



**Haringey** Council

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## Planning Sub Committee

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MONDAY, 5TH DECEMBER, 2011 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

**MEMBERS:** Councillors Basu, Beacham, Demirci (Chair), Erskine, Peacock (Vice-Chair), Reid, Rice, Schmitz and Waters

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### AGENDA

**1. APOLOGIES**

**2. URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 12 below.

### **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 **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

### **4. DEPUTATIONS/PETITIONS**

To consider receiving deputations and/or petitions in accordance with Part Four, Section B, Paragraph 29 of the Council's Constitution.

### **5. MINUTES (PAGES 1 - 28)**

To confirm and sign the minutes of the Planning Sub Committee held on 14 November 2011.

### **6. PLANNING APPLICATIONS (PAGES 29 - 30)**

In accordance with the 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, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

### **7. LAND TO THE WEST OF TOTTENHAM HALE STATION / OFF WATERMEAD WAY, STATION ROAD, N17 (PAGES 31 - 50)**

Erection of canopies over proposed Bus Station; Erection of bus drivers building; Erection of public realm canopy; Erection of taxi queue canopy.  
RECOMMENDATION: Grant permission, subject to conditions.

### **8. LAND TO REAR OF 10 - 12 ST JAMES'S LANE, N10 (PAGES 51 - 76)**

Demolition of existing lock-up garages and the erection of a 2 storey 4 bedroom dwelling with 1<sup>st</sup> floor partially accommodated within the roof space.  
RECOMMENDATION: Grant permission subject to conditions.

**9. 389 WIGHTMAN ROAD, N8 0NA (PAGES 77 - 86)**

Replacement of existing hall, wadu facilities and kitchen with a new three storey wing to the existing mosque.

RECOMMENDATION: Grant permission, subject to conditions.

**10. 606 LORDSHIP LANE, N22 5JH (PAGES 87 - 102)**

Erection of 3 storey block comprising 6 x 2 bedroom flats.

RECOMMENDATION: Grant permission subject to conditions and subject to a section 106 legal agreement.

**11. APPEAL DECISIONS (PAGES 103 - 108)**

To advise the Sub Committee on Appeal decisions determined by the Department for Communities and Local Government during October 2011.

**12. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at item 2 above.

**13. DATE OF NEXT MEETING**

9 January 2012, 7pm.

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Friday, 25 November 2011

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**MINUTES OF THE PLANNING SUB COMMITTEE  
MONDAY, 14 NOVEMBER 2011**

Councillors: Basu, Beacham, Demirci (Chair), Erskine, Mallett, Peacock (Vice-Chair), Reid, Schmitz and Waters

Also Present: Councillor Bevan

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>	<b>ACTION BY</b>
PC72.	<p><b>APOLOGIES</b></p> <p>Apologies for absence were received from Cllr Rice, for whom Cllr Mallett was substituting.</p>	
PC73.	<p><b>URGENT BUSINESS</b></p> <p>An item of urgent business had been received in respect of Clarendon Square, seeking the addition of an additional condition to the permission already granted, relating to health and safety.</p> <p>It was clarified for the record that this report was only seeking agreement to the addition of a condition, and that voting in favour of this proposal did not necessarily constitute endorsement of the planning application itself, consideration of which not all Members had taken part in.</p> <p>On a vote of 7 in favour, 1 against and 1 abstention it was:</p> <p><b>RESOLVED</b></p> <p>That the addition of the following condition to the decision on 22 September 2011 to grant outline planning permission (subject to conditions, a s106 legal agreement and the Mayor's Direction) for land at Haringey Heartlands between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross/East Coast Mainline – Ref. No. HGY/2009/0503 be approved:</p> <p><i>“No part of the development shall be occupied until the Hazardous Substances Consent for the gasholder station has been revoked or varied in accordance with the Planning Hazardous Substances Act 1990, as amended, such that the Health and Safety Executive (HSE) does not advise that permission should be refused on safety grounds, and written confirmation of the necessary revocation or variation has been issued by the London Borough of Haringey as local planning authority.</i></p> <p><i>Reason: in the interests of health and safety, it is necessary to ensure that the adjoining gas infrastructure will not present a risk to safety.”</i></p>	

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<p><b>PC74.</b></p>	<p><b>DECLARATIONS OF INTEREST</b></p> <p>Cllr Schmitz declared a personal interest in agenda item 11, 677 Green Lanes, as having taken part in an online discussion forum with regards to the site.</p> <p>Cllr Demirci declared a personal interest in agenda item 7, Wood Green Police Station, as the matter had been discussed at a Ward meeting at which he had been present, but he had not participated in the discussion.</p>	
<p><b>PC75.</b></p>	<p><b>DEPUTATIONS/PETITIONS</b></p> <p>There were no deputations or petitions.</p>	
<p><b>PC76.</b></p>	<p><b>MINUTES</b></p> <p><b>RESOLVED</b></p> <p>That the minutes of the meeting held on 10 October 2011 and the special meeting held on 22 September 2011 be approved and signed by the Chair.</p>	
<p><b>PC77.</b></p>	<p><b>WOOD GREEN POLICE STATION, 347 HIGH ROAD, N22</b></p> <p>The Committee considered a report, previously circulated, which set out details of the application, the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis. The report recommended that the application be granted, subject to conditions. The Planning Officer gave a presentation on key elements of the report, and advised that while no details of the internal layout or design of the custody suite could be provided for security reasons, the design standards for this would be as set out by the Home Office design guide for police buildings and other relevant guidance. It was also confirmed that if the custody suite at Wood Green were full, the central cell allocation service would identify the nearest police station with available space for allocation to any new detainee.</p> <p>The Committee was advised of two proposed variations to the conditions as set out in the report; in relation to condition 4 regarding noise levels, it was proposed that this condition be changed such that with the exception of the emergency generator, the noise level would be as set out in the existing condition, but with the emergency generator running, the noise could be above the background noise level; in relation to condition 19 on disabled parking spaces, the Metropolitan Police had requested that of the 4 disabled parking bays marked out, three of these could be used for operational vehicles at times when the disabled parking spaces were not required.</p>	

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The Committee examined the plans and discussed the application. In relation to concerns raised that prisoners should not be held in the custody suite for more than 72 hours, officers advised that this was not a material planning consideration, and that the use of the custody suite was ancillary to the primary use as a police station; therefore, any condition added in respect of use of the custody suite would be outside the Committee's remit. In response to concerns raised regarding potential issues with vehicles associated with the police station parking at property owned by addressed as part of the Travel Plan, which was covered by the proposed condition 20 as set out in the report.

Concern was expressed that it should be clear that the custody suite at Wood green was not to be used for remand prisoners, and it was moved by Cllr Schmitz that an informative be added limiting the maximum amount of time that prisoners could be kept in the custody suite to 72-hours. On a vote of 2 in favour and 7 against, this motion fell.

The Chair moved the recommendations of the report, with the amendments to the conditions in respect of external noise and disabled parking, and on a vote of 8 in favour and 1 against it was:

**RESOLVED**

- 1) That planning permission be granted in accordance with planning application reference HGY/2011/1094 subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the London Borough of Haringey (under Section 106 of the Town and Country Planning Act (as amended) 1990) in order to secure the following general items:

- Highways, Transport and Access Improvements
- Administration Charge

Monitoring

To ensure that the s106 obligations are honoured in a full and timely manner, implementation of the s106 obligations will be subject to regular monitoring and target dates will be set where appropriate.

- 2) That permission be granted subject to conditions and subject to section 106 Legal Agreement in accordance with the approved plans and documentation as follows:

Applicant's drawing No's: 990.P.700 REV P1; 001 REV P1; 102 REV P1; 103 REV P1; 104 REV P1; 105 REV P1; 106 REV P1; 107 REV P1; 110 REV P1; 111 REV P1 and 112 REV P1

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Subject to the following conditions:

**COMMENCEMENT OF DEVELOPMENT**

1. The development to which this permission relates must be commenced 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 and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

**DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS**

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.

**DETAILS OF MATERIALS**

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until precise details and samples of the facing materials and roofing materials to be used for the external construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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.

**CONTROL OF EXTERNAL NOISE**

4. The design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the



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above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order to protect the amenity of nearby residential occupiers.

**LIGHTING PLAN**

5. Notwithstanding the details of lighting referred to in the application submission, full details of a lighting plan for the site shall be submitted to and approved in writing by the local planning authority, prior to the occupation of the premises.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

**LANDSCAPING – LANDSCAPING SCHEME**

6. Notwithstanding the details of landscaping referred to in the application the development shall not be brought into use until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include a) those existing trees to be retained; b) those existing trees to be removed; c) those new trees and shrubs to be planted together (including green roofs) with a schedule of species d) hard surfacing.

Reason: To enhance the appearance of the development and in the interest of safeguarding the amenities of residents in the area.

**LANDSCAPING – IMPLEMENTATION/MAINTENANCE**

7. All landscaping and ecological enhancement works, including planting, seeding or turfing comprised in the approved scheme of landscaping shall be completed no later than the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of FIVE years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority. All hard landscaping and means of enclosure shall be completed before the development is occupied.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area.

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LANDSCAPING – PROTECTION OF EXISTING TREES

8. No development shall commence until an Arboricultural method statement, including a tree protection plan, has been prepared in accordance with BS5837:2005 “Trees in Relation to Construction”, and approved by the Local Planning Authority. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed and installed as recommended in the method statement. The protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.

Reason: To protect the trees which are to be retained and in the interest of the visual amenities of the area.

BOUNDARY TREATMENT

9. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

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

WASTE MANAGEMENT AND RECYCLING

10. A detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme shall be carried out in strict accordance with the approved details. Arrangements will need to be made with an authorised/ licensed waste carrier for trade to collect refuse and recycling from the premises.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities.

HOARDINGS

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11. Prior to the commencement of development full details of a scheme for the provision of hoardings to be erected around the site from the commencement of works and to be retained during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved unless otherwise agreed in writing by the local planning authority.

Reason: In order to have regard to the visual amenity of the locality and the amenity of local residents, businesses and visitors during construction works.

**CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

12. The development hereby approved shall not commence until a Construction Environmental Management Plan, including Site Waste Management Plan and a Site Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

**CONSTRUCTION DUST MITIGATION**

13. No development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the site specific Construction Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works being carried out on the site.

Reason: To protect the environment and amenities of the locality.

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**CONSTRUCTION – CONSIDERATE CONTRACTORS**

14. The site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In the interest of amenity.

**CONSTRUCTION TRAFFIC MANAGEMENT PLAN &  
CONSTRUCTION LOGISTICS PLAN**

15. The development hereby permitted shall not commence until a Construction Traffic Management Plan (incorporating Travel Plan), including a Construction Logistics Plan (CLP) and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

Reason: In the interest of residential amenity and highway safety and to promote sustainable transport and in order to confine construction traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

**CONSTRUCTION HOURS**

16. 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.

**CCTV AND SECURITY LIGHTING**

17. Prior to occupation of the development a scheme showing full details for the following shall be submitted to and approved in writing by the Local Planning Authority.

- a) CCTV;
- b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and

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create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

**CYCLE PARKING**

18. The development hereby approval shall include the provision of 30 (thirty) cycle racks which shall be enclosed within a lockable shelter.

Reason: To increase the use of sustainable travel modes by staff of this development.

**DISABLED PARKING**

19. The development hereby approved shall include the provision of 4 (four) disabled car parking bays within the site.

Reason: To assist the mobility-impaired staff and patrons of this development.

**TRAVEL PLAN**

- 20.A Travel Plan, in compliance with Transport for London Guidance, shall be submitted to and approved in writing by the local planning authority, at least 3 months in advance of occupation of the development.

Reason: In order to encourage the use of sustainable modes of transport for journeys to/from the site.

**SIGNAGE**

21. Prior to occupation of the development, precise details of any signage proposed as part of the development shall be submitted to and approved in writing by the local planning authority.

Reason: to achieve good design throughout the development and to protect the visual amenity of the locality.

**BREEAM – DESIGN STAGE ASSESSMENT**

22. The development hereby permitted shall be built to a minimum standard of "Very Good" under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be

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submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

**BREEAM CERTIFICATE**

23. The development hereby permitted shall be built to a minimum standard of "Excellent" under the Building Research Establishment Environmental Assessment Method (BREEAM). Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the "Excellent" BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

**LONDON FIRE AND EMERGENCY PLANNING AUTHORITY**

24. Prior to the commencement of the development the applicant shall consult the London Fire and Emergency Planning Authority (LFEPA) regarding fire fighting access and arrangements and a letter confirming that the LFEPA is satisfied with the proposal shall be submitted to the local planning authority.

Reason: To ensure suitable fire fighting access and arrangements are provided.

**INFORMATIVES:**

**INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS**

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

INFORMATIVE: The development hereby approved shall include the retention of historic internal features such as the memorial plaque and external historic features such as the traditional blue police lamp.

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REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to support the provision of social infrastructure, including police facilities.
- b) The building and its proposed use are considered to be suitably located in respect of the surroundings, impact on neighbouring properties and site constraints and it is considered there would be no significant adverse impacts in terms of noise, disturbance, overlooking or overshadowing.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, policy G1 Environment, G2 'Development and Urban Design', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 Waste Storage, UD8 Planning Obligations, M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 Protection, Improvement & Creation of Pedestrian & Cycle Routes, M10 'Parking for Development', CSV1 Development in Conservation Areas, CSV3 'Locally listed buildings & designated sites of industrial heritage interest'.

Section 106: No

**PC78.**

**FORMER LYNX DEPOT, COPPETTS ROAD, N10**

The Committee considered a report, previously circulated, which set out details of the application, the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis. The report recommended that permission to replace the extant planning consent be granted, subject to conditions. The Planning Officer gave a presentation outlining key elements of the application and responded to questions from the Committee.

The Committee suggested that the mixed-use nature of the scheme should be retained in order to protect employment at the site, and requested that a condition be added to the effect that there should be no residential use permitted on the particular site in question. On a vote of 7 in favour of this condition and one abstention, it was agreed that such a condition should be added.

On the motion of the recommendations of the report and the

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additional condition as set out above it was:

**RESOLVED**

That application HGY/2011/1624 for a new planning permission to replace an extant planning permission HGY/2008/1484 be granted, subject to conditions and an additional condition preventing residential use of the site.

**IMPLEMENTATION**

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

**EXTERNAL APPEARANCE / SITE LAYOUT**

3. 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. 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.

5. 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



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satisfaction of the Local Planning Authority.

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

**CONSTRUCTION**

6. 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.

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

**TRANSPORTATION**

8. No development shall commence until the developer has entered into an agreement under s278 of the Highways Act 1980 with the Local Highway Authority for works towards an improvement scheme aimed at assisting pedestrians and cyclists, to the sites eastern periphery along Coppetts Road.

Reason: In the interests of highway and pedestrian safety.

9. Prior to the occupation the buildings hereby approved, a satisfactory Travel Plan, to comply with Transport for London Guidance, shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall then be implemented by the applicant in accordance with the timescales, targets and other details set out within the plan.

Reason: In the interest of ensuring sustainable travel patterns and to reduce reliance on private motor

**OTHER**

10. The ground, first floor windows and dormer windows in the south-eastern elevation of the two L-shaped buildings as shown on the approved plans shall contain obscure glazing which shall be installed prior to occupation and retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

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Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking.

11. Prior to the commencement of development, details of energy efficient design and the potential for the use of renewable energy sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the 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 numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

**REASONS FOR APPROVAL:**

This application for a new planning permission to replace an extant planning consent HGY/2008/1484 is considered acceptable on the grounds that since the approval of this application there has been no overriding change in the Council's policy position or no new material considerations, other than a need to secure a financial contributions towards improving the footway along the adjoining section of Coppetts Road. The proposal is considered to be consistent with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP5 Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Councils SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8b 'Materials' and the Council's 'Housing' Supplementary Planning Document (2008).

Section 106: No

**PC79.**

**1 TREESIDE PLACE, CRANLEY GARDENS, N10**

The Committee considered a report, previously circulated, which set out details of the application, the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis. The report recommended that the application be granted, subject to conditions. The Planning Officer gave a presentation highlighting key elements of the report, and responded to questions from the Committee.

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In response to a question from the Committee regarding the Planning Inspector's view that a crossover at the site proposed would not pose a hazard in respect of road safety, and whether this was still valid, Maurice Richards, Transport, advised that the data with regards to road safety at that site had been looked into and it was not felt that there was any safety implication. It was also confirmed, in response to a question from the Committee, that there was no issue in respect of the ground level at the site of the hard standing. The Committee asked about the scope for planting between the parking area and Parkland Walk, in response to which it was confirmed that planting could be undertaken by the applicant, but that the difference in ground level and existing fence between the site and Parkland Walk meant that the parking area was currently not visible from Parkland Walk.

Cllr Jim Jenks addressed the Committee on behalf of local residents, and expressed concern at the proposal when previous applications for similar works had been refused. The Planning Inspector had stated that the retention of access at the current location was harmful to the character and appearance of the area and that use of the hard standing area for off street parking would further harm the appearance of the area and street scene. It was also reported that objections made by the Cranley Gardens Residents' Association had been omitted from the report. Cllr Jenks advised that the proposal would contribute to an erosion of open space in the area and asked the Committee not to grant the application.

A local resident, Ms Sutton-Klein assisted Cllr Jenks in responding to questions from the Committee. In response to a question regarding the nature of the appeal considered by the Planning Inspector in March 2011, it was reported that it was a very similar scheme to the current application, for the retention of the western access, closure of the eastern gate and associated works, including hard standing and parking. The Committee asked the nature of the objections from the Cranley Gardens Residents' Association which were reportedly omitted from the report, in response to which it was advised that these clarified the comments of the Planning Inspector. Ms Sutton-Klein advised that residents' original objections to the new houses on the site had been addressed by means of assurances regarding the soft landscaping, which were now not being met.

Colin Marr, representing an informal campaign group opposed to crossovers across the borough, addressed the Committee and stated that the four large houses on the site had very limited garden amenity, and that this proposal would reduce that further. Mr Marr felt that while the planning report recommended granting permission 'on balance', in fact the balance of the report should lead to a recommendation for refusal. Concern was raised that a

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process of attrition was being used to achieve this scheme, and that if permission were granted, it would lead to the private appropriation of a public asset and the introduction of unsightly and uncontrolled parking. Mr Marr urged the Committee to refuse the application.

