



Haringey Council

Planning Sub Committee

MONDAY, 11TH JUNE, 2012 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Basu, Beacham, Christophides, Demirci (Chair), Mallett, McNamara, Peacock (Vice-Chair), Reid, Schmitz and Solomon

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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 11 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 - 26)

To confirm and sign the minutes of the Planning Sub Committee held on 14 May 2012.

6. PLANNING APPLICATIONS

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. FORMER GLS DEPOT, FERRY LANE, TOTTENHAM, N17 ('HALE VILLAGE') (PAGES 27 - 68)

Proposed development of 890sqm Community Centre (Use Class D1) and 64 residential units in a part 7/part 8 storey block on Block NE within Hale Village- a reserved matters application (including appearance, layout, scale and landscaping) in relation to outline consent no HGY/2010/1897 and discharge of Conditions 1, 4, 6, 7, 8, 11, 12, 41 and 42 attached to the outline consent.
RECOMMENDATION: Grant permission, subject to conditions.

8. 865 HIGH ROAD, N17 0AA (PAGES 69 - 108)

Demolition of single storey rear extension. Change of use of existing first floor from commercial to residential. Erection of two additional storeys at second floor and third floor levels and erection of rear extension at ground, first and second floors to provide 1 x studio, 4 x 1 bedroom and 3 x 2 bedroom units and A1 Shop at Ground floor.
RECOMMENDATION: Grant permission, subject to conditions.

9. 865 HIGH ROAD, N17 0AA (PAGES 109 - 118)

Conservation Area Consent for demolition of existing single storey ground floor extension.
RECOMMENDATION: Grant Conservation Area Consent, subject to conditions.

10. 29/31 AYLMER ROAD, N2 0BS (PAGES 119 - 170)

Demolition of no's 29-31 Aylmer Road and erection of a part 4/part 5 storey building comprising of 9 self contained flats to provide 6 x 2 bedroom apartments and 3 x 3 bedroom apartments. Provision of 10 covered car parking spaces, 1 visitor's space, cycle parking and associated landscaping.
RECOMMENDATION: Grant permission, subject to conditions and subject to a s106 legal agreement.

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

12. DATE OF NEXT MEETING

Monday, 25 June 2012, 7pm (special)

Thursday, 28 June 2012, 7pm (special – tbc)

Monday, 9 July 2012, 7pm

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Wednesday, 30 May 2012

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

MINUTE NO.	SUBJECT/DECISION	ACTION BY
PC154.	<p>APOLOGIES</p> <p>There were no apologies for absence.</p>	
PC155.	<p>URGENT BUSINESS</p> <p>There were no items of urgent business.</p>	
PC156.	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest.</p>	
PC157.	<p>DEPUTATIONS/PETITIONS</p> <p>There were no deputations or petitions.</p>	
PC158.	<p>MINUTES</p> <p>RESOLVED</p> <p>That the minutes of the meeting held on 16th April 2012 be approved and signed by the Chair.</p>	
PC159.	<p>FURNIVAL HOUSE, 50 CHOLMELEY PARK N6 - PROPOSED VARIATIONS TO SECTION 106 AGREEMENT</p> <p>The Committee considered a report, previously circulated, which set out the proposal for a variation of the existing Section 106 agreement for the development at Furnival House, 50 Cholmeley Park, N6 as agreed in September 2010. The Committee was advised that the final sentence of paragraph 5.3 of the report should be amended to read “The <i>Transportation</i> contribution will remain the same as existing”.</p> <p>The following points were raised in discussion by the Committee:</p> <ul style="list-style-type: none"> • This was a matter for the Committee’s determination as it related to a planning agreement between the Council and the applicant. • The Committee needed to determine whether the change in the scheme’s viability warranted the proposed reduction in s106 contributions. • The Committee’s legal advisor reported that that the viability assessment submitted by the applicant had been assessed by the Council’s officers and also by an 	

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independent expert to verify the information supplied.

- The return indicated in the viability assessment was significantly lower than the standard expectation of 15-20%, and the viability of the scheme was assessed as marginal.
- It was the view of Council officers that allowing the reduction in the s106 agreement would increase the likelihood of the scheme going ahead, and it was on this basis that the recommendation of the report was that the proposal be approved.
- There had been a material change in circumstances since permission for the scheme was granted, in that works to Listed Buildings were no longer exempt from VAT.
- It was confirmed that the reduction in s106 would reduce the amount of social housing that could be provided, but local and national policy did not permit s106 obligations and the issue of viability to prevent otherwise deliverable schemes from coming forward for development.
- The Committee expressed concern that details of the viability assessment had not been made available for the Committee to examine, in order to make a decision on the basis of all the relevant information, and it was agreed that a public summary of such information should be included in such reports in future. Members were also reminded that they could view the full information by arrangement with the Planning officers and by agreeing to sign a confidentiality agreement.
- The Committee was advised that all s106 agreements were registered as land charges and would transfer with ownership in the event of sale.
- In response to a question from the Committee, it was reported that, were the scheme coming forward for initial approval at this time, a total s106 contribution of approximately £1.2m would be recommended by officers.

Cllr Bevan spoke in objection to the application in his capacity as Cabinet Member for Housing. Cllr Bevan expressed concern that the proposed reduction in s106 contribution would result in three fewer social houses being provided. Cllr Bevan stated that market evidence demonstrated that there had been no reduction in sale values for similar properties, and that his experience in dealing with Homes for Haringey had shown that building costs had in fact reduced in recent years.

The applicants addressed the Committee to advise that they had spent a number of years trying to bring the scheme forward, and that building costs had increased, while sales values had decreased, and there was the additional impact of the new VAT charge on works to listed buildings. It was reported that the viability of the scheme was very tight, and that reducing the s106 contribution would make the difference between the scheme happening or not.

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Marc Dorfman, Assistant Director, Planning, Regeneration and Economy, summarised the discussion, and suggested that, were the Committee unwilling to accept the recommendation of the report, a decision be made to defer the report in order to enable some of the issues raised to be further addressed.

Cllr Rice moved that the report should be deferred in order to enable Members to see the appropriate information and to therefore discharge their duty fully on the basis of all the relevant facts. This motion was seconded by Cllr Hare, but fell when put to the vote. The Chair then moved the recommendation of the report, and on a vote this was carried.

RESOLVED

That the variation to reduce the contributions to the existing s106 Agreement attached to planning permission HGY/2010/1175 for the development at Furnival House, 50 Cholmeley Park, be agreed.

PC160.

638 HIGH ROAD, N17 0AA

The Committee considered a report, previously circulated, on the planning application in relation to 638 High Road, N17 0AA. The report set out details of the site, the proposal, planning history, relevant planning policy, consultation and responses, analysis, planning obligations, human rights and equalities considerations and recommended that the application be granted, subject to conditions. The Planning Officer gave a presentation outlining key aspects of the report and the Committee then examined the plans and asked questions of officers.

The following points were raised in discussion of the application by the Committee:

- Concern was expressed regarding the adequacy of the waste disposal facilities, as there were problems regarding this issue at other premises in the local area. It was agreed that a condition could be added requiring details of waste management arrangements, and that the proposed space for waste management was larger than in the previous building.
- In response to concerns regarding the design of shop-fronts and advertising, it was confirmed that conditions were proposed in respect of both of these issues.
- It was agreed that an informative could be added in respect of the possibility of having a plaque to indicate the year in which the building was rebuilt.

The recommendation of the report was moved, with the additional condition in respect of waste management details and an

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informative regarding the possibility of having a plaque indicating the year in which the building was rebuilt and it was:

RESOLVED

That, subject to an additional condition in respect of waste management details and an informative regarding the possibility of having a plaque indicating the year in which the building was rebuilt, planning application HGY/2012/0427 be granted, subject to conditions.

EXPIRATION OF CONSENT

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.

IN ACCORDANCE WITH APPROVED PLANS

2. The development hereby authorised shall be carried out in complete accordance with the plans, specifications and other documents listed on the decision letter, which have been 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. The materials and external finishes for the building must be carried out in accordance with the drawings and samples submitted and approved as set out in the approved drawings and submitted samples, unless alternative materials are subsequently approved by the borough council as planning authority in writing.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

SHOPFRONTS

4. The shopfronts hereby approved shall be built in accordance with the approved drawings and retained thereafter unless alternative proposals are subsequently agreed in writing by the council as local planning authority.

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Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

SIGNAGE

5. Any signage required for the proposed retail unit shall be subject to a separate advertising consent application. Signage shall not be erected on the building without the prior consent of the local planning authority.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

AIR QUALITY - VENTILATION TO RESIDENTIAL UNITS

6. Prior to the occupation of the units within the development hereby permitted, the ventilation system shown on drawings [insert], serving the first, second and third floor residential accommodation shall be completed and shall be permanently maintained thereafter.

Reason: In order to ensure a satisfactory internal living environment for the future occupiers of the residential accommodation.

CROSSOVER - S278 AGREEMENT

7. Prior to occupation of the development hereby approved, the applicant shall enter in to a S.278 agreement to contribute £8,588 (Eight thousand five hundred and eighty eight pounds) for improvements relating to the 'reinstatement of pavement and removal of vehicular crossover to the development site post construction.

Reason: To facilitate vehicular access to the development and safeguard pedestrian access.

**CONSTRUCTION AND LOGISTICS PLAN (CLP) AND
CONSTRUCTION MANAGEMENT PLAN (CMP)**

8. At least 1 month 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. The development shall comply with the submitted Construction Management Plan (CMP) unless an alternative CMP is submitted to and approved in writing by the local planning authority.

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Reason: To minimise vehicular conflict and other environmental factors during construction in order to limit the impacts of the construction of the replacement building on adjoining residents and locality.

NOISE

9. The development hereby approved shall comply with BS8233 with regard to sound insulation and noise reduction.

Reason: In order to ensure satisfactory amenity of future residents of the development

CONSTRUCTION DUST MITIGATION

10. The construction phase of development shall be carried out in accordance with the Mayor's Best Practice Guidance "The control of dust and emissions from construction and demolition").

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

CONSTRUCTION HOURS

11. That noisy construction works i.e. those works audible outside the site 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, unless alternative arrangements are agreed in writing by the local planning authority.

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

EMPLOYMENT AND TRAINING - LOCAL EMPLOYMENT DURING CONSTRUCTION

12. To the extent that it is lawfully permitted to do so, the applicant shall use reasonable endeavours to ensure that not less than 20 percent (20%) of the onsite workforce (excluding managers and supervisors) employed during the construction of the development shall be 'local residents'. In the event that achieving 20% proves impracticable for reasons notified in writing to the Council, then a lower figure will be agreed by the council as local planning authority. The applicant shall provide written records of the recruitment process undertaken and the resulting employment outcomes required to fulfil this condition, to the local planning authority, prior to the occupation of the development.

Reason: In order to support local residents in gaining access to employment and training opportunities in the borough.

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TRAINEES DURING CONSTRUCTION

13. To the extent that it is lawfully permitted to do so, the applicant shall use reasonable endeavours to ensure that not less than 20 percent (20%) of the on-site 'local' workforce (as set out in condition 12) employed during the construction of the proposed development shall comprise of trainees, In the event that achieving 20% proves impracticable for reasons notified in writing to the Council, then a lower figure will be agreed by the council as local planning authority. The applicant shall provide written records of the recruitment and process and the details of the training provided to fulfil this condition, to the local planning authority, prior to the occupation of the development.

Reason: In order to support local residents in gaining access to employment and training opportunities in the borough.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

14. The waste and recycling management, storage and collection provisions for the proposed site shall be carried out in accordance with the provisions set out in the informative below. Should an alternative bin storage arrangements be proposed, details shall be submitted to and agreed by the Local Planning Authority in consultation with Haringey Waste Management Team, prior to occupation.

Reason: In order to ensure satisfactory waste and recycling arrangements.

INFORMATIVE: "LOCAL RESIDENT":

'Local Resident' is defined as an individual normally residing within the borough boundary. In the event that after a suitable search, not enough appropriate candidates can be identified within this boundary, candidates normally residing within the North London Sub-Region (as defined in the London Plan) will be accepted. This approach is consistent with Construction Web's approach.

INFORMATIVE: "TRAINEES"

For the avoidance of doubt, the trainees should represent 10% of the 'local workforce', and not the workforce on-site as a whole. These trainees can be self employed or sourced from 'local' Small and Medium size Enterprises.

INFORMATIVE: COMMUNITY CONSULTATION

The developer shall engage with local residents prior to works taking place on site, meeting with adjoining residents and occupiers at the earliest opportunity.

INFORMATIVE: SIGNAGE

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The signage referred to in condition 5 shall be designed in accordance with the relevant plans and policies including any Supplementary Planning Guidance or Documents relevant to signage, conservation areas and Tottenham high Road.

INFORMATIVE: WASTE MANAGEMENT

The proposed development of a 4 storey building providing 26 residential units at first, second, third floors will require: 4 x 1100 refuse bins and 2 x 11 recycling bins. The A1 retail floorspace at ground and part basement levels will require 1 x 1100 Bin and 1 x 1100 refuse bin. The A1 retail will need to have in place adequate storage for the 1100 bin which is separate to the storage facilities for the domestic bins provided for the 26 flats. The area will need to be easily accessible for both the business and collection crew as outlined above. The domestic bins will also need to be accessible to both residents and collection crew as outlined above. The Further advice from Haringey Waste Management Team can be provided on request.

INFORMATIVE - THAMES WATER

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.

Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

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.

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INFORMATIVE - CRIME PREVENTION

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

INFORMATIVE: NAMING AND NUMBERING

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

The reasons for the grant of planning permission are as follows:(a) The proposal is acceptable for the following reasons:I. The design, form, detailing and facing materials are considered acceptable;II. The scheme has been designed sensitively in terms of its relationship with neighbouring properties.III. The proposed development will reinstate a local landmark building result in high quality design which will preserve and enhance the character of the conservation area. (b) The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Developments', M3 'New Development Location and Accessibility', M10 'Parking and Development', of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG2 Conservation and Archaeology, SPG8a 'Waste and Recycling', SPG8b 'Materials' and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents.

Section 106: No

PC161.

555 WHITE HART LANE, N17

The Committee agreed that, in the absence of any parties wishing to speak in respect of the other application on the agenda, the order of the agenda be varied to take the planning application for 555 White Hart Lane next.

The Committee considered a report on the planning application in respect of 555 White Hart Lane, N17. The report set out details of the proposal and site, planning history, relevant planning policy, consultation and responses, analysis, human rights and equalities, and recommended that the application be granted, subject to conditions. The Planning Officer gave a presentation outlining key aspects of the report, and advised that an additional letter had been submitted by a local resident, stating that the points raised in the petition submitted in response to the previous

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application on the site were still valid, despite the amendments made to the application, and that the operation of the site continued to be very disruptive to local residents throughout the night.

Cllr Bull, ward councillor, and a local resident, Ms Chorley, addressed the Committee in objection to the application and raised the following points:

- The level of noise from the site was unacceptable; the applicant had not engaged with residents at all and ignored complaints. Cllr Bull confirmed that he had personally experienced the noise nuisance emanating from the site, as reported by residents.
- As a result of the previous unauthorised removal of the embankment, there had been significant slippage of residents' gardens, resulting in the collapse of garden structures and trees in places, and large parts of the gardens becoming unusable. This had significantly affected residents' quality of life.
- Anything that would alleviate residents' concerns would be beneficial, and the best outcome would be for the applicant to start to work meaningfully with residents.
- Residents were disturbed by lorries driving on the site throughout the early hours of the morning, particularly travelling over speed humps and making constant noise.
- The proposed parking would be very close to residential gardens, with all the attendant noise and fumes – residents should not have to put up with this level of disturbance.

