## **CONSULTATION**



**Haringey Council – Environmental Health (Scientific Officer)**

**RESPONSES**

**Haringey Council – Environmental Health (Scientific Officer)**

1. “The site investigation report from Ian Farmers Associates is satisfactory to fulfil conditions E16 and E18. However, we need to know what remediation option they are going to use and to be kept informed as the work is carried out so we can inspect”.
2. “The statement I have is fine for the demolition”.

Further to these comments the applicant provided additional information regarding the remediation option. The Scientific Officer has agreed that the condition should now be discharged.

**RELEVANT PLANNING POLICY**

N/A

**ANALYSIS/ASSESSMENT OF THE APPLICATION**

This application is for approval of details pursuant to condition E16 (site investigation) and E18 (Soil contamination) attached to planning reference HGY/2005/1439.

**E16. SITE INVESTIGATION**

A full site investigation, history, details of previous and present usage, risk assessment and details of any remediation required should be submitted to and approved in writing by the Local Planning Authority before works may commence onsite.

Reason: In order to protect the health of future occupants of the site.

**E18. SOIL CONTAMINATION**

A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.

Reason: In order to protect the health of future occupants of the site.

This application is for the approval of details pursuant to conditions R12, R13 & R25 (site investigation, soil contamination and methodology statement) attached to planning reference HGY/2005/1439.

Ian Farmer Associates – Geotechnical and Environmental Specialists were instructed by Michael Bradbrook Consultant Limited, Consulting Engineers to the London Borough of Haringey, to undertake a Desk Study and Site Investigation to determine ground conditions to enable foundation and road/hard standing design to be carried out, together with an assessment of contamination and gas emissions.

The envirocheck report indicated there is a moderate to high risk of compressible ground subsidence on site and a low risk of swelling clay subsidence and landslip subsidence.

The site works undertaken between 3 and 10 February 2005 and comprised five boreholes and ten trial pits. The ground conditions encountered were Made Ground overlying River Terrace Deposits, which were underlain by London Clay, as broadly anticipated.

The report recommends that consideration be given to the adoption of spread foundations to support the proposed new structure taken through the Made Ground into the underlying sandy very silty clay of the Terrace Gravel Deposits, to a minimum depth of 0.75m and with an allowable bearing capacity of 100kN/m<sup>2</sup>. Alternatively foundations may be extended on to the clayey sand and gravel of the Terrace Gravel Deposits with an allowable bearing capacity of 250kN/m<sup>2</sup>, however this is likely to be at depths in excess of 3.0m and the stratum was absent in the North Western corner of the site. Ground floor slabs may be ground bearing.

The report states that risk assessment has been based on current CLEA guidelines using appropriate SGV's or, where not available Soil Screening Values, SSV's, derived by Ian Farmer Associates in accordance with CLR documents or international guidelines

The contamination risk assessment identified elevated levels of arsenic concentrations within the Made Ground across the site when adopting guidelines for a residential without plant uptake end use of the site. The report states that given the fact that this is a very prudent approach as the site is not residential and in the absence of specific published guideline values, it is recommended that this be discussed with the Environmental Health Officer at the local authority to establish the significance of the arsenic in relation to the end use. It should be noted that the highest elevated result is significantly below the commercial guideline value.

A groundwater and gas-monitoring visit was undertaken on 30 March 2005. No methane or carbon dioxide concentrations were recorded and the oxygen levels were not depleted. The ground water level within the standpipe in borehole 1 was 1.93m.

Management of Contamination is provided within Section 11.1 of the report.

11.1.1 "The results of the laboratory tests, statistical analysis of the data, together with consideration of the site conceptual model and exposure model

for the proposed development, suggest that the remediation strategy needs to address the presence of elevated arsenic concentrations within the Made Ground across the site.

## 11.2 Remediation Strategy

11.2.1 “One solution would be the removal or treatment in-situ of the contamination sources. This would require risk management during the excavation or in situ treatment of the soils to minimise the potential impact on ground-workers and neighbouring site users. The removal or treatment of the identified contaminated material will reduce the long-term liabilities associated with the site.

11.2.2 “Alternatively, if the source of contamination is not effectively removed or treated, measures should be taken to close off the pathway to potential receptors”. Four measures to mitigate any potential impact on end users are listed in the report.

In addition to the discharge of any conditions the applicant will be required to comply with all relevant national legislation and regulations i.e. National House Building Council (NHBC) Standards. Section 4.1 of the NHBC Standards requires land management to be addressed. Some local authorities now require ‘Completion Certificates’ to be signed off following remediation works.

Haringey Council – Environmental Health Scientific Officer states: “The site investigation report from Ian Farmers Associates is satisfactory to fulfil conditions E16 and E18. However, we need to know what remediation option they are going to use and to be kept informed as the work is carried out so we can inspect”. “The statement I have is fine for the demolition”.

Further to these comments the applicant provided the following information regarding remediation:

“Arsenic was identified in two of the locations where boreholes and trial pits were taken at slightly elevated contamination levels. The remaining potential contaminants tested were at levels below the guidance levels. The remediation strategy is as follows:

- A cut and fill exercise has been undertaken to limit the spoil that will need to be removed from the site
- Most of the site is covered by buildings or hard standing and thus no pathway is likely to exist between any source of contamination and the human receptors by ingestion or dermal contact and therefore no remediation will be required
- The soft landscaped areas to be formed 300mm of insert ‘clean’ fill will be introduced as a capping layer.
- All services being introduced into the site will be surrounded with a clean inert material.

- Soil to be removed from the site will be chemically tested for arsenic to ascertain whether higher concentrations exist. The tests will be taken every 100m<sup>3</sup>.

Haringey Council - Scientific Officer has agreed that the condition should now be discharged.

### **SUMMARY AND CONCLUSION**

Haringey Council – Environmental Health (Scientific Officer) has reviewed the documents provided with the application. The details provided with the application are deemed to be adequate to fulfil the requirements of conditions E16 and E18 of planning reference HGY/2005/1439. As such, it is recommended that the details be approved and the condition be discharged.

### **RECOMMENDATION**

DISCHARGE CONDITIONS E16 and E18 of Ref: HGY/2005/1439

Registered No: HGY/2005/2227

Applicant's drawing No: N/A



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**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/0320

**Ward:** Northumberland Park

**Date received:** 16/02/2006

**Last amended date:** N/A

**Drawing number of plans:** 1204 603 V1

**Address:** Middlesex University, White Hart Lane N17 8HR

**Proposal:** Approval of details pursuant to condition E5 (storage and collection of refuse) attached to planning reference HGY/2005/1439.

**Existing Use:** Part of Former University Site

**Proposed Use:** Sixth Form College

**Applicant:** Hazle McCormack Young

**PLANNING DESIGNATIONS**

Road - Classified

**Officer Contact:** Michelle Bradshaw

**RECOMMENDATION**

DISCHARGE CONDITION E5 attached to planning reference HGY/2005/1439

**SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road, College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

## **PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal:

Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

## **DETAILS OF PROPOSAL**

This application is for approval of details pursuant to condition E5 (Storage and Collection of Refuse and Recycling) attached to planning reference HGY/2005/1439.

### **E5. STORAGE/COLLECTION OF REFUSE**

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

## **CONSULTATION**

Haringey Council – Waste Management Team  
Haringey Council – Transportation Team

## **RESPONSES**

### **Haringey Council – Waste Management Team**

The size of the storage area given over to refuse and recycling appears to be adequate. The space available to turn collection vehicles on the site appears to be quite limited. Provided the turning circles super imposed onto the plans accurately replicate the space requirements for turning a refuse vehicle, the access and egress arrangements are acceptable.