In response to a question from the Committee regarding the location of the proposed crossover, Mr Marr advised that it was too close to the roundabout and crossing. Mr Marr did not accept that a crossover at that location would limit parking there, and stated that there was increased risk from vehicles reversing out onto the highway.

Laurence Wilbraham, agent for the applicant, addressed the Committee and stated that the two appeals referred to in 2009 related to the erection of a double-garage in conjunction with the retention of the crossover, and that the appeals in 2011 related to an enforcement notice and non-determination of an application to retain the full width of the existing gateway. In accordance with the view that the height of the wall and width of the access were excessive, a lower wall and narrower access were proposed, and the existing eastern access would be closed up with a wall in keeping with the rest of the streetscape. It was reported that this would improve visibility and would have no impact on the nearby MOL. Dr Christodoulou, the applicant, addressed the Committee and advised that the rear wall at the premises was 2m high, with a further drop of a metre to the level of Parkland Walk, which obscured any view of parked cars at the premises from Parkland Walk. It was further stated that the western crossover was a distance of 26 metres away from the junction. Dr Christodoulou requested that the Committee grant the application.

In response to questions from the Committee regarding the Planning Inspector's finding that the crossover would be harmful, Mr Wilbraham advised that this was on the basis of the original width of the access being retained – it was now proposed that this be narrowed, and that the height of the posts be reduced in height, in line with others on the street.

The Committee examined the plans. In response to a final question from the Committee on access to the parking space, Mr Richards advised that 2.7m, the proposed width of the access, was the standard access width and that he would have no concerns regarding the ability of a standard family-sized car to enter or exit such a gateway safely.

The Committee voted on the recommendation of the report and on a vote of 7 in favour and 2 against it was:

**RESOLVED**

That application HGY/2011/1292 be approved, subject to

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conditions.

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 vehicular access hereby permitted shall be laid out in the position shown on the approved plan. The applicant is required to re-instate the redundant section of footway, necessary works falling within the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

Reason: In the interests of highway safety and amenity.

4. The extent of hardstanding shall be no more than as shown on the submitted drawings and shall be for the parking of no more than 2 private vehicles.

Reason: In order to limit the extent of parking in the interests of visual amenity

5. The existing gate shall be removed and the new enclosing wall built and the redundant drive shall be removed and permanently laid out as a landscaped garden within 6 months of this planning permission being granted and the former hardstanding area shall not in the future be covered in hard landscaping, altered in level or enclosed by a boundary treatment higher than the existing without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity and highway safety.

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.

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

**REASONS FOR APPROVAL**

The proposed closure of existing access, retention of new access and associated works to the front boundary treatment, due to their design and siting, would be in keeping with the subject property, cause no harm to the character and appearance of the area and have no impact on the safety drivers, pedestrians and other road users. The proposal is therefore in compliance with Policies UD3 'General Principles', UD4 'Quality Design', OS5 'Development adjacent to Open Spaces' and OS6 'Ecologically Valuable Sites and Corridors' of the Unitary Development Plan 2006.

Section 106: No

**PC80.**

**7 ORCHARD PLACE, N17**

The Committee considered a report, previously circulated, which set out details of the application, the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis. The report recommended that consent be granted subject to conditions and a deed of variation to the current s106 agreement. The Planning Officer gave a presentation outlining the key points of the report and responded to questions from the Committee.

Cllr Bevan addressed the Committee in objection to the application. He expressed concern that the applicant was currently using the site illegally as a builders yard and that, were the application granted, this would lead to a further three years' illegal use of the site. It was requested that the application for an extension of time be granted for only one year. In response to a question from the Committee, Cllr Bevan advised that this would encourage compliance as, if work were not undertaken within a year, the application would then be in breach of the new planning guidance on room sizes that was to be introduced.

The Planning Officer confirmed that the existing room size directive, which was currently guidance only, may be strengthened as an SPD in the next year, although it was not yet determined to what size of site the standards would apply. The Legal Officer advised the Committee that as an application for a renewal, the actions available to the Committee were limited – a different decision could only be reached if there had been a change in policy circumstances since the granting of the original permission. Although there were circumstances in which a shorter period of time could be granted, it was advised that these were not applicable in this case. In response to a question regarding how the likely future change in policy would affect the

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Committee's decision, it was advised that the decision had to be made in light of current circumstances. It was confirmed that any legal action being taken in respect of the site was an entirely separate process and should not be taken into consideration.

The Committee examined the plans. The recommendation of the report was moved and on a vote of 7 in favour and 2 against it was:

**RESOLVED**

That permission be granted to replace extant Planning Permission reference number HGY/2008/0462, subject to the conditions (as set out below) continuing to apply in all respects other than as modified by the approval of this Planning Permission and subject to Section 106 agreement attached to this previous consent also continuing to apply other than any variation to Section 106 Agreement considered necessary to the Councils Legal Department.

**IMPLEMENTATION**

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

**MATERIALS & EXTERNAL APPEARANCE**

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. A scheme for the treatment of the surroundings of the

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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.

5. Details of the hard surfacing for the car parking area and footpaths in front of the proposed building shall be submitted to and approved by the Local Planning Authority prior to commencement of the development; such details shall include the provision of permeable paving or surfacing.

Reason: In order that the Council shall be satisfied as to the external appearance of the frontage to the property.

6. 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.

**PERMITTED DEVELOPMENT RIGHTS**

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

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

**CONSTRUCTION**

8. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays

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

9. Prior to commencement of development, details of a



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scheme of sound insulation between the ground floor commercial floorspace and the residential accommodation above shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the residential accommodation.

Reason: In order to ensure that the proposed conversion does not give rise to an unacceptable loss of amenity for occupiers within the property as a result of inadequate insulation & soundproofing.

10. The desktop study and Conceptual Model covering risk assessment, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements shall be submitted to the Local Planning Authority until approved in writing by the Local Planning Authority.

Reason: In order to protect the environmental aspects of the site & the locality.

**TRANSPORTATION**

11. The parking and access arrangement shall be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, and thereafter retained for that specific use.

Reason: To protect pedestrian amenity and in the interests of highway safety.

**REASONS FOR APPROVAL**

The application for a new planning permission to replace an extant planning permission HGY/2008/0462 should be approved on the grounds that since the approval of this application there has been no overriding change in the Council's policy position or no new material considerations to take account of. It is felt that residential development is an appropriate use on the subject site as other existing residential buildings are in close proximity to the yard and the railway line. The overall layout is satisfactory, the proposal would relate satisfactorily to the scale and character of the existing adjacent block, there would be no adverse impact on the neighbouring properties, there is reasonable car parking and cycle stands provided on the site. As such the proposal is in accordance with Policies UD3 'General Principles', UD4 'Quality Design', HSG 1 'New Housing Developments', HSG 2 'Change of Use to Residential', M10 'Parking for Development' and the Councils SPG 1 'Design Guidance' and Housing SPD 2008 of the Haringey Unitary Development Plan and Haringey Supplementary Planning Guidance Document contexts.

**INFORMATIVE:** Prior to demolition existing buildings, an

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	<p>asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p>INFORMATIVE: No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust as specified in condition 10. The site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p>INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573)</p> <p>Section 106: Yes</p>	
<p><b>PC81.</b></p>	<p><b>677 GREEN LANES, N8</b></p> <p>The Committee considered a report, previously circulated, which set out details of the application, the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis. The report recommended that the application be granted, subject to conditions and subject to a section 106 legal agreement. The Planning Officer gave a presentation, outlining key aspects of the report, and responded to questions from the Committee.</p> <p>In response to a question from the Committee, it was confirmed that a condition could be added requiring the detailing of the windows and stucco surrounds on the extension to take its cues from the existing detailing. It was noted that the intention was for the extension to be subordinate to the main building, for which reason the detailing should not fully replicate the existing, but echo it. It was confirmed that it was proposed to landscape the forecourt of the site and remove the existing crossover.</p> <p>The Committee examined the plans and asked further questions of officers. In response to a question regarding the proposed waste facilities, it was noted that waste management were satisfied and that a condition was also proposed to address this issue. Concerns were raised regarding the future use of the site, and specifically whether there was a way of preventing its use for a betting shop. In response to this, a condition was suggested along the lines that the ground floor of the premises must be retained as A4 use unless an agreed viability study is submitted and approved by the planning authority, in order to ensure appropriate control any change of use, and to address concerns relating to the potential loss of social and community benefits</p>	

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associated with the site's use as a public house. Cllr Peacock expressed strong objections to the proposed additional condition, as it was clear that the premises was not viable as a public house, otherwise it would still be in use.

The Committee voted on the proposed additional condition and on a vote of 6 in favour and 3 against, it was agreed that this condition be added. The recommendation of the report was moved and on a vote of 7 in favour, 1 against and 1 abstention it was:

**RESOLVED**

1) That, with the addition of an additional condition that the ground floor must be retained as A4 use unless an agreed viability study is submitted and approved by the planning authority, planning permission be granted in accordance with planning application HGY/2011/1358 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 and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- 1.1 A contribution of £24,000.00 towards educational facilities within the Borough according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;
- 1.2 A sum of £6,500 (six thousand five hundred pounds) towards an improvement scheme aimed at encouraging and assisting the residents of the development to walk and cycle. The works will include the removal of a redundant crossover and service road entrance and footway resurfacing to the site frontage onto Green Lanes and Frobisher Road;
- 1.3 A sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the residential units shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the Traffic Management Order(s) (TMO);
- 1.4 Plus a recovery costs / administration / monitoring of £1,000.00. This gives a total amount for the contribution of £31,500.00.

2) That in the absence of the Agreement referred to in the resolution above being completed by 30<sup>th</sup> March 2012, planning application reference number HGY/2011/1358 be refused for the

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following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education the proposal is contrary to Policy UD8 'Planning Obligations' of the adopted Haringey Unitary Development (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

3) In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) 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 contemplated in resolution (1) above to secure the obligations specified therein.

4) That following completion of the Agreement referred to in (1) above, planning permission be granted in accordance with planning application no HGY/2011/1358 and the Applicant's drawing No's 121-A0-101, JDD/QHPH-03, 04, 06, 01, 07, 02, 10, 08 09, 05, 01, 121-A0-006-09 & 121-A0-002-005 and subject to the following conditions:

Conditions:

**IMPLEMENTATION**

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

3. The details of a 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.

4. Before first occupation of any part of the residential accommodation secure cycle parking shall be provided in accordance with a scheme that shall previously have been submitted to and approved in writing with the local planning authority. Development shall only be carried out in accordance with the approved details.

Reason: To encourage cycling as a means of transport and to protect pedestrian amenity and in the interests of highway safety.

**MATERIALS & EXTERNAL APPEARANCE**

5. 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.

**PERMITTED DEVELOPMENT RIGHTS**

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

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

**CONSTRUCTION**

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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 1300 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. Prior to commencement of development, details of a scheme of sound insulation between the ground floor commercial floorspace and the residential accommodation above shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the residential accommodation.

Reason: In order to ensure that the proposed conversion does not give rise to an unacceptable loss of amenity for occupiers within the property as a result of inadequate insulation & soundproofing.

**REASONS FOR APPROVAL**

The proposed extension and conversion of this building is considered acceptable and will relate satisfactorily to the scale and character of the existing building and its surroundings with no adverse impact on the neighbouring properties. The proposed residential units will be secured as 'car free' development. The proposal is in accordance with policies UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', HSG1 'New Housing Development', HSG2 'Change of use to Residential', HSG10 'Dwelling Mix' and CSV3 'Locally Listed Buildings' and Policy M9 'Car-Free Residential Developments' of adopted Haringey Unitary Development Plan 2006 and Supplementary Planning Guidance SPG1a 'Design Guidance' and the 'Housing' Supplementary Planning Documents (adopted October 2008).

Section 106: Yes

<p><b>PC82.</b></p>	<p><b>APPEAL DECISIONS</b></p> <p>The Committee considered a report on appeal decisions determined by the Department for Communities and Local Government during September 2011.</p> <p><b>NOTED</b></p>
<p><b>PC83.</b></p>	<p><b>DELEGATED DECISIONS</b></p> <p>The Committee considered a report on decisions made under delegated powers by the Head of Development Management and the Chair of the Sub Committee between 26 September 2011 and</p>

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	30 October 2011.  <b>NOTED</b>	
<b>PC84.</b>	<b>NEW ITEMS OF URGENT BUSINESS</b>  The Committee asked whether it would be possible to receive legal advice on degree to which the Committee's actions were circumscribed in respect of applications for extension of time of existing planning consent, and the question of when a shorter period of time could be granted. It was agreed that this advice would be supplied.	
<b>PC85.</b>	<b>DATE OF NEXT MEETING</b>  Monday, 5 December 2011, 7pm.	

COUNCILLOR ALI DEMIRCI  
Chair

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Agenda item:

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**Planning Sub-Committee** **On 5<sup>th</sup> December 2011**

Report Title: Planning applications reports for determination	
Report of: Lyn Garner Director of Place and Sustainability	
Wards(s) affected: All	Report for: Planning Sub-Committee
<p><b>1. Purpose</b>          Planning applications submitted to the above Sub-Committee for determination by Members.</p>	
<p><b>2. Summary</b>          All applications present on the following agenda consists of sections comprising a consultation summary, an officers report entitled planning considerations and a recommendation to Members regarding the grant or refusal of planning permission.</p>	
<p><b>3. Recommendations</b>          See following reports.</p>	
<p>Report Authorised by: <i>PP. P. S. Smith</i>          Marc Dorfman          Assistant Director Planning, Regeneration &amp; Economy</p>	
<p>Contact Officer: Ahmet Altinsoy          Development Management Support Team Leader <span style="float: right;">Tel: 020 8489 5114</span></p>	
<p><b>4. Local Government (Access to Information) Act 1985</b>          Planning staff and application case files are located at 6<sup>th</sup> Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: <a href="http://www.haringey.gov.uk">www.haringey.gov.uk</a>. From the homepage follow the links to ‘planning’ and ‘view planning applications’ to find the application search facility. Enter the application reference number or site address to retrieve the case details.</p> <p>The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.</p>	

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Planning Sub-Committee 5 December 2011

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****Reference No:** HGY/2011/1587**Ward:** Tottenham Hale/Tottenham Green**Date received:** 16/08/2011**Last amended date:** N/A

**Drawing number of plans:** Applicant's drawing No's: A-567-2000, 200, 2010, 2011, 2020, 2021, 2922, 2023, 2030, 2031, 2032, 2040,2041, 2042, 2043 (All Revision 00); Design and Access Statement 567/300/DAS/100811

**Address:** Land to the West of Tottenham Hale Station/off Watermead Way, Station Road N17 9LR

**Proposal:** Erection of canopies over proposed Bus Station; Erection of bus drivers building; Erection of public realm canopy; Erection of taxi queue canopy

**Existing Use:** Various Uses including Public Highway and Station Land

**Proposed Use:** Structures Associated with Tottenham Hale Station & Bus Station

**Applicant:** Transport For London

**Ownership:** Public

**PLANNING DESIGNATIONS**

Road Network: Borough Road

**Officer contact:** Michelle Bradshaw

**RECOMMENDATION**

GRANT PERMISSION subject to conditions

**SITE AND SURROUNDINGS**

The site includes land to the west of Tottenham Hale Station and land off Watermead Way, Station Road and Ferry Lane. The site which is the subject of the specific works associated with this full planning application is not located within a conservation area, however the wider works partially fall within the Tottenham High Road Conservation Area,

## **PLANNING HISTORY:**

### **Planning Application History**

Various planning applications in and around this site for a variety of works. The most recent and relevant application is a concurrent Certificate of Lawfulness application:

HGY/2011/1594 - Certificate of Lawfulness for new and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities and including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus – PENDING

### **Planning Enforcement History**

No Enforcement History for this site.

## **DETAILS OF PROPOSAL**

This application seeks planning permission for the Erection of canopies over proposed Bus Station; Erection of bus drivers building; Erection of public realm canopy; Erection of taxi queue canopy.

## **CONSULTATION**

Haringey Building Control  
Haringey Transportation Team  
Haringey Waste Management Team

Ward Councillors – Tottenham Hale  
Ward Councillors – Tottenham Green  
Tottenham CAAC  
FLAG – Ferry Lane Action Group  
Tottenham Hale Residents Association  
Tottenham Civic Society

## **RESPONSES**

Haringey Transportation Team - The highway and transportation authority have been involved in extensive discussions with Transport for London regarding this proposal. There are no highway and transportation objections.

Haringey Waste Management Team – No object subject to an informative regarding waste arrangements.