The Committee asked questions of Mr Holland, the acoustic consultant working on behalf of the Council, and the following points were raised in respect of acoustic matters:

- In response to questions regarding the effective height and recommended materials for an acoustic barrier, Mr Holland advised that the proposed height of 4.4m was significant, and that the material proposed was similar to that used on motorways, which looked like timber, but incorporated specialist noise absorbing material.
- Restricting the use of the hardstanding near to residential properties to domestic vehicles was expected to reduce disturbance caused by lorries, etc on this part of the site.
- It was confirmed that sound insulation of the laundry building was a proposed condition, in addition to the blocking off of the doorway facing residential properties.
- In response to a question regarding the most effective way of addressing residents' concerns regarding noise, Mr Holland reported that replacement of the bund with acoustic fencing, restricting parking and effective management of the site should have an impact. In respect of the laundry, which was currently felt to constitute a

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statutory noise nuisance, blocking the existing opening and ensuring that the side of the building facing residential properties was completely sealed and sound insulated would be essential.

- It was anticipated that the acoustic fencing should last without deterioration for 10-20 years, provided that it was not damaged. It was suggested that a condition could be added in respect of maintenance of the acoustic fence, and setting out the time within which and damage must be repaired.
- Mr Holland advised that the speed hump was a considerable contributor to noise, and it was suggested that a condition could be added requiring the removal of the speed hump. Maurice Richards, Transportation, advised that a horizontal chicane could be used to control vehicle speed on the site.
- It was suggested that the conditions should be worded such that the acoustic fence must be completed before any other work could take place on site.
- It was suggested that a considerate contractor condition be added, in order to ensure that a contact telephone number was made available to residents during works.
- It was confirmed that residents would be notified in writing of the decision of the Committee.

The Chair moved the recommendation of the report, with additional conditions in respect of maintenance and repair of the acoustic fence, the removal of the existing speed hump and considerate construction, and the amended wording of condition 16 such that the acoustic fencing must be completed before any other works on the site were undertaken, and it was:

RESOLVED

That, with the addition of conditions in respect of maintenance and repair of the acoustic fence, the removal of the existing speed hump and considerate construction, and the amended wording of condition 16 such that the acoustic fencing must be completed before any other works on the site were undertaken, planning application HGY/2010/1924 be granted, subject to conditions and in accordance with the approved plans and documentation as follows:

Drawing No's: 5061/PLN-009 B; 5061/PLN-005B; 5061/PLN-007B; 5061/PLN-008C Rec 30/4/12; 009D Rec 02/04/12 5061/PLN-020RevA Rec 10/6/11, 5061/PLN-021 Rev A Rec 10/6/11 PLAN C; PLAN D, PLAN E; PLAN F, and subject to the following conditions:

IMPLEMENTATION

1. The development hereby authorised must be begun not later

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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

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.

LAUNDRY

4. Notwithstanding the approved plans, the rear northern vehicular access to the existing laundry shall be removed and replaced with a solid wall and shall be permanently retained as a solid wall. This end elevation in closest proximity to residential property together with the rear elevation of the proposed extension to the laundry shall be insulated to prevent the transmission of noise. Details of material including insulation material and method of construction shall be submitted in writing to the Local Planning Authority and approved in writing and the works approved shall be carried out in accordance with the approval before the development approved can be occupied and permanently retained and maintained to the satisfaction of the Local Planning Authority..

Reason: In order to protect the amenity of the residential property on the boundary of this site.

5. No power tools or machinery audible at the site boundary shall be used at the premises, other than portable hand tools.

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

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6. The fire doors on the northern rear elevation of the Laundry should be fixed shut and only be openable in the case of a fire or emergency. They must not be wedged open for the purposes of ventilation.

Reason: In order to protect the amenity of residential properties along this boundary.

7. All plant, machinery and equipment (including refrigeration and air conditioning systems and extract fans) to be used by reason of the granting of this permission shall be so installed, maintained and operated as to prevent the transmission of noise and vibration into any neighbouring premises.

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

8. From the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order that the machinery and equipment used in connection with the proposed permitted use does not give rise to noise and vibration nuisance and detract from the amenity of residential properties

9. Any new plant and associated equipment shall be designed, acoustically insulated and maintained to a level to be at least 5dB(A) below the underlying measured background level when measured at the nearest noise sensitive facade. The development shall not be carried out otherwise than in accordance with the above criteria unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the amenity of the occupiers of adjoining properties and the area generally by preventing noise and vibration nuisance in accordance with Policies UD3 General Principles and ENV6 Noise of the Haringey Unitary Development Plan.

10. The loading and unloading of vehicles shall take place in the new loading bay only.

Reason: To prevent the transmission of noise from the loading bay

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VEHICLE REPAIR AND MAINTENANCE GARAGE

11. Notwithstanding the approved plans, the proposed Northern rear door of the garage, in closest proximity to residential properties on Norfolk Avenue shall be replaced with a solid wall. This rear wall together with the roof of the garage shall be insulated to prevent the transmission of noise. Detail of the materials to be used for the construction of the garage together with details of insulation for the roof and walls and method of construction, shall be submitted in writing to the Local Planning Authority and approved in writing and the works approved shall be carried out in accordance with the approval before the development approved can be occupied and permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To protect the amenity of the residential properties at the rear of the site.

12. No panel beating, paint spraying or mechanical car or vehicle drying operation shall be carried out within the maintenance and repair garage the subject of this permission.

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

13. All work of repair to vehicles shall take place within the garage building only.

Reason: In order not to prejudice the safety and free flow of pedestrian and vehicular traffic on the adjoining periphery road and not to prejudice the amenity of residential properties at the rear.

14. The vehicle repair and maintenance garage use hereby permitted shall not be operated before 0900 or after 1700 hours Monday to Friday and not at all on Saturday, Sundays or Bank Holidays.

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

15. The vehicle repair garage is to be used only for the servicing of Carlton Laundry delivery vehicles below 7.5 Tons and for this purpose only and shall not only be used to service any other vehicles.

Reason: In order to ensure that the intensity of the use is in accordance with the permission sought and that the amenities of adjacent residential properties are not diminished.

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RETAINING WALL AND ACOUSTIC BARRIER AND NEW TREE PLANTING

16. Prior to the commencement of the development, the detail of the acoustic barrier at the boundary of the site with Thetford close together with details of an acoustic barrier at the rear of Norfolk Avenue; including location, height, appearance and acoustic details shall be agreed with the LPA in writing and implemented in accordance with the agreed details and shall be permanently retained.

Reason: To safeguard the amenity of the occupiers of adjoining properties and the area generally by preventing noise and vibration nuisance in accordance with Policies UD3:General Principles

17. Prior to the commencement of works, a Method Statement must be submitted to the Local Planning Authority for the erection of the new retaining wall and details of methods, materials and construction of the new retaining wall and associated work and approved in writing and implemented in accordance with this plan.

Reason: In order to ensure that the wall is replaced safely and is structurally sound.

18. The works hereby approved shall be carried out to the satisfaction of the Council's Arboriculturalist acting on behalf of the Local Planning Authority to include the following provision: The hawthorn trees, the number and their location shall be agreed with the Council's Arboriculturalist and planted in the first growing season thereafter and replanted if necessary and maintained to the satisfaction of the Local Planning Authority.

Reason: In order for the works to be supervised by the Council's Arboriculturalist to ensure satisfactory tree practice in the interest of visual amenity of the area.

PARKING AND CIRCULATION

19. Before the use hereby permitted the proposed on-site parking arrangement shall be laid out and demarcated in accordance with the approved plans titled Plan D (future parking) and Plan F (future parking) and revised plan 5061/PLN-020Rev A, 5061/PLN-021Rev A and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety.

20. The applicant should provide a minimum of 15 (fifteen) bicycle racks, which shall be enclosed under a shelter.

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Reason: To improve conditions for cyclists at this location.

21. The applicant should submit a work place Travel Plan which would include the provision of other cycle facilities such as shower room and locker provision.

Reason: To improve the conditions for cyclist at this location and minimise the traffic impact of this development on the adjoining highway network

22. The parking area on the existing and new hardstanding to the rear of the site shall be used for the purposes of parking domestic passenger vehicles for employees of the Carlton Laundry only and not to be used for any commercial vehicle parking including Carlton Laundry delivery and pick-up vehicles.

Reason: To reduce the noise impact upon local residents which may be caused by commercial vehicle parking

23. The Carlton Laundry vehicles associated with the expansion of the Laundry shall not exceed 7.5 Tons maximum vehicle size.

Reason: To ensure that large heavy goods vehicles do not increase on this site thereby protecting the residential amenity at the rear of the site.

MANAGEMENT OF THE SITE

24. Notwithstanding the 'Instruction to Drivers at 555 White Hart Lane' submitted with letter dated 14/4/2012 from Charisma Spatial Planning, a management plan must be submitted identifying how noise and nuisance from moving, parking, stationary or idling vehicles on the site and those entering and leaving the site will be managed and how these measures together with 'instructions to drivers' will be managed and enforced. The management plan must be submitted in writing to the Local Planning Authority, approved in writing and implemented in accordance with the approved management plan.

Reason: in order to minimise the impact of vehicular impact on the amenity of the neighbouring properties at the rear of the site.

TREE PROTECTION

25. 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

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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.

HARD LANDSCAPING

26. 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 retain control over the external appearance of the development in the interest of the visual amenity of the area.

27. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site be submitted to and approved 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.

EXTERNAL LIGHTING

28. Notwithstanding the details contained within the development hereby approved, full details of the artificial lighting scheme to the entrance, vehicular routes and parking areas, pedestrian routes and designated communal amenity space shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

WASTE MANAGEMENT

29. 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. The detailed scheme shall include:

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(a) Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.

(i) Full details of the waste storage areas including elevation plans, dimensions, and materials shall be provided to and approved by the local planning authority.

(j) The applicant shall provide a written legal agreement that the freeholder/ leaseholder signs which stipulate that the occupants are made aware where their refuse and recycling storage is and that they will not dump in White Hart Lane. Once this agreement has been signed and a copy of this signed document will need to be forwarded to Chris Collings contract monitoring officer Environmental Resources.

(b) The managing agents are to have a cleansing schedule in place to remove litter from the internal areas of the site, including cleansing of the waste storage area

Reason: In order to protect the amenities of the locality and to comply with Haringey Waste Management requirements.

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

CONSTRUCTION HOURS

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

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

INFORMATIVE: The applicant is advised that works to the rear fence and gardens of Thetford Close should be implemented when the new structural wall is constructed. The extent of the works are outlined in William. J Marshall & partners revised engineering statement dated 27th May 2011 states 'As part of the works, the existing boundary fence will be repaired/replaced and a gate for access provided. The gardens and structures along the boundary fence will also be reinstated where damaged by the movement of the existing wall.

INFORMATIVE: 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

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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.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows: The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', EMP2 Designated Employment Locations-IL', M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling', SPG8b 'Materials', of the Haringey Supplementary Planning Guidance and Documents.

Section 106: No

PC162.

2 MAIDSTONE ROAD, N11 2TP

The Committee considered a report, previously circulated, which set out the application for planning permission in respect of 2 Maidstone Road, N11 2TP. The report set out details of the site and proposals, planning history, relevant planning policy, consultation and responses, analysis and human rights and equalities considerations, and recommended that approval be granted, subject to conditions and a S106 Agreement. The Planning Officer gave a presentation outlining key aspects of the report, and advised that the S106 amounts as set out in the report should also include £30k Open Space contributions, taking the total S106 amount to £89,500. It was noted that the application would also be subject to the Mayoral CIL.

The Committee asked question of the officers, and the following points were discussed:

- It was confirmed that there was an existing drop-kerb for access to the site from Brownlow Road.
- In response to concerns regarding the quality and appearance of the building being in keeping with the surrounding area, it was reported that the incorporation of a significant amount of fenestration, the use of the south corner of the building as a design feature and the design of

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the building so that it had a presence on both Brownlow Road and Maidstone Road had been considerations in officers recommending this design for approval.

- The Committee welcomed the proposal for larger, family-sized units in order to address local housing needs.
- In response to questions regarding the space standards as set out in the report, it was confirmed that the proposals were felt acceptable in this regard as they exceeded Haringey's local standards, and also met the London Plan standards for three bedroom, four person flats.
- With regards to parking spaces, it was proposed that the 2-bed flat directly adjacent to the two available spaces on site should be allocated one space, and one of the 3-bed units be allocated the other space. The remaining two 3-bed units would be eligible to apply for a parking permit in the surrounding CPZ, and the rest of the 2-bed flats would be designated car-free.
- It was suggested that the Design Panel might make site visits in future.
- The possibility of removing the concrete slab at the southern tip of the site was discussed, as this would increase the amount of space for tree-planting, and it was agreed that this could be explored.

The Committee examined the plans.

At 9.50pm, the Committee agreed to suspend standing orders to enable the business in hand to be completed after 10pm, if necessary.

The Committee discussed the details of the materials to be used, and it was noted that proposed conditions 3 and 4 ensured that the Local Planning Authority had control of the use of materials.

The recommendations of the report were moved and it was:

RESOLVED

- (1) That planning permission be granted in accordance with planning application no. HGY/2011/2220, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) A contribution of £30,750.00 towards educational facilities within the Borough (£14,750.00 for primary and £16,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of

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the Haringey Unitary Development Plan July 2006;

- (1.2) A contribution of £25,000.00 is sought for a range of highway and environmental improvements in the immediate vicinity of the site.
- (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 5 of the new residential units (Flat No's 2, 4, 5, 7 & 8) shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);
- (1.4) The S106 to include the provision of one years free membership to a "Car club scheme" for residents of the new development ('car free' units) to help mitigate the lack of off-street parking provision;
- (1.5) An open space contribution of £30,000.00 calculated in line with Haringey Open Space & Recreation Standards SPD;
- (1.6) The developer to pay an administration / monitoring cost of £2,750.00 in connection with this Section 106 agreement.
- (2) That following completion of the Agreement referred to in (1) above, planning permission be granted in accordance with planning application no. HGY/2011/2220 and the Applicant's drawing No's 390611/1, 2C, 3C & 4C and subject to the following 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.

EXTERNAL APPEARANCE & SITE LAYOUT

3. A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The sample panel shall be retained on site until the work has been completed.

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

4. Window and balcony details including reveal depths for windows, cill and headers shall be submitted to and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with such approved details.

Reason: To ensure a satisfactory appearance for the development and in the interest of the visual amenity of the area.

5. Before the development hereby permitted is occupied details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

6. A landscaping scheme for the treatment of the surroundings of the proposed development including the planting of trees, hedging and shrubs in addition to an associated maintenance regime shall be submitted to, approved in writing by the Local Planning Authority. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority. Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

7. 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 units are occupied and thereafter carried out in accordance with the approved details.

Reason: To prevent adverse light pollution to neighbouring properties

8. The proposed cycle storage area as shown on the plans hereby approved shall be provided in its entirety prior to the occupation of the development, and thereafter permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with

9. The width of the crossover on to Brownlow Road shall be restricted to a maximum width of 3.75 metres.

Reason: To safeguard pedestrians movement and improve highways safety.

CONSTRUCTION

10. 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

11. 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 routeing of traffic around the immediate road network and reasonable endeavours ensure that deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

PERMITTED DEVELOPMENT

12. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of

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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

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: The proposed development will require a waste storage area for 2x 1100 refuse bins and 1x 1100 recycling bin. Bulk waste containers must be located no further than 10 metres from the point of collection and the route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.

INFORMATIVE; The site will require will the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. A clear instruction from the managing agents to residents of how and where to dispose of waste responsibly is recommended. The Crime Prevention Department of Haringey Police can provide all aspects of security advice as required. We can be contacted on 020 8345 2167.

REASONS FOR APPROVAL

The proposed redevelopment of this site for residential use is considered acceptable as it is compatible with surrounding uses. The siting, design, form, detailing of the residential block is considered sensitive to its surrounding and the character of the area. The proposal will not give rise to demand for additional parking on site nor will it affect the visual and residential amenities of neighbouring occupiers. As such the proposal is considered to be in accordance with Policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008).

Section 106: Yes

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PC163.	NEW ITEMS OF URGENT BUSINESS There were no new items of urgent business.	
PC164.	DATE OF NEXT MEETING Monday, 11 June 7pm (tbc) The meeting closed at 9.55pm.	