## **Haringey Council – Transportation Team**

The Transportation Team on the space requirements for turning a refuse vehicle and have no objections to the discharge of the condition.

### **RELEVANT PLANNING POLICY**

N/A

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

This application is for approval of details pursuant to condition E5 (Storage and Collection of Refuse and Recycling) attached to planning reference HGY/2005/1439.

#### **E5. STORAGE/COLLECTION OF REFUSE**

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

The refuse storage area is to be located to the north of the service yard, west of the sixth form centre building, accessible via White Hart Lane. The storage area would be 5.0m deep and 11.94m wide. The storage would be divided into three areas for recycling, general waste and food waste. Each of the three areas would contain six bins each measuring 1.265m x 0.985m. The refuse storage area would be secured with 2.10m high hardwood open lattice fencing, mild steel galvanised posts and fascia and Aluzinc corrugated metal sheet roofing.

Haringey Council – Waste Management Team were consulted on this application and consider the size of the refuse and recycling storage area to be adequate and would support the discharge of condition provided that the turning circles are sufficient for the space requirements of a refuse vehicle. Haringey Council – Transportation Group were consulted and confirm that the space for turning a refuse vehicle is meets the requirements and as such support the discharge of condition E5 (Storage and Collection of refuse).

### **SUMMARY AND CONCLUSION**

The details provided have been assessed by Haringey Council – Waste Management Team and Haringey Council – Transportation Team and found to fulfil the requirements of condition E5 (Storage and Collection of Refuse) attached to planning reference HGY/2005/1439. On this basis, it is recommended that the above condition be discharged.

**RECOMMENDATION**

DISCHARGE CONDITION E5 attached to planning reference HGY/2005/1439

Registered No: HGY/2006/0320

Applicant's drawing No: 1204 603 V1



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**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/0325      **Ward:** Northumberland Park

**Date received:** 16/02/2006      **Last amended date:** N/A

**Drawing number of plans:** 1204/100V3; 102C3, 103C3, 600V1, 601V1, 602V1, 604V1, 605V1, 607V1

**Address:** Middlesex University, White Hart Lane N17 8HR

**Proposal:** Approval of details pursuant to conditions E12, E13, E14, E15 and E19 (parking, access, and levels and thresholds) attached to planning reference HGY/2005/1439.

**Existing Use:** Part of Former University Campus

**Proposed Use:** Sixth Form College

**Applicant:** Hazle McCormack Young

**PLANNING DESIGNATIONS**

Road - Classified

**Officer Contact:** Michelle Bradshaw

**RECOMMENDATION**

DISCHARGE CONDITION E12, E13, E14, E15 & E19 attached to planning reference HGY/2005/1439

**SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road, College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and

three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

## **PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal:

Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

## **DETAILS OF PROPOSAL**

This application is for approval of details pursuant to condition E12, E13, E14, E15 & E19 attached to planning reference HGY/2005/1439

### **E12. PARKING REQUIRED - OUTLINE**

Adequate turning space, circulation space and parking accommodation in accordance with the standard adopted by the Local Planning Authority shall be constructed within the curtilage of the building to the satisfaction of and in accordance with details to be submitted to and approved by the Local Planning Authority and shall be retained to the satisfaction of the Local Planning Authority.

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.

### **E13. PARKING - LOADING/UNLOADING**

98 spaces shall be provided within the site (as shown on the plan attached) for loading, unloading and parking of vehicles.

Reason: In order to enable vehicles using the site to stand clear of the highway in the interests of road safety

### **E14. PARKING FOR PEOPLE WITH DISABILITIES**

That 11 wider parking spaces be provided and permanently maintained close to the main entrance of the proposed development for people with disabilities.

Reason: In order to ensure that people with disabilities are not excluded from using the proposed development.

#### **E15. RETAIN ACCESS FOR PEOPLE WITH DISABILITIES**

Adequate facilities including access and facilities for disabled people should be provided and maintained in accordance with the access statement, to enable ambulant and wheelchair bound people with disabilities to use the building.

Reason: In order to secure the satisfactory provision of facilities and access for people with disabilities.

#### **E19. LEVELS AND THRESHOLDS**

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.

### **CONSULTATION**

Haringey Council – Transportation Group

### **RESPONSES**

#### **Haringey Council – Transportation Group**

Although the revised site layout has resulted in 25 per cent reduction in the number of car parking spaces originally agreed, this site is within walking distance of W3 bus route providing some 20 buses per hour (two-way) for frequent connection to Wood Green tube station and the bus corridor Tottenham High Road. Also, White Hart Lane train station is sited close to the site.

### **RELEVANT PLANNING POLICY**

N/A

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

This application is for approval of details pursuant to condition E12, E13, E14, E15 & E19 attached to planning reference HGY/2005/1439

### **Condition E12 (PARKING REQUIRED – OUTLINE), E13 (PARKING - LOADING/UNLOADING) and E14 (PARKING FOR PEOPLE WITH DISABILITIES)**

The original scheme submitted as planning application HGY/2005/1439 proposed 98 car parking spaces and as such condition E12 and E13 reflected this. After Haringey Council- planning sub-committee resolved to grant planning permission, the Greater London Authority (GLA), were consulted. The GLA required changes to the plans, which included moving the building toward the northern boundary. This resulted in the reconfiguration of the parking and an overall reduction in the number of parking spaces to a total of 75 spaces (65 standard spaces and 10 disabled spaces).

Haringey Council – Transportation Team were consulted on this application for discharge of conditions and provided the following comments: “Although the revised site layout has resulted in 25 per cent reduction in the number of car parking spaces originally agreed, this site is within walking distance of W3 bus route providing some 20 buses per hour (two-way) for frequent connection to Wood Green tube station and the bus corridor Tottenham High Road. Also, White Hart Lane train station is sited close to the site”. As such, the number of car parking spaces (65), included disabled car parking spaces (10) is deemed to be adequate.

### **Condition E15 (RETAIN ACCESS FOR PEOPLE WITH DISABILITIES)**

The Access Statement provided with the original planning application ref: HGY/2005/1439 outlines means of access to the sixth form centre and within the sixth form centre building. Ramped access is provided throughout the centre in addition to automatic opening doors, doors on hold opening devices, wheel chair access toilet facilities, service counters in reception and cafeteria accessible to wheelchair users, 16 person DDA compliant lifts, disabled seating area in the theatre and a horizontal circulation minimum width of 1400mm and 2400mm access throughout.

### **Condition E19 (LEVLES AND THRESHOLDS)**



The demolition plan, Drawing No's: 1204/102/C3 and 1204/103/C3 show the boundary walls and fences which are to be retained and removed. The existing timber fence along the southern boundary on White Hart Lane and the western boundary is marked to be removed. The existing brick wall along the western boundary is marked for removal except for the section marked "C" on the plans, between the existing building and the adjacent community hall. Along the southern and eastern boundary, adjacent to the new cycle compound, the existing brick wall is to be retained. Where the current university building adjoins the Irish Centre the existing external wall and existing party wall is to be retained. Along the boundary north of the Irish Centre a new boundary wall is to be created. To the far north of the site, along the extension of College Road, a new boundary will be created.