## **RELEVANT PLANNING POLICY**

### **NATIONAL POLICY**

#### **National Planning Policy Statements and Guidance**

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change-Supplement to PPS1
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Guidance 24: Planning and Noise

### **REGIONAL PLANNING POLICY**

#### **London Plan 2011**

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 5.3 Sustainable design and construction
- Policy 6.1 Integrating transport & development – Strategic Approach
- Policy 6.7 Better Streets and Surface Transport
- Policy 6.11 Smooth Traffic Flow and Tackling Congestion
- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing Out Crime
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
  
- The Mayor's Sustainable Design & Construction SPG (2006)
- The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG
- The Mayor's Accessible London: Achieving an Inclusive Environment SPG
- The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

### **LOCAL PLANNING POLICY**

#### **Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)**

- G1 Environment
- G2 Development and Urban Design
- G9 Community Well Being
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- ENV2 Surface Water Runoff
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement, Creation of Pedestrian & Cycle Routes

## **Haringey Supplementary Planning Guidance and Documents**

- SPG1a Design Guidance (Adopted 2006)
  - SPG4 Access for All (Mobility Standards) (Draft 2006)
  - SPG5 Safety By Design (Draft 2006)
  - SPG7a Vehicle and Pedestrian Movements (Draft 2006)
  - SPG7b Travel Plans (Draft 2006)
  - SPG7c Transport Assessment (Draft 2006)
  - SPG8a Waste and Recycling (Adopted 2006)
  - SPG8b Materials (Draft 2006)
  - SPG8c Environmental Performance (Draft 2006)
  - SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
  - SPG8e Light Pollution (Draft 2006)
  - SPG9 Sustainability Statement Guidance Notes & Checklist (Draft 2006)
  - SPG10e Improvements Public Transport Infrast. & Services (Draft 2006)
- Tottenham Hale Urban Centre Masterplan

## **Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)**

- SP1 Managing Growth
- SP4 Working towards a Low Carbon Haringey
- SP6 Waste and Recycling
- SP7 Transport
- SP11 Design

## **Draft Development Management Policies (Published for Consultation May 2010)**

- DMP9 New Development Location and Accessibility
  - DMP13 Sustainable Design and Construction
  - DMP15 Environmental Protection
  - DMP20 General Principles
  - DMP21 Quality Design
  - DMP22 Waste Storage
- Draft Sustainable Design and Construction SPD (October 2010)

## **OTHER DOCUMENTS**

- CABE Design and Access Statements
- Diversity and Equality in Planning: A Good Practice Guide (ODPM)
- Planning and Access for disabled people: A Good Practice Guide (ODPM)
- Demolition Protocol Developed by London Remade
- Secured by Design

## ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be:

- Principle and Background of the Development
- Design, Mass, Bulk and Scale
- Access for All
- Maintenance and Safety and Security
- Equalities Impact Assessment

### Principle and Background of the Development

In 2007/2008 Transport for London Interchange developed a detailed design for the expansion of the rail and underground station at Tottenham Hale to accommodate increasing passenger numbers and allow for potential future development of the 2 track railway to a 4 track railway. These projects along with a number of related initiatives by the LDA, TfL and LB Haringey have a direct physical and operational impact on the bus station and station square.

The Tottenham Hale Urban Centre Masterplan sets out a framework for regeneration immediately to the north and west of Station Square. The plan includes approximately 12 hectares of light industrial land and park space are to be redeveloped to provide in the order 1600 residential units, a primary school and employment and retail space. Reconfiguration of building to the south of Ashley Road will change the way the new station square would relate to the adjacent land uses, particularly the area north of Hale Road.

Transport for London have produced a fully development Stage C Design for the expansion of Tottenham Hale Station which includes: the extension of the existing concourse, the enlargement and relocation of the passenger over bridge, and to allow for an associated oversite development providing retail at the ground floor and residential/office accommodation above.

The works proposed as part of this full planning application (and concurrent Certificate of Lawfulness application) are coordinated with the Tottenham Hale Masterplan and TfL Interchange Design.

The majority of the bus station, highways and public realm works will be under taken under Permitted Development Rights by Transport for London. A separate Certificate of Lawfulness application (Planning reference HGY/2011/1594) has been submitted for works which will include: "new and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus".

While the elements of the design described above do not need full planning permission, the design for all of these elements has been carried out in close consultation with Haringey Design and Regeneration Officers, Design for London, The London Development Agency (LDA) and a wide range of public sector stakeholders.

The existing layout comprises a complex network of one-way roads, filter lanes and indirect crossings which create a hostile environment for pedestrians and cyclists. Proposals within this current project will transform the road junction into a generous public space in front of the station, provide a unified bus interchange and create more legible pedestrian and cycle routes.

The essential characteristics of the scheme (which includes the works proposed as part of this full planning application and Certificate of Lawfulness application) are:

- A change to a two way traffic system for all sections of the Gyratory;
- Removal of the existing contraflow bus land on the High Road;
- New public square and bus station layout at Tottenham Hale interchange
- Closure of Hale Road between Watermead Way and Ferry Lane;
- Reduction of through traffic along Broad Lane; and
- New layouts for junctions

National, Regional and Local Planning policies support the provision of improved public transport infrastructure and improved links and connectivity. On this basis, the proposed development is considered to be acceptable in principle.

### Design, Mass, Bulk and Scale

The square will perform a number of functions including providing a space for buses to stop, stand and circulate as well as areas for passengers to wait undercover, including the following elements:

#### *Bus Station Canopies*

Two parallel high level canopies will provide weather protection for the 7 bus stops located on the eastern side of the bus station.

Each canopy comprised three bays, with each bay consisting of a central column supporting a cantilevered rectangular canopy above. The bays are approximately 8m x 17m in size, each supported by 6 tapered cantilevered arms that extend from the central column. Each bay takes the form of a shallow inverted pyramid.

On the north and south side (short ends) of each column, powder coated metal panels provide access to servicing voids running full height. These allow cabling and rainwater elements to be hidden from view. Rainwater will be collected in the central hopper mounted on the central column and be discharged through the column services void into the sub-surface drainage system.

The roof of each canopy will be covered by transparent ETFE single-ply membrane which will allow daylight to penetrate through the canopy roof. The ETFE foil has a design life of 30 years + and does not discolour over time.



The overall area of coverage of the two full length canopies is approximately 860 square metres, excluding the open section between the two canopies. The dimensions of each full length canopy (3 bays) are 51 metres in length and 8.4 metres in width.

The height of the canopies is determined by TfL operational requirements, which require the minimum clearance between the highway and the lowest part of the canopy structure to be 6m.

### *Bus Drivers Building and Canopies*

A low level canopy has been designed, in discussion with the Urban Design Group, as it is considered important in urban design terms to provide a distinctive edge along the eastern side of the square, until such time as a more substantial oversite building might occupy this footprint (as identified in the Masterplan).

To the north, the canopy will be enclosed to provide a bus drivers mess room and wc facilities, along with storage and plant room. The main entrance door will be located to the western elevation. The enclosure (eastern and western elevations) would be constructed predominantly of white, acid etched Reglit glass panels to allow maximum daylight to the structure while providing privacy to the inside occupants. High level louvres would provide ventilation. The northern and southern elevations would be constructed of full-height powder coated metal panels. The roof of this building, along with the roofs over the eastern canopies will be standing seam aluminium.

The gross external footprint of this building would be 68sqm (approximately 10m x c7.5m) with a height of 3.9m to the eaves.

### *Public Realm Canopy*

The central section of the eastern canopy building provides an open canopy which is enclosed on its eastern edge by a full height etched Reglit glass screen. The southern elevation would be clad in dark grey powder coated steel panels.

The function of this canopy is to provide a location for covered public facilities. Initially it is proposed that this will take the form of cycle parking. In the future this space may also include a retail kiosk. The cycle parking does not require planning permission and it would be up to the Council to obtain the necessary consents for the kiosk if it decides to replace the cycle parking.

The footprint of the covered public realm canopy would be 210sqm (c28m long by 7.5m wide) and with a height of 3.9m to the eaves above the level of the square.

### *Taxi Queue Canopy*

This structure forms an open sided canopy to provide a weather protected walking route and waiting area between the Station entrance and front of the taxi queue. The height of this canopy remains consistent with the height of the public realm canopy and bus drivers canopy. The structure is cantilevered to allow only a single row of supporting columns to minimise pedestrian obstructions. The canopy would cover an area of approximately 125sqm (c31m long and 4m wide).

Overall, the design of the proposed structures is considered to be appropriate and in line with the relevant national, regional and local planning policies regarding design and amenity.

### Access For All

The orientation of the bus station itself has been considered in detail to ensure pedestrian lines and direct views are maintained between the Station Entrance and Ashley Road to the north. This has been a key consideration in the diagonal alignment of the bus station and the location of the northern pedestrian crossing point.

The design of station square, the bus station and canopies have been established on fully accessible principles.

One of the key design principles has been to negotiate the complex levels around the Ferry Lane entrance/bridge, the bus station and the station entrance to allow step free access and to adopt a landscape treatment that is inherently suited to shifting levels.

Currently, there is a 1m level change between the general ground level and the station. As such, passengers must use steps or a ramp to access the station. The intention is to raise the ground level in the future so that the entrance to the station, where it meets the square, is at the same level as the rail concourse. The design of the new square will re-set ground levels to the west of the station, raising these to the point where the new station can be developed without the need for steps or lifts in the future.

Access for cyclists will be improved by a clearly demarked shared surface for pedestrians and cyclists, providing a north-south link between Watermead Way and Ferry Lane without traversing the busy interchange between the bus and rail stations. Cycle parking zones will be located to the north of the square, beneath the public realm canopies and at the foot of the Ferry Lane steps.

The following provides a summary of the access improvements proposed:

1. Steps adjacent to Ferry Lane have been reduced by 3 risers and a ramp at DDA compliant gradients located to the west of the stairs
2. Levels along the eastern side of the square will be raised to ease the level transition into the railway station
3. Paving layouts will aid wayfinding to key destinations
4. A shared surface to the west of the station provides a north south route for cyclists in addition to cycle parking facilities
5. Single column canopy supports and careful location of stops maintains uncluttered movement within the bus station island
6. Benches are designed to TfL's accessibility guidelines in terms of height, back and arm rests.
7. Lighting across the station will be 100 lux minimum with 150 lux at crossings
8. The canopies are step free and ramps down to the taxi area are at 1:20 or less.

Overall, the proposed development will improve the existing arrangement in terms of access, in line with the intent of the relevant national, regional and local planning policies.

### Maintenance and Safety and Security

The maintenance and management of the bus station and station square is to be shared between Transport for London and London Borough of Haringey. The principles of maintenance are set out in section 7.0 of the applicants Design and Access Statement.

Transport for London has had detailed consultation with the British Transport Police and Metropolitan Police to ensure the design of the new bus station and station square are safe by design. The full range of specific safety measures are set out in section 8.0 of the applicants Design and Access Statement.

### Equalities Impact Assessment

In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. An Equalities Impact Assessment is undertaken to evaluate the effects of the proposed scheme on people depending on their ethnicity, gender, age, disability, religion and belief or sexual orientation.

In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

Some policies, projects, functions, major developments or planning applications may have a greater impact on equality and diversity than others. The Council has developed a screening tool to help identify whether a full Equalities Impact Assessment (EqIA) should be undertaken. An EqIA screening has been undertaken and found that there are no adverse or unequal impacts identified across each of the equality strands and that a full EqIA is not considered necessary for this particular application.

### **SUMMARY AND CONCLUSION**

The proposal for the erection of canopies over proposed Bus Station, erection of bus drivers building, erection of public realm canopy and erection of taxi queue canopy is considered to be acceptable in principle. The need for improved transport infrastructure is acknowledged by the Council and planning policy.

The massing, scale, layout and appearance of the proposed structures are considered to be appropriate, enhancing the character of the street scene. There would be no significant adverse impact on the amenity of nearby residents or businesses. The proposed facility is considered to be acceptable in terms of access and equalities.

Overall, the proposed development would provide modern and improved transport infrastructure, enhancing public transport services in Haringey for the benefit of the local community.

## HUMAN RIGHTS

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

## RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No: HGY/2011/1587

Applicant's drawing No's: A-567-2000, 200, 2010, 2011, 2020, 2021, 2922, 2023, 2030, 2031, 2032, 2040,2041, 2042, 2043 (All Revision 00); Design and Access Statement 567/300/DAS/100811

Subject to the following conditions:

### COMMENCEMENT OF DEVELOPMENT

1. The development to which this permission relates must be commenced 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 and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

### DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS

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.

### DETAILS OF MATERIALS

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until precise details and samples of the facing materials and roofing materials to be used for the external construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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.

#### LIGHTING PLAN

4. Notwithstanding the details of lighting referred to in the application submission, full details of a lighting plan for the site shall be submitted to and approved in writing by the local planning authority, prior to the occupation of the premises.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

#### HOARDINGS

5. Prior to the commencement of development full details of a scheme for the provision of hoardings to be erected around the site from the commencement of works and to be retained during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved unless otherwise agreed in writing by the local planning authority.

Reason: In order to have regard to the visual amenity of the locality and the amenity of local residents, businesses and visitors during construction works.

#### CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

6. The development hereby approved shall not commence until a Construction Environmental Management Plan, including Site Waste Management Plan and a Site Management Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The Site Waste Management Plan will demonstrate compliance with an appropriate Demolition Protocol. The development shall be carried out in accordance with the approved details.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

#### CONSTRUCTION DUST MITIGATION

7. No development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the site specific Construction Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works being carried out on the site.

Reason: To protect the environment and amenities of the locality.

#### CONSTRUCTION – CONSIDERATE CONTRACTORS

8. The site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In the interest of amenity.

#### CONSTRUCTION TRAFFIC MANAGEMENT PLAN & CONSTRUCTION LOGISTICS PLAN

9. The development hereby permitted shall not commence until a Construction Traffic Management Plan (incorporating Travel Plan), including a Construction Logistics Plan (CLP) and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

Reason: In the interest of residential amenity and highway safety and to promote sustainable transport and in order to confine construction traffic to permitted routes so as not to prejudice the free flow of traffic or pose any potential highway and safety hazards for all other road users.

#### CONSTRUCTION HOURS

10. The construction works of the development hereby granted shall be carried out in accordance with the scheme submitted under to and approved in writing under section 61 of the Control of Pollution Act 1974, in consultation with the London Borough of Haringey Environmental Health Officers and London Borough of Haringey Planning Officers.

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

#### CCTV AND SECURITY LIGHTING

11. Prior to occupation of the development a scheme showing full details for the following shall be submitted to and approved in writing by the Local Planning Authority.

a) CCTV;

b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties.

## INFORMATIVES:

### INFORMATIVE – REMOVAL OR VARIATION OF CONDITIONS

The applicant is advised that Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached) requires formal permission to be granted by the Local Planning Authority for the removal or variation of a condition following grant of planning permission.

### INFORMATIVE – WASTE MANAGEMENT

The proposed changes to the public and private highway need to have scheduled daily cleansing arrangements for both the private and public areas. The private and public highway should be clearly defined and correct square meters measurements applied to both with detailed plan and maps. In addition litter and recycling street bins will assist to control street litter. Any planters installed should avoid use of 'defensive' plants with thorns as this will not only 'catch' litter but it will make it difficult to retrieve.

### REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to support the provision of transport infrastructure.
- b) The proposed structures are considered to be suitably located in respect of the surroundings, impact on neighbouring properties and site constraints and it is considered there would be no significant adverse impacts in terms of noise, disturbance, overlooking or overshadowing.
- c) The Planning Application has been assessed against and is considered to be in accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, policy G1 Environment, G2 Development and Urban Design, G9 Community Well Being, UD1 Planning Statements, UD2 Sustainable Design and Construction, UD3 General Principles, UD4 Quality Design, UD7 Waste Storage, ENV2 Surface Water Runoff, ENV6 Noise Pollution, ENV7 Air, Water and Light Pollution, ENV11 Contaminated Land, M2 Public Transport Network, M3 New Development Location and Accessibility and M5 Protection, Improvement, Creation of Pedestrian & Cycle Routes.

APPENDIX 1

DESIGN PANEL MINUTES





## Haringey Design Panel no. 28

Thursday 30<sup>th</sup> June 2011

### ATTENDANCE

#### Panel

Stephen Davy  
Gordon Forbes  
Tim Hagyard  
Michael Hammerson  
David Kells  
Chris Mason  
Peter Sanders

#### Observers

Marc Dorfman (Chair) Assistant Director, Planning and Regeneration, Haringey Council  
Cllr. Alan Strickland Cabinet Member for Economic Development and Social Inclusion,  
Richard Truscott (Facilitator) Haringey Council  
Mortimer MacSweeney Haringey Council

The following scheme was considered by the Panel:

#### Tottenham Hale Bus Station, N17

The following scheme was considered by the Panel:

#### Tottenham Hale Bus Station, N17

Adam Brown ..... Landolt and Brown - Architects  
Julien Mas ..... Programme Manager - TLRN Major Projects Team -  
London Routes & Place

#### In addition, the Panel discussed its Format & Terms of Reference:

Marc Dorfman opened the meeting with discussion about the revised Terms of Reference. Following a discussion, a finalised version was agreed by all. This will be published separately.

## **Presentation of proposals for Tottenham Hale Bus Station, N17**

Adam Brown of Landolt and Brown Architects presented the scheme, with contributions from Julien Mas of Transport for London. Adam Brown set the proposal in the context of the wider Masterplan for the Tottenham Hale area, currently traffic dominated with confusing level changes, limited accessibility and lack of legibility. This envisages coordinated improvements to the station allowing its extension, the creation of a significant public space, the “station square” and development opportunities for high density mixed use developments around the square and further (probably lower density) developments in adjoining areas including “greater Ashley Road” to the north.

The detailed proposals for the station square include the repaving of the entire square to a coordinated design in asphalt and stone, street furniture, lighting and trees. The bus station itself, for which a planning application is imminent, will form the centrepiece of the square but the space is big enough and with sufficient civic “grandeur” that the bus station will not physically or visually dominate. The proposals had been derived from a rigorous testing process for assuring the efficiency of the bus station.

They include a cycling strategy where car free cycle routes are directed around the east side of the square, parking stands to the north and south and the possibility of secure covered parking within the station block. This is in a single story temporary building and canopy structure proposed as part of this application on the north eastern side of the square, on the footprint of the potential future development site. A canopy will demarcate the eastern edge, provide shelter and separate the taxi drop off and car park entrance area from the square. As it bends to the north east this will become a building suitable for either a convenience retail unit or cycle store (depending on demand), with the northern end, defining the corner with Watermead Way, containing bus driver welfare facilities. This temporary structure will help define the permanent edge to the square on a side where long term development might well take a long time and, if the retail option is taken up, provide life, activity and much needed facilities to animate the square.

The crucial bus station will contain 2 stands for 4 busses on the island and 3 on the west side, along with 7no. bus stops on the east side close to the station entrance; these will have the canopies proposed. Planning permission is only required for the bus stop canopies and the temporary north eastern canopy / retail / cycle store / welfare building. The square, materials (granite and asphalt), furniture (good quality Escofet concrete benches etc.), trees (London Planes) etc were also demonstrated.

## **Panel Observations**

### **Concept & Massing**

1. The overall concept of the bus station brought together as a single identifiable consolidated facility was welcomed.
2. Some felt the canopy / loggia structures looked “weak” visually. In particular it was suggested by some that the design concept could have been more satisfactorily resolved as a single structure that acted as an all in one canopy cover and shelter to routes and waiting areas. It was felt that the scale of the civic space is so large that a larger canopy structure would be more in proportion.