COUNCILLOR ALI DEMIRCI

Chair

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Planning Sub-Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**11 June 2012**

Reference No: HGY/2012/0799	Ward: Tottenham Hale
Date received: 25 April 2012	
<p>Address: : Former GLS Depot, Ferry Lane, Tottenham N17 ('Hale Village')</p> <p>Proposal: Proposed development of 890sqm Community Centre (Use Class D1) and 64 residential units in a part 7/part 8 storey block on Block NE within Hale Village- a reserved matters application (including appearance, layout, scale and landscaping) in relation to outline consent no HGY/2010/1897 and discharge of Conditions 1, 4, 6, 7, 8, 11, 12, 41 and 42 attached to the outline consent.</p> <p>Existing Use: Vacant site</p> <p>Proposed Use: Community centre (Use Class D1) and residential (C3)</p> <p>Applicant/Owner: Hale Village Properties LLP</p>	

DOCUMENTS**Title**

Planning Statement April 2012

Design & Access Statement April 2012

Sunlight & Daylight Report May 2012

Energy Statement April 2012

PLANS

Plan Number	Rev.	Plan Title
1276_0010	-	Redline boundary
1276_0110	-	Site Plan
1276_0100	D	Ground floor plan
1276_0101	C	First floor plan
1276_0102	C	Second to Fifth floor plan
1276_0103	C	Sixth floor plan
1276_0104	C	Seventh floor plan
1276_0104	A	Roof plan
1276_200	C	Proposed elevations – North & Section AA
1276_201	C	Proposed elevatuions – East & West

Case Officer Contact:

Jeffrey Holt

P: 0208 489 5131

E: jeffrey.holt@haringey.gov.uk

PLANNING DESIGNATIONS:

Unitary Development Plan 2006:

- Tottenham Hale Urban Centre Masterplan Area
- Defined Employment Area
- Area of Archaeological Importance

RECOMMENDATION:

GRANT PERMISSION subject to conditions

SUMMARY OF REPORT:

The application is for an 890sqm community centre with café and day nursery plus 64 residential units within a part 7-/part 8-storey building on “Block NE” of the Hale Village site.

A primary school was originally envisioned for the site however it is no longer considered appropriate for this site. Instead the proposed development provides a flexible community facility that will support the role of Hale Village as an emerging neighbourhood. The additional residential units will provide much needed housing and support the viability of the scheme.

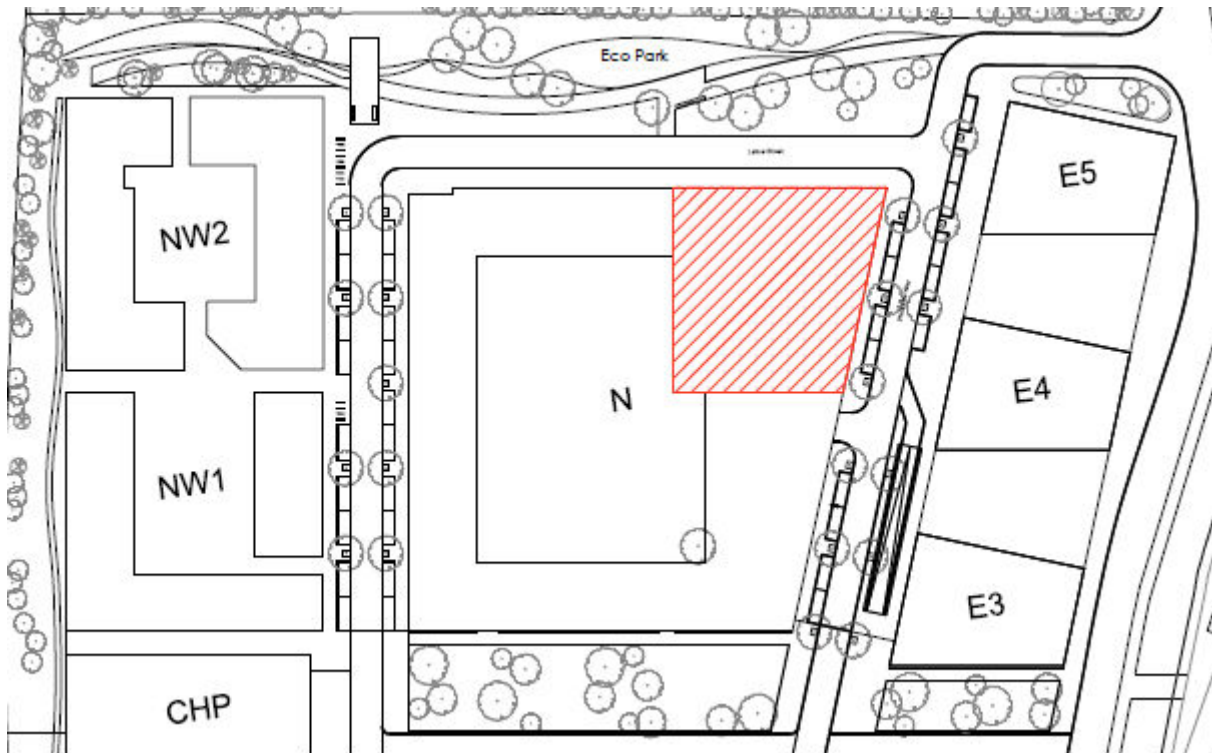
The proposed development is in general compliance with the consented masterplan and Design Code as well as local and regional planning policies which seek to ensure that the development is sustainable, supports economic growth, is of a high design quality and has no harmful impact on amenity.

In determining this application, officers have had regard to the Council’s obligations under the Equality Act 2010.

It is considered that the scheme is consistent with planning policy and is appropriate to the ongoing development of Hale Village. Subject to appropriate conditions it is recommended that the reserved matters application be approved.

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11.0	SUMMARY AND CONCLUSION
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1.0 SITE PLAN



2.0 IMAGES

2.1 Street view from north-east



2.2 Bird's eye view from south-east



2.3 Street view looking north



2.4 Street view looking west



3.0 SITE AND SURROUNDINGS

- 3.1 This 0.12ha site is part of the Hale Village development in Tottenham Hale. The Hale Village development is located on the former GLC Supplies Depot site in Ferry Lane, close to Tottenham Hale transport interchange. The site is bounded by the Liverpool Street/Stansted railway line to the west, Millmead Road and the River Lee and Lee Valley Regional Park to the east, Ferry Lane and residential areas to the south and the Millmead/Lockwood Industrial Estate to the north.
- 3.2 Towards the northern edge of the development, the site adjoins Block N which is a perimeter block of residential flats with a central communal courtyard. To the north of the site will be an eco-park, however currently, it is a temporary site construction office compound. To the east will be residential 'Pavilions' (subject to the grant of future reserved matters permission). The site has two road frontages – Lebus Street on the north side and on the east side is Waterside Way

4.0 PLANNING HISTORY

- 4.1 Outline planning permission was originally granted for the Hale Village mixed use development including new homes, student accommodation, offices, retail & open space on 9 October 2007 linked to a s106 agreement. This permission was renewed on 29 March 2012 following the signing a new s106 agreement that changed the terms of the 2007 agreement taking into account viability issues given the major downturn in the housing and property market. The application reference numbers and descriptions are listed below:
- HGY/2010/1897 - Extension of time limit for implementation of outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems – GRANTED
 - HGY/2006/1177 - Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy

systems (outline application) – GRANTED

- 4.2 The site's full planning history has been reviewed and there are no issues relevant to the application arising. See Appendix 3 for the full history.

5.0 PROPOSAL DESCRIPTION

- 5.1 This application is for a part 7/part 8 storey building as the next phase of development at Hale Village. The building provides a ground floor community centre with 64 residential flats above for open market sale including studio, 1, 2, 3 & 4 bedroom units.
- 5.2 The proposed building adjoins the two flank walls of Block N which is a primarily 7 storey building providing 176 flats owned by Newlon Housing Trust. That building is currently under construction.
- 5.3 The application site (Block NE) had been identified in the outline planning application as a possible site for a primary school but the Council is pursuing alternative plans to increase school capacity to serve the area so the site can be released for other development.
- 5.4 The ground floor community centre will offer a mix of uses including a 24 place nursery, café, meeting facilities and a double-height multi-purpose hall. The nursery and meeting facilities have access to private, secure outdoor amenity space.
- 5.5 The 6 floors of residential flats above the community centre cover the ground floor footprint although there are inset balconies on the eastern elevation and open balconies on the western and northern elevations. The top (7th. floor) of residential (the 8th. storey of the building) is set back at least 1.5m from the building's edges.
- 5.6 Secure parking for 64 bicycles is provided on the ground floor for the residential flats.
- 5.7 The building is finished in white coloured brick, metal rainscreen cladding, glazed balconies, aluminium windows and white render to the internal elevation.
- 5.8 While contractual arrangements have yet to be finalised (to be done after this planning application has been determined), the landowner/applicant proposes to lease the community centre to the Church of England Diocese of London which will then fit out, staff, manage and operate the centre. The Diocese will secure a day nursery operator. The detailed management arrangements for the Centre have still to be worked out, but the Diocese has stated it will operate the building on a fully inclusive basis. The building's hall could be used for worship but it will be available for a range of other community activities too.
- 5.9 Table 1 below summarises the current position with the potential number of homes that might be built at Hale Village in relation to the outline planning permission that allows up to 1,210 dwellings. If this application is approved then it is likely that approximately 1,151 homes will be built in the entire Hale Village scheme (subject to the grant of future reserved matters permissions). 682 homes currently have detailed consent, all of which are either occupied or under construction.

TABLE 1 : HALE VILLAGE DWELLING NOS.

Block (see Plan)	No. of dwellings	Tenure
SE	154	Shared ownership
NW1	102	Shared ownership & social rent
N	176	Shared ownership & social rent
C	110	Shared ownership & social rent
<i>Sub-total:</i>	<i>542</i>	<i>Affordable</i>
Pavilions 1 & 2	140	Open market
NE	64 (subject to p.p.)	Open market
Pavilions 3,4 & 5	198 (subject to p.p.)	Open market
SW	207 (subject to p.p.)	Open market
<i>Sub-total:</i>	<i>609</i>	<i>Open market</i>
TOTAL	1,151	

6.0 RELEVANT PLANNING POLICY

6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Framework
- National Planning Policy Statements
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Haringey Local Development Framework – Core Strategy and Proposals Map:

Haringey's draft Haringey Local Plan: Strategic Policies (formerly the Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). This EiP commenced on 28th June and an additional hearing was held 22 February 2012 to discuss subsequent amendments and the Sustainability Appraisal. The Council is currently undertaking a 6 week consultation from 27th April to 13th June 2012 on how the recently published NPPF may affect the content of the Plan. As a matter of law and due to the advanced stage of development, some weight should be attached to the Local Plan policies however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- Haringey Draft Development Management Policies:

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

- Hale Village Design Code:

6.2 A full list of relevant planning policies is in Appendix 2.

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

7.1.1 Statutory Consultees

- LB Waltham Forest
- Natural England
- Thames Water
- Network Rail
- TfL Street Management

- English Heritage - GLAAS
- Metropolitan police
- Environment Agency
- Lee Valley Regional Park
- British Waterways

7.1.2 Internal Consultees

- Transportation
- Waste Management
- Design
- Building Control
- Housing

7.1.3 External Consultees

- Ward Councillors
- Design Panel
- Ferry Lane Action Group
- Ferry Lane Estate Residents Association
- THRASH
- Friends of the Earth
- Tottenham Civic Society
- Cloc Ltd.
- New Rivers Action Group
- London Wildlife Trust
- North London Chamber of Commerce
- Charisma Spatial Planning
- Tottenham Hale Stakeholders Group

7.1.4 Local Residents

- Residents of 1521 properties were consulted
- A Development Management Forum was held on 9 May 2012 attended by only 3 local people.

7.2 Two comments have been received from local residents. The main issues raised are as follows (a more detailed summary of consultation comments is in Appendix 1).

- Increased noise and disturbance from the community centre
- Increased congregation and anti-social behaviour
- Concern over poor links between Hale Village and the Ferry Lane estate

7.3 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the

assessment in part 8 of this report.

- 7.4 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting. Any additional comments received will be reported verbally to the Sub-Committee.

Design Panel

- 7.5 The scheme was presented to the Haringey Design Panel 9 May 2012 .
- 7.5.1 The Panel consider this a good design and welcome the presence of the community centre in the scheme and the mix of activities to be accommodated in the centre. They did suggest some design changes to:
- Insufficient daylight to some flats
 - Have a more refined and coherent appearance to overcome change in façade between the community centre and residential component
 - A less horizontal emphasis on the eastern elevation – one suggestion was to have winter gardens rather than balconies on this elevation
 - A darker colour metal cladding having regard to the effects of weathering at different levels
 - A lighter looking feature structure on the corner
- 7.5.2 The comments are considered valid and the applicant has revised the scheme to take them into account:
- Wider/larger windows to improve light levels
 - Darker bronze cladding
 - Matching the colour of metal panels on the north elevation and the metal used on the balconies to that used on the corner tower feature
 - Adding to a metal strip to the north balconies to match those on the east balconies
 - A revised lid on the corner tower feature to make it appear “lighter”
- 7.6 The east facing balconies remain however the Hale Village design code does seek a horizontal emphasis on this elevation.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

- 8.1 The main issues in respect of this application are considered to be:
- Principle of Development
 - Design, height, mass & materials
 - Dwelling size, mix & tenure
 - Amenity space
 - Relationship with neighbouring buildings
 - Access & Parking
 - Inclusive Design and Access
 - Secure by Design
 - Energy & Sustainability
 - Environmental Impact Assessment

- Ground Conditions and Contamination
- Archaeology

8.1 Principle of Development

8.1.1 The principle of building on this site has been accepted in the outline permission. The proposed building contains a flexible community centre, café and nursery on the ground floor with residential above. Although a primary school was originally envisioned for this site, alternative plans are being pursued by the Council. The community centre is a welcome addition as it will provide a focus for community life complementing the existing retail, leisure & open space within Hale Village (which will have a potential for around 4,000 permanent residents plus 1,200 students). The café and nursery are also positive uses which will support the function of Hale Village as a new neighbourhood. The proposed uses are therefore considered to be in accordance with the overall vision set out in the outline permission, the design code, the Tottenham Hale master plan and Policies AC2 and CW1 of the UDP for a sustainable urban village.

8.2 Design, height, mass & materials

8.2.1 Policies UD3 'General Principles', UD4 'Quality Design' and SPG1a 'Design Guidance' set out the Council's general design principles for new development in the Borough. As part of the outline permission, a design code was prepared for the Hale Village development and this sets out specific design guidelines for the individual blocks.

8.2.2 While the Code envisaged that this particular site would be occupied as a primary school, it set out the expected height for development on this site. The Code and the parameter plan in the outline permission indicate the proposed block should be up to 30m high (7-storeys) and follow the building lines of Block N to create a complete perimeter block. The proposed building is in accordance with these parameters however there is an additional penthouse level on the 8th floor which is set back from the building edge. It would not be seen from street level and will only be visible from further distances. Even so, the additional floor is designed to break up the flat roofline and provide a distinctive landmark corner feature to indicate the building's function as a community centre.

8.2.3 The building will still remain two storeys lower than the recently consented E1 and E2 pavilion buildings to the south-east.

8.2.4 The Haringey Design Panel was very supportive of the design but made suggestions relating to the amount of light received, visual coherence between residential and community elements, coherence and colour of materials, horizontality of the east elevation and the design of the corner landmark feature. The applicant responded by increasing the size of windows, matching materials across the building, using a darker metal cladding and lifting the lid of the corner feature to break up its massing. Although the east elevation still has a strong sense of horizontality, this is in accordance with the Design Code.

8.2.5 The proposed building is therefore considered to have a sound design which responds adequately to the site context, mix of uses and the requirements of the Design Code. The proposal is in compliance with Policies UD3 and UD4 of the UDP.