## Northern boundary

- New 1.2m high galvanised steel powder coated railings and posts on new brick work wall
- New 2.15m brick wall on footing
- Automatic entrance gate 2m high
- New 1.8m high galvanised steel powder coated railings and posts to east of entrance gate

## North-Eastern Boundary

- New Galvanised powder coated palisade fencing 2m high with post at maximum of 2765mm centres
- New Multi purpose sports fencing 3m high

## South-Eastern Boundary

- Retention of existing walls
- Boundary between External sports Courts and Irish Centre – New Multi-purpose sport fencing 3m high

## Western Boundary

- New galvanised powder coated palisade fencing 2m high with post at maximum 2765mm centres
- Existing brick wall to be retained

## Southern Boundary

- New Mild Steel powder coated railings 1.8m high above brick work wall with bullnose coping
- New automatic sliding entrance gate to service area to south west

## **SUMMARY AND CONCLUSION**

The details provided have been assessed and found to fulfil the requirements of condition E12, E13, E14, E15 and E19 (parking, access, and levels and thresholds) of planning reference HGY/2005/1439. On this basis, it is recommended that the above conditions be discharged.

**RECOMMENDATION**

DISCHARGE CONDITIONS E12, E13, E14, E15 & E19 attached to planning reference HGY/2005/1439

Registered No: HGY/2006/0325

Applicant's drawing No's: 1204 100 V3; 1204 600, 601, 602, 604, 605, 607





Planning Applications Sub-Committee 27 March 2006 Item No. 9 (4)

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/0309      **Ward:** Northumberland Park

**Date received:** 15/02/2006      **Last amended date:** N/A

**Drawing number of plans:** 1204 606 V1

**Address:** Middlesex University, White Hart Lane N17 8HR

**Proposal:** Approval of details pursuant to condition E17 (cycle parking) attached to planning reference HGY/2005/1439

**Existing Use:** Part of Former University Site

**Proposed Use:** Sixth Form College

**Applicant:** Genesis Housing Group Ltd

**PLANNING DESIGNATIONS**

Road - Classified  
Area of Community Regeneration

**Officer Contact:** Michelle Bradshaw

**RECOMMENDATION**

DISCHARGE CONDITION E17 attached to planning reference HGY/2005/1439

**SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road, College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and

three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

## **PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal:

Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

## **DETAILS OF PROPOSAL**

This application is for the approval of details pursuant to condition E17 (Cycle Parking) attached to planning reference HGY/2005/1439

### **E17. CYCLE PARKING**

That details of secure, covered parking spaces for 200 bicycles shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development hereby approved being commenced.

Reason: to ensure adequate provision of cycle parking within the scheme.

There are two locations for cycle parking. The main area is to be located to the east of the amphitheatre, adjacent to White Hart Lane and provide 190 cycle parking spaces. A second area will be located adjacent to the sports hall entrance and provide 15 cycle parking spaces. All 205 spaces will be secure and covered by a canopy.

The canopy would be 2.60m high and 3.79m deep. The 19 x 10 cycle bays would be 4.0m wide allowing 0.25m per bike. The 1 x 15 cycle bay would be 3.0m allowing 0.20m per bike. The cycle storage area would be constructed of hot dipped galvanised steel frames and 4mm transparent polycarbonate canopies. The cycle area would be enclosed with a 1.80m high steel fence set above a 0.20m brick wall with bullnose brick coping.

## **CONSULTATION**

**Haringey Council – Transportation Team**

## **RESPONSES**

**Haringey Council – Transportation Team**

There are no objections to the removal of this condition, on transportation and highway grounds

## **RELEVANT PLANNING POLICY**

N/A

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

This application is for the approval of details pursuant to condition E17 (Cycle Parking) attached to planning reference HGY/2005/1439

### **E17. CYCLE PARKING**

That details of secure, covered parking spaces for 200 bicycles shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development hereby approved being commenced.

Reason: to ensure adequate provision of cycle parking within the scheme.

There are two locations for cycle parking. The main area is to be located to the east of the amphitheatre, adjacent to White Hart Lane and provide 190 cycle parking spaces. A second area will be located adjacent to the sports hall entrance and provide 15 cycle parking spaces. All 205 spaces will be secure and covered by a canopy.

The canopy would be 2.60m high and 3.79m deep. The 19 x 10 cycle bays would be 4.0m wide allowing 0.25m per bike. The 1 x 15 cycle bay would be 3.0m allowing 0.20m per bike. The cycle storage area would be constructed of hot dipped galvanised steel frames and 4mm transparent polycarbonate canopies. The cycle area would be enclosed with a 1.80m high steel fence set above a 0.20m brick wall with bullnose brick coping.

Haringey Council – Transportation Team has been consulted on this approval of details and have no objections or issues to raise with the details contained within the application.

On this basis, it is recommended that the details be approved and the condition discharged.

### **SUMMARY AND CONCLUSION**

The details provided have been assessed by Haringey Council – Transportation Team and found to fulfil the requirements of condition E17 (Cycle Parking) of planning reference HGY/2005/1439. On this basis, it is recommended that the above conditions be discharged.

### **RECOMMENDATION**

DISCHARGE CONDITIONS E17 attached to planning reference HGY/2005/1439

Registered No: HGY/2006/0309

Applicant's drawing No: 1204 606 V1





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**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/0004

**Ward:** Northumberland Park

**Date received:** 16/12/2005

**Last amended date:** N/A

**Drawing number of plans:** N/A

**Address:** Middlesex University White Hart Lane N17

**Proposal:** Approval of details pursuant to condition E25 (Routing of Lorries) attached to planning permission HGY/2005/1439

**Existing Use:** Part of Former University Site

**Proposed Use:** Sixth Form College

**Applicant:** Hazle McCormack Young

**PLANNING DESIGNATIONS**

Road - Borough

**Officer Contact:** Michelle Bradshaw

**RECOMMENDATION**

DISCHARGE CONDITION E25 attached to Ref: HGY/2005/1439

**SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road, College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

**PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal:

Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

### **DETAILS OF PROPOSAL**

This application is for approval of details pursuant to condition E25 (Routing of Lorries) attached to planning reference HGY/2005/1439

#### **E25. ROUTING OF LORRIES**

That a routing of lorries delivering plant or materials will only use designated road agreed in advance with the Local Planning Authority.

Reason: To minimise the impact of lorry traffic in local residential roads.

### **CONSULTATION**

**Haringey Council – Transportation Team**

### **RESPONSES**

**Haringey Council – Transportation Team**

There are no objections on transportation and highway ground to the removal of this condition

### **RELEVANT PLANNING POLICY**

N/A

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

All deliveries to the site and removal of materials/ waste from site will be recorded and kept to an absolute minimum. Unloading will be made on to hard standing areas only which will be attended to daily to ensure that surfaces are in good condition and clean.

Suppliers and Sub-contractors will be advised of the timing and routing for deliveries and vehicle movements to/from the site. Delivery/unloading times will be advised on each material ordered to be between 0800 hours and 1600 hours Monday to Friday and between 1000 hours and 1600 hours on Saturdays.

Routing for deliveries to, and waste/arising from the site will follow one of 4 main routes. These alternative routes to approach/leave the site area as described below and will be advised to all material suppliers and sub-contractors at the point of order, indicating which delivery/access gate will be used. It will be stressed to all delivery companies that these are the only vehicular routes to be used for deliveries to the site and that their choice will depend upon which numbered access gate is instructed on the order for material delivery/disposal note.