### **Appearance and Function**

3. The panel members were divided over the appearance of the canopies. Some welcomed the simple “tree” structures as elegant. Others were concerned that the canopies looked utilitarian, similar to petrol filling stations. Panel members recommended that colour choice on the canopies be careful and classic as colour can date rapidly. Trees

and busses provide enough colour. Views down onto the canopies from the eventual high rise buildings around the square will also be important; they had the potential to be successful provided they can be easily cleaned.

4. Some welcomed the choice / design of furniture; others were concerned that it could attract skateboarders. Signage was agreed to be important and the panel encouraged the applicants to use the “Legible London” signage suite. Also ensure that furniture and crossing facilities are placed to allow pedestrians to follow their desire lines and direct pedestrians where they want to go.
5. However the point was also raised that if skateboarding were encouraged within controlled areas and street furniture was selected with the needs and preferences of skateboarders in mind, then that would be distinctive and interesting; the presence of the skateboarders would attract life, animate the space and negate the danger that the large space in what is currently not considered a destination, merely a transport interchange.
6. The possibility of the space being suitable for events, apparently not considered by the applicants or designers, was raised by members of the panel.
7. The panel all agreed that they were disappointed that there was no attempt to incorporate any public art in the bus station / station square generally. This should be in the furniture / seating, not as a separate standalone statue, but should not be neglected.

### **Durability and Robustness**

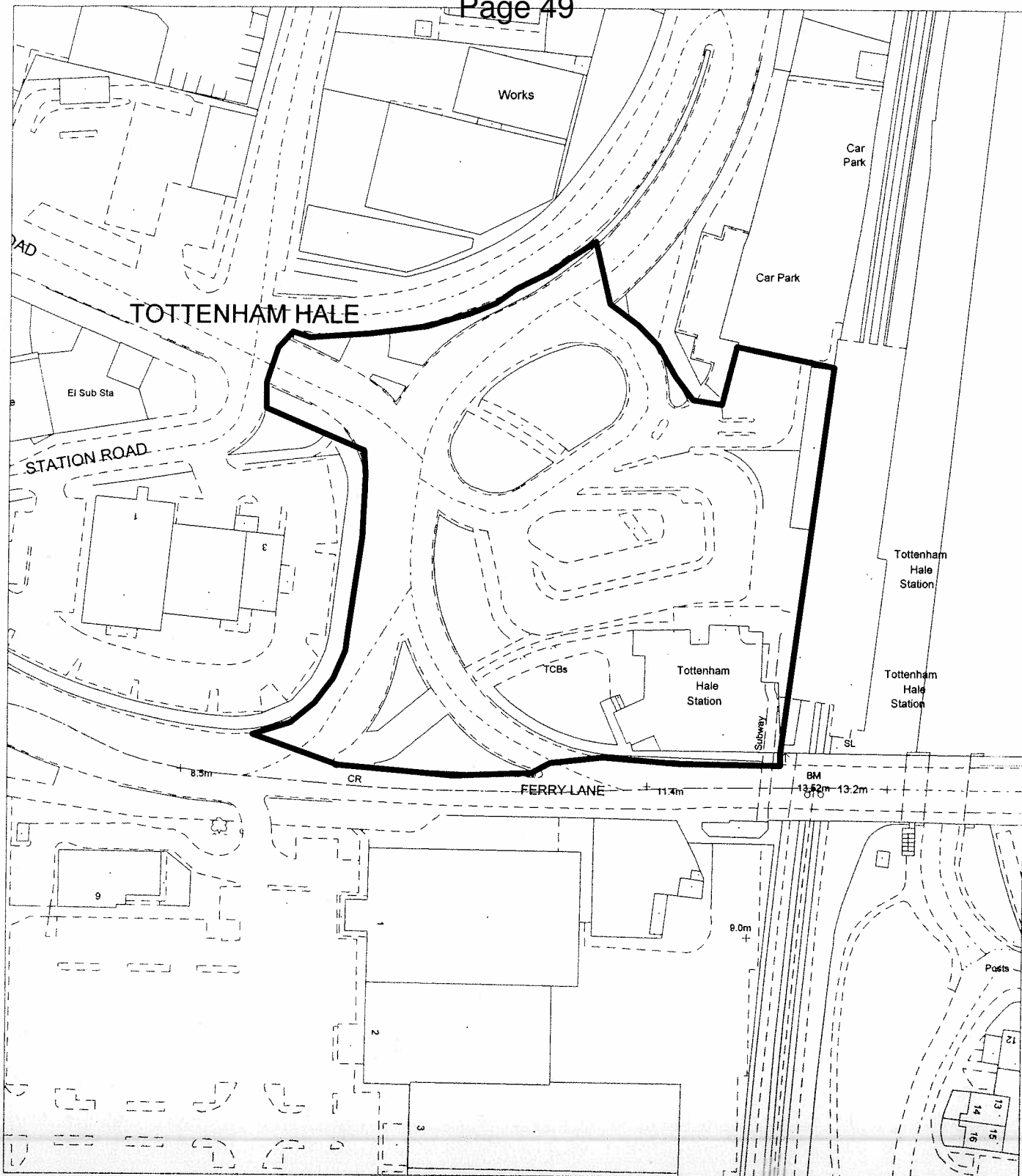
8. The concerns mentioned above under appearance and function with regards to furniture and skateboards have been mentioned above. Otherwise the street furniture strategy was welcomed.
9. The paving concept, of a series of asphalted planes meeting at stone kerbs so that vehicular (bus bay), cycle and pedestrian areas are visually consistent was welcomed as a design concept but concerns were raised as to robustness and consistency, particularly following areas of asphalt having to be dug up for sub surface maintenance or services. Care will have to be taken every time such works are done to achieve a good match in the replacement asphalt.
10. Lighting levels (100lux over station, 40lux under the logia) were considered excessive. The choice of London Plane trees was also questioned; are they sufficiently drought resistant. One member suggested the Lawson Cypress might be more appropriate.

### **Environmental Conditions**

11. The panel were concerned at how much shelter the proposal would provide from wind, what the wind conditions would be like (both before and after projected high rise developments around the square) and whether any tests or modelling of wind conditions had been done.
12. Shelter from rain that does not always fall vertically! The height of the canopies (which were of a height specified by TfL for maintenance convenience to allow a generous clearance above double decker busses) raised the concern that they would not be effective in providing shelter from wind blown rain. One solution recommended was that the height could easily be considerably lowered without getting close to the height of double decker busses, and that many other bus station canopies elsewhere in London had lower canopy roofs.
13. The panel felt it was important that the applicants endeavoured to incorporate Sustainable Urban Drainage (SUDS) into the development. That the applicants had rejected this was considered disappointing.

### **Consensus and Conclusions**

14. The panel felt this proposal was broadly to be welcomed, albeit that some had concerns that the appearance of the canopies was too utilitarian and not related to the (not yet designed) buildings around the square. These concerns will have to be held until proposals come forward for the surroundings. The canopy structure in the centre of the square was agreed to be important; whilst the current design was considered broadly acceptable, a more bold approach would also be welcomed.



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**Site plan  
Land to the West of Tottenham Hale Station/off  
Watermead Way, Station Road**

**Directorate of  
Place &  
Sustainability**

Marc Dorfman  
Assistant Director  
Planning, Regeneration & Economy  
225 High Road  
London N22 8HQ  
  
Tel 020 8489 0000  
Fax 020 8489 5525

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	Date	05/12/2011

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Planning Sub-Committee 5 December 2011

Item No.

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

<b>Reference No:</b> HGY/2011/1550	<b>Ward:</b> Muswell Hill
<b>Address:</b> Land to rear of 10 - 12 St James's Lane N10	
<b>Proposal:</b> Demolition of existing lock-up garages and the erection of a 2 storey 4 bedroom dwelling with the 1st floor partially accommodated within the roof space	
<b>Existing Use:</b> Car garages/workshop	<b>Proposed Use:</b> Residential
<b>Applicant:</b> Mr Martin Jones	
<b>Ownership:</b> Private	
<b>Date received:</b> 25/08/2011 <b>Last amended date:</b> 07/11/2011 Rev A	
<b>Drawing number of plans:</b> 1738.P.01, 02, 03A, 04A,05A, O6A,07A, 08A incl. and DAT/9.0	
<b>Case Officer Contact:</b> Ruma Nowaz	
<b>PLANNING DESIGNATIONS:</b>	
Conservation Area	
<b>RECOMMENDATION</b>	
GRANT PERMISSION subject to conditions	
<b>SUMMARY OF REPORT:</b>	
<p>The proposal is for the demolition of the existing garages on this site and the erection of a 2 storey 4 bedroom dwellinghouse. The site is a backland site bounded by properties on St James Lane and Church Crescent. This application follows on from a previous application which was dismissed at appeal in 2004. This proposal has been substantially reduced in height and scale and is now considered to sit well within the site. The principle of residential use on this backland site is considered to be acceptable as this site is surrounded by residential use and the site is not a protected open space. The position, scale, mass and design of the proposed dwelling has been carefully considered to create a discrete building which will not adversely affect the nature of the site, or the building patterns of the adjoining properties, which define the character and appearance of this part of the conservation area. The proposal achieves an acceptable relationship with adjoining properties and will not adversely affect the residential and visual amenities of adjoining occupiers.</p>	

## 1.0 SITE AND SURROUNDINGS

- 1.1 The application site is a small backland site located to the rear of houses No's 10 to 14 St James's Lane and No's 22 & 24 Church Crescent. The site slopes from north to south and has significant difference in levels (approximately 1.8 meters). The site is 476 sq m in size and effectively splits into two parts. The first part of the site, the wider section to the west, is occupied by six lock up garages in various state of disrepair and a forecourt /hardstand area. The second part of the site, at a higher level to the east, is an area behind the rear garden of No 10 St James Lane and originally formed part of the garden to this property.
- 1.2 The site is accessed via an access way approximately 35m long and 4m wide situated in between No's 10 and 12 St James's Lane. This also serves as a pedestrian route with a footpath leading into the grounds of Bishops View Court, a relatively recent constructed 7-8 Storey housing development which adjoins the site to the south east. Beyond this is Beattock Rise, a modern low rise housing scheme. St James's Lane has a variety of property types and styles. No's 1 to 55 (odd) St James's Lane consists of terrace properties built in red brick with contrasting white painted timber windows porches and eaves brackets that support hipped slate roof. The other side of St James's Lane is set further back and has a greater influence of trees and landscape elements. Nos. 12 to 36 (even) are terrace properties with an Arts and Crafts influence and have prominent hipped roofs and chimney stacks, multi-paned casement windows and bays. Although the properties on this road differ in style there is general consistency in their height and the use of red brick and hipped tiled roofs. Nos 22 and 24 Church Crescent are large terrace houses.
- 1.3 The site is located within the Muswell Hill Conservation Area; an essentially Edwardian suburb that developed around a once rural village settlement on high ground. It has a considerable consistency of character and appearance that derives from the development of the majority of buildings and laying out of the streets over a period of less than 20 years (1896-1913).

## 2.0 PLANNING HISTORY

### 2.1 Planning Application History

In 1980, Planning permission was refused for the erection of 2 bedroom bungalow (HGY/22608) on the following grounds:-

1. The proposed development would result in the loss of off-street garage parking and would lead to the increase of parked vehicles in St. James Lane.
2. The proposed bungalow would be detrimental to the visual amenities of nearby residents in this part of the Muswell Hill Conservation Area.

In 1988 Outline Planning permission was refused for the erection of one dwelling currently used as garaging (HGY/36343) on the following grounds:

- 1 The proposed development would result in the loss of off-street garage parking and would lead to the increase of parked vehicles in St. James Lane.
- 2 The proposed development would result in a loss of visual amenity to nearby residents in this part of Muswell Hill Conservation Area.
- 3 The proposed development would result in an undesirable form of backland development.



- 2.2 In 2004 Planning permission was refused for the erection of a two storey, 4 bedroom single dwelling house. (HGY/2004/0834). This was subsequently dismissed at appeal in 2005 (APP/Y5420/A/04/1169858) on the following grounds:

The Inspector considered that size and scale of the house and would manifest itself in a substantial physical presence which would be the case especially when seen from the north and east, in what is a currently relatively an open situation between the backs of two rows of house. The Inspector was also critical of the design of the house in particular the mansard roof with its large flat area. The Inspector considered that the proposal because of its position, size and appearance, would fail to preserve or enhance the character or appearance of this part of Muswell Hill Conservation Area.

In terms of residential amenity the Inspector considered that there would be no materially harmful loss of sunlight or daylight. However he considered that as the levels fall away, the proposal would be obtrusive when viewed from houses in St. James Lane and would have an effect on the living conditions of the occupiers of these houses in terms of outlook and visual appearance. On this basis he dismissed the appeal.

- 2.3 Planning Enforcement History  
None

## 3.0 PROPOSAL

- 3.1 This proposal is to demolish the lock up garages on the site and to erect a two-storey 4 bedroom dwelling with the first floor partly accommodated within the roofspace. The proposal will involve excavation into the site to lower the siting of the proposal and the creation of a subterranean garage/work studio. (amended scheme)

## 4. RELEVANT PLANNING POLICY

### 4.1 National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 3: Housing  
Planning Policy Statement 5: Planning for the Historic Environment

### 4.2 London Plan- 2008 (Incorporating Alterations)

Policy 3A.1 Increasing London's supply of housing  
Policy 3A.2 Borough housing targets  
Policy 3A.3 Maximising the potential of sites (London Plan Density Matrix)  
Policy 4B.5 Creating an inclusive environment  
Policy 4B.8 Respect local context and communities  
Policy 4B.12 Heritage conservation

### 4.3 Unitary Development Plan

G1 Environment  
G2 Development and Urban Design  
G3 Housing Supply  
UD2 Sustainable Design & Construction  
UD3 General Principles  
UD4 Quality Design

UD7 Waste Storage  
 ENV6 Noise Pollution  
 ENV7 Air, Water and Light Pollution  
 HSG1 New Housing Development  
 HSG2 Change of Use to Residential  
 HSG9 Density Standards  
 M10 Parking for Development  
 OS17 Tree Protection, Tree Masses and Spines  
 CSV1 Development in Conservation Areas

4.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance  
 SPG2 Conservation and Archaeology  
 'Housing' SPD October 2008  
 SPG3c Backlands Development  
 SPG8b Materials  
 SPG8e Light Pollution  
 SPG9a Sustainability Statement

4. **CONSULTATION**

08/09/2011

Statutory	Internal	External
Thames Water Muswell Hill CAAC	Transportation Waste management Commercial Environmental Health Building Control Conservation and Design Councillors	<u>Amenity Groups</u> 08/09/2011 Muswell Hill CAAC Muswell Hill and Fortis Green association  <u>Local Residents</u> 8-27 (cons) St James Lane 29- 55 (odd) and 91 St James lane 2- 30 Church Crescent 24A Bishops View Court, Church Crescent 9 Kings Avenue <u>Total No of Residents</u> <u>Consulted: 126</u>

5. **RESPONSES**

**Thames Water**

5.1 Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water

courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

## 5.2 Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

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

## Building Control

- 5.3 Provided the distance from a Fire Vehicle on St James Lane N10 to the furthest point in the new house does not exceed 45m, the Fire Brigade would be acceptable. If the distance is exceeded, domestic sprinklers would be satisfactory.

## Transportation

- 5.4 The application site is located within an area that has a medium level of public transport accessibility and is located within walking distance of the local bus services available on Muswell Hill Broadway. It is therefore likely that the prospective residents would use sustainable modes of transport for some of their journeys to and from the site.
- 5.5 Although the off-street parking and turning space is slightly impractical, the development can easily accommodate parking for two vehicles, which meets the standards set out within the Haringey Council adopted UDP (2006).
- 5.6 It has been noted that the refuse storage area has not been indicated on the plans. However, the design and access statement states that refuse will be moved to the back edge of the pavement for collection. It is recommended that the Council's Waste Management Service be consulted to ensure that the proposed refuse storage arrangements are adequate.

- 5.7 The proposal is unlikely to have any significant impact on the surrounding highway network or parking demand within the immediate vicinity of the site. Therefore, the highway and transportation authority do not wish to raise any objections.

Informative

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573)

### **Waste management**

- 5.8 This proposed waste storage area (Day of collection only) is suitable. Please note waste collections start from 06:00 therefore refuse and recycling wheelie bins will need to be presented for collection either the night before or prior to 06:00 on day of collection.

Further to our recent telephone conversation regarding the location of the refuse / recycling storage on collection day.

We have consulted with the applicant in this regard and can confirm that the applicant is happy to comply (perhaps by way of a condition) and that in order for household waste to be collected that the refuse will need to be placed at the end of the vehicular access way to the site (adjacent to the back edge of the pavement) within the site's demise on the day of collection.

The rest of the time, it is proposed to store the 360 litre Wheelie Bin (885mm x 620 mm), Garden Refuse Sack and Food Waste Box either in the House forecourt area or within the Garage / Workshop Area.

We have identified an appropriate area at the end of the site's access way (attached) which is adequate for the purposes of temporarily accommodating a 360 litre wheelie bin on collection day and still allows 3.2m of unimpeded access for vehicles to pass. (e.g.: Dennis Sabre Fire Tender 2.43m).

### **Conservation**

- 5.9 No objections to proposed scheme

### **Commercial Environmental Health**

- 5.10 With reference to above planning application for demolition of existing garages and the erection of a 2 storey 4 bedroom dwelling; I recommend the following conditions;

- 5.11 Contaminated land:

Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources,

pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

#### 5.12 Control of Construction Dust:

No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

As an informative:

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

## Local Residents

2 letters of support from 6 and 38 Bishops View Court, providing side access from St James lane and right of way is retained to Bishops view Court and rear of properties on St.James Lane

10 objections received on the following grounds:-

### 5.14 Design and Conservation Area

- Effect on the Conservation Area:- We do not believe that the development will preserve or enhance the Conservation Area. It is a large development with the footprint taking up a large proportion of the available site. The design of the property seems more related to maximising the accommodation available within the site rather than fitting in with the Edwardian character of the area, as stated, the development appears to be contrary to policy CSV1.
- Modern dwelling house with contemporary design and materials is not compatible with Edwardian properties and surrounding Conservation Area and visually intrusive.