8.3 Dwelling size, mix & tenure

8.3.1 The proposed building contains 64 flats for private market sale. The proposed dwelling mix is as follows:

	No.	%
Studio	4	6%
1-bed	10	16%
2-bed	29	45%
3-bed	17	27%
4-bed	1	2%

8.3.2 The proposed dwelling mix deviates from that set out in the Housing SPD with a greater representation of 2-bed dwellings and lower representation of 1-bed dwellings. However, the mix is considered acceptable as it still provides larger family sized units.

8.3.3 All flats meet the GLA space standards, which are more onerous than those set out in Haringey's Housing SPD. Most flats benefit from either east, west or southerly aspect however 8x1bed flats will be solely north facing. Following comments from the Design Panel, windows were enlarged to increase natural light levels to all flats.

8.3.4 All flats meet Lifetime Homes standard and the submitted Design and Access statement includes a completed checklist.

8.3.5 All flats are intended for private market sale. Whilst a development of over ten dwellings would normally trigger an affordable housing contribution, the required supply of affordable housing to meet GLA and Haringey policy is provided elsewhere within Blocks SE, C, NW1 and N of the site.

8.3.6 The proposed residential accommodation is therefore in compliance with Policies HSG1, HSG4 and HSG10 of the UDP.

8.4 Amenity space

8.4.1 Each flat has access to a private balcony with these ranging from 5.5sqm to 40sqm in size, plus a communal roof terrace 280sqm in area. The combined amount of amenity is 1168sqm, far exceeding the minimum 345sqm required by the Housing SPD.

8.4.2 GLA standards require that future residents have access to 86.7sqm of children's playspace. This could easily be accommodated on the communal roof terrace. It should also be noted future residents will have access to substantial open space

once the Eco Park and Linear Park are completed.

8.4.3 The proposed development is considered to provide sufficient amenity space in accordance with Policy HSG1, the Housing SPD and London Plan Policy 3.6.

8.5 Relationship with neighbouring buildings

8.5.1 Policy UD3 requires development proposals have no significant adverse impacts on residential amenity.

8.5.2 The general arrangement and bulk of the proposed building has been accepted in principle by the outline permission and supported in the Design Code. As such, the relationship with neighbouring buildings in terms of the degree of overshadowing and overlooking has been assessed and accepted. There is an additional floor that exceeds the limits of the consented parameter plan but it is designed with significant setbacks from the building edge to minimise any additional overshadowing. The degree of overlooking from this additional floor is not considered to be significantly different to that of the lower floors.

8.5.3 The proposed building generally conforms to the consented masterplan and would not give rise to additional impacts on residential amenity, having regard to Policy UD3 of the UDP.

8.6 Access & Parking

8.6.1 National Planning Policy seeks to reduce the dependence on the private car in urban areas such as Haringey. This advice is also reflected in the London Plan. The transport impact of the proposed development has been assessed by the Council's Transport and Highways Group. Policies M2 Public Transport and M3 locating New Development and accessibility of the Unitary Development Plan require that the proposals put forward take into account the needs of public transport users. Policy M5 seeks to protect and improve pedestrian and cycle routes.

8.6.2 Access to all uses in the building is at street level with a secure dedicated entry on Waterside Way to the residential floors above.

8.6.3 No additional parking is proposed for this development beyond that already consented across the whole site under the masterplan. A Transport Assessment was submitted with that application and its conclusions and recommendations are still held valid. The current proposal accords with the masterplan and Transport Assessment and no additional highways or traffic impacts are expected to arise.

8.6.4 68 secure cycle spaces are provided for the residential element and 2 spaces for staff of the community centre in accordance with TfL standards. Shower and changing facilities are also provided to staff. In addition these on-site facilities, a number of cycle racks are provided within the public realm which visitors to the site will be able to use.

- 8.6.5 Haringey's Transportation Team do not object to the proposal subject to a further travel plan is prepared 6 months after occupation of the development.
- 8.6.6 Refuse vehicles will be able to stop directly outside the proposed refuse store on the Waterside Way frontage of the building. Waste collectors will not be required to enter the building.
- 8.6.7 The proposed access and parking arrangements are considered acceptable having regard to Policy UD3.

8.7 Inclusive Design and Access

- 8.7.1 UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people.
- 8.7.2 The proposed building is designed to provide inclusive access for those with impaired mobility. All entrances to the flats and common areas will be level. Lifts are provided to all floors and sufficiently sized for wheelchair access and manoeuvring. Staircases and corridors are minimum 1100mm wide. 10% of units are designated as fully wheelchair adaptable in accordance with Lifetime Homes standard. Internal signage will be designed according to best practice.

8.8 Secure by Design

- 8.8.1 The proposed building has been produced with regard to the Home Office document *Safer Places – the planning system and crime prevention* (2003). The public realm, communal and private spaces are all passively surveyed. All lighting will be in accordance with Haringey Guideline and British Standards with the installation of CCTV considered where deemed necessary.

8.9 Energy & Sustainability

- 8.9.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 8.9.2 The submitted energy statement shows that the building achieves Code for Sustainable Homes (CSH) Level 3 with passive features alone (e.g. insulation) and exceeds Part L of the Building Regulations 2010. When connected to the site wide district heating scheme, all flats exceed CSH Level 4.

8.9.3 The Energy statement shows that the residential component of the development will result in a carbon emission saving of **41.16%** over a 2010 Building Regulations base case. This is in accordance with requirements of Policy 5.2 of the London Plan. The statement also concludes that the non-residential elements will achieve a minimum of an 'excellent' BREEAM rating in accordance with the Hale Village S106 agreement.

8.10 Environmental Impact Assessment

8.10.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require (in accordance with EU Directives) that certain development be assessed by the local authority as to whether it is likely to have significant environmental effects. If it is determined that there are likely to be significant environmental effects, the development must undertake an environmental impact assessment ("EIA").

8.10.2 This individual development does not require an EIA due to the limited size of the site however an EIA was undertaken for the outline permission covering the whole of Hale Village. The conclusions and mitigation measures of that EIA were accepted.

8.10.3 The current application departs from the parameters of the outline permission by having an additional storey. This would potentially affect only issues relating to daylight/sunlight and townscape. As discussed in section 8.5, the impact on daylight and sunlight is considered minimal. Due to the presence of taller buildings on either side of the proposed building, the additional storey is considered to have no significant impact on townscape.

8.10.4 The proposal is considered to have no greater impact on the issues assessed in the original EIA.

8.11 Ground Conditions and Contamination

8.11.1 The original EIA contained a preliminary assessment of potential ground contamination across the whole Hale Village site. As with previous consents for other blocks, a condition will be applied requiring the undertaking of a risk assessment, site investigation and appropriate remediation of any contamination on the site.

8.12 Archaeology

8.12.1 The original EIA contained a preliminary assessment of the potential archaeological artefacts on the site. As with previous consents for other blocks, a condition will be applied securing the implementation of a scheme of investigation.

8.13 Reserved Matters - Conditions discharged

8.13.1 The application provides the design details of Block NE and in doing so seeks to discharge the following conditions of the outline permission HGY/2010/1897:

- 01 – Reserved matters a) design, b) external appearance, d) means of enclosure, f) landscaping.
- 04 – Lifetime Homes
- 06 – details and samples of materials
- 07 – secure by design
- 08 – planting
- 11 – urban design report
- 12 – refuse storage
- 41 – environmental sustainability plan
- 42 – floor space figures

8.13.2 Not all required details have been submitted to discharge the above conditions, however further conditions will be applied to secure details of:

- Boundary treatment/means of enclosure
- Samples of materials
- Planting specification

9.0 HUMAN RIGHTS

9.1 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 decision of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

10.3 The original outline permission considered the impact of the Hale Village development on the equality strands identified in equalities legislation in force at that time. It was considered that the development would result in positive equalities outcomes. Due to the relatively minor departure from the original vision the outline permission had for this site, a full Equalities Impact Assessment is not considered necessary.

10.4 The current proposal is not considered to result in significantly different outcomes for those sharing the protected characteristics under the Equality Act 2010. The lack of a school is being compensated by increasing capacities elsewhere. The provision of a community hall and nursery is considered to have a positive impact. It is considered that the proposal would cause no adverse or unequal impacts on groups sharing the protected characteristics as defined under the Act.

11.0 SUMMARY AND CONCLUSION

11.1 The application is for an 890sqm community centre with café and day nursery plus 64 residential units within a part 7/part 8-storey building on “Block NE” of the Hale Village site. Block NE lies to the north-east of Block N and is on the corner of Lebus Street and Waterside Way.

11.2 A primary school was originally envisioned for the site however it is no longer considered necessary. Instead the development provides a flexible community facility that will support the role of Hale Village as an emerging neighbourhood. The additional residential units will provide much needed housing ensure the viability of the scheme.

11.3 The assessments outlined in this report demonstrate that there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance.

11.4 The design of the scheme is the product of careful consideration of the local urban context, design code, proposed land uses and feedback from the Haringey Design Panel. It is considered that the development will contribute positively to the development of the Hale Village, be of a high design quality and cause no harm to amenity.

11.5 It is considered that the scheme is consistent with planning policy and subject to appropriate conditions it is recommended that the reserved matters application be approved.

12.0 RECOMMENDATION

GRANT OUTLINE PERMISSION subject to:

- conditions as below
- in accordance with the approved plans and documents as follows:

DOCUMENTS

Title

Planning Statement April 2012
Design & Access Statement April 2012
Sunlight & Daylight Report May 2012
Energy Statement April 2012

PLANS		
Plan Number	Rev.	Plan Title
1276_0010	-	Redline boundary
1276_0110	-	Site Plan
1276_0100	D	Ground floor plan
1276_0101	C	First floor plan
1276_0102	C	Second to Fifth floor plan
1276_0103	C	Sixth floor plan
1276_0104	C	Seventh floor plan
1276_0104	A	Roof plan
1276_200	C	Proposed elevations – North & Section AA
1276_201	C	Proposed elevatuions – East & West

CONDITIONS:

TIME LIMIT

- 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. An application for the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this planning permission. That part of the development hereby permitted shall be begun either before the expiration of seven years from the date of this planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

PLANS

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

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

ARCHAEOLOGY

- 4. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation submitted by the applicant and approved by the Local Planning Authority.**

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8. Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

LIFETIME HOMES

- 5. At least 10% of the dwellings shall be capable of being converted for wheelchair access and 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure adequate accessibility for disabled and mobility impaired throughout their lifetime in accordance with policy HSG1 of London Borough of Haringey's Unitary Development Plan 2006.

SUSTAINABILITY

- 6. The sustainable design measures, energy efficiency measures and renewable energy measures identified in the Energy Statement dated April 2012, revision P1 and hereby approved shall be implemented in strict accordance with the details shown and thereafter maintained unless otherwise agreed in writing by the Local Authority.**

Reason: To ensure the development achieves the appropriate levels of energy efficiency, in accordance with policies G1, UD1, UD2, and ENV2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

ENERGY CENTRE

- 7. The development hereby approved shall be connected to the central energy centre serving the whole Hale Village development.**

Reason: To ensure that the development complies with the energy strategy for the whole of the Hale Village development.

MATERIALS

- 8. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

- 9. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the development and the relevant parts of the works shall not be carried out other than in accordance with the approved details.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.
Stadium and Major Event Conditions

CCTV

- 10. Prior to the commencement of the development hereby permitted a scheme showing full details of a closed-circuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant works shall not be carried out other than in accordance with the approved details.**

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 in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

LIGHTING

- 11. Prior to the commencement of the development hereby permitted, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The relevant works shall be carried out only in accordance with the approved strategy.**

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 in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SIGNAGE

- 12. The applicant shall submit a fully detailed design strategy for any signage to be displayed on any part of the development.**

Reason: To achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

HOARDINGS

- 13. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site 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 prior to the commencement of the works (unless otherwise agreed in writing by the Local Planning Authority). The development shall be carried out only in accordance with the scheme as approved.**

Reason: In order to protect the amenity of the locality and to ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

LANDSCAPING

- 14. 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: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

PLANTING

- 15. 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 ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

LANDSCAPE MAINTENANCE

- 16. Prior to occupation of the development, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

CYCLE PARKING

- 17. That provision for 68 secure cycle parking spaces shall be made within the scheme and permanently retained thereafter to the satisfaction of the Local Planning Authority.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SITE INVESTIGATION & CONTAMINATION

- 18. Prior to commencement of the development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**
- 1. a preliminary risk assessment which has identified:**
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site;
 - 2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;**
 - 3. the site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;**
 - 4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**

Reason: To ensure that the risks to the health and welfare of future occupiers and to the environment are mitigated or eliminated to acceptable standards.

- 19. Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation shall commence, until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

- 20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: To ensure protection of controlled waters.

SITE DRAINAGE

- 21. Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence until details of site drainage works including an impact study of existing sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker.**

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

WATER SUPPLY

- 22. Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation" shall commence, until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to,**

and approved in writing by the Local Planning Authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

HOURS OF DEMOLITION & CONSTRUCTION

- 23. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.**

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CONSTRUCTION VEHICLES

- 24. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.**

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

- 25. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.**

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CONSTRUCTION IMPACT MITIGATION

- 26. Prior to the commencement of the development hereby permitted, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

- 27. No development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, shall be commenced unless a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority. This plan shall include a Considerate Constructor Plan.**

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and policies G1, ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

SUSTAINABLE URBAN DRAINAGE SYSTEM

- 28. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of a scheme for surface water drainage works (including the provision of a Sustainable Urban Drainage System and the provision of petrol/oil interceptors in all car parking/washing/repair facilities) and an assessment of the hydrological and hydrogeological context of the development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure the satisfactory surface water drainage of the site and to prevent pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV 7 of the London Borough of Haringey Unitary Development Plan 2006.

ECOLOGY

- 29. Unless otherwise agreed in writing by the Local Planning Authority, full details of a site wide ecology management strategy and associated pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the LPA the definition and details of “site investigations and site preparation”,.**

Reason: In order to ensure that the proposed development maximise the ecological potential of the site and prevents pollution of the environment prior to the commencement of development in accordance with the Environmental Impact Assessment and policies ENV7 and OS11 of the London Borough of Haringey Unitary Development Plan 2006.

NOISE

- 30. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

MECHANICAL PLANT

- 31. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

- 32. Unless otherwise agreed in writing by the Local Planning Authority, no roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

FLOOD RISK ASSESSMENT

- 33. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:**
- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150l/s/ha.**
 - ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.**

iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site, to ensure safe access and egress from and to the site and to reduce the impact of flooding on the proposed development and future occupants and site users.

- 34. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: To ensure protection of controlled waters.

PILING METHOD

- 35. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.**

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

DELIVERY AND SERVICE PLAN

- 36. The developer provides a delivery and servicing plan for each aspect of development at least 2 months before they are occupied. The servicing and delivery plan should include:**
- a) Programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network.**
 - b) Details of refuse collection to be provided as part of the service and deliver plan.**
 - c) Spaces for Taxis to drop off and pick up**

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

TRAVEL PLAN

- 37. The applicant shall submit a revised Travel Plan, including surveys, for the proposed development 6 months after the development is occupied.**

Reason: To promote travel by sustainable modes of transport to and from the proposed Development.

STAFF CYCLE PARKING

- 38. That provision for 2 formal cycle parking spaces for the use of community centre staff are provided in line with the London Plan.**

Reason: To promote travel by sustainable modes of transport to and from the site, in particular cycling.

D1 USE

- 39. The proposed D1 use does not include the use as a church, use as a church will have to be supported by a separate transport assessment.**

Reason: To ensure that the impact/ traffic generation of any D1 church use are assessed and associated mitigation measures are in place to reduce parking demand and congestion on the transportation and highways network.

INFORMATIVES:

- A: All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree.

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 promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The development is considered to be suitably designed in respect of its surroundings, its impact on neighbouring properties and environmental site constraints.