1. The route to **Gate 1 on College Road** from the North Circular Road (A 406) travelling West, is to take the left hand turn into Bull Lane immediately after the North Middlesex Hospital. Take the first left into Bridgeport Road and then the fifth turn on the right into Pretoria Road. College Road is the third turn on the right and **Gate 1** is on the left-hand side.
2. The route to **Gate 2 on White Hart Lane** from the North Circular Road travelling West, is to take the left hand turn into Bull Lane immediately after the North Middlesex Hospital. Continue into Queen Street before turning left again into White Hart Lane. **Gate 2** is on the left.
3. The route to **Gate 2 on White Hart Lane** when approaching from the North or South on the A10, Great Cambridge Road for Gate 2 take the turn East at the traffic lights into White Hart Lane towards Tottenham. Follow White Hart Lane, bearing left at the mini roundabout (do not follow the road ahead into Creighton Road) and continue to follow White Hart Lane as it bears right; Gate 2 is on the left hand side.
4. To access **Gate 1 on College Road** approaching from the A10, Great Cambridge Road, take the turn East at the traffic lights into White Hart Lane towards Tottenham. Follow White Hart Lane, bearing left at the mini roundabout (do not follow the road ahead into Creighton Road) and then turn left into Queen Street. Take the second turn right into Bridgeport Road and then the fifth turn right into Pretoria Road. College Road is the third turn on the right and **Gate 1** is on the left.

Haringey Council – Transportation Team has been consulted on this application. The Transportation Officer had no objection to the routing 1, 2, or 3 as outlined above however requested that further information be provided by the applicant as to the choice of routing 4.

The applicant provided the following statement: “Route 4, from the A10 junction with White Hart Lane, specifically directs traffic away from the mini roundabout at the junction of White Hart Lane and Creighton Road which

cannot cater for large vehicles. This prevents vehicles from approaching Pretoria Road or White Hart Lane from the North where cars parked by commuters using the station restrict the road width and make it impassable to heavy goods vehicles. We are therefore directing delivery vehicles through the industrial area on Queen Street and around to the south end of Pretoria Road to access College Road.

Haringey Transportation Team has responded to this statement stating that they have no objections on Transportation and Highway grounds to the removal of this condition.

### **SUMMARY AND CONCLUSION**

Haringey Council – Transportation Team has reviewed the documents provided with the application. The details provided with the application are deemed to be adequate to fulfil the requirements of conditions E25 (Routing of Lorries) attached to planning reference HGY/2005/1439. As such, it is recommended that the details be approved and the CONDITION BE DISCHARGED.

### **RECOMMENDATION**

DISCHARGE CONDITIONS E25 attached to planning reference:  
HGY/2005/1439

Registered No: HGY/2006/0004

Applicant's drawing No: N/A



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REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

**Reference No:** HGY/2006/0308      **Ward:** Northumberland Park

**Date received:** 15/02/2006      **Last amended date:** N/A

**Drawing number of plans:** 539/DHA/001/ Rev D, 539/DHA/004/ Rev B

**Address:** Middlesex University White Hart Lane N17 8HR

**Proposal:** Approval of details pursuant to condition E20 (Landscaping Scheme) and E21 (Hard Landscaping) attached to planning reference HGY/2005/1439

**Existing Use:** Part of Former University Site

**Proposed Use:** Sixth Form College

**Applicant:** Hazel McCormack Young

## **PLANNING DESIGNATIONS**

Road - Classified  
Area of Community Regeneration

**Officer Contact:** Michelle Bradshaw

## **RECOMMENDATION**

DISCHARGE CONDITION E20 and E21 attached to planning reference HGY/2005/1439

## **SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road, College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

## **PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal: Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

## **DETAILS OF PROPOSAL**

This application is for approval of details pursuant to condition E20 (Landscaping Scheme) and E21 (Hard Landscaping) attached to planning reference HGY/2005/1439

### **E20. LANDSCAPING SCHEME TO BE APPROVED**

*Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those existing trees to be retained, those existing trees to be removed and 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 LPA.*

*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.*

### **E21. HARD LANDSCAPING**

*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.*

**CONSULTATION**

N/A

**RESPONSES**

N/A

**RELEVANT PLANNING POLICY**

N/A

**ANALYSIS/ASSESSMENT OF THE APPLICATION**

This application is for approval of details pursuant to condition E20 (Landscaping Scheme) and E21 (Hard Landscaping) attached to planning reference HGY/2005/1439

**E20. LANDSCAPING SCHEME TO BE APPROVED**

*Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of those existing trees to be retained, those existing trees to be removed and 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.*

The statement describes the concept of the soft landscaping scheme as outlined in plan 539/DHA/004.

The soft landscaping scheme has been designed in response to the site characteristics and local environment as well as the functional requirements associated with an urban educational establishment.

The predominant colours proposed for the planting scheme are blue, gold and white to complement and enhance the fabric of the building.

The soft landscaping scheme comprises:

#### Frontage to White Hart Lane

The site frontage is designed predominantly as a hard landscape with new and existing trees providing the main landscape framework. A semi-circle of trees in hard paving will create a bold feature, mirroring the form of the building, sweeping around the frontage of the theatre. A line of trees will continue across the frontage to the west of the pedestrian entrance comprising predominantly of existing trees.

Existing street trees will be retained where appropriate to help knit the new building into the surrounding streetscape. Proposed new street trees planting will link into the band of existing trees, helping to create a more legible and attractive pedestrian environment.

A new line of trees will link to the existing band of trees and will define a grid forming a seating area on the site frontage.

#### Theatre Garden

Planting is proposed throughout this area to define areas of use and provide visual interest. Some tree planting is also proposed to create structural diversity in the planting scheme and to provide some dappled shade in summer.

#### SEN Garden

Small areas of specimen planting are proposed adjacent to coloured boundary walls to provide visual and sensory interest.

#### Main Courtyard

Blocks of low level planting are proposed in a geometric pattern of stepped retaining wall planters. Planter walls will be used as formal seating. Culinary and herb species may be used in the courtyard closest to the college kitchens.

A line of trees in hard paving runs through the two courtyards. Trees will be relatively small structural trees providing visual interest and dappled shade in summer.

### Car Park

A line of new trees in shrub and ground cover planting is proposed along the perimeter of the car park to the sites northern boundary. The line of the trees is set out in relation to existing trees within the Home Zone on College Road. The trees will create a strong linear feature along this boundary as well as providing a degree of visual screening of the building and car park to local residents.

### Other Areas

Where appropriate, planting is proposed in other areas to enhance spatial and visual quality and to provide screening or enclosure. An Oak is proposed in the south-west car park to compensate for tree loss from the site.

### Indicative Plant Schedule

The plans show a schedule of plant species including trees, shrubs, herbaceous plants, ornamental grasses and bulbs.

Plant species will be selected to suit conditions associated with both the urban and educational environment and the various high profile courtyard, garden and car-park locations.

Plant species will also be selected to suit and benefit the micro-climate of each space or courtyard.

Plants will be selected for their colour, leaf texture, flowers, scent and stem form. Many will be evergreen to provide all year round interest. Plants will be of local provenance where possible.

Note: Full details of tree works are detailed in application reference HGY/2005/2291 – Approval of Details pursuant to condition E22 and E23 (Trees).

The details contained within plan no. 539/DHA/004 Rev B are considered to fulfil the requirements of condition E20 (Landscaping Scheme) attached to planning reference HGY/2005/1439. As such, it is recommended that the condition be discharge.

## **E21. HARD LANDSCAPING**

*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.*

Plan 539/DHA/001 Rev D contains a schedule of materials to be used in the hard landscaping of the scheme. The areas of hard landscaping predominantly include the Main Entrance off White Hart Lane, Theatre Garden to the east of the Theatre, two internal courtyards, SEN Garden to the north east and car park to the north. The materials include:

Unit Paving – Concrete paving flags in a variety of sizes and colours

Monolithic Surfacing – Rubber Crumb Surfacing – SSP Wet Pour in Mid Blue, Ochre and Green

Retaining Walls – 400mm/600mm high wall - Blue engineering brick to match building

**Note: The boundary retaining walls will dealt with under Planning Application Ref: HGY/2006/0325 “Approval of Details pursuant to conditions E19 (Levels and Thresholds)**

Street Furniture – Steel Litter powder coated metallic grey 480 x 520 x 270mm

Stone and Concrete Benches – Marshalls ‘Barioni’ and Marshalls cube 600 etched silver grey 600mm<sup>3</sup>

Fibre optic lighting to blue resin bound glass paving

The details contained within plan no. 539/DHA/001 Rev D are considered to fulfil the requirements of condition E21 (Hard Landscaping Scheme) attached to planning reference HGY/2005/1439. As such, it is recommended that the condition be discharge.