### 5.15 Height and scale

- The height, size, scale and prominence of dwelling on an elevated site is unduly dominant and would have an overbearing impact on the adjoining properties, resulting in overdevelopment and loss of amenity and overlooking resulting in loss of privacy.
- Encroaches on existing garden space and overhangs garden area contrary to PPS3 which seeks to prevent garden grabbing. The rear of 10 St James Lane is a garden area and the former garden of this property and half of site is excluded from Brownfield land. In 2010, the definition of brownfield land has changed to exclude land in built up areas such as gardens.
- Overlarge roof level will dominate the property and damage the landscape and vista across North East London.
- Three large mature trees in close proximity
- Pre-plan application shows a discrepancy in height by over 1m between the section and plan. Assuming that the garden is 5.4m above ground level, then the proposal is closer to the section which is 1m higher.
- Amount of parking on the site is excessive
- Backland site on an elevated position with a large footprint. The scale, siting and design would be out of character.

### 5.16 Amenity Issues

- Overlooking/loss of privacy/overbearing nature of the development: - There will be overlooking of our garden, particularly from the outside terrace on the first floor, as shown in the attached images and as can be seen from the plans. Due to the slope in the land, the development is at a higher level than our property and garden and would be intrusive and overbearing. These are contrary to your policies SPG3b/c.
- Loss of visual amenity/outlook: - The outlook of the area is generally open, with trees and Edwardian building. The proposed development would be very visible,

with considerable bulk. It would adversely impact on the outlook and visual amenity of the area. The development therefore contravenes policy UD4.

- Noise/nuisance from development. Chimney flue is in close proximity to Church Crescent Properties
- Excavation into the clay soil may lead to problems of flooding and/or subsidence and subsequent effects on neighbouring properties
- Previous proposal for the development of land was dismissed at appeal in 2005. The reason given was that it would have an adverse impact on the outlook and visual amenity of the area.

#### 5.17 Amenity Groups

##### **Muswell Hill CAAC**

Tiles are more appropriate than slates for main roof. Object to loss of parking

##### **Muswell Hill and Fortis Green association**

Objection

1. The loss of garages/parking space is regrettable in this area where parking space is at a premium
  2. The footprint is overlarge in relation to the site area, of which part is or was part of the rear garden of 10 St James's Lane . This open space will be built on
  - 3.- The outlook and amenity of properties in St James's Lane backing onto the site will be adversely affected. The whole of the 1st floor and roof of the new house being above the eaves level and window levels of number 12 St James's Lane. the outlook and views from the upper levels of properties in Church Crescent will also be adversely affected .
  4. The proposed building, because of its size and position fails to preserve or enhance the character of this part of the Conservation Area .
- I trust these matters will be taken into consideration in assessing this application

#### 5.18 Cllr Bloch

Objection: Comments: I would like to object to this application as the local ward councillor. Although the density has been reduced as compared with the previously turned down application it is still too bulky for the area. Also the design is not in keeping with the conservation area. I would strongly urge that this application come before the full planning committee so that the residents and applicants views can be heard.

##### **Lynn Featherstone MP**

I hope you will take into account resident's objections when making this decision.

## 6. ANALYSIS / ASSESSMENT OF THE APPLICATION

6.1 The main issues in the determination of this application are considered to be:

- Principle of development/Loss of Garages
- Siting, Design, form & layout;
- Impact on the character and appearance of the Conservation Area
- Impact on residential amenity;

- Impact on trees;
- Access & parking.

## 6.2 Principle of Residential Development/ Loss of Garages

The proposal seeks the demolition of the six lock up garages which are in various states of disrepair and currently only used by the applicant for repair and storage of his own vehicles. The loss of the lockup garages and the associated parking provision and storage facility is a material consideration but as this is a private use, the loss of these garages are considered to be acceptable.

The application site contains a building of large footprint which has existed on this site since the early 1950 and as such is considered to constitute a previously developed site. The proposal would meet the criteria set out in policy HSG1 'New Housing Development' and as such there is no in principle objection to the creation of a dwelling unit on this site. The density of the proposed development would fall within the density range of 200-700 habitable rooms per hectare as advocated in the London Plan.

The revised PPS3 'Housing' of June 2010 reclassifies garden sites as greenfield land (they were formerly considered to be 'previously developed', or 'brownfield', land). This is intended to remove the in-built presumption in favour of development of garden sites, which was applied to all 'brownfield' land under the previous version of the guidance. In this case, part of the site contains the rear garden area of no. 10 St James Road at a higher level. The ground floor extends on to part of this garden area, however the proposal retains part of this area as rear garden and increases the overall garden area. Furthermore it is important to note that this reclassification does not mean that development on garden sites is now prohibited. Planning permission can still be granted on suitable 'greenfield sites', where residential amenity and other planning considerations can be addressed.

The LPA acknowledge that if this site had not been developed upon and had remained as a large rear garden, then the principle of introducing a residential unit on this site would be considered contrary to the aspirations of PPS3. However, in this case the site has been developed upon and has accommodated a structure used for non-residential uses, therefore meaning that the site would have to be viewed as 'previously developed' or 'brownfield land'.

Notwithstanding the points outlined above, the principle of residential use on this site is be considered acceptable, given the surrounding area is predominantly residential in character. However, the limitation/ constraint of the site need to be carefully considered in a development proposal.

## 6.4 **Design & Form and layout**

The scheme as presented would consist of a four bedroom unit in the form of a 1½ storey building with dormers/ rooflights with east/west facing aspects. The proposal also seeks to excavate into the site to partly sink the development and create a subterranean garage/work studio beneath the existing garden level.



In the previous scheme in 2004 (HGY/2004/ 0834), the eaves height was 6.4m rising to 10m at the ridge of the hipped mansard roof. The planning Inspector considered that there would be no material harm in terms of loss of sunlight and daylight but concluded that the structure, due to its bulk and massing would be intrusive and have an overbearing presence and would also result in the loss of privacy associated with the position of a proposed terrace.

The site is relatively constrained in terms of its size and shape and at present is only occupied by single storey garages, and by reason of being surrounded by residential properties it affords neighbouring residents a relatively open aspect at present. The main impact of the proposed development would be on the properties on St James Lane to the north and to a lesser extent to the properties on Church Crescent to the south. From St James's Lane side, the proposed development would be approximately 4m rising to 6m and 7.2m at the highest point of the pitched roof; which at its highest point would be approximately 1m above the rear fence line to properties on Church Crescent.

While the footprint of the proposal will remain very similar to 2004 scheme, the bulk, height and mass is reduced because of the change in the roof form, from a mansard to a pitched roof, and as the proposal cuts into the site, the overall height has been lowered. The scheme will therefore sit more comfortably within the topography of the site and will have a more acceptable relationship with adjoining properties and their rear gardens. The section of the building closest to No 14 St James's Lane has been pulled back from this boundary to further mitigate the impact of the proposal with some tree planting/ landscaping placed in between the front of this part of the building and the boundary line, to further helping to soften the appearance of the development as viewed from neighbouring properties/ gardens.

### 6.5 Impact on the Character of the Conservation Area

6.51 The site is located within the Muswell Hill Conservation Area; an essentially Edwardian suburb that developed around a once rural village settlement on high ground. It has a considerable consistency of character and appearance that derives from the development of the majority of buildings and laying out of the streets over a period of less than 20 years (1896-1913)

The site is accessed via an access way approximately 35m long and 4m wide situated in between No's 10 and 12 St James's Lane. This also serves as a pedestrian route with a footpath leading into the grounds of Bishops View Court, a relatively recently constructed 7-8 storey housing development which adjoins the site to the south east. Beyond this is Beattock rise, a modern low rise housing scheme. St James's Lane has a variety of property types and styles. No 1-55(odd) St James Lane consists of terrace properties built in red brick with contrasting white painted timber windows porches and eaves brackets that support hipped slate roof. The other side of St James Lane is set further back and has a greater influence of trees and landscape elements. Nos. 12 to 36 (even) are terrace properties with an Arts and Craft influence and have prominent hipped roofs and chimney stack, multi-paned casement windows and bays. Although the properties on the road differ in style there is general consistency in their height and the use of red brick and hipped tiled roofs. Nos 22 and 24 Church Crescent and large terrace houses 22 and 24 Church Crescent are large terrace houses.

In respect of the previous scheme, the Planning Inspector considered that the size and scale, appearance and position of the house would fail to preserve the character and appearance of the Conservation Area. The new proposal has reduced the overall height and removed the mansard roof for a hipped pitched roof. The overall height, design and appearance is now substantially more subordinate than the previously refused scheme and will sit well within the topography of the landscape and the building as now proposed will be a relatively discrete feature and will not adversely affect the open nature to this part of road. The Conservation Officer has not objected to this proposal. The building as now proposed will also not adversely affect the views to backs of existing dwellings on St James Lane, which are viewed to contribute to the character of the Conservation Area.

In terms of proposed materials, as the site is within the Muswell Hill Conservation Area, the design and materials of the proposal should be sympathetic to character and setting of its surrounds. The proposed materials of natural slate and cedar cladding are considered acceptable in this context. As such the proposal is considered to be in accordance with policy CSV1.

### **Impact on Residential Amenity**

- 6.18 The planning Inspector in his decision notice in respect of the previous planning application in 2004, considered that there would be no material harmful loss of sunlight or daylight, however he considered that as the levels fall away, the proposal would be obtrusive when viewed from houses in St James Lane and would have an effect on the living conditions of occupiers of these houses in terms of outlook and visual appearance.
- 6.19 The proposed development has taken careful consideration in terms its layout and design to ensure that the privacy and amenity of neighbouring occupiers will not be adversely affected. In order to further address concerns raised by residents on St. James Lane, the front part of the proposed building has been further set back from the rear of St James Lane.
- 6.20 Objections have been received from residents in Church Crescent and St James's Lane. The main concerns are outlined below:
- Overlooking and Loss of Privacy from terrace and overbearing due to the slope of the hill – will be visually dominant in properties on St James Lane.
  - Large footprint and overdevelopment of the site
  - The large modern development is not in keeping with the Edwardian nature of this Conservation area and would be very visible.
  - Encroaches on garden space contrary to PPG3
  - Overlarge roof will detract from the property
  - Discrepancy in height shown in the plans
  - Possible problems of flooding and subsidence from excavation

The revised proposal has a reduced height and bulk and has removed the mansard roof. The terrace is set to the rear of the site behind the building line and would not have a significant effect on overlooking or loss of privacy. As such the proposal is considered not detract from the amenity of the surrounding residential properties.

### **Impact on Tress**

- 6.21 There are three large trees in close proximity and it is recommended that if permission is to be granted, it is recommended that an arboriculture report be submitted in connection with the proposed development, specifically the impact associated with excavation and the creation of a basement floor.

### **Transport, Access and Parking**

- 6.24 The proposal provides sufficient parking with the scheme and Transportation has not objected to this proposal. The development can easily accommodate parking for two vehicles, which meets the standards set out within the Haringey Council adopted UDP (2006).
- 6.22 The very back wall of the site is further than 45m away from the back edge of the pavement and therefore this does not meet the London Fire and Emergency Planning Authority's requirement of 45 metres to allow access for a pump appliance to within all points within a dwellinghouse. However, the use of a residential sprinklers can be used in such a case as sprinklers allows the distance between fire fighting shafts to be increased from 45 metres to 60 metres. This is due to the fact that sprinklers prevent fire growth and therefore allow more time for fire-fighters to attack a fire.

### **Waste management**

- 5.6 It has been noted that the refuse storage area has not been indicated on the plans. However, the design and access statement states that refuse will be moved to the back edge of the pavement for collection. The Council's Waste Management Service has been consulted and are satisfied with these arrangement.

### **6.6 Environmental & Sustainability Issues**

In line with Unitary Development Plan and London Plan policy, any proposed development should be based on the principle of sustainable design and construction and should incorporate energy efficient measures and renewable energy technologies where possible. It is noted that the proposal is for a family eco house to achieve a minimum of code 4 in the Code for Sustainable Homes.

## **7.0 CONCLUSION**

- 7.1 The principle of residential use on this backland site is considered to be acceptable as this site is surrounded by residential use and the site is not a protected open space. The position, scale, mass and design of the proposed dwelling has been carefully considered to create a building which will not adversely affect the character of the site, the building patterns of the adjoining properties which define the character and appearance of this part of the conservation area. The proposal achieves an acceptable relationship with adjoining properties and will not adversely affect the residential and visual amenities of adjoining occupiers.

- 7.2 The proposed scheme involves a reduction in the size, bulk and footprint relative to a scheme dismissed on appeal in April 2010. The position, scale, mass and detailing of the proposed dwelling has been carefully considered to create a building which will not adversely affect the building pattern on St James Lane and the character of this part of the road. The building now proposed is substantially more subordinate than the previously refused scheme and will sit behind high boundary treatment with landscaping.
- 7.2 As such the proposed development is considered to be in accordance with policies UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', CSV1 'Development in Conservation Areas', OS17 'Tree Protection, Tree Masses and Spines' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology' and the Council's 'Housing' SPD. This application is therefore recommended for APPROVAL.

## 8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2011/1550

Applicant's drawing No.(s) 1738.P.01, 02, 03A, 04A,05A, O6A,07A, 08A incl. and DAT/9.0 Rec 07/11/2011

Subject to the following condition(s)

### IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

### MATERIALS & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external 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. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details.

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

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

Reason: To prevent adverse light pollution to neighbouring properties.

#### PERMITTED DEVELOPMENT RIGHTS

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A., C, D & E of Part 1 of that Order shall be carried out on site.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

#### CONSTRUCTION

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 1300 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.

#### CONTAMINATED LAND

8. Before development commences other than for investigative work:
  - a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- " a risk assessment to be undertaken,
- " refinement of the Conceptual Model, and
- " the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

#### CONTROL OF CONSTRUCTION DUST

- 9.0 No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

#### TREES

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

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

11. The works required in connection with the protection of trees on the site shall be carried out only under the supervision of the Council's Arboriculturalist. Such works to be completed to the satisfaction of the Arboriculturalist acting on behalf of the

Local Planning Authority.

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

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

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

#### ACCESS

13. Notwithstanding the approved plans, the pedestrian access to Bishop's View Court shall be permanently retained and access to this pedestrian right of way shall not be blocked at anytime. Entrance gates to the development shall open into the site so as not to impede this access to Bishops View Court at any time.

Reason: In order to protect the access for residents to Bishops View Court and St James Lane.

#### WASTE COLLECTION

14. Notwithstanding the approved , household waste to be placed at the end of the vehicular access way to the site (adjacent to the back edge of the pavement) within the site's demise on the day of collection. Waste collections start from 06:00 therefore refuse and recycling wheelie bins will need to be presented for collection either the night before or prior to 06:00 on day of collection.

The rest of the time, waste must be stored in the 360 litre Wheelie Bin (885mm x 620 mm), Garden Refuse Sack and Food Waste Box either in the House forecourt area or within the Garage / Workshop Area.

Reason: In order to protect the amenity of the surrounding residential properties and ensure that household waste is collected.

#### SUSTAINABILITY

15. The proposed development must achieve Level 4 Code for sustainable homes.

Reason: To ensure that the development meets the code Level for sustainable homes as approved in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with National and Local Policy Guidance and improve environmental quality and resource efficiency.

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any

asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573)

INFORMATIVE: In regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to road, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

INFORMATIVE: Provided the distance from a Fire Vehicle on St James Lane N10 to the furthest point in the new house does not exceed 45m, the Fire Brigade would be acceptable. If the distance is exceeded, domestic sprinklers would be required. Applicant is advised to contact the fire brigade in respect of this matter.

#### REASONS FOR APPROVAL

The proposed scheme involves a reduction in the size, bulk and footprint relative to a scheme dismissed on appeal in April 2010. The position, scale, mass and detailing of the proposed dwelling has been carefully considered to create a building which will not adversely affect the building pattern on St James Lane and the character of this part of the road. The building now proposed is substantially more subordinate than the previously refused scheme and will sit behind high boundary treatment with landscaping.

As such the proposed development is considered to be in accordance with policies UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', CSV1 'Development in Conservation Areas', OS17 'Tree Protection, Tree Masses and Spines' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology' and the Council's 'Housing' SPD.