- 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, G2 'Development and Urban Design', G3'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD9 'Locations for Tall Buildings', HSG1 'New Housing Developments', HSG4 'Affordable Housing', AC2 'Tottenham International', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M10 'Parking for Development', , ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 Air, Water and Light Pollution', ENV11 'Contaminated Land', ENV13 'Sustainable Waste Management' and CW1 'New Community/Health Facilities'.

13.0 APPENDICES:

- 13.1 Appendix 1: Consultation Responses
- 13.2 Appendix 2: Planning Policies
- 13.3 Appendix 3: Planning History

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
	British Waterways	No objection	
	Thames Water	No objection	
	Transport for London	<p>Family units require additional cycle parking space. 4 more spaces requested. 64 cycle spaces are proposed to serve</p> <p>Clarification is requested regarding the number and location of the proposed cycle spaces. Furthermore secure and internal cycle parking covered by CCTV, in addition to showering and changing facilities, will also need to be provided for all staff employed on site.</p> <p>A Construction and Logistics Plan (CLP) should be secured by condition.</p>	<p>Planning condition updated to require 68 spaces</p> <p>Additional conditions added requiring submission of these details</p> <p>Additional condition added accordingly</p>
	DESIGN PANEL	Set out and addressed in paragraph 7.6.1 and 7.6.2	
	DEVELOPMENT MANAGEMENT FORUM	Set out and addressed in paragraph 7.3	
	INTERNAL		
	Transportation Planning	The impact of the proposed development of some of 890sqm of Community Centre D1 use and 64 residential units has been assessed as part of planning application 20101897. In addition the community centre will be use mainly by local people who will use sustainable modes of	Noted

No.	Stakeholder	Question/Comment	Response
		<p>transport to access the centre. Consequently the transportation and highways authority would not object to this application subject to the following condition:</p> <p>1) The applicant submits a revised Travel Plan include surveys for the proposed development 6 months after the development is occupied.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the proposed Development.</p> <p>2) The applicant provides formal cycle parking spaces for the use of the community centre in line with the London Plan.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site, in particular cycling.</p> <p>3) The proposed D1 use does not include the use as a church, use as a church will have to be supported by a separate transport assessment.</p> <p>Reason: To ensue that the impact/ traffic generation of any D1 church use are assessed and associated mitigation measures are in place to reduce parking</p>	<p>Condition added</p> <p>Condition added</p> <p>Condition added</p>

No.	Stakeholder	Question/Comment	Response
		demand and congestion on the transportation and highways network.	
	RESIDENTS	2 response received.	
1	Jason Tanner Armada Close	Links between Hale Village and the Ferry Lane estate should be improved. Crossing Ferry Lane Road is inconvenient and dangerous	This falls outside the scope of this application (though improvements are proposed at this junction as part of the signed s106 agreement relating to the Hale Village development as a whole)
	Barbara Sobolewska 76 De Havilland Court Lebus Street	Increased noise and disturbance from the community centre Increased congregation and anti-social behaviour	The community hall is an internal space and the building will have sound proofing to Building Regulation standard. The hall is flexibly designed to allow for informal congregation within the premises, reducing the likelihood of congregation on the street. The development is designed according to Secure by Design principles, utilising passive surveillance, lighting and CCTV

PLANNING POLICIES

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Framework

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 6.4 Enhancing London's transport connectivity
- Policy 2.14 Areas for Regeneration
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayors Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

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
- G4 Employment
- G6 Strategic Transport Links
- G7 Green Belt, Met. Open Land, Significant Local Open Land & Green Chains
- G9 Community Well Being
- G10 Conservation
- G12 Priority Areas
- AC2 Tottenham International
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
- ENV2 Surface Water Runoff
- ENV4 Enhancing and Protecting the Water Environment
- ENV5 Works Affecting Water Courses
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- ENV13 Sustainable Waste Management
- EMP1 Defined Employment Areas – Regeneration Areas
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M8 Access Roads
- M10 Parking for Development
- M11 Rail and Waterborne Transport
- OS2 Metropolitan Open Land
- OS5 Development Adjacent to Open Spaces
- OS6 Ecologically Valuable Sites and Their Corridors
- OS7 Historic Parks, Gardens and Landscapes
- OS12 Biodiversity
- OS16 Green Chains
- CSV1 Development in Conservation Areas
- CSV8 Archaeology

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 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)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

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

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP15 Culture and Leisure
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP13 Sustainable Design and Construction
- DMP14 Flood Risk, Water Courses and Water Management
- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres
- DMP19 Employment Land & Premises

- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP25 Haringey's Heritage
- DMP26 Alexandra Palace
- DMP27 Significant Local Open Land & Development Adjacent to Open Spaces
- DMP28 Ecologically Valuable Sites their Corridors and Tree protection

Draft Sustainable Design and Construction SPD (October 2010)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

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

PLANNING HISTORY

HGY/2006/1177 - Outline consent for the Hale Village Masterplan was approved by Haringey Council in October 2007. The Hale Village Masterplan comprised the following mix of uses: up to 1,210 residential units (30% of which will be affordable), offices, retail, student accommodation, a hotel, a health centre, a primary school and a crèche. The Masterplan comprises eleven separate blocks laid out in a clear street structure. A podium structure provides the basement over which the southernmost blocks of the Masterplan will be located.

HGY/2007/2099 - Reserved matters consent was granted in December 2007 for the podium and basement located beneath Blocks SW, SE, C, P1 and P2 and a Combined Heat and Power Energy Centre (CHP).

HGY/2007/2203 - Reserved matters consent was granted in December 2007 for the development of Block W to provide a 687 student room development and ground floor retail unit within a part eleven, part seven storey building.

HGY/2007/2250 - A Section 73 application to vary conditions 13, 34, 52, 53 and 62 of the outline consent (HGY/2006/1177) was granted in February 2008.

HGY/2008/0393 - Reserved matters consent was granted in 2008 for the detailed design of Pavilion blocks 1 and 2 no. eight storey buildings.

HGY/2008/1971 - Reserved matters consent was granted in December 2008 for the detailed design of Block SE, an eight storey building comprising ground floor offices and 154 no. affordable dwellings.

HGY/2008/1970 - Reserved matters consent was granted in December 2008 for the detailed design of Block NW1, a part four, seven and eleven storey building, comprising 102 no. affordable dwellings.

HGY/2009/0246 - Reserved matters consent was granted in March 2009 for the detailed design of Block C, a part four, part seven storey building comprising 110 no. affordable dwellings.

HGY/2009/0295 - Reserved matters consent was granted in March 2009 for the detailed design of Block N, a part four, part seven storey building, comprising 176 no. affordable dwellings.

HGY/2009/1105 - Reserved matters consent was granted in November 2009 for the detailed design of public realm for the entire Hale Village Masterplan.

HGY/2010/1427 - Full planning permission was granted in October 2010 for the erection of two additional floors to Pavilions 1 and 2 to create 2 no. ten storey buildings.

HGY/2010/1897 - Extension of time limit for implementation of outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use

redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems – GRANTED

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Planning Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2011/1636	Ward: Northumberland Park
Address: 865 High Road N17 0AA	
Proposal: Demolition of single storey rear extension. Change of use of existing first floor from commercial to residential. Erection of two additional storeys at second floor and third floor levels and erection of rear extension at ground, first and second floors to provide 1 x studio, 4 x 1 bedroom and 3 x 2 bedroom units and A1 Shop at Ground floor.	
Existing Use: Ground Floor Retail/Commercial; First Floor: Retail/Commercial	
Proposed Use: Ground Floor Retail/Residential; Upper Floors: Residential	
Applicant: Tottenwell Ltd	
Ownership: Private	

DOCUMENTS

Title
Design and Access Statement (May 2012)

PLANS		
Plan Number	Revision	Plan Title
001	P2	Site Location Plan
0226/01		Existing Ground Floor Plan
0226/02		Existing First Floor Plan
0226/03		Existing Elevations
0226/04		Existing Elevations
0226/05	A	Proposed Ground Floor Plan
0226/06		Proposed First Floor Plan
0226/07		Proposed Second Floor Plan
0226/08	A	Proposed Third Floor Plan
0226/09	A	Proposed Front Elevation

Case Officer Contact:

Michelle Bradshaw

P: 0208 489 5280

E: michelle.bradshaw@haringey.gov.uk**PLANNING DESIGNATIONS**

Area of Archaeological Importance

Conservation Area

Locally Listed Building

Air Quality Management Area (AQMA)

RECOMMENDATION

GRANT PERMISSION subject to conditions

SUMMARY OF REPORT

That the Planning Committee be minded to grant planning permission for application HGY/2011/1636 (and associated conservation area consent application HGY/2011/1637) subject to conditions. The report summary and conclusion are set out at section 12.0 of this report. In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

It is considered that the scheme is consistent with planning policy. The extended building will refurbish a locally listed building and provide a renewed commercial space and additional housing. The proposed design will preserve and enhance the character of the streetscene and conservation area. Therefore, subject to appropriate conditions the application is considered acceptable and on this basis, it is recommended that the application be granted planning permission.

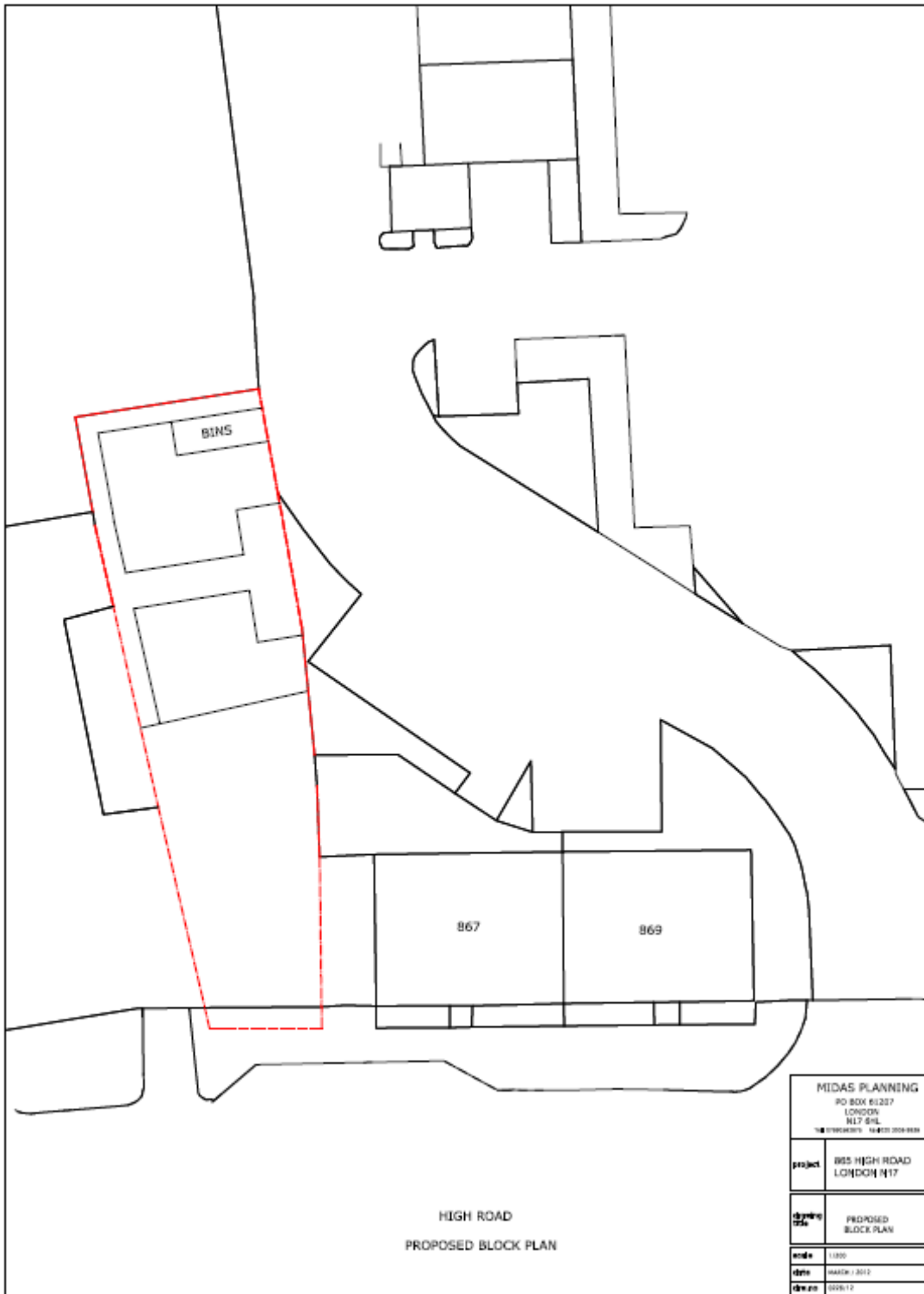
TABLE OF CONTENTS	
1.0	PROPOSED SITE PLAN
2.0	IMAGES
3.0	SITE AND SURROUNDINGS
4.0	PLANNING HISTORY
5.0	RELEVANT PLANNING POLICY
6.0	CONSULTATION
7.0	RESPONSES
8.0	ANALYSIS/ASSESSMENT OF THE APPLICATION
9.0	PLANNING OBLIGATIONS/CIL
10.0	HUMAN RIGHTS
11.0	EQUALITIES
12.0	CONCLUSION
13.0	RECOMMENDATION
14.0	APPENDICES