## **SUMMARY AND CONCLUSION**

The details provided have been assessed and found to fulfil the requirements of condition E20 (Landscaping Scheme) and E21 (Hard Landscaping) of planning reference HGY/2005/1439. On this basis, it is recommended that the above conditions be discharged.

## **RECOMMENDATION**

DISCHARGE CONDITIONS E20 and E21 of Ref: HGY/2005/1439

Registered No: HGY/2006/0308

Applicant's drawing No: 539/DHA/001/ Rev D, 539/DHA/004/ Rev B







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Planning Applications Sub-Committee 27 March 2006 Item No. 7

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Date received:** 17/10/2005

**Last amended date:**

**Drawing number of plans**

**Address:** 278 -296 High Road N15 4AJ

**Proposal:** Approval of details pursuant to conditions 3, 5,6,9,11 &13 ( Materials, Hard landscaping, Tree Protection, Refuse, Archaeological work programme & 13 Boundary treatments ) attached to planning reference HGY/2004/2292 AND

Approval of details pursuant to conditions 3,5,6,7,8,11,12, 13 & 14 ( Materials, Boundary treatments, Hard landscaping, Refuse, Landscaping treatment and protection of sycamore tree, Detail scale drawings, Shopfront fascia drawings, Permeable Hard landscaping & Central satellite dish) attached to planning reference HGY/2005/1173

**Existing Use:** residential/commercial

**Proposed Use:** residential/commercial

**Applicant:** Ankur Architects

**Ownership:** private

**PLANNING DESIGNATIONS**

ROAD - TRUNK

**Officer Contact:** Elizabeth Ennin-Gyasi

**RECOMMENDATION**

AGREE TO DISCHARGE CONDITIONS

**SITE AND SURROUNDINGS**

The site is on the east side of the High Road and includes the former Connaught' Public House. It was previously ground floor commercial with

upper floors in residential use. The buildings on the site have been demolished and construction works is in progress. The site lies directly opposite the College of North East London and it is in Tottenham Green Conservation Area.

### **PLANNING HISTORY**

HGY/2004/2292 -Proposal: Demolition of existing buildings & erection of 2 X 4 storey blocks & 1X 2storey block, comprising of 5 X A1 retail/ commercial units on ground floor, 12 X 1bed flats & 14 X 2bed flats & 4 X 3 bed houses, landscaping - Approved. 10 January 2005

HGY/2005/1173 -Proposal: Demolition of existing buildings & erection of 2 X 4 storey blocks, comprising of 2 X A1 retail/ commercial units on ground floor, 6 X 1bed flats & 8 X 2bed flats – Approved 23 August 2005

### **DETAILS OF PROPOSAL**

Discharge of conditions as detailed above

### **CONSULTATION**

Local residents  
Conservation Team  
Waste Management  
Arboriculturalist  
English Heritage

### **RESPONSES**

Conservation Team – comments received  
Waste Management – comments received  
Arboriculturalist – comments received  
English Heritage - comments received

### **RELEVANT PLANNING POLICY**

None

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

Planning permission was granted on 10 January 2005 ( GY/2004/2292/2293) for demolition of existing buildings & erection of 2 X 4 storey blocks & 1X 2storey block, comprising of 5 X A1 retail/ commercial units on ground floor, 12 X 1bed flats & 14 X 2bed flats & 4 X 3 bed houses & landscaping. Conditions 3, 5,6,9,11 &13 required the submission of a detail schemes relating to Materials, Hard landscaping, Tree Protection, Refuse, Archaeological work programme & Boundary treatments for approval. And for

Planning permission ( HGY/2005/1173/) granted on 23 August 2005 for demolition of existing buildings & erection of 2 X 4 storey blocks, comprising

of 2 X A1 retail/ commercial units on ground floor, 6 X 1bed flats & 8 X 2bed flats. Conditions 3, 5,6,7,8,9,11, 12 ,13 & 14 required the submission of a detail schemes relating to Materials, Boundary treatment, Hard landscaping, Refuse, Soft landscaping & protection of sycamore tree , Archaeological work programme, Detail scale drawings, Shopfront fascia drawings, Hard landscaping & Central satellite dish for approval.

The applicant has submitted proposed schemes for conditions detailed above as follows:

### Condition 3 – Materials

Drawing Nos. 2004/215; 2004/216 & 2004/217 outlines the proposal for materials, the main elevation fronting the High Road would be Brickwork on the corner & end buildings with brick slips in the middle part of the building. The rear buildings would be brickwork and render.

- Red brick – Milton Hall Windsor Red – Hanson Building Products – sample submitted.
- Red brick slips - Milton Hall Windsor Red – Hanson Building Products – sample submitted. Hanson's Wonderwall System will be used to support brick slips – Technical literature submitted.
- Blue Brick - Westbrick Staffordshire Blue Brindle smooth from Ibstock - sample submitted
- Roof Finish - 'VM Zinc Plus' with quartz finish zinc - sample submitted
- Windows - Powder coated double-glazed aluminium windows (RAL colour 7015- slate gray) with secured by design approval - colour chart submitted.
- External doors: Powder coated double-glazed aluminium windows (RAL colour 5013-cobolt blue) with secured by design approval - colour chart submitted.
- Render – STO Ref -37111 softer white - sample submitted. This product is considered to be less prone to be affected by traffic pollution.

The external materials submitted are considered to be acceptable and would be inkeeping with the surroundings & the Conservation Area.

### Conditions 5 , 6 & 13 – Hard Landscaping

Drawing No. 2004/07/46B outlines the proposal for hard landscaping.

- Permeable concrete paviors in brindle and charcoal - samples submitted

The design and paving samples submitted are considered to be acceptable.

Condition 6 & 8 Soft Landscaping; Protection of Sycamore Tree

- Drawing No. 2004/07/46B illustrate the proposal for soft landscaping. Existing sycamore tree is under Tree Preservation Order. The proposed scheme includes evergreen trees as advised by the Council's Tree Officer.

The scheme for soft landscaping is considered to be acceptable.

Condition 5 & 13 Boundary Treatment

Drawing No. 2004/07/45B illustrate the proposal for boundary treatment.

- 1.8m high boundary wall (East & South East of Site) to be built in mixture of Danehill Yellow Facings (60%) & Selected Dark Facings (40%) by Freshfield lane Brickworks Ltd (Samples included). 600mm timber trellis is to be provided above 1.8 high brick wall.

The scheme for boundary treatment is considered to be acceptable.

Condition 7 & 9 Refuse & Waste Storage

Drawing No. 2004/07/44B illustrate the proposal for Refuse & Waste Storage.

- The collection for the commercial units would be from the High Road, where shop owners will be required to leave their waste bags outside at an agreed time. The collection for the residential units would be from Tottenham Green East with the provision of a central bin store for the houses to reduce the distance for the refuse vehicles.

The arrangements for the commercial and residential units are considered to be satisfactory in consultation with the Council's Waste Management Service, therefore the scheme is considered to be acceptable.