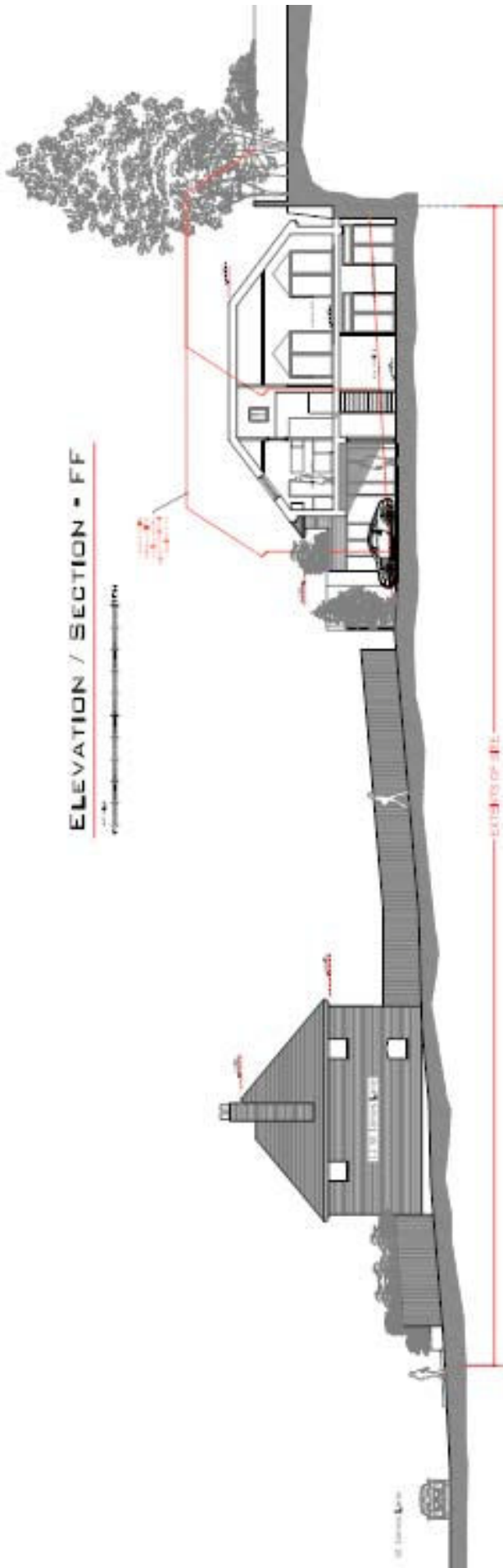




AERIAL PHOTO FROM SOUTH

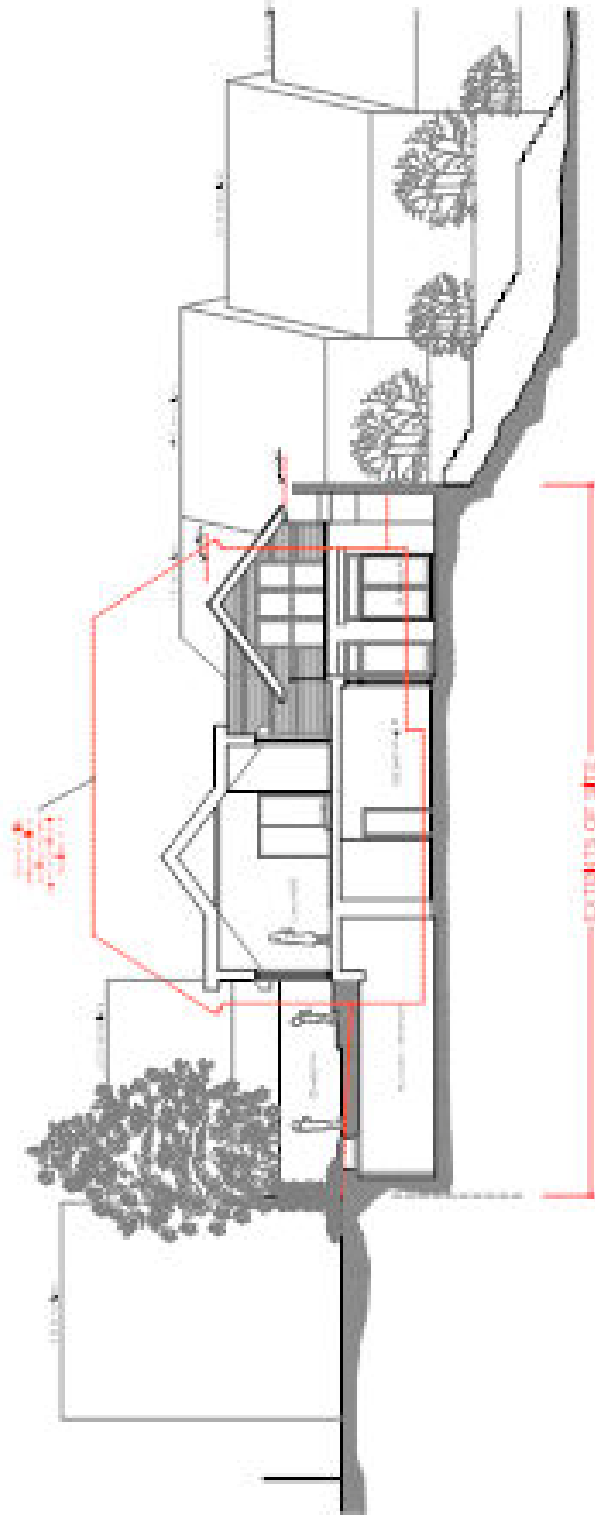


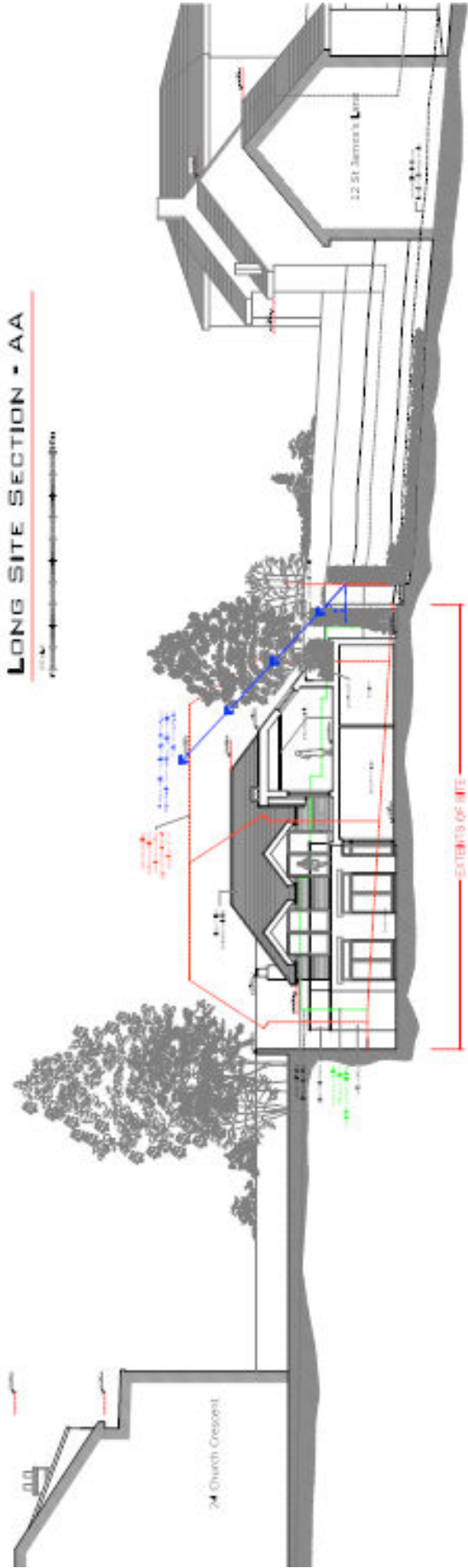
AERIAL PHOTO FROM EAST

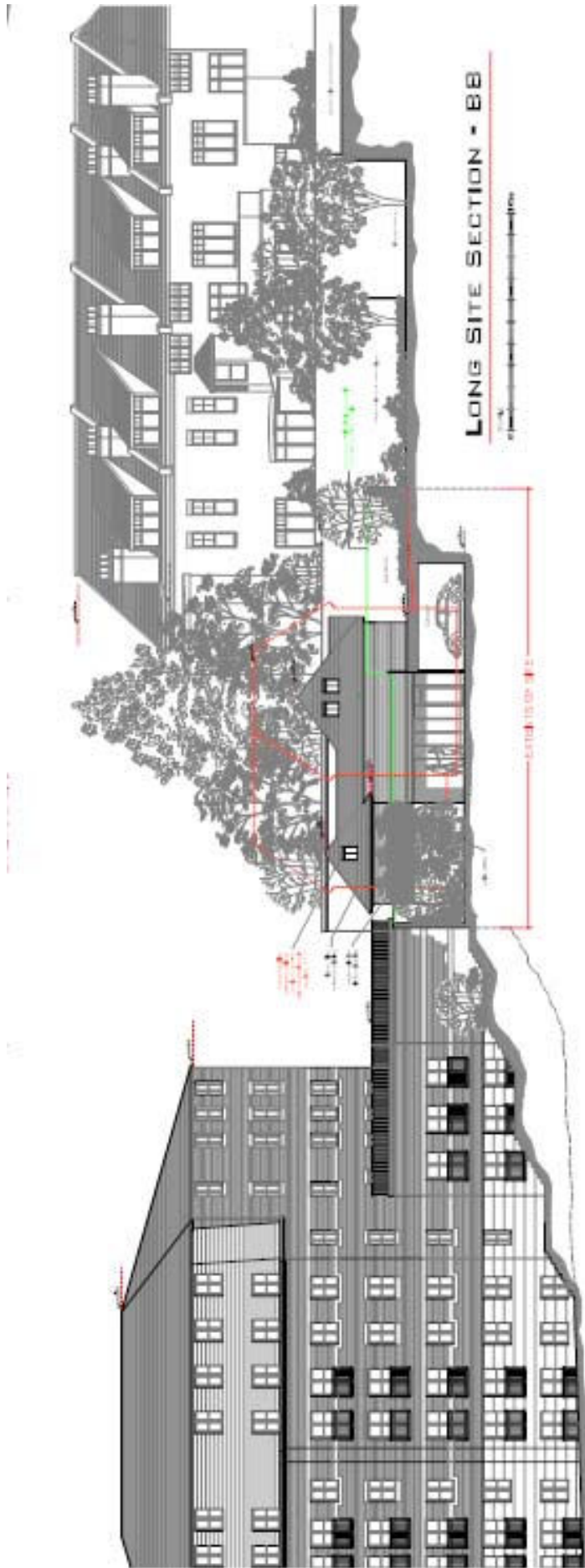


**ELEVATION / SECTION - EE**

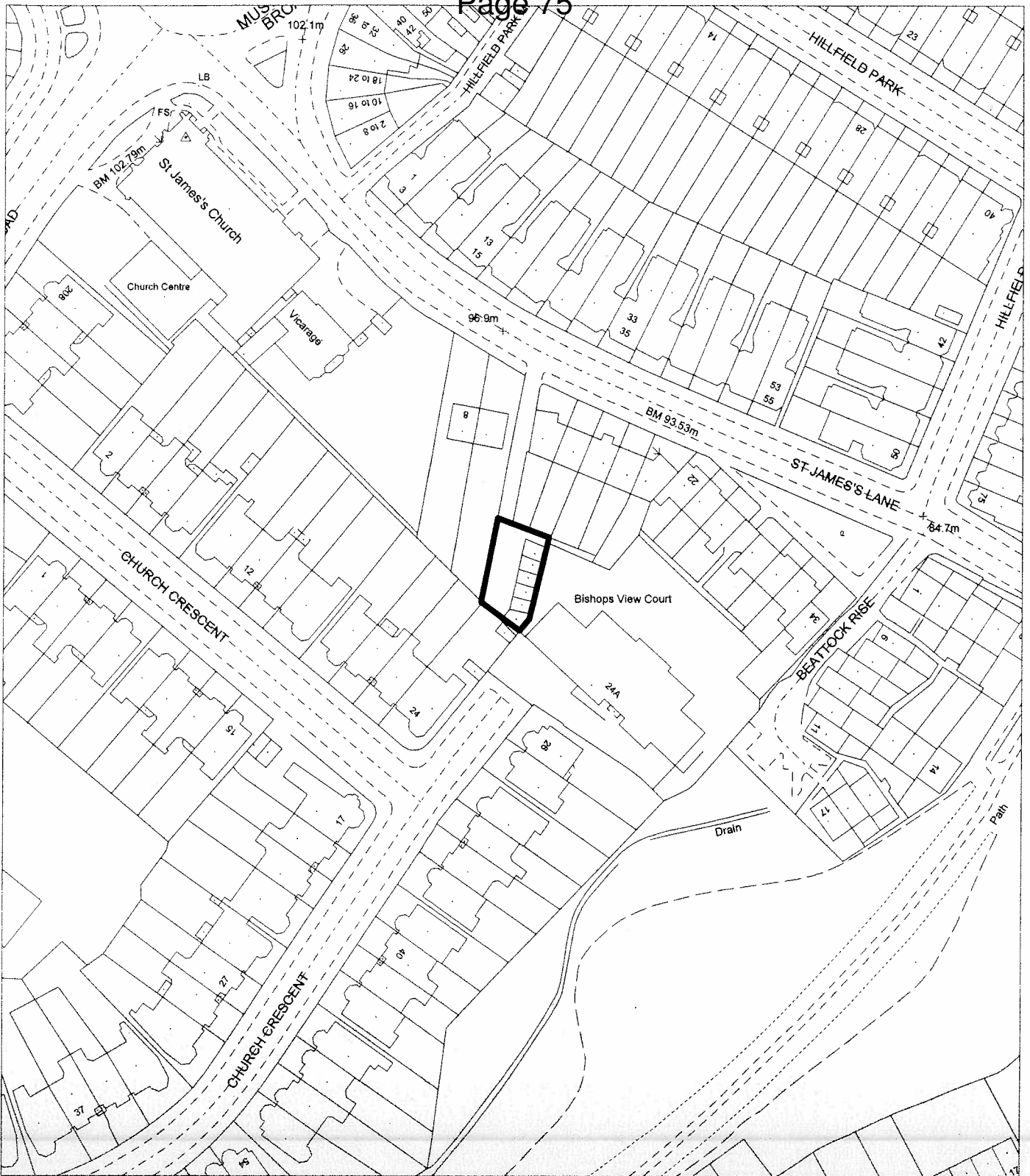
1/2" = 1'-0" (1/8" = 1'-0")







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## Site plan

## Land to rear of 10 - 12 St James's Lane N10

### Directorate of Place & Sustainability

Marc Dorfman  
 Assistant Director  
 Planning, Regeneration & Economy  
 225 High Road  
 London N22 8HQ  
 Tel 020 8489 0000  
 Fax 020 8489 5525

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	Scale	1:1250
	Date	05/12/2011

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Planning Sub-Committee 5 December 2011

Item No.

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

<b>Reference No:</b> HGY/2011/1123	<b>Ward:</b> Harringay
<b>Address:</b> 389 Wightman Road N8 0NA	
<b>Proposal:</b> Replacement of existing hall, wadu facilities and kitchen with a new three storey wing to the existing mosque	
<b>Existing Use:</b> mosque	<b>Proposed Use:</b> mosque
<b>Applicant:</b> London Islamic Cultural Society	
<b>Ownership:</b> private	
<b>Date received:</b> 14/06/2011 <b>Last amended date:</b> N / A	
<b>Drawing number of plans:</b> 1003-525-001D - 013 Rev.E incl.	
<b>Case Officer Contact:</b> Elizabeth Ennin-Gyasi	
<b>PLANNING DESIGNATIONS:</b>	
Road Network: Classified Road	
<b>RECOMMENDATION</b>	
GRANT PERMISSION subject to conditions	
<b>SUMMARY OF REPORT:</b> The scheme proposes a three storey extension to the rear, backing onto the New River and part three storey on Hampden Road frontage. The proposed extension would replace the existing single and two storey outbuildings. Access would be as existing on Wightman Road.	
The proposal would create a new communal/multi-purpose hall, a new prayer hall, teaching facilities and a library.	

**1. SITE AND SURROUNDINGS**

- 1.1 The application site is located at the junction of Wightman Road and Hampden Road and comprises of an existing Mosque and a community centre. The total site area is approximately 1150m<sup>2</sup>. It is accessible by various bus links, with Haringey British Rail station and Turnpike Lane underground station located within close proximity.
- 1.2 The western boundary of the site runs along the New River.

**2. PLANNING HISTORY**

- 2.1 Dates back from 1948, most recent includes the following:
- 2.2 HGY/1991/0992 - Erection of a canopied awning to rear of building- granted 15/10/91
- 2.3 HGY/1996/0255 -Extension of existing Islamic Community Centre to provide a 2 No. self contained flats mosque, minaret counselling and meeting rooms, library, shop and recreational facilities and ancillary to the centre – granted 30/4/96
- 2.4 HGY/1997/1856- Approval of Details pursuant to Condition 3, materials, in relation to planning permission dated (except bricks) and approval of amended drawings (plan numbers as shown below) 30/4/96 reference no. HGY/50798 – granted 9/12/97.

**3. PROPOSAL DESCRIPTION**

- 3.1 The proposal involves the replacement of existing hall, wadu facilities and kitchen with a new three storey extension to the rear, backing onto the New River and part three storey on Hampden Road frontage. The proposed extension would replace the existing single and two storey outbuildings. Access would be as existing on Wightman Road.

**4. RELEVANT PLANNING POLICY**

- 4.1 National Planning Policy
  - 4.1.1 PPS1 Delivering Sustainable Development  
PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.
- 4.2 Unitary Development Plan
  - UD2 Sustainable Design and construction
  - UD3 General Principles
  - UD4 Quality Design

M10 Parking for Development

**5. CONSULTATION**

Statutory	Internal	External
	Ward Councillors Transportation Group Waste Management Building Control	Amenity Groups Harringay Ladder Partnership New River Action Group

		Haringey Grove Community <u>Local Residents</u>
		<u>Total No of Residents</u> <u>/Businesses Consulted:</u> over 300

## 6. RESPONSES

### 6.1 Local Residents:-

- 6.1.1 One letter received- not objecting or supporting but comments that access to Hampden Road should not be block during construction works.

*Comments have been noted. The scheme would be subject to a condition to ensure the Hampden Road is not blocked during construction.*

### 6.2 Waste Management :-

'It appears as though space has been set aside for refuse and recycling containers at the north side of the building and that there is sufficient space for the bins required.

I note the bins appear to be close to fire escape stairs. In general we would not expect refuse or recycling bins to be under or near fire escapes such that if there was a fire in the bins or building they would hinder escape. Please can this be checked by Building Control or other qualified persons.

The collection of the bins should be a direct and straight line pull to Wightman Road so there needs to be a gate at this position to allow this if not already provided for. The pavement onto the carriageway of Wightman Road requires a dropped kerb at this point if there is not already one installed.

Some other general advice about bins and storage and collection is provided above where the boxes are marked with an 'x'. This advice must be followed.

This application has been given RAG traffic light status of GREEN for waste storage and collection arrangements provided all advice is followed.'

*The Waste Management Officer's comments have been noted. A condition has been attached to this report for submission of refuse management details to allow an opportunity to ensure the location of refuse bin storage etc is appropriate and safe.*

### 6.3 Transportation Group - 26 October 2011:

The application site falls within an area that has a good level of public transport accessibility. Bus services on Turnpike Lane are within easy walking distance and operate with a two-way frequency of 35 buses per hour providing regular links to Turnpike Lane underground station and bus interchange. Additionally, the site is in the immediate vicinity of Hornsey rail station.

Although the site lies on the edge of a restricted conversion area, the site falls within the Wood Green outer controlled parking zone (cpz), which operates Monday to Saturday from 8:00am-6:30pm and offers a good level of on-street parking control.