1.0 SITE PLAN



2.0 IMAGES

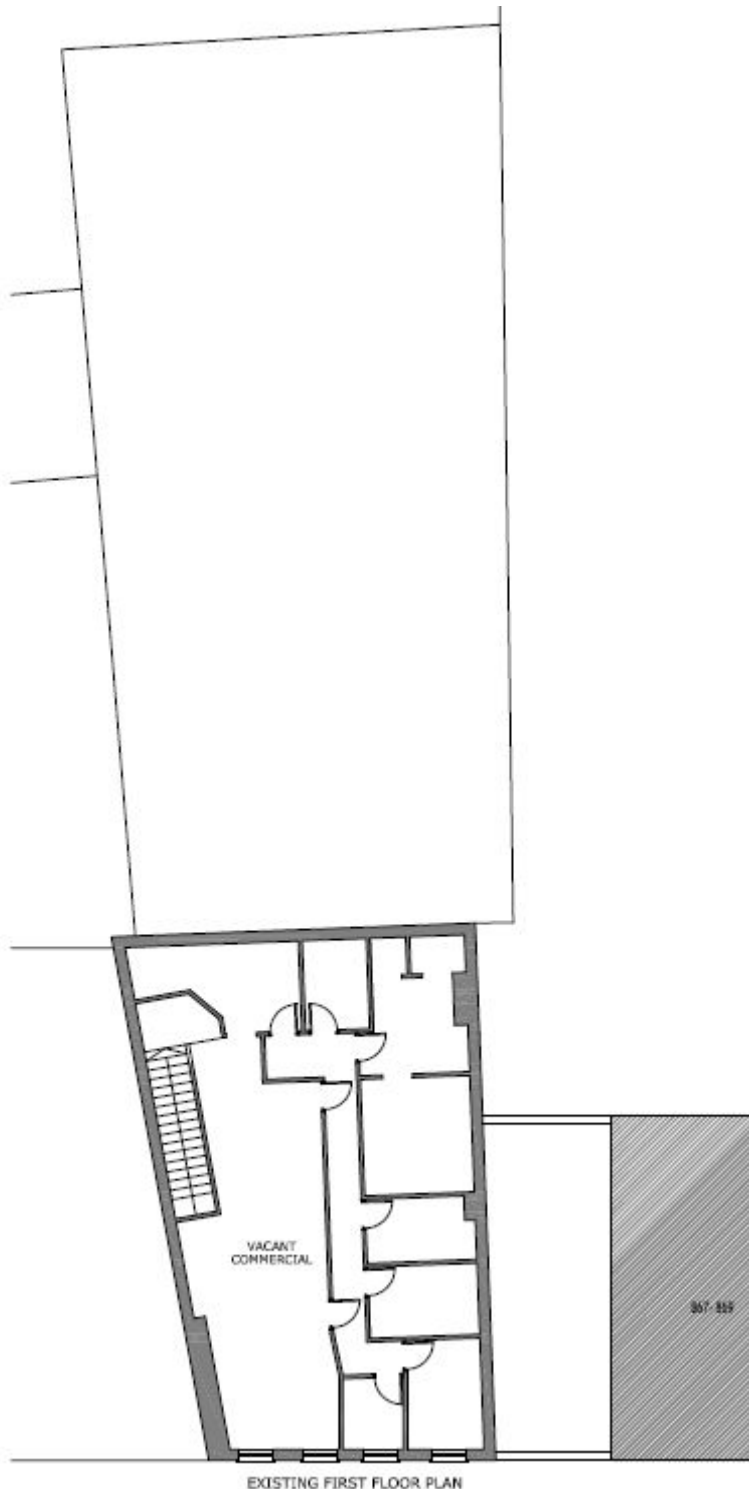
Proposed Block Plan



Existing Floor Plans – Ground Floor



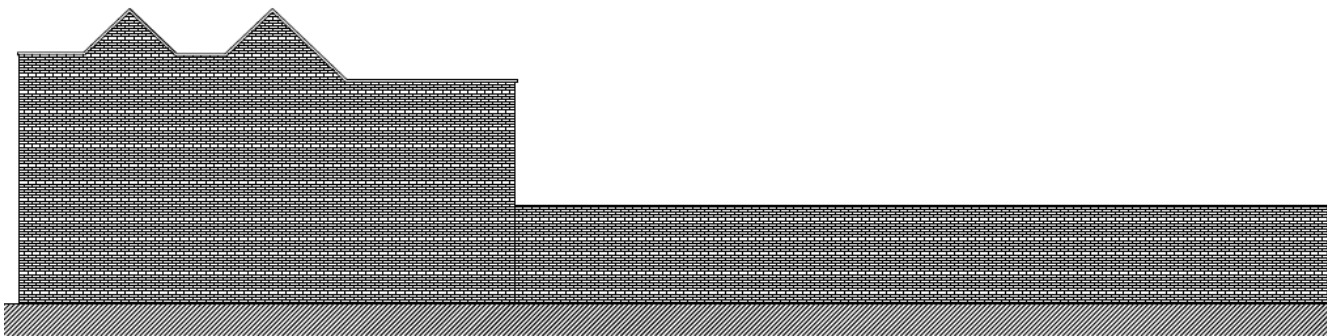
Existing Floor Plans – First Floor



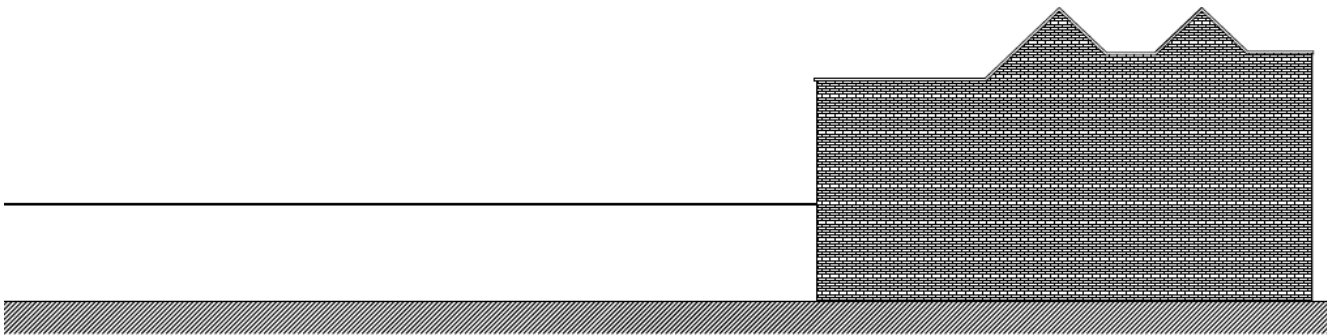
Existing Elevations



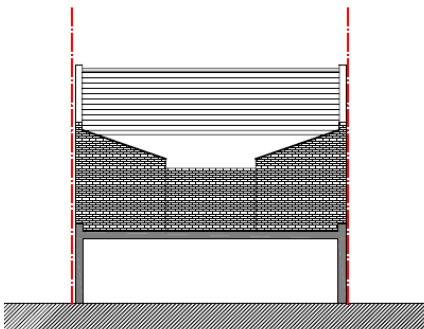
EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION

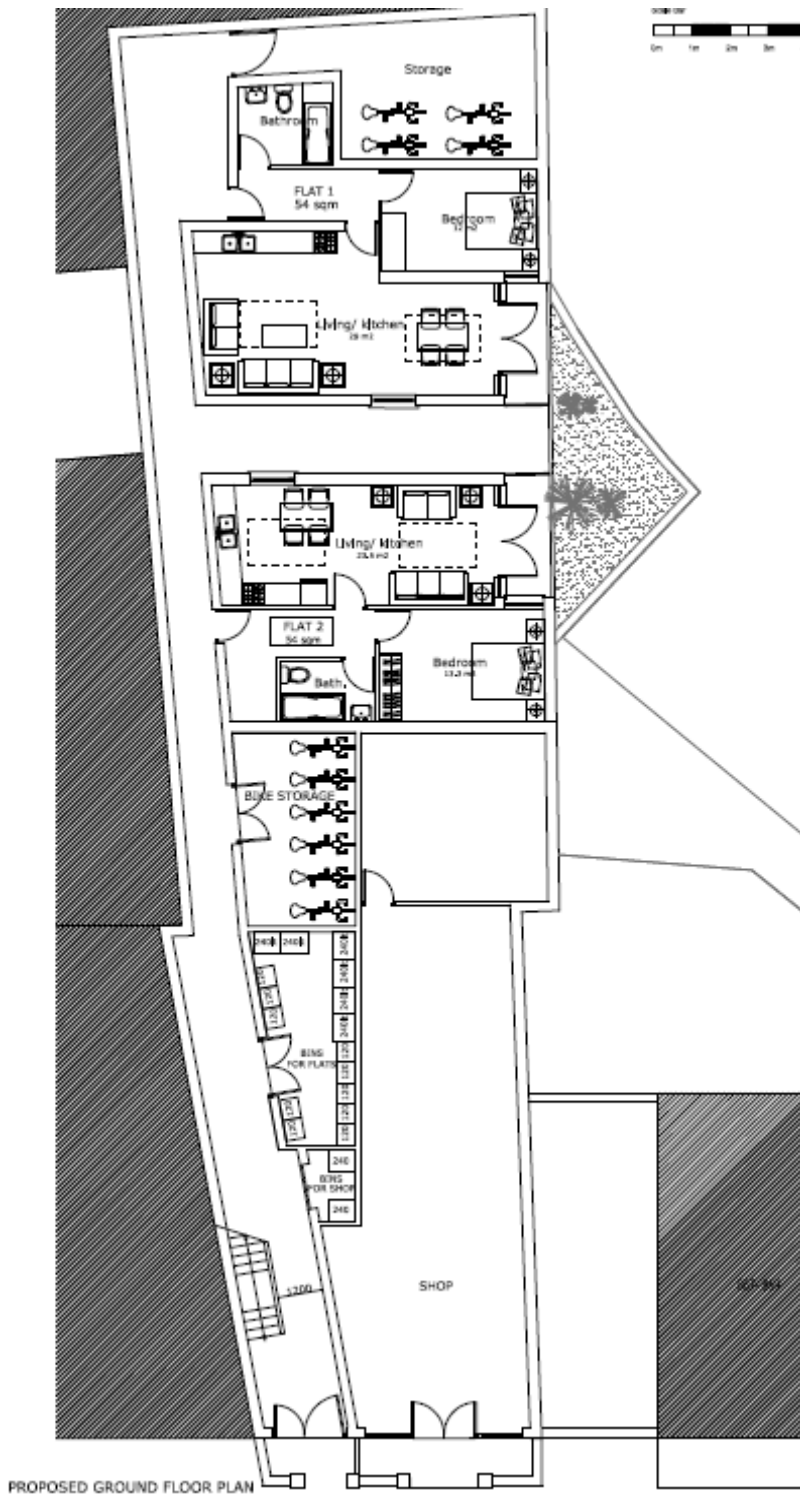


EXISTING SIDE ELEVATION

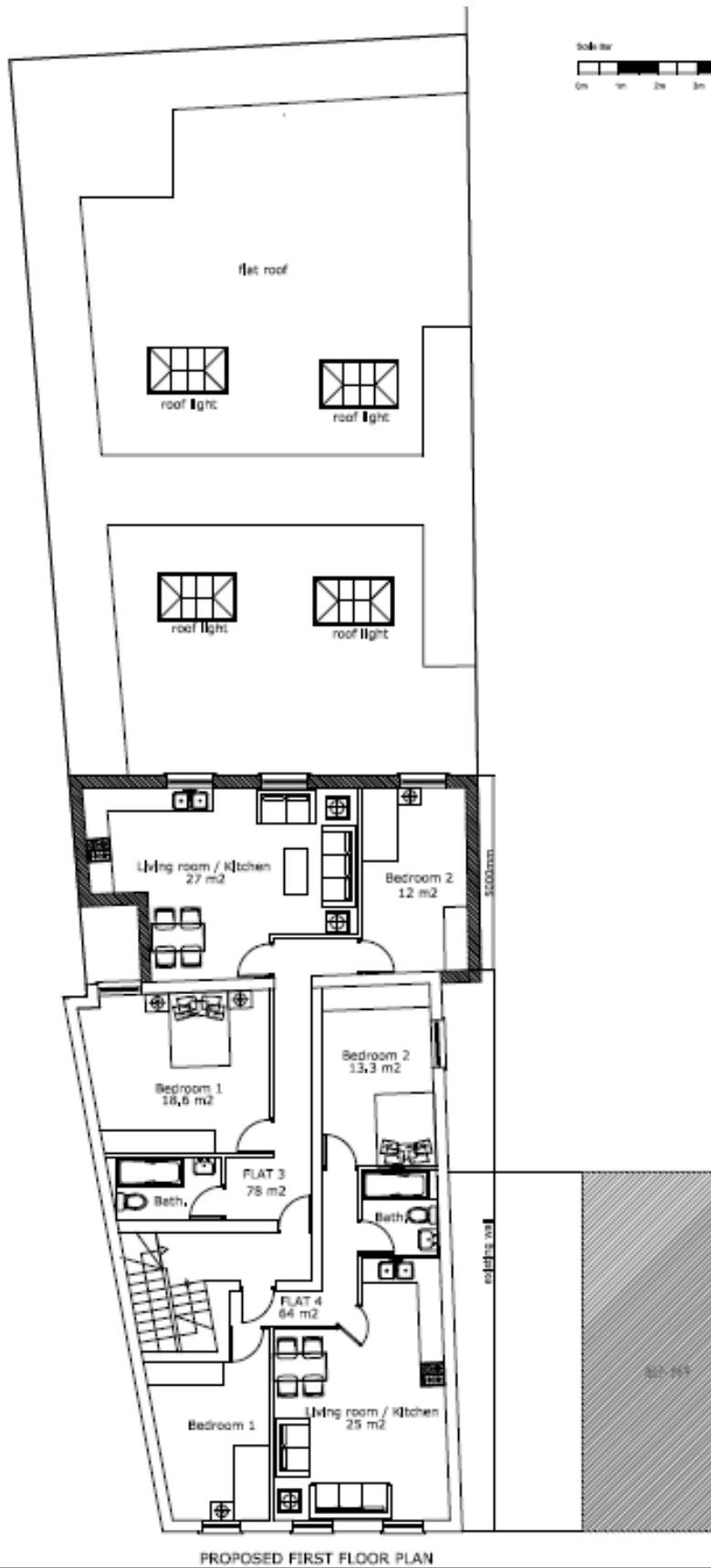


EXISTING REAR ELEVATION

Proposed Ground Floor

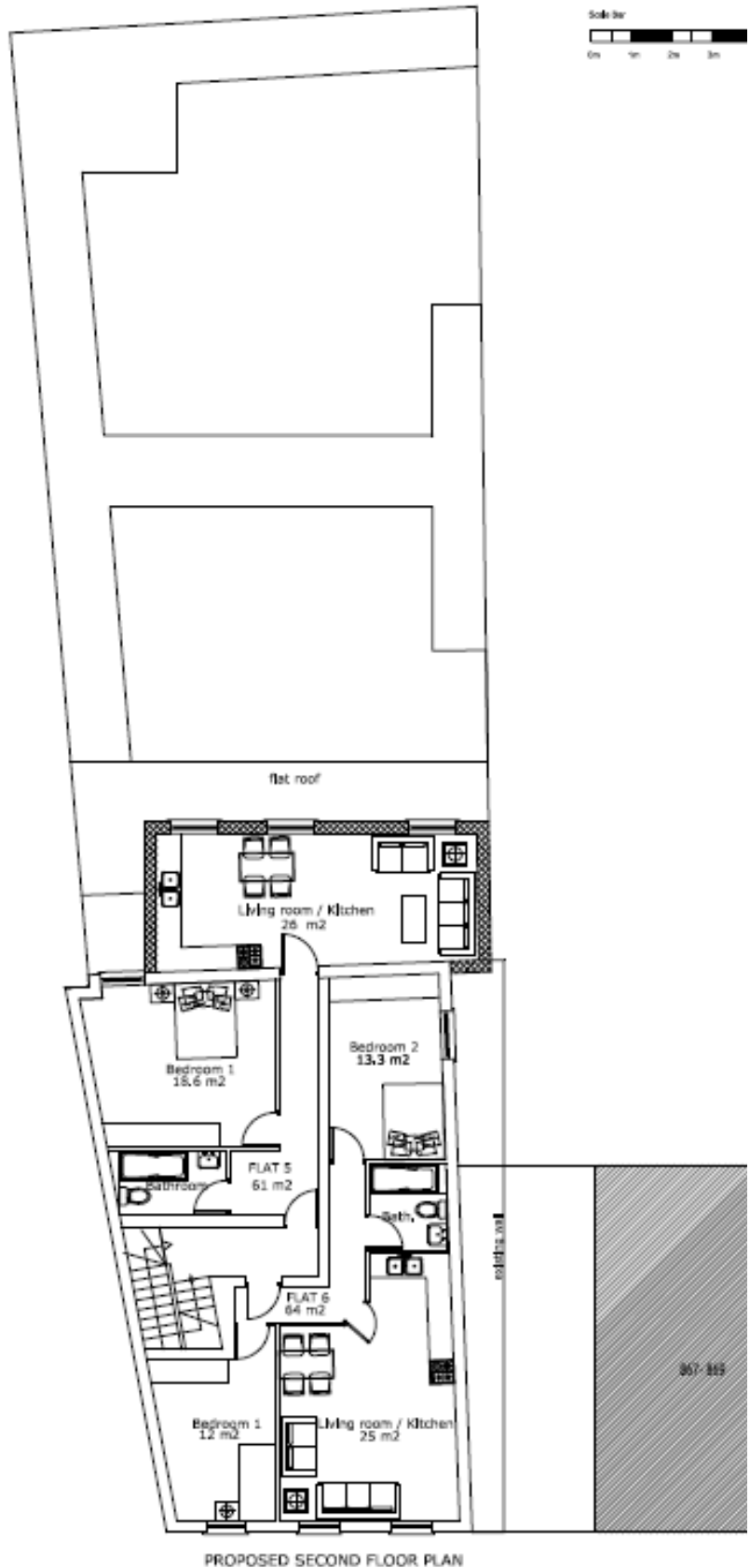


Proposed First Floor

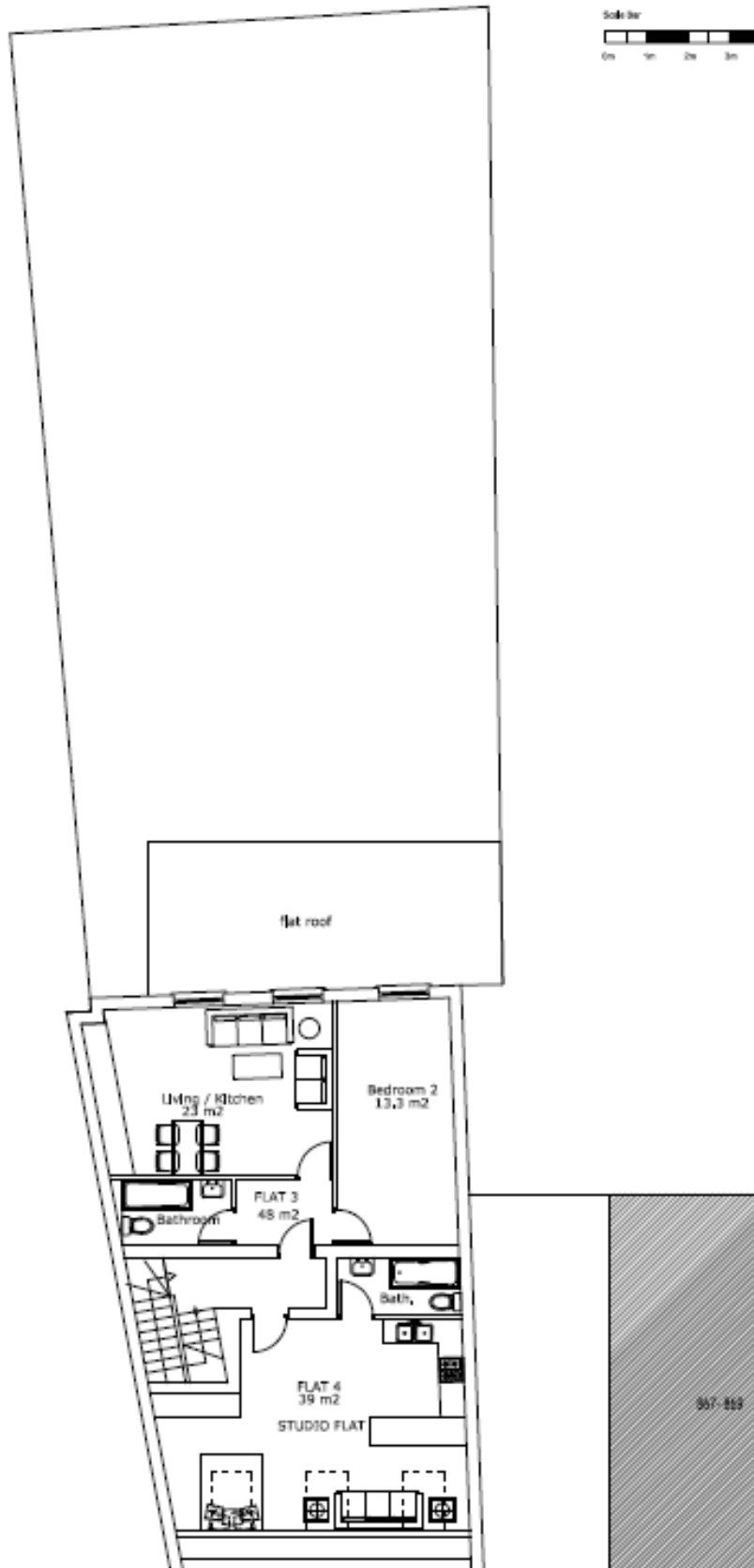


PROPOSED FIRST FLOOR PLAN

Proposed Second Floor

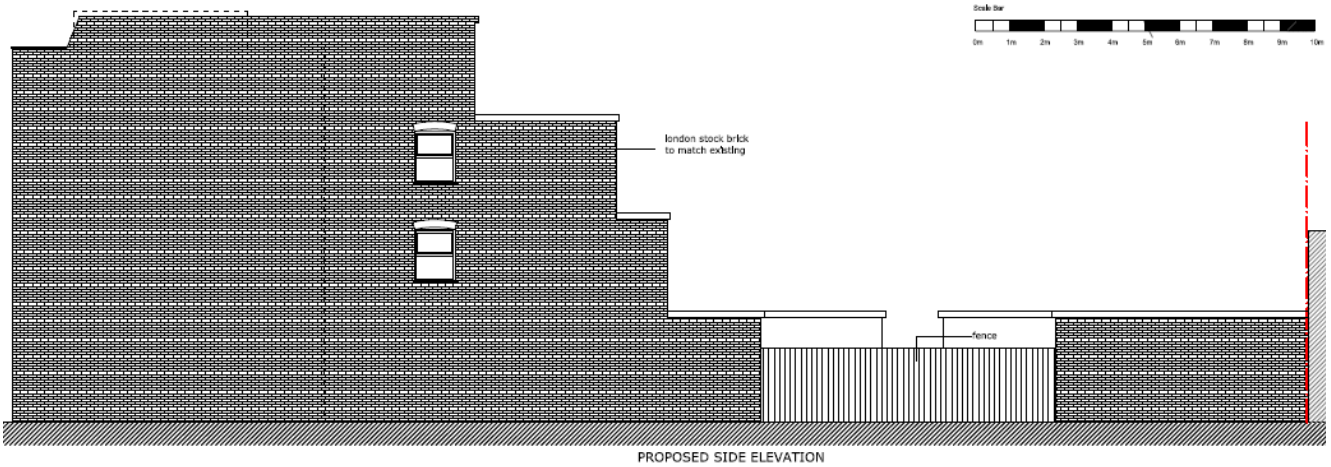


Proposed Third Floor

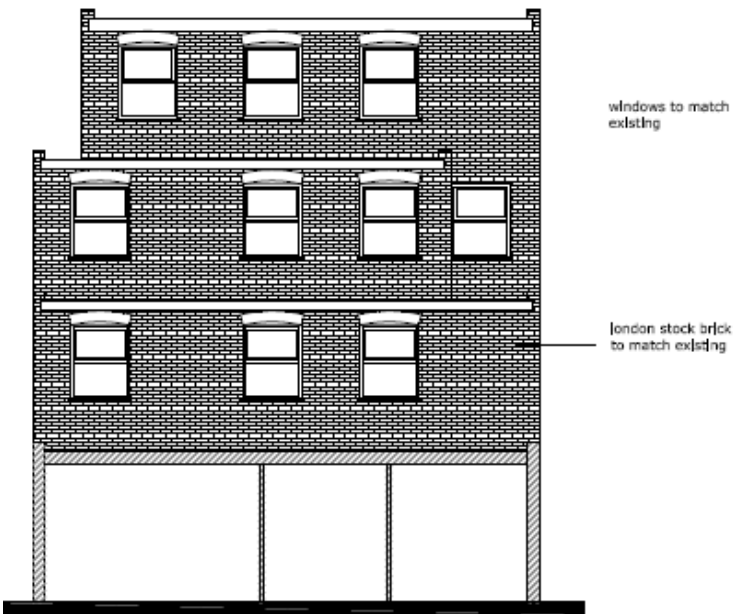


PROPOSED THIRD FLOOR PLAN

Proposed Elevations



PROPOSED SIDE ELEVATION



PROPOSED REAR ELEVATION

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located at 865 High Road, N17 in the Northumberland Park ward. The site is approximately 0.0385 hectares and is located on the western side of the High Road, in close proximity to the junction of Brantwood Road. To the north is a large three storey Grade II Listed Edwardian building, Pickfords Yard and Sainsbury's Supermarket. To the south of the site is a timber yard. Opposite the site is a public house and three storey commercial building with Barclays Bank on the ground floor.
- 3.2 The building is a two storey detached Victorian building constructed of red brick with vertically sliding sash windows at first floor level with segmental brick arches and decorative keystones over. The building has been extended over time at the ground floor with a number of single storey additions to the rear of the main building. The ground floor is used as a shop with commercial storage and yard to the rear and vacant commercial use at first floor level above the shop.
- 3.3 Number 865 High Road was designated as a locally listed building on 27th January 1997. Immediately adjacent at No's 867 and 869 High Road are a pair of early 18th Century Grade II listed buildings. The site is located within the Tottenham High Road Conservation Area and is an area of designated Archaeological Importance.
- 3.4 There is a brief reference to No. 865 in paragraph 4.7 of the adopted local area character appraisal as follows: "The adjacent two storey building, No. 865, is a locally listed red brick building with a prominent projecting cornice at parapet level. However the buildings façade is disrupted by brightly coloured canopies and large picture windows at ground level. It is adjoined to the south by a timber depot that includes a group of unattractive single and two storey buildings that detract from the street scene".
- 3.5 The site is located within a medium Public Transport Accessibility Level (4) and has access to regular bus services. The site is located on High Road Tottenham, which is a busy bus route offering some 68 buses per hour (two-way), for frequent connection to and from Seven Sisters underground station. Furthermore the W3 bus route is also within reasonable walking distance and provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green underground station.

4.0 PLANNING HISTORY

4.1 Planning Application History

The planning history for 865 High Road, N17 dates back to 1949 and most of the entries relate to signage and shopfront alterations. The most recent and relevant planning history is listed below:

Planning OLD/1980/0545 865 High Road N17 GTD 10/5/80 Erection of single storey rear extension to provide workshop and change of use of existing ground floor to retail shop and offices.

Planning OLD/1983/0592 865 High Road N17 GTD 14/12/82 Use of first floor for light industrial purposes.

Planning HGY/1992/1437 GTD 30-03-93 865 High Road London Change of use of first floor to health studio. HGY/46009 to allow Health Studio to open 6pm to 6am on any day.

Planning HGY/1993/0370 GTD 25-05-93 865 High Road London Change of use of ground floor from retail (A1) to hot food take-away use (A3).

Planning HGY/2007/2097 REF 27-11-07 First Floor, 865 High Road Tottenham London Variation of Condition two (opening hours) attached to planning permission reference HGY/46009 to allow Health Studio to open 6pm to 6am on any day.

Planning HGY/2011/1012 – REF 21-07-11 - Conversion of existing upper floors to residential units comprising of 4 x 1 bed units, 3 x 2 bed units and 1 x 3 bed units and erection of rear extension.

Planning HGY/2011/1036 – REF 21-07-11 - Conservation Area Consent for demolition of single storey extension to rear.

This current application (HGY/2011/1636) and associated Conservation Area Consent (HGY/2011/1637) was submitted in September 2011. The proposed development was quite similar to the scheme refused earlier in 2011 and as such, planning officers did not support the proposal. Discussions have taken place between the applicant, architect and planners since that time to arrive at the current design which is substantially different to the initial scheme.

4.2 Planning Enforcement History

There is no recorded planning enforcement history on the site

5.0 RELEVANT PLANNING POLICY

The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

National Planning Policies

National Planning Policy Framework

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

Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3rd May 2011. The final report was published on 22nd July 2011. The London Plan (July 2011) is now the adopted regional plan.

Local Planning Policies

Haringey Unitary Development Plan (Adopted 2006)

Haringey Supplementary Planning Guidance and Documents

Haringey Local Development Framework – Draft Local Plan and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011)

Haringey's draft Local Plan: Strategic Policies (formerly Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The first session of EiP hearings ran from 28th June 2011 until 7th July 2011. Following discussions at these hearings, the Council carried out an additional consultation on fundamental changes to the Core Strategy in Sept-Nov 2011. The outcomes of which resulted in an additional hearing on 22nd February 2012.

In response to the National Planning Policy Framework (NPPF) (27th March 2012) and the Planning Policy for Traveller Sites (PPTS) (6th April 2012), the Council are undertaking a borough-wide consultation seeking comments on the implications of the NPPF and the PPTS on Haringey's Local Plan. This consultation will take place from 27th April - 13th June 2012. Following this the Inspector will indicate when the Council should expect to receive the final report. As a matter of law, some weight should be attached to the Local Plan: Strategic Policies, which is still under examination, however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

Haringey Draft Development Management Policies (Published for Consultation May 2010)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft is expected to be ready for public consultation in early 2013. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

A full list of relevant planning policy can be found in Appendix 2.

6.0 CONSULTATION

6.1 The application was publicised by a site notice and the following parties consulted:

London Fire and Emergency Planning Authority
Thames Water
Crime Prevention Officer
Haringey Building Control
Haringey Transportation Team
Haringey Waste Management Team
Haringey Design Conservation Team
Ward Councillors
Tottenham CAAC
Residents and Local Businesses

- 6.2 The application was first put out to consultation by the London Borough of Haringey in September 2011 following the validation of the application. Following the submission of amended plans in April 2012 a further round of consultation was undertaken by the local planning authority.
- 6.3 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received may rise further after the officer's report is finalised but before the planning application is determined. Any additional comments received will be reported verbally to the planning sub-committed.

7.0 RESPONSES

- 7.1 The Councils consultation generated 8 responses (5 letters from Statutory and Internal consultees and 3 letters from local amenity groups/residents).

- 7.2 Consultation Responses were received from

London Fire and Emergency Planning Authority
Thames Water
Haringey Transportation Team
Haringey Waste Management
Haringey Building Control
The Tottenham CAAC
Cllr John Bevan
Neighbouring Business – DW General Wood

- 7.3 A summary of all Statutory Consultees, Internal Consultees and Residents/Stakeholders comments and objections can be found in Appendix 1.

- 7.4 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the analysis/assessment section of this report, where relevant.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Background and Principle of Uses
- Size/Bulk/Appearance and Design
- Heritage and Conservation Area Considerations
- Layout/Size Standards/ Mix of Accommodation, Residential Amenity
- Transport, Traffic, Parking
- Sustainability and Waste management

8.2 Background and Principle of Uses

- 8.2.1 Policy HSG1 states that new housing developments will be permitted provided that the site is appropriate, having regard to the sequential approach which favours the redevelopment of existing housing sites or re-use of buildings, including empty properties. Policy HSG2 states that a change of use to housing will be considered provided the building can provide satisfactory living conditions.

8.2.2 The National Planning Policy Framework (NPPF) paragraph 1 states that “Planning law requires that application for planning permission must be determined in accordance with the development plan (this includes the Local Plan and neighbourhood plans which have been made in relation to the area) unless material considerations indicate otherwise”.

8.2.3 The NPPF provides three dimensions to sustainable development: economic, social and environmental (pg 2 Paragraph 7). The development is considered to fulfil these criteria as follows:

Economic Role

The proposed development will:

- Retain the existing retail unit at ground floor level, maintaining employment opportunities;
- Improve the image and streetscene of Tottenham High Road, refurbishing the existing building.

Social Role

The proposed development will:

- Create residential units;
- Retain employment opportunities within the retail unit;
- Create a higher quality environment in this part of Tottenham

Environmental Role

The proposed development will:

- Result in a building of high quality design thereby enhancing an existing heritage asset and creating an attractive environment.

8.2.4 Furthermore, paragraph 49 of the NPPF states that “Housing applications should be considered in the context of the presumption in favour of sustainable development”

8.2.5 The London Plan outlines the need for residential development within London through Policy 3.3 Increasing Housing Supply, while Policy 3.14 states that loss of housing should be resisted. At the local level, the strong presumption against the loss of residential accommodation is retained. As such, the principle of the development involving the refurbishment and extension of the existing building for retail and residential use is considered to be appropriate and acceptable in principle, subject to compliance with other relevant planning policies.