Condition 9 & 11 Archaeological Work Programme

- English Heritage has commented that in relation to 280 -296 High Road -HGY/2004/2292 – 'no further archaeological work is necessary under this application and that the archaeological conditions have been satisfied'. However, on 278 High Road - HGY/2005/1173; they stated – 'Archaeological Solutions, who carried out the evaluation

work, have submitted a draft report for my comment. There are areas of this report that need to be re-visited before it can be accepted, which I have discussed with them directly. Accordingly, the condition itself should not be discharged or deemed satisfied until this has been received and approved.'

In accordance to English Heritage advice the condition attached to 278 High Road has yet to be satisfied, therefore this condition cannot be discharged. However, in relation to 280-296 High Road (HGY/2004/2292) discharged of the condition is recommended.

#### Condition 11 Detail Scale Drawings

- Drawing No 2004/07/215-218 illustrate the detail scale drawings. Drawings No: 2004/07/215-217- elevation drawings showing external materials, roof & ground datum levels. Drawings No: 2004/07/218 - 1/20 scale sections showing external material and supports.

Detailed drawings submitted is considered to be acceptable.

#### Condition 12 Shopfront fascia drawings

- Drawing No. 2004/07/49A illustrate the proposed shopfront design.

The scheme for shopfront design is considered to be acceptable.

#### Condition 14 Central Satellite Dish

- The applicant propose to provide the development with cable connection and to prevent individual residents acquiring satellite dishes by stipulating in lease/rental agreement that no aerials/satellite dishes would be allowed to be fixed to the exterior of the buildings.

This is considered to be an acceptable solution to this condition.

### **SUMMARY AND CONCLUSION**

The scheme for external material, hard landscaping, soft landscaping & tree protection, refuse & waste storage, boundary treatments, archaeological work programme (2004/2292), detailed drawings, shopfront design & satellite dish and samples submitted are considered to be acceptable. Accordingly, discharge of conditions 3, 5,6,9, 11&13 pursuant to planning permission HGY/2004/2292 and conditions 3,5,6,7,8,11,12, 13 & 14 pursuant to planning permission HGY/2005/1173 is recommended.

However, in relation to archaeological work programme condition 9 pursuant to planning permission HGY/2005/1173, submissions are not satisfactory, therefore this condition is not recommended for discharge.

**RECOMMENDATION**

Discharge conditions as described in this report

Registered No. HGY/2005/1918

Applicant's drawing No.(s) 2004/215,216, 217, 218-2004/07/44B, 45B, 46B, 49A





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Planning Applications Sub-Committee 27 March 2006 Item No. 9 (8)

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2005/2350

**Ward:** Northumberland Park

**Date received:** 23/12/2005

**Last amended date:** N/A

**Drawing number of plans:** N/A

**Address:** Middlesex University, White Hart Lane N17

**Proposal:** Approval of details pursuant to condition E27 (Methodology Statement) attached to planning permission HGY/2005/1439

**Existing Use:** Part of Former University Site

**Proposed Use:** Sixth Form College

**Applicant:** John McCormack Hazle McCormack Young

**PLANNING DESIGNATIONS**

Road - Borough

Area of Community Regeneration

**Officer Contact:** Michelle Bradshaw

**RECOMMENDATION**

DISCHARGE CONDITON E27 attached to planning reference HGY/2005/1439

**SITE AND SURROUNDINGS**

The site is located to the north east of Haringey. The site is currently known as the Middlesex University site, located on White Hart Lane. The site is bounded by White Hart Lane to the south, Pretoria Road to the east and Queen Street to the west. The north end of the site is bounded by the back of the houses on Durban Road.

The surrounding land use is predominantly residential. The most common housing type is two-storey terraced-dwellings, located along Pretoria Road, College Road, Durban Road and Queen Street. To the south of the site, along White Hart Lane, are four storey blocks containing one and two bed flats and three-storey terrace dwellings. The Haringey Irish Centre abuts the site to the south-east. This is an existing community and social facility.

## **PLANNING HISTORY**

Planning permission was granted on 28/10/2005 for the proposal:

Erection of new buildings to provide:

- i) New sixth form centre comprising a 2/4 storey building with central atrium to provide performing arts, catering, sport, media, music and ICT facilities with 98 car park spaces, new access and 2.4m high perimeter fencing (Full Planning Application);
- ii) New 3 /4 storey residential buildings to provide 42 x 1 bed, 67 x 2 bed, 13 x 3 bed and 1 x 4 bed units (all affordable) with 68 car parking spaces and new access (Full Planning Application);
- iii) New 70 bed care home for elderly, associated parking & access from College Road (Outline Application)

## **DETAILS OF PROPOSAL**

This application seeks approval of details pursuant to conditions E27 (Methodology Statement) attached to planning reference HGY/2005/1439

### **E27. METHODOLOGY STATEMENT**

That a detailed methodology statement concerning the organisation and control of the construction process to be carried out, including details of the reuse of materials resulting from the demolition of existing buildings and associated construction works, including excavation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In order to ensure the efficient use and reuse of materials and minimise waste and traffic movements.

## **CONSULTATION**

**Haringey Council – Environmental Health (Scientific Officer)**

## **RESPONSES**

**Haringey Council – Environmental Health (Scientific Officer)**

The Environmental Health Scientific Officer has no objection to the details contained in the methodology statement submitted and is fine for the demolition to proceed.

## **RELEVANT PLANNING POLICY**

N/A

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

This application seeks approval of details pursuant to conditions E27 (Methodology Statement) attached to planning reference HGY/2005/1439

### **E27. METHODOLOGY STATEMENT**

That a detailed methodology statement concerning the organisation and control of the construction process to be carried out, including details of the reuse of materials resulting from the demolition of existing buildings and associated construction works, including excavation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In order to ensure the efficient use and reuse of materials and minimise waste and traffic movements.

It was requested that in as the reason for the methodology statement seeks to minimise waste and vehicle movements that further information be submitted regarding traffic generation during construction be submitted to the planning department. The applicant provided the following details:

We anticipate an average of 10 lorry movements per day. We have sought to minimize the removal of waste and spoil arising from the site by the following actions:

- Concrete and masonry arising from the demolition of the existing buildings is being crushed on site and will be used as sub base material below the ground floor slab footprint of the new building, below the new roads and hard standings and as backfill to basement excavations.
- The level of the building ground slab has been adjusted to minimize the removal of excavated materials from the site. The most efficient cut and fill has been calculated to achieve a zero removal.
- vibro piling has been chosen to engineer the existing subsoil to achieve the ground loadings necessary for the new building without the need to remove unsuitable material and replace with suitable imported materials.
- Waste materials from the building processes will be collected in bins and crushed on a weekly basis using a rubbish cart compactor rather than using skips, thus reducing the number of waste vehicle movements from 5 to 1 per week.

Haringey Council – Environmental Health (Scientific Officer) was consulted on this application and has no objection to the details contained in the methodology statement submitted and is fine for the demolition to proceed.

### **SUMMARY AND CONCLUSION**

Haringey Council – Environmental Health (Scientific Officer) has reviewed the documents provided with the application. The details provided with the application are deemed to be adequate to fulfil the requirements of conditions E27 attached to planning reference HGY/2005/1439. As such, it is recommended that the details be approved and the condition be discharged.