The applicants have commissioned Transport Solutions Consultancy to produce a Transport Statement to support the application and a Travel Plan in line with requirements set out within Haringey Supplementary Guidance Note SPG7b. It has been noted that the proposal will result in a significant increase in GFA. However, the Transport Statement indicates that the proposal is intended to improve community facilities currently offered at this site and that there is no intention to materially increase the prayer capacity of the Mosque.

Although a small increase in patrons is anticipated in connection with the improvements to the community use, the applicants' consultants have carried out a patron survey which reveals that 77% of individuals travel to the Mosque/Cultural Centre from within a 1 mile catchment area. Additionally, the modal split for journeys to and from the centre shows that 90% of patrons travelled using non-car modes.

Furthermore, the majority of activities take place within cpz operating hours. We have examined the proposed increase in capacity for weekend weddings/functions and concluded that given the proposed small increase in capacity of some 50 additional guests combined with the low proportion of guests travelling by car and high vehicle occupancy rates, the proposal is unlikely to generate any significant increase in traffic or parking demand to have any adverse impact on the transportation and highways network.

In order to meet the car parking standards set out within the London Plan (July 2011) the development will require the provision of two parking spaces, which should be dedicated for use by disabled blue badge holders. It has been noted that there is space within curtilage of the site to provide the required parking spaces, therefore the provision of these spaces should be secured by condition.

The travel plan submitted as part of this application outlines measures to encourage staff to travel to and from the site using sustainable modes of transport. Although it is acknowledged that the travel plan has been produced in accordance with Haringey Council Policies, the travel plan will additionally be required to comply with current Transport for London guidance, which reflects the use of the iTRACE and ATTrBuTE project and data management tools.

Therefore, the highway and transportation authority do not wish to raise any objections subject to the imposition of the following conditions:

1. Prior to the occupation of the proposed extension of the development hereby permitted sufficient space shall be provided within the site for two disabled parking spaces.

Reason: in order to comply with the Council's adopted UDP and the 2011 London Plan.

2. The designated Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application. Additionally, the Travel Plan must include the provision of a minimum of 25 secure and covered cycle stands capable of storing 50 cycles in accordance with standards set out within the London Plan.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

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

Reason: To minimise vehicular conflict at this location.

*The Transportation Officer's comments have been noted. The scheme would be subject to the conditions as requested.*

## 7. ANALYSIS / ASSESSMENT OF THE APPLICATION

7.1 The main issues in respect of this application are considered to be:

- Scale/mass/bulk/appearance
- Traffic
- Equalities impact assessment

### 7.1.1 Scale/mass/bulk/appearance

7.1.2 The area proposed for the extension is currently occupied by a single and two storey structure used as a community hall, kitchen, shop and associated facilities. The proposed building is part single- storey; part three-storeys in height providing new prayer halls, kitchen, shop and associated facilities. The gross internal floor area of the proposed building is 1071 square metres.

7.1.3 The design and style will be in keeping with the style of the existing Mosque. The new walls would be clad with stone tiles and window openings are to have the Islamic type windows with brickwork casing to match existing. The overall design of the extension will retain the existing scale and proportions of the main building to maintain uniformity. The bulk of the proposed extension would back onto the New River so that it would not result in loss of light or outlook to the adjacent properties.

7.1.4 On the Hampden Road frontage, although the proposed building would be three storey it would be set back at first floor to reduce bulk on the streetscape and minimise its impact. The front of this element would be single storey, which ensures that the bulk of the extension would be away from the Hampden Road boundary. Also Hampden Road slopes higher to the south west of the site towards the bridge; this means that at ground level of the site the single storey front building would not be visually intrusive on the road frontage. This would minimise the impact of the extension on the surrounding area, particularly Hampden Road and help the building fit better on the site.

7.1.5 It is considered the design and scale of the proposed scheme would not compromise the main mosque building or the local area in general consistent with policies UD3 & UD4.

7.2.1 Traffic

7.2.2 The application site is located in an area identified as PTAL Level 4, which is medium to good. It is approximately 5 minute walk to Turnpike Underground and buses in Turnpike Lane. Hornsey BR station is approximately 200 metres away. The site currently does not provide any parking facilities.

7.2.3 The proposed extension adds a significant amount of floor area to the existing building, however the applicant stated that it is not intended to expand the level of activity on the site. Therefore no significant increase in people or vehicles attracted to the site is anticipated. However, the applicant has submitted a Transport Statement and a Travel Plan in support of the proposal. The Travel Plan has been assessed by Council's Transportation Team and they have commented as follows:

7.2.4 'Although a small increase in patrons is anticipated in connection with the improvements to the community use, the applicants' consultants have carried out a patron survey which reveals that 77% of individuals travel to the Mosque/Cultural Centre from within a 1 mile catchment area. Additionally, the modal split for journeys to and from the centre shows that 90% of patrons travelled using non-car modes.

7.2.5 Furthermore, the majority of activities take place within cpz operating hours. We have examined the proposed increase in capacity for weekend weddings/functions and concluded that given the proposed small increase in capacity of some 50 additional guests combined with the low proportion of guests travelling by car and high vehicle occupancy rates, the proposal is unlikely to generate any significant increase in traffic or parking demand to have any adverse impact on the transportation and highways network.

7.2.6 In order to meet the car parking standards set out within the London Plan (July 2011) the development will require the provision of two parking spaces, which should be dedicated for use by disabled blue badge holders. It has been noted that there is space within curtilage of the site to provide the required parking spaces, therefore the provision of these spaces should be secured by condition.

7.2.7 The travel plan submitted as part of this application outlines measures to encourage staff to travel to and from the site using sustainable modes of transport. Although it is acknowledged that the travel plan has been produced in accordance with Haringey Council Policies, the travel plan will additionally be required to comply with current Transport for London guidance, which reflects the use of the iTRACE and ATTrBuTE project and data management tools.'

7.2.8 Therefore, the highway and transportation authority do not wish to raise any objections subject to the imposition of conditions requested, which have been incorporated in this report. It is considered that the scheme would not generate any significant increase in traffic or parking demand to have any adverse effect on local transportation and highways.

7.3.1 Equalities impact assessment

7.3.2 In determining this application the Committee is required to have regard to its obligations under the Equalities Act 2010. The impact of this scheme has been considered in relation to Section 71. The proposed development has been

considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. The new building will be fully accessible for disabled users. Otherwise, there is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

7.3.3 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

## 8. CONCLUSION

8.1 The proposed extension has been design to fit well in the site and in way that would not create any significant harmful effects on the nearby properties and the local area in general. It is unlikely to generate adverse impact on the transportation and highway network in the vicinity. Therefore the scheme is considered acceptable in line with policies: UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design' and M10 'Parking for Development'.

## 9. RECOMMENDATION

### GRANT PERMISSION

Applicant's drawing No.(s) 1003-525-001D - 013 Rev.E incl.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

3. 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. 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. Prior to the occupation of the proposed extension of the development hereby permitted sufficient space shall be provided within the site for two disabled parking spaces.

Reason: in order to comply with the Council's adopted UDP and the 2011 London Plan.

6. The designated Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application. Additionally, the Travel Plan must include the provision of a minimum of 25 secure and covered cycle stands capable of storing 50 cycles in accordance with standards set out within the London Plan.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

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

Reason: To minimise vehicular conflict at this location.

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.

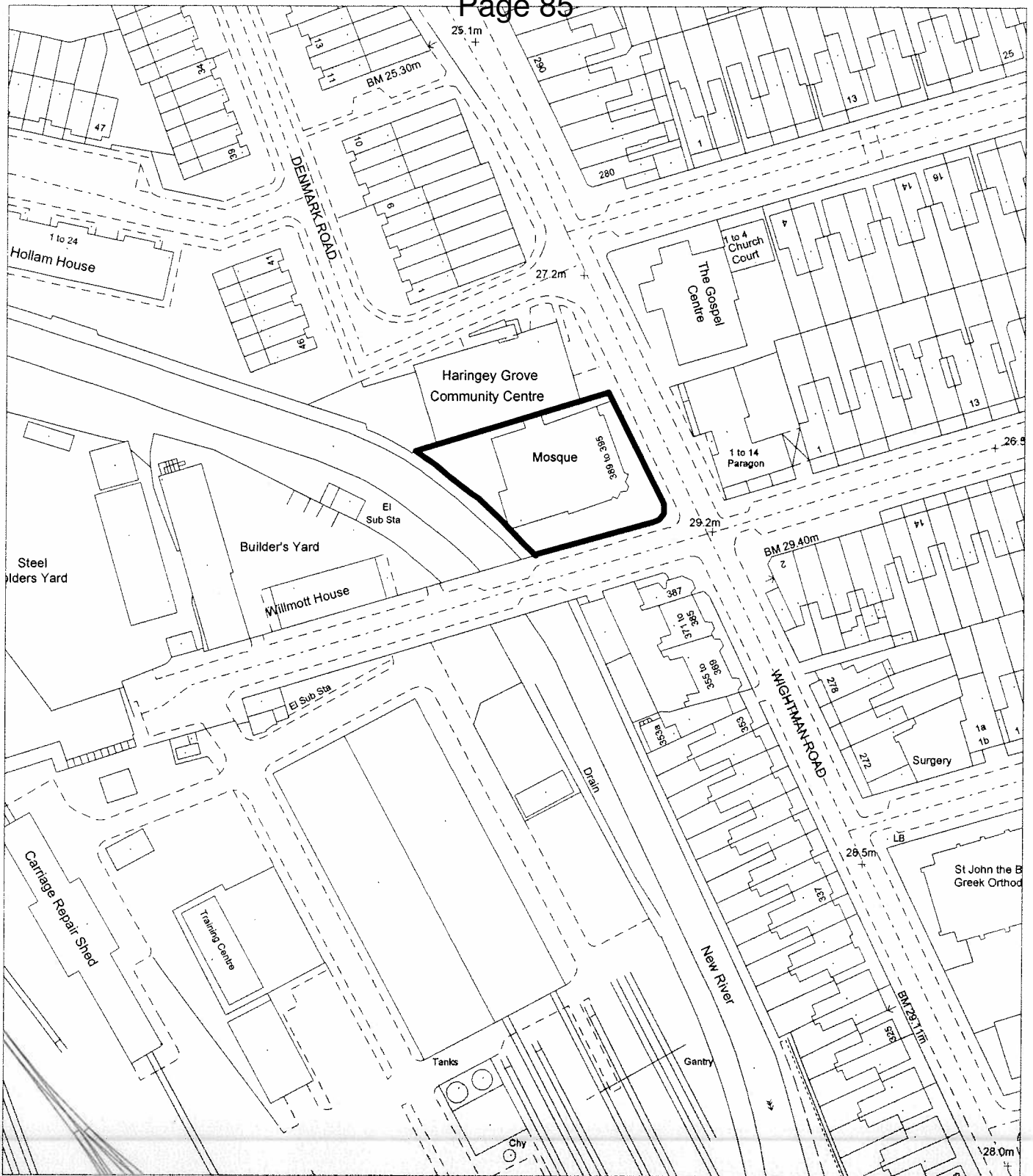
9. That Hampden Road shall not be blocked during construction works.

Reason: To allow access for other road users.

## REASONS FOR APPROVAL

The proposed extension has been design to fit well in the site and in way that would not create any significant harmful effects on the nearby properties and the local area in general. It is unlikely to generate adverse impact on the transportation and highway network in the vicinity. Therefore the scheme is considered acceptable in line with policies: UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design' and M10 'Parking for Development' of the Haringey Unitary Development Plan.





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## Site plan

### 389 Wightman Road N8

## Directorate of Place & Sustainability

Marc Dorfman  
 Assistant Director  
 Planning, Regeneration & Economy  
 225 High Road  
 London N22 8HQ  
 Tel 020 8489 0000  
 Fax 020 8489 5525

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	Scale	1:1250
	Date	05/12/2011

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Planning Sub-Committee 5 December 2011

Item No.

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

<b>Reference No:</b> HGY/2011/1889	<b>Ward:</b> Valerie Okeiyi
<b>Address:</b> 606 Lordship Lane N22 5JH	
<b>Proposal:</b> Erection of 3 storey block comprising 6 x 2 bedroom flats	
<b>Existing Use:</b> Car Park	<b>Proposed Use:</b> Residential
<b>Applicant:</b> Mr Simon Oliver Magic Drinks Ltd	
<b>Ownership:</b> Private	
<b>Date received:</b> 13/10/2011 <b>Last amended date:</b> N / A	
<b>Drawing number of plans:</b> 01, 02, 03	
<b>Case Officer Contact:</b> Valerie Okeiyi	
<b>PLANNING DESIGNATIONS:</b>	
Road Network: Classified Road	
<b>RECOMMENDATION</b>	
GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement	
<b>SUMMARY OF REPORT:</b>	
<p>This application is for the erection of 3 storey block comprising 6 x 2 bedroom flats with associated landscaping.</p> <p>The principle of residential use on this site is considered to be acceptable as this site is surrounded by residential use and the site is not a protected open space and does not fall within a defined employment area. The position, scale, mass and design of the proposed building has been carefully considered to create a built form that will have a sympathetic relationship with the adjoining properties. The overall layout and unit/room sizes are acceptable. While parking will not provided with the scheme this will not adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network. The development will provide an education contribution secured by way of S106 agreement and contribution towards the amendment of the TMO.</p>	

## 1. SITE AND SURROUNDINGS

- 1.1 The application site is situated at the existing car park to the side of the public house at 606 Lordship Lane and it fronts Dunbar Road outside the conservation area. The surrounding area comprises of a mix of residential and commercial buildings. To the north of the site is the row of two storey terrace houses on Dunbar Road. To the east is the two storey terrace houses on Perth Road. To the west is the three storey terraces on Khalsa Court which backs onto the site. Further south fronting Lordship Lane is the three storey blocks comprising of commercial on the ground floor and residential on the upper floors and even further south are the residential blocks at Andrula Court and Coldham Court.

## 2. PLANNING HISTORY

- 2.1 Planning Application History  
Planning-**HGY/1991/0943**-GTD-20-09-91-606 Lordship Lane London -  
Erection of 1.5m satellite dish.  
Planning-**HGY/1998/0842**-GTD-25-08-98-The Lordship 606 Lordship Lane  
London -Formation of two additional fire exits to front elevation.  
Planning-**HGY/1998/0999**-GTD-25-08-98-606 Lordship Lane London -  
Installation of various non-illuminated and illuminated signage at ground and  
first floor level  
Planning-**HGY/2007/0433**-WDN-16-04-07-The Lordship Pub, 606 Lordship  
Lane Wood Green London -Upgrading of existing radio base station  
comprising of addition of three antennas, two dish antennas, one Node B  
equipment cabinet and development ancillary thereto (Part 24).  
Planning-**HGY/2009/1041**-GTD-15-09-09-606 Lordship Lane London -  
Conversion of upper floors into eight self contained flats (1 x 3 bed, 2 x 2 bed,  
5 x 1 bed).  
Planning-**HGY/2009/1640**-GTD-01-12-09-606 Lordship Lane London -  
Approval of details pursuant to condition 9 (materials) attached to planning  
reference HGY/2009/1041.

- 2.1 Planning Enforcement History

No planning enforcement history

## 3. RELEVANT PLANNING POLICY

- 3.1 National Planning Policy

Planning Policy Statement 3: Housing  
Planning Policy Statement 1: Delivering Sustainable Development

- 3.2 London Plan

The London Plan (2011)

### 3.3 Unitary Development Plan

G1 Environment  
 G2 Development and Urban Design  
 UD3 General Principles  
 UD4 Quality Design  
 UD2 Sustainable Design & Construction  
 UD7 Waste Storage  
 M10 Parking for Development  
 HSG1 New Housing Development  
 HSG2 Change of Use to Residential

### 3.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements  
 Housing SPD (October 2008)  
 SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight  
 SPG10c Educational Needs Generated by New Housing  
 SPG8b Materials  
 SPG4 Access for All – Mobility Standards  
 SPG5 Safety by Design

## 4. CONSULTATION

Statutory	Internal	
7 – 40 Dunbar Road 5 - 7 Acacia Road Flat 1 – 7, GFF, FFF, Shop; 591 Lordship Lane, 591 Lordship Lane 603 – 605 Lordship Lane Flat 1 – 8, SFF, TFF; 606 Lordship Lane, 606 - 607 Lordship Lane Flat 1 – 4; 608 Lordship Lane 608 – 609 Lordship Lane Shop, UFF; 610 Lordship Lane, 610 Lordship Lane Flat A, Shop; 612 Lordship Lane, 612 Lordship Lane Flat A, Shop; 614 Lordship Lane, 614 Lordship Lane Flat A. shop; 616 Lordship Lane, 616 Lordship Lane, Flat A; 618 Lordship Lane	Transportation Group Building Control Commercial Environmental Health Thames Water	

<p>620 - 624 Lordship Lane, Advertising Right 3434, shop; 622 Lordship Lane, Shop, UFF; 628 Lordship Lane, 628 Lordship Lane, FFF, SFF; 634, 640 Lordship Lane, 2A, 2B Acacia Road GF shop 618 620 Lordship Lane, 618 620 Lordship Lane 1 – 7 Khalsa Court; Acacia Road, Flat 1 – 12 Andrula Court; Lordship Lane</p>		
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## 5. RESPONSES

### 5.1 Local Residents

Four letters of support received from local residents for the following reasons; in terms of design the block is acceptable and in terms of amenity the residents from flat 2 Helena Court; 591 Lordship Lane, flat 5; 606 Lordship Lane, the leaseholder of 606 Lordship Lane and 1 Dunbar Road supports this planning application because the proposal will improve the surrounding environment in terms of noise and pollution, improve the safety of the area and create further accommodation in the area.

### 5.2 Environmental Health

No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

### 5.3 Thames Water

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

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

#### 5.4 Waste Management

Wheelie bins should be presented for collection by 6.00am on day of scheduled collection within the boundary of the front of the property. A standard full kerbside collection set is required for this property.

This application has been given RAG traffic light status of GREEN for waste storage and collection arrangement.