### **RECOMMENDATION**

DISCHARGE CONDITION E27 attached to planning reference HGY/2005/1439

Registered No: HGY/2005/2350

Applicant's drawing No: N/A



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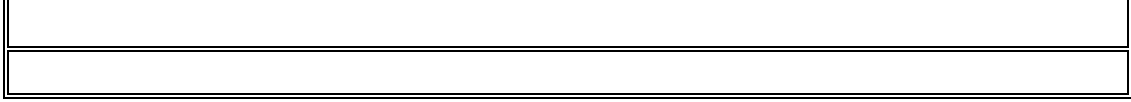


**HARINGEY COUNCIL****Agenda Item No.**

<b>Committee:</b>	Planning Applications Sub-Committee	
<b>Date:</b>	27 March 2006	
<b>Report of:</b>	Director of Environmental Services	
<b>Contact Officer:</b>	Anniemay Royal Trinnaman	
<b>Designation:</b>	Senior Administrative Officer	<b>Tel:</b> 020 8489 5168
<b>Report Title:</b>	Town and Country Planning Act 1990 Tree and Country Planning (Trees) Regulations 1999	
<b>1. PURPOSE:</b>	The following report recommends Tree Preservation Orders be confirmed.	
<b>2. SUMMARY:</b>	<p>Details of confirmation of Tree Preservation Order against trees located at:</p> <ol style="list-style-type: none"> <li>1) Entrance to the Gas Works bordering 123 Hornsey Park Road N8</li> <li>2) 17 Christchurch Road N8</li> <li>3) 12-14 Southwood Lawn Road N6</li> <li>4) 26 Crescent Road N8</li> <li>5) 15 View Road N6</li> </ol>	
<b>3. RECOMMENDATIONS:</b>	To confirm the attached Tree Preservation Orders.	
<b>4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985</b>	<p>With reference to the above Act the background papers in respect of the following reports</p> <p>Summaries comprise the planning application case file.</p> <p>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 Administration on (020) 8489-5508.</p>	

**Report Authorised by:** .....  
**Shifa Mustafa**  
**Assistant Director Planning, Environmental**  
**Policy**  
**& Performance**

<b>Committee:</b>	Planning Applications Sub-Committee	
<b>Date:</b>	27 March 2006	
<b>Report of:</b>	Director of Environmental Services	
<b>Contact Officer:</b>	Anniemay Royal Trinnaman	<b>Tel:</b> 020 8489 5168
<b>Designation:</b>	Senior Administrative Officer	
<b>Report Title:</b>	Town and Country Planning Act 1990 Town and Country Planning (Trees) Regulations 1999	
<b>1. PURPOSE:</b>	The following report recommends Tree Preservation Orders be confirmed.	
<b>2. SUMMARY:</b>	<p>Details of confirmation of Tree Preservation Order against trees located at:</p> <ul style="list-style-type: none"> <li>6. Tile Kiln Lane N6</li> <li>7. 72 Palace road N8</li> <li>8. Cedar Court, Colney Hatch Lane N10</li> <li>9. 25 Truro Road N22</li> <li>10. 42 Shepherds Hill N6</li> <li>11. Southwood Park, Southwood Lawn Road N6</li> <li>12. 2-4 Broadlands Road N6</li> <li>13. 23A Albert Road N4</li> <li>14. 30 Muswell Hill N10</li> </ul>	
<b>3. RECOMMENDATIONS:</b>	To confirm the attached Tree Preservation Orders.	
<b>4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985</b>	<p>With reference to the above Act the background papers in respect of the following report</p> <p>Comprise the tree preservation file.</p> <p>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 Administration on 020 8489-5508.</p>	



**Haringey Council**

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on Group of Lime Trees (shown within a broken black line on the attached plan) specified in this report. Originally it was proposed that 10 trees would be covered in this T.P.O. However, the number is now 7

**REPORT:**

The tree are located at : Entrance to the Gas works bordering 123 Hornsey Park Road

**SPECIES:** Group of 7 Limes trees (G1)

**CONDITION:** Fair

The Council's Arboriculturalist has reported as follows:

The original request for a TPO came from the Parkside Malvern Residents Association (PMRA) who represent many local residents including those on Hornsey Park Road. The area including group of trees is part of a larger area proposed for re-development under Eastern Haringey Heartlands Master plan. This may have put the trees at risk due to the future development proposals.

An objection was raised to the TPO by National Grip, the site owners, It was stated that the TPO would impose a constraint on any development of the site.

I would disagree with this assertion, as the trees occupy only a small piece of land on the periphery on the site.

The tree forms an import amenity feature due to the lack of other trees and suitable planting locations along a heavily used highway.

The trees have an important historical relevance to this area. They are some of the few remaining Lime trees that once graced most of the gardens of the local houses developed from farm land in the late 19<sup>th</sup> century.

The group of Lime trees warrant being protected by a T.P.O on the following grounds.

The trees are of high amenity value and suitable to their location.

The trees are visible to all local residents and road users from a public place. They can clearly be seen from Hornsey Park Road, N8. Limes have been planted historically on or adjacent to highways due to their tolerance of pollution and regular pruning. Their importance is increased because the off street parking and pavement parking leaves little opportunity for new tree planting on Hornsey Park Road.

The trees provide a habitat for wildlife

The trees create an important habitat increasing local bio-diversity. They provide a food source and shelter for wide variety of local wildlife, including invertebrates, birds and mammals.

The trees provide a screen

The trees provide a screen to the proposed development site and because of their size; help to break up an often harsh, local urban environment of built structures.

The trees appear healthy for their age and species

The trees are semi-mature specimens, appearing healthy for their age and species, Lime trees can live for 200-300 years. The trees have a long safe useful life expectancy. Lime trees also tolerate pruning, so can easily be managed in the future.

### **Comments from Head of Development Control**

Concern has been expressed by the Landowner that a TPO would place a constraint on the development of this site; further, any implications for the Heartlands Master Plan must be assessed.

Firstly, the trees concerned are very close to the back edge of the pavement, very much on the perimeter of the site. If they were more centrally located there would be greater impact on future redevelopment potential, but in this position the trees should have minimal effect; there will be other factors to be assessed in siting any development in this area, including the building lines of adjacent terraces of houses, and the need to avoid overshadowing or overlooking. There is already an existing vehicular access to the site immediately south of the group of trees.

Secondly, the Council Arboriculturalist has reduced the number of trees involved, from 10 to 7 ; the two trees at southern end (closest to the access road), and one tree at northern end (adjacent to house at 123 Hornsey Park road) are not of such quality as the others due to previous pollarding. This reduction should also minimise any impact on the development potential of the site. The Arboriculturalist has advised that the protection distance from stems of trees to any future

construction works should be 6 meters.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on Oak tree  
T2 specified

In this report.

**REPORT:**

The tree is located 17 Christchurch Road N8  
(formerly 135 Crouch Hill)

**SPECIES:** T2 Oak

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

The original TPO request was for two trees, an Oak (T2) and a Himalayan  
Pine (T1) at 135

Crouch Hill. A new development was proposed for the site and it was thought  
the two trees

would be under treat... The development never took place. Subsequently, the  
land on which

the two trees are located was sold and now forms part of the title. 17  
Christchurch Road N8.

An objection has been made from the owner of 17 Christchurch road,  
regarding the

Himalayan Pine (T1). Since the tree is no longer under from development

and the property  
has previously suffered subsidence damage, it would be prudent to confirm the  
TPO subject

to modifications, excluding the Pine tree(T1)

**However, no objection has been made regarding the Oak. The Oak tree  
(T2)**

**Warrants being protected by a T.P.O. on the following grounds**

The tree is of high amenity value.

The tree is visible to all local resident from a public place, It can clearly be seen  
from Crouch

Hill, N8. It can also be seen from the rear of many adjacent properties.

The tree provides a habitat for wildlife

The tree is native species and because of its age, create an important habitat  
increasing

Local bio-diversity. It provides a food source and shelter for wide variety of  
local wildlife,

Including invertebrates, bird and mammals. This may include protected  
species such as

Bats.