#### 5.5 Transportation Team

The above site is in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station. As site visit conducted on the 22/11/2011 observed that the car park was not heavily parked with only 3 cars parked in the car park, however 2 cars were observed to be illegally parked on the footway on the site entrance fronting Lordship Lane.

We have concerns regarding the lost of the pub car park as:

- 1) The applicant has not provided sufficient information as to how the existing pub will be services including where the operators will park.
- 2) Application 20091041 Conditions 4 require the applicant to provide no less than 5 car parking spaces for the use of the 8 approved residential units.

We have however considered that the development proposal of some 6 additional units will not result in any significant increase in the generated traffic or parking demand to have any adverse impact on the transportation and highways network. In addition, the characteristics of this site fulfil the criteria set up in the UDP Policy M9, for dedication as a car-free development. Consequently the transportation and highways authority would not object to this application subject to the following conditions:

- 1) The applicant enters into a S.106 agreement that the **existing** and **proposed** "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 (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To encourage the use of sustainable travel modes at this location.

2) Submits service and delivery plan with details of servicing for the existing development

Reason: To ensure that the existing Pub and residential development can be serviced.

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

2. Any access modification work which affects the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been Completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for completion of the works

## 6. ANALYSIS / ASSESSMENT OF THE APPLICATION

6.1 The main issues in respect of this application are considered to be:

- Loss of parking space
- Principle of a residential use;
- Design and form;
- The layout/ standard/ mix of accommodation of the proposed residential units,
- Residential Amenity;
- Transportation and access;
- Waste management;
- Sustainability
- Planning Obligation/Section 106

6.2 Loss of parking space

The loss of the car park is considered acceptable because the site is in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station. As site visit conducted on the 22/11/2011 observed that the car park was not heavily parked.

The concerns however relating to the loss of the car park is that condition 4 of the previous application under planning reference HGY/2009/1041 required that the applicant provide no less than 5 car parking spaces for the use of the 8 approved residential units. To address this issue the applicant has agreed to enter into a section 106 agreement so that the **existing and proposed** "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 (TMO) controlling on-street parking in the



vicinity of the development.

### 6.3 Principle of Residential Use

Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The 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 New Housing Developments. 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 application site does not form part of a protected open space and it is not situated within a defined employment area. The principle of residential use on this site is considered to be acceptable given that the site is surrounded by residential uses and is within a broader residential area. The proposal therefore accords with Policy HSG2.

### 6.4 Design and Form

Policy UD4 requires that new buildings be of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of this criteria based policy is to encourage good design of new buildings in order to enhance the overall quality of the built environment.

As noted above the proposal is for the erection of a three storey block with a pitched roof on the former car park to the side of the public house at 606 Lordship Lane, fronting. The design of the scheme is fairly traditional in appearance, and it will be constructed in London Stock facing brick, mid grey coated UPVC framed double glazed windows and doors. The roof will be dark grey natural on externit slates to roofs and stained timber privacy slabs. Balconies will be inserted on first and second floor at the front elevation. The overall height of the block will be 11.5m, 13.1m in width and 11.24m in depth.

The overall siting and coverage of the former car park would not represent a cramped form of development and it would not have an unsympathetic relationship to the adjoining blocks in that; the proposed block will be set back from the front and align with the shed to the side of 1 Dunbar Road and row of terraces. It will also be set away from the shed to the side of 1 Dunbar by 2.89m. The block is well set back from the rear by 7.5m to provide amenity space and the height will be similar to the residential block that backs onto the site at Khalsa Court on Acacia Road.

Overall the siting, form and design of the proposed scheme is considered acceptable in terms of its scale, bulk and massing.

6.5 Layout / standard & mix of Residential Accommodation

Each unit will comprise of two bedrooms and an open plan living room/kitchen area.

The flats will have a small front garden area and sufficient rear garden space at the rear to serve the ground floor flats and balconies to the front to serve the flats on first and second floor level. Access to the rear garden is from the side adjacent to the existing shed to the side of 1 Dunbar Road.

All of the unit sizes and room sizes are consistent with the floorspace minima identified in the Housing SPD 2008.

6.6 Residential Amenity

Policy UD3 and the Housing SPD (2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.

All side facing windows which serve the bathrooms to each flat will be conditioned to ensure that the glass is in obscured glazing; this will mitigate any overlooking issues. A further condition relating to soft landscaping is also proposed to reinstate mature trees that were previously at the site on the side boundary facing the rear gardens of the properties on Dunbar Road this will mitigate any overshadowing issues.

There are residential properties to the north, south, east and west of the site. The aspect of this site from adjoining/ surrounding residents at present is very open as the site is occupied by a large car park. Letters of support however have been received from neighbouring properties because the proposal will improve the surrounding environment in terms of noise, pollution and safety in the area because at present the car park has caused problems in the area. It is considered that the proposed scheme will be a positive contribution for adjoining/ nearby residents in terms of amenity.

Overall the proposed development has taken careful consideration to protect the residential amenity of neighbouring occupiers. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD.

6.7 Transport Assessment/Access

Car parking will not be provided with the scheme, however cycle parking will be provided. The application site is located in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station.

The transportation team have considered that the development proposal of some 6 additional units will not result in any significant increase in the

generated traffic or parking demand to have any adverse impact on the transportation and highways network. In addition, the characteristics of this site fulfil the criteria set up in the UDP Policy M9, for dedication as a car-free development. Consequently the transportation and highways authority would not object to this application

## 6.8 Waste Disposal

A communal refuse area will be provided to the side of the site. This will comprises of four bins. The waste management team are satisfied and have given the scheme RAG traffic light status of GREEN for waste storage and collection arrangement

## 6.9 Sustainability

In terms of sustainability the scheme will involve;

- Insulation of primary hot water pipes and hot water tanks will be included. Energy efficient boilers with over 80% efficiency rating will be installed to serve each flat.
- The proposed scheme allows for the use of natural light throughout the building. Elevations have more than adequate fenestration to provide good levels of daylight in habitable rooms, and ventilation requirements will also be in accordance with the Building Regulations. Efficient natural background ventilation will be provided through trickle ventilation, air bricks, and passive stacks.
- Energy efficient lighting will be installed, including temperature controls. Solar water heating will be included. Insulation requirements, including high performance glazing, will be provided all in accordance with Approved Document L 1B 2006 of the Building Regulations
- In terms of water conservation, all water usage will be controlled within the new development. Taps and showers will have water saving devices, and low flush toilets will be installed. No Power showers will be installed.
- All hard surfaces will be laid using permeable materials. Access, Safety and Security, and Life Time homes standards will all be adopted. Pedestrians will be able to move safely around the front and rear of the site. Site facilities, amenities and the site boundary will all be safe and secure, with good visibility and lighting
- In terms of efficient resource use, demolished materials will be separated for re-use, and new materials will be recycled materials, wherever possible, and low impact materials will be used throughout the develop

The scheme will therefore be in accordance with policy UD2 because it will take into account sustainable design and construction.

6.10 Planning Obligations/Section106

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and 10c Educational Needs Generated by New Housing Development the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

In line with SPG10c, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution associated with this development is calculated to amount to £20,729.38.

The applicant has also agreed to enter into Section 106 agreement so that the the **existing** and **proposed** "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 (TMO) controlling on-street parking in the vicinity of the development. The contribution towards the amendment of the TMO is £1000.

As part of the S106, it is recommended that a financial contribution of £1000 is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.

The total contribution is therefore £22,729.38

7. **CONCLUSION**

It is considered that in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.

The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as

a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.

As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, Change of Use to Residential, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008). It is therefore appropriate to recommend that planning permission be APPROVED.

## **8. RECOMMENDATION 1**

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2011/1889, subject to a pre-condition that Simon Oliver Magic Drinks Ltd and [the owner (s)] of the application site shall have first 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 £20,729.38 as an Educational Contribution, £1000 towards the amendment of the TMO and £1000 towards recovery costs; i.e. a total of £22,729.38.

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2011/1889 be refused for the following reason:

The proposal fails to provide an Education Contribution in accordance with the requirements set out in Supplementary Planning Guidance 12 'Educational Needs Generated by New Housing Development' attached to the Haringey Unitary Development Plan and a contribution towards the amendment of the TMO.

## **8.1 RECOMMENDATION 2**

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2011/1889

GRANT PERMISSION subject to conditions

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

Subject to the following condition(s)

#### IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

#### MATERIALS & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the new building hereby approved (including front boundary treatments) have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1300 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. 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 and protect the amenity of neighbouring properties.

6. The 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.

7. 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.

## CONSTRUCTION

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

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

## OTHER

9. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order for the Local Planning Authority to ensure the site is risk free.

10. The applicants submits a service and delivery plan with details of servicing for the existing development

Reason: To ensure that the existing Pub and residential development can be serviced.

11. The proposed development must achieve level 4 Code for Sustainable Homes.

Reason: To ensure the development meets the Code Level for sustainable Homes as approved in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance and improve environmental quality and resource efficiency.

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

INFORMATIVE: Any access modification work which affects the public highway will be carried out by the Council at the applicant's expense once all the necessary internal site works have been Completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for completion of the works

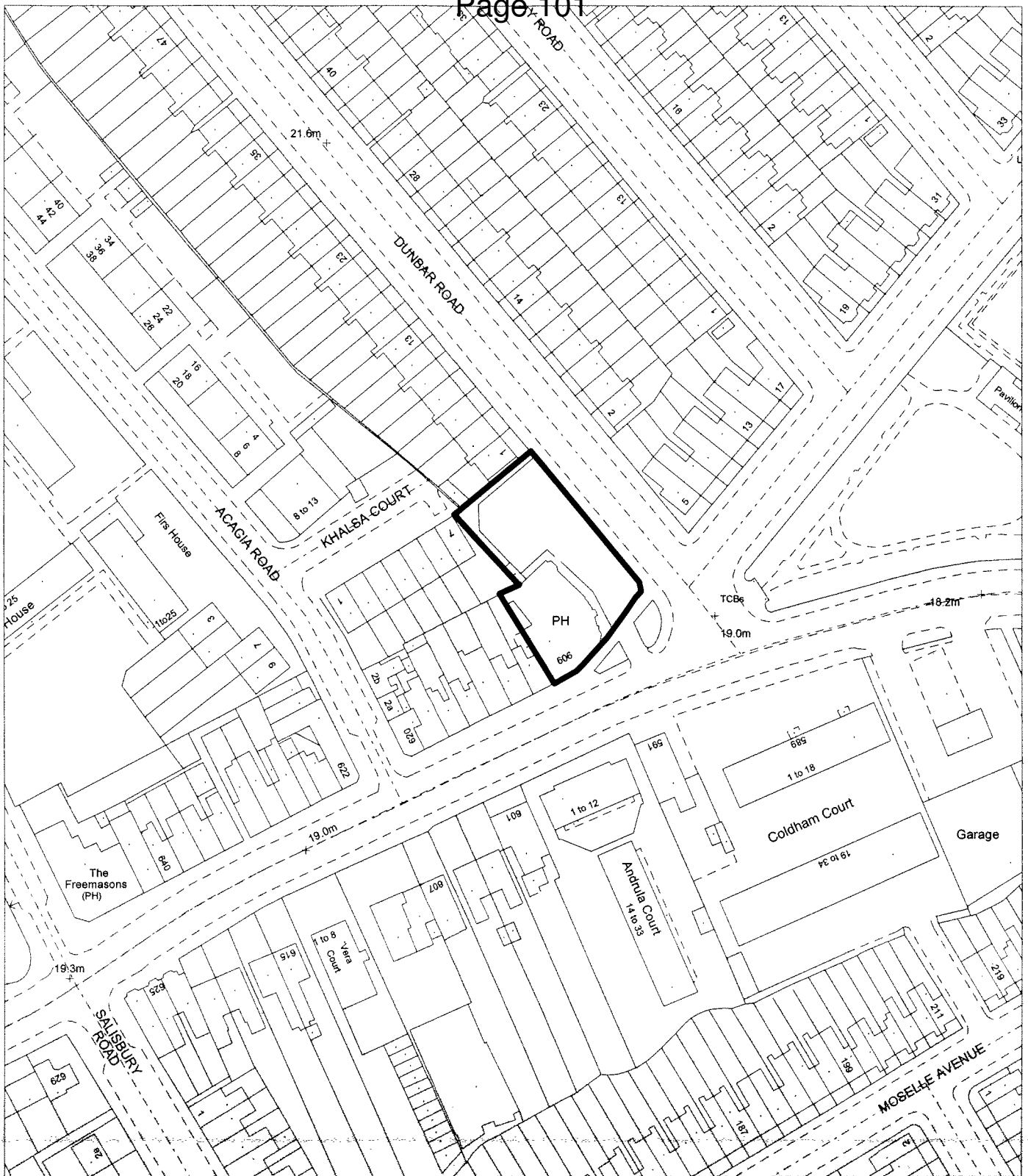
#### REASONS FOR APPROVAL

It is considered that in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.

The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.

As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, Change of Use to Residential, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008).





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## Site plan

### 606 Lordship Lane N22

## Directorate of Place & Sustainability

Marc Dorfman  
 Assistant Director  
 Planning, Regeneration & Economy  
 225 High Road  
 London N22 8HQ  
 Tel 020 8489 0000  
 Fax 020 8489 5525

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	Scale	1:1250
	Date	05/12/2011

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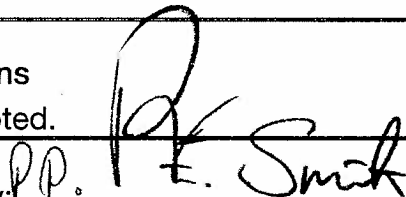
Haringey Council

Agenda item:

[ ]

Planning Sub-Committee

On 5<sup>th</sup> December 2011

Report Title: Appeal decisions determined during October 2011	
Report of: Lyn Garner Director of Place and Sustainability	
Wards(s) affected: All	Report for: Planning Sub-Committee
<b>1. Purpose</b> To advise the Sub-Committee of appeal decisions determined by the Department for Communities and Local Government during October 2011.	
<b>2. Summary</b> Reports outcome of 6 planning appeal decisions determined by the Department for Communities and Local Government during October 2011 of which 3 (50%) was allowed and 3 (50%) were dismissed.	
<b>3. Recommendations</b> That the report be noted.	
Report Authorised by:  Marc Dorfman Assistant Director Planning, Regeneration & Economy	
Contact Officer: Ahmet Altinsoy Development Management Support Team Leader Tel: 020 8489 5114	
<b>4. Local Government (Access to Information) Act 1985</b> Planning staff and application case files are located at 6 <sup>th</sup> Floor, River Park House, 225 High Road, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: <a href="http://www.haringey.gov.uk">www.haringey.gov.uk</a> . From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details. The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.	

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**APPEAL DECISIONS OCTOBER 2011****PLANNING APPEALS**

<b>Ward:</b>	<b>Alexandra</b>
<b>Reference Number:</b>	<b>HGY/2011/0468</b>
<b>Decision Level:</b>	<b>Delegated</b>

**42 Muswell Road N10 2BG****Proposal:**

Development proposed is internal alterations to change from bed sit accommodation to self contained flats

**Type of Appeal:**

Written Representation

**Issue:**

The effect of the proposal on on-street parking in a residential area of recognised parking pressure

**Result:**

Appeal **Allowed** 25 October 2011

<b>Ward:</b>	<b>Bounds Green</b>
<b>Reference Number:</b>	<b>HGY/2011/0617</b>
<b>Decision Level:</b>	<b>Delegated</b>

**Land to the Rear of Bounds Green Road N22 8DQ****Proposal:**

Erection of 9 no. two storey dwellings, comprising four different house types with a mixture of detached, link and semi-detached properties

**Type of Appeal:**

Written Representation

**Issue:**

Whether the proposal is cramped and the site over-developed

**Result:**

Appeal **Dismissed** 21 October 2011

<b>Ward:</b>	<b>Bounds Green</b>
<b>Reference Number:</b>	<b>HGY/2011/0318</b>
<b>Decision Level:</b>	<b>Delegated</b>

**39 Truro Road N22 8EH**

**Proposal:**

Erection of a new three bedroom detached family house on land adjacent to no.30 Truro Road

**Type of Appeal:**

Written Representation

**Issue:**

Whether the proposal would preserve or enhance the character or appearance of the Bowes Park Conservation Area

The effect of the development on living conditions at 39 Truro Road

The effect of the development on car parking in the locality

Whether the proposal would be a sustainable form of development in accordance with local policy requirements

**Result:**

Appeal **Dismissed** 10 October 2011

Award for Costs – **Allowed** 10 October 2011

<b>Ward:</b>	<b>Highgate</b>
<b>Reference Number:</b>	<b>HGY/2011/0520</b>
<b>Decision Level:</b>	<b>Delegated</b>

**1 Dukes Head Yard N6 5JQ****Proposal:**

Erection of third floor extension to the existing dwelling, installation of roof mounted photo-voltaic panels and installation of an external insulation system to the existing side elevation

**Type of Appeal:**

Written Representation

**Issue:**

The effect of the proposed extension on the setting of the nearby Grade II listed building, The Studio,

Whether it would preserve or enhance the character or appearance of the Highgate Conservation Area, within which the site is located

**Result:**

Appeal **Allowed** 10 October 2011

<b>Ward:</b>	<b>Muswell Hill</b>
<b>Reference Number:</b>	<b>HGY/2010/2257</b>
<b>Decision Level:</b>	<b>Delegated</b>

**46-48 Muswell Hill Broadway N10 3RT****Proposal:**

Conversion of three self contained flats including rear dormer

**Type of Appeal:**

Written Representation

**Issue:**

The suitability of the living conditions for incoming residential occupiers

The effect on highway safety and the free flow of traffic

**Result:**

Appeal **Allowed** 25 October 2011

<b>Ward:</b>	<b>Noel Park</b>
<b>Reference Number:</b>	<b>HGY/2011/0973</b>
<b>Decision Level:</b>	<b>Delegated</b>

**40B Gladstone Avenue N22 6LL**

**Proposal:**

Removal of five windows (three to the front of the property, two to the rear) and their replacement with new double glazed windows

**Type of Appeal:**

Written Representation

**Issue:**

The effect of the proposal on the character and appearance of the Noel Park Conservation Area

**Result:**

Appeal **Dismissed** 14 October 2011