The tree provides a screen

The tree provides a screen to nearby buildings and because of its size helps to  
break up an

Often, harsh local urban environment

The tree is suitable to its location

The tree contributes greatly to the character of the Crouch end Conservation  
Area. It is one

of many mature trees found in the rear gardens of Christchurch Road and  
Crouch Hill, a

number of which are protected by TPO's. The trees' location is suitable also  
approximately

20m from nearest property. It therefore presents a low risk in respect of any  
possible

subsidence damage claim.

The tree a significant specimen

The tree is a mature specimen, having good form and appears healthy for its  
age and

species. Oak trees can live for 200-300 years and in certain conditions much  
longer. This



tree has a long safe useful life expectancy.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree (T2- Oak) under Section 198 of the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**  
**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 12-14 Southwood Lawn Road N6

**SPECIES:** Lawsons Cypress (T1)

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1. The tree is high amenity value, being visible to all local residents.
2. The tree is a mature specimen, having good form, it is approx. 12 m high, triple stemmed at 50cm with a stem diameter of 30-40cm.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 26 Crescent Road N8

**SPECIES:** T1 (Taxus Baccatta) Yew

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

- 1.The tree is high amenity value, being visible to many local residents.
  - 2.The tree is a native species and provides a habitat for local wildlife.
  - 3.The tree is a semi-mature specimen, having good form, of normal vigour. It is approx 10m high with a D.B.H of approx 30cm.
  - 4.The location is suitable,. Approx 10m from nearest point of property and unlikely to represent a risk in respect of subsidence claim.
  5. The tree could be maintained easily in the future.
- No objections have been received.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 15 View Road N6

**SPECIES:** T1 Birch

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1. The tree is high amenity value, being visible to local residents.
  2. The tree is a semi-mature specimen, having good form, of normal vigour, no defects and  
In good health.
  3. There are no arboricultural reason for the removal.
  4. The tree is a native species. It enhances the area visibly..
- No objections have been received.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree

specified in This report.
<b>REPORT:</b> The tree is located Waterboard Cottaage, Tile Kiln Lane N6
<b>SPECIES:</b> Quercus rober  <b>CONDITION:</b> Good The Council's Arboriculturalist has reported as follows:  <b>A Tree Preservation Order</b> should be attached on the following grounds:  1.The tree is high amenity value, being visible to many local residents.  2. The tree is a native species and provides a habitat for wildlife.  3.The tree appears to be healthy mature specimen, having good form, of normal vigour. It is approx 16m high with a D.B.H. of approx 100cm and has a crown spread of 9m  No objections have been received.
<b>RECOMMENDATION:</b> The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in  
This report.

**REPORT:**

The tree is located 72 Palace Road N8

**SPECIES:** Fagus Sylvatica (Beech)

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1. The tree is high amenity value, being visible to many local residents.
2. The tree is a native species and provides a habitat for wildlife.
3. The tree is a mature specimen, having good form, of normal vigour. It is approx 15m high with a D.B.H. of approx 1m.
4. The tree could be maintained easily in the future.
5. A Section 201 Direction should be included as the tree is in immediate danger of being

Felled.

No objections have been received.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 25 Truro Road N22

**SPECIES:** Gingko biloba)

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

- 1.The tree is high amenity value, being visible to number local residents in Truro Road.
2. The species is quite rare in an urban environment.
- 3.The tree is a mature specimen, having good form, of normal vigour. It is approximately  
12m in height with a stem diameter at breast height. with a D.B.H. of 30cm.

No objections have been received.

**RECOMMENDATION:**

**The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.**

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in  
This report.

**REPORT:**

The tree is located Cedar Court, Colney Hatch Lane N10

**SPECIES:** Various

**CONDITION:** Various

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1.The trees are of great amenity value, being visible to all local residents in Cedar Court, Seymour Court, and resident in Colney Hatch Lane and Pages Hill.

2. The trees are of native species or wildy naturalised and are of huge benefit to local wildlife.

3.The trees are semi- mature specimens, having good form and of normal vigour.

No objections have been received.



**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 42 Shepherd Hill N6

**SPECIES:** T1 Fagus sylvatica (Beech) T2 Fraxinus Excelsior (Ash)

**CONDITION:** Fair

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1. The trees are of high amenity value, being visible to local residents..
2. The trees are of native species and provide a habitat for local wildlife.
3. The trees act as a screening effect to many local resident from neighbouring properties..
4. The location for both trees is suitable, being far away from neighbouring properties and

Unlikely to represent a risk in respect of a subsidence claim.

5. The trees are mature specimens, having good form and normal vigour. T1. is

approximately 20m high with D.H.B of 1m . T2 is approximately 20m high with a D.H.B of 75m

No objections have been received.

**RECOMMENDATION:**

The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in  
This report.

**REPORT:**

The tree is located Southwood Park, Southwood Lawn Road N6

**SPECIES:** T1 Yew (*Taxus baccata*)

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

- 1.The trees is of high amenity value and from a public place, Southwood Lawn Road.
2. The tree is a native species and provides a habitat for local wildlife.
- 3.The tree is in good condition, of good form and normal vigour and is suitable

to its location.

4. The tree is 7m high with stem diameter of 35m.

No objections have been received.

**RECOMMENDATION:**

**The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.**

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 2 –4 Broadlands Road N6

**SPECIES:** T1 Sycamore T2 Cedar T3 Magnolia

**CONDITION:** Good

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1.T1 Sycamore

This is mature tree of high amenity value, it appears healthy for It's age and species. It is

26m tall an a average crown spread of 14m. it can be seen from Grange Road, a public

Place.

2. T2 Cedar

This is a mature tree of amenity value. It appears healthy for it's age and species. It is 17m

tall with an un even crown spread of 12m . It can be seen from Grange Road a public

place.

3.T3 Magnolia

This is a mature tree of amenity value, it appears healthy for it's age and species. It is 8m

tall with an average crow spread of 11m..

The trees appear to be healthy mature specimens, having good form and of normal vigour.

The trees are amenity value, two being visible from Grange road to many local residents

The trees are benefit for local bio-diversity, providing a habitat for local wildlife

No objections have been received.

**RECOMMENDATION:**

**The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.**

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

The tree is located 23A Albert Road N4

**SPECIES:** T1 London Plane

**CONDITION:** Fair

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

1. The tree is of amenity value and is visible to many local residents.
2. The tree is wildy naturalised in UK and provides a habitat for local wildlife.
3. The tree is approximately 125-150 years old and appears in a healthy condition..
4. The tree can easily be maintained at its current height by pruning..
5. The tree is 6m high with a stem diameter of 76m.

No objections have been received.

**RECOMMENDATION:**

**The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.**

**PLANNING APPLICATIONS SUB-COMMITTEE 27 March 2006**

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999**

**SUMMARY:**

This report seeks to confirm the Tree Preservation Order placed on the tree specified in

This report.

**REPORT:**

he tree is located 30 Muswell Hill N10

**SPECIES:** T1 Ash

**CONDITION:** Fair

The Council's Arboriculturalist has reported as follows:

**A Tree Preservation Order** should be attached on the following grounds:

- 1.The tree is of significant amenity value and is clearly visible to all local residents.
2. The tree appears in a fair condition, and normal vigour for the species. .
- 3.The tree is 14m high with a stem diameter of 93cm measured at 1.5m
4. The tree is native species providing a habitat for wildlife

No objections have been received.

**RECOMMENDATION:**

**The Tree Preservation Order upon the aforementioned tree under the Town and Country Planning (Trees) Regulations 1990 be confirmed.**

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