8.3 Size/Bulk/Appearance and Design

8.3.1 The National Planning Policy Framework, Chapter 7 “Requiring Good Design” paragraph 56 states that “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

- 8.3.2 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping.
- 8.3.3. UDP Policy G2 states that “Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment”. Similarly policy UD4 “Quality Design” states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a “Design Guidance” supports the intent of policy UD4.
- 8.3.4 The application site is located at 865 High Road, N17 in the Northumberland Park ward. The site is approximately 0.0385 hectares and is located on the western side of the High Road, in close proximity to the junction of Brantwood Road. To the north is a large three storey Grade II Listed Edwardian building, Pickfords Yard and Sainsbury’s Supermarket. To the south of the site is a timber yard. Opposite the site is a public house and three storey commercial building with Barclays Bank on the ground floor.
- 8.3.5 The building is a two storey detached Victorian building constructed of red brick with vertically sliding sash windows at first floor level with segmental brick arches and decorative keystones over. The building has been extended over time at the ground floor with a number of single storey additions to the rear of the main building. The ground floor is used as a shop with commercial storage and yard to the rear and vacant commercial use at first floor level above the shop.
- 8.3.6 The proposed front elevation and rear elevation of the two storey extension will reflect the existing height bulk and mass of the neighbouring building at no 867-869 High Road. The overall design in terms of its architectural characteristics, including window detailing and railings harmonises with 867-869 High Road. The use of traditional materials such as timber sash windows (double glazed) and stock bricks will ensure the extensions are in keeping with the character of the streetscene.
- 8.3.7 The shop unit signage does not specifically form part of this planning application as it would be dealt with under a separate advertising consent application. An informative has been included to alert future occupiers of the retail space of the requirement of a separate application and that the proposed signage shall be in accordance with the ‘Shopfront Design Guide’ for Tottenham High Road and Design and Conservation Area policies.
- 8.3.8 Overall, the size/bulk/appearance and design is deemed to be an acceptable design outcome that will enhance the visual amenity of the area and streetscene. The scheme is deemed to be in line with the NPPF, London Plan and UDP policy G2, UD4, SPG1a and SPG8b.

8.4 Heritage and Conservation Area Considerations

- 8.4.1 The National Planning Policy Framework replaces the previous national guidance (PPS5) on conservation areas. Paragraph 131 of the NPPF states that “In determining planning applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness”.
- 8.4.2 Policy CSV1 and SPG2 seeks to ensure the developments in conservation areas preserve and enhance special character of the area and/or heritage asset.
- 8.4.3 The Site is located within the North Tottenham Conservation Area and the existing building is identified by the Council as a ‘local listed building of merit’ in January 1997. Immediately adjacent at No’s 867 and 869 High Road are a pair of early 18th Century Grade II listed buildings.
- 8.4.4 There is a brief reference to No. 865 in paragraph 4.7 of the adopted local area character appraisal as follows: “The adjacent two storey building, No. 865, is a locally listed red brick building with a prominent projecting cornice at parapet level. However the buildings façade is disrupted by brightly coloured canopies and large picture windows at ground level. It is adjoined to the south by a timber depot that includes a group of unattractive single and two storey buildings that detract from the street scene”.
- 8.4.5 The proposal involves extension to provide an additional two floors to street level and extending to the rear. The proposed scheme will utilise traditional design features and materials to ensure a quality design outcome appropriate for its location within a conservation area. The windows proportions and detailing will match those of the adjacent building as will the horizontal feature bands and the metal railings at street level. It is proposed to use London stock brick to match the existing, hung late roof and sash windows with arched soldier course above. Conditions of consent will require approve of building material samples including the design of the proposed shopfront and any proposed signage.
- 8.4.6 The proposal is considered to preserve the setting of the adjacent listed building at number 867 and 869, in accordance with the NPPF, and CSV2, SPG2.
- 8.4.7 Overall, the proposed development is considered to make a positive contribution to the streetscene and preserve and enhance the character and appearance of the Conservation Area in accordance with the NPPF and CSV1, CSV3, CSV5 and SPG2.
- 8.4.8 The site is located within an area of Archaeological Importance. As the proposals do not require significant new below-ground works, the potential for disturbance is in any case very limited. It is therefore considered that the proposals are acceptable from an archaeological perspective in accordance with CSV8 and SPG2.

8.5 Layout/Size Standards/ Mix of Accommodation, Residential Amenity

8.5.1 London Plan Policy 3.5 Quality and Design of Housing Developments states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

8.5.2 The Table below shows the proposed floor space standards against the minimum floor space standards set out in the Haringey Housing SPD and the London Plan/London Housing Design Guide.

Proposed Scheme – Flat Number	Unit Type (Bedroom/Person)	Unit Size (SqM)	Haringey SPD Housing – Minimum Floor Area (sqm)	Deviation from SPD Housing Minimum Requirements (sqm)	London Plan (2011)/ London Housing Design Guide (2010) – Minimum Space Standards (sqm)	Deviation from London Plan/Design Guide Minimum Requirements (sqm)
Ground Floor						
1	1 bed 2 person	54	48	+6	50	+4
2	1 bed 2 person	54	48	+6	50	+4
First Floor						
3	2 Bed 4 person	78	73	+1	70	+8
4	2 bed 3 person	64	60	+4	61	+3
Second Floor						
5	1 bed 2 person	61	48	+13	50	+11
6	2 Bed 3 person	64	60	+4	61	+3
Third Floor						
7	1 bed 2 person	48	48	0.0	50	-2
8	1 bed 1 person	39	32.5	+6.5	37	+2

8.5.3 All the flats meet or exceed the Haringey Housing SPD requirements and all but one flat (which is marginally less) meet the London Plan floor space requirements. The flats are also considered to be acceptable in terms of their stacking arrangement and light and ventilation. Overall, the standard of accommodation proposed is deemed to be appropriate and acceptable, in line with planning policy.

8.5.4 The London Plan (2011) policy 7.6 “Architecture” states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and

microclimate. UDP policy UD3 “General Principles” states that “The Council will require development proposals to demonstrate that there are no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise pollution and of fume and smell nuisance. SPD Housing supports the intent of policy UD3.

- 8.5.5 There will be windows to the front and rear elevation and these will overlook the High Road to the east and light industrial units to the west. There are two windows at first and second floor levels proposed to the north elevation however these will be adjacent to the flank wall of the neighbouring building, which is not in residential use. The proposed development is not deemed to result in any adverse impact on the amenity of residential neighbours by reason of overlooking or loss of privacy.
- 8.5.6 In terms of overshadowing the proposed building being two storeys higher than the existing will create some additional overshadowing. However, the building being a similar height to the adjacent neighbour and the orientation of the building mean that the overshadowing will be onto the proposal site in the morning and onto the High Road in the afternoon, where buildings of this height are typical. The extensions will not project beyond the rear building line of 867-869 thus maintaining daylight/sunlight I levels to the rear windows. As such, there will be no adverse impact on the amenity of neighbours by reason of overshadowing.
- 8.5.7 The neighbouring timber yard raised concern in a consultation letter in relation to noise from their commercial operations on the future occupiers of the proposed scheme. The residential units at ground floor level are set away from the boundary and separated by the communal access corridor. Furthermore sensitive rooms such as bedrooms are located on the far side of the site. The units at upper floor levels will have double glazed windows which will reduce noise transmission. Overall the development is deemed acceptable.
- 8.5.8 The scheme is therefore considered to be compliant with Policy 3.5, 7.6 of the London Plan, The London Housing Design Guide (Interim 2010) and UDP Policy UD3 and SPD Housing.

Density

- 8.5.8 The site has an area of approximately 0.0385 hectares. The scheme proposes 1 x studio, 4 x 1 bedroom and 3 x 2 bedroom flats, creating a total of 18 habitable rooms, resulting in a density of 467 habitable rooms per hectare (hr/ha). The site has a PTAL rating of 4. The London Plan (2011) prescribes a density range for an urban location with a PTAL rating of 4 – 6 as being 200 – 700hr/ha. The proposed development falls within the middle of the prescribed density range and deemed to be appropriate in this location.

8.6 Transport, Traffic, Parking

- 8.6.1 Policy M3 and M10 provide guidance on new development location and accessibility and parking for development.
- 8.6.2 The application site has a medium public transport accessibility level of 4 and is located on High Road Tottenham, which is a busy bus route offering some 68 buses per hour (two-way), for frequent connection to and from Seven Sisters underground

station. Furthermore the W3 bus route is also within reasonable walking distance and provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green underground station. It is therefore very likely that the majority of the prospective residents of this development would use sustainable modes of transport for their journeys to and from the site.

8.6.3 It has been noted that the applicant intends to designate the development as “Car free”. Although the application site falls within the Tottenham Hotspur Match Day controlled parking zone, due to the site having a PTAL level of 4 the proposal would not meet Haringey Council criteria for such designation. However, the site does not fall within an area that has been identified within the Haringey Council adopted UDP (2006) as that suffering from high on-street parking pressure. Furthermore, the application makes provision for the storage of 8 cycles as detailed in drawing no.0226/05 which will encourage sustainable travel.

8.6.4 The proposal is unlikely to have any significant impact upon the immediate highway network or parking demand within the vicinity of the site. Therefore, the highway and transportation authority do not wish to raise any objections to the application. Overall the development is deemed to be acceptable in terms of highways, traffic and parking.

8.6.5 An informative has been attached in relation to naming and numbering.

8.7 Sustainability and Waste Management

8.7.1 The National Planning Policy Frameworks Paragraph 49 “Housing applications should be considered in the context of the presumption in favour of sustainable development”

8.7.2 At the regional level, the London Plan promotes a holistic approach to sustainable development. Policy 5.3 Sustainable Design and Construction states that development proposals should demonstrate that sustainable design standards are integral to the proposal. This should include:

- Minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems).
- Avoiding internal overheating and contributing to the urban heat island effect.
- Promoting and protecting biodiversity and green infrastructure.

8.7.3 The applicants have provided a sustainability checklist with their application. A condition of consent will require the developer to comply with a minimum level 4 under the Code for Sustainable Homes.

Refuse and Recycling

8.7.4 In terms of refuse & recycling, UDP Policy UD7 refers to Waste Storage and states that the Council will require all development to include appropriate provision for the storage and collection of waste and recyclable material. The council sets out specific guidance in their SPG8a ‘Waste and Recycling’ (Adopted 2006): This seeks the inclusion of provision for refuse and recycling storage internally and/or externally as appropriate.

8.7.5 The scheme provides an area of bins storage for the residential units and a separate storage area adjacent for the retail use at ground floor level close to the front entrance. Haringey Waste Management Team has been consulted and confirmed that they are

satisfied with this arrangement. A condition of consent will require compliance with the details set out on the approved plans.

9.0 PLANNING OBLIGATIONS/CIL

9.1 The proposed development does not trigger requirements for s106 obligations as set out in Haringey Planning policy and Supplementary Planning Guidance. The scheme does not provide more than 5 family sized units and therefore does not trigger education contributions and the scheme does not provide 10 or more units and therefore does not trigger the need for affordable housing. On this basis, s106 obligations are not required for this development.

CIL APPLICABLE

9.2 The proposal will be liable for the Mayor of London's CIL, as the additional floorspace exceeds 100sqm and the scheme provides one or more residential units. Based on the Mayor of London's CIL charging schedule and the information given on the plans the charge is likely to be £9940 (284 sqm x £35). This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

10.0 HUMAN RIGHTS

10.1 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.

11.0 EQUALITIES

11.1 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. 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.

12.0 CONCLUSION

12.1 The proposed development to refurbish the existing building, retain the existing retain space and provide residential accommodation. The principle of the proposed uses is considered to be acceptable in principle in this location.

12.2 The proposed development complies with the National Planning Policy Framework (NPPF) and fulfils the three dimensions of Sustainable Development as defined in that document. It follows that the presumption in favour of sustainable development, as outlined within the NPPF (para. 14), should be applied and that the scheme should therefore be approved.

- 12.3 Overall the design, form and detailing are considered acceptable and the scheme has been designed sensitively in terms of its relationship with neighbouring properties and is considered to preserve and enhance the character of the conservation area.
- 12.4 The proposal has been assessed against and found to comply with the intent of The London Plan (2011) and Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Developments', HSG2 'Change of Use to Residential', M3 'New Development Location and Accessibility', M10 'Parking and Development', CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 'Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', CSV5 'Alterations and Extensions in Conservation Areas' and CSV7 'Demolition in Conservation Areas' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG2 Conservation and Archaeology, SPG8a 'Waste and Recycling', SPG8b 'Materials' and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents. On this basis, it is recommended that planning permission be GRANTED subject to conditions.

13.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No's:

DOCUMENTS
Title
Design and Access Statement (May 2012)

PLANS		
Plan Number	Revision	Plan Title
001	P2	Site Location Plan
0226/01		Existing Ground Floor Plan
0226/02		Existing First Floor Plan
0226/03		Existing Elevations
0226/04		Existing Elevations
0226/05	A	Proposed Ground Floor Plan
0226/06		Proposed First Floor Plan
0226/07		Proposed Second Floor Plan
0226/08	A	Proposed Third Floor Plan
0226/09	A	Proposed Front Elevation

Subject to the following conditions:

EXPIRATION OF CONSENT

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.

IN ACCORDANCE WITH APPROVED PLANS

2. The development hereby authorised shall be carried out in complete accordance with the plans, specifications and other documents listed on the decision letter, which have been 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 and samples of the materials to be used in connection with the development hereby permitted have been submitted to and approved in writing by 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.

SHOPFRONTS

4. Notwithstanding the description of the shopfront in the application, no development shall commence until precise details to be used in connection with the shopfront development hereby permitted have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

SIGNAGE

5. Any signage required for the proposed retail unit shall be subject to a separate advertising consent application. Signage shall not be erected on the building without the prior consent of the local planning authority.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

CONSTRUCTION AND LOGISTICS PLAN (CLP) AND CONSTRUCTION MANAGEMENT PLAN (CMP)

6. At least 1 month 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. The development shall comply with the submitted Construction Management Plan (CMP) unless an alternative CMP is submitted to and approved in writing by the local planning authority.

Reason: To minimise vehicular conflict and other environmental factors during construction in order to limit the impacts of the construction of the replacement building on adjoining residents and locality.

CONSTRUCTION DUST MITIGATION

7. The construction phase of development shall be carried out in accordance with the Mayor's Best Practice Guidance "The control of dust and emissions from construction and demolition").

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

NOISE

8. The development hereby approved shall comply with BS8233 with regard to sound insulation and noise reduction.

Reason: In order to ensure satisfactory amenity of future residents of the development

CONSTRUCTION HOURS

9. That construction works 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, unless alternative arrangements are agreed in writing by the local planning authority.

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

BOUNDARY TREATMENT

10. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site be submitted to and approved 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.

EXTERNAL LIGHTING

11. Notwithstanding the details contained within the development hereby approved, full details of the artificial lighting scheme to the entrance, vehicular routes and parking areas, pedestrian routes and designated communal amenity space shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

FIRE AND EMERGENCY

12. The applicant shall receive full approval from London Fire and Emergency Planning Authority (LFEPA) with regards to all issued covered by the LFEPA, prior to the commencement of works.

Reason: To ensure the development complies with all LFEPA requirements

HOARDINGS

13. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site 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 prior to the commencement of the works and unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved.

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

CODE FOR SUSTAINABLE HOMES

14. Prior to the commencement of the development an Independent Sustainability Assessment, in accordance with Building Research Establishment guidelines, demonstrating that the residential properties are to achieve a minimum Level 4 rating

under the Code for Sustainable Homes, shall be submitted to and approved in writing by the local planning authority.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

15. The waste and recycling management, storage and collection provisions for the proposed site shall be carried out in accordance with the approved plans.

Reason: In order to ensure satisfactory waste and recycling arrangements.

SATELLITE AERIALS

16. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, prior to the occupation of the development, details of a scheme for a central satellite dish/aerials 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.

USE OF COMMERCIAL/RETAIL FLOORSPACE

17. Prior to the occupation of any the ground floor retail/commercial unit hereby approved, details of the use and operation of the retail/commercial floorspace shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.

Reason: To protect the vitality and viability of this Local Shopping Centre.

INFORMATIVE: SIGNAGE

The signage referred to in condition 5 shall be designed in accordance with the relevant plans and policies including any Supplementary Planning Guidance or Documents relevant to signage, conservation areas and Tottenham high Road.

INFORMATIVE - THAMES WATER

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.

Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

Water Comments

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 – ASBESTOS

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 being carried out.

INFORMATIVE - CRIME PREVENTION

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

INFORMATIVE: NAMING AND NUMBERING

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

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

(a) The proposal is acceptable for the following reasons:

I. The principle of commercial and residential use is considered acceptable;

II The design, form and detailing are considered acceptable;

III. The scheme has been designed sensitively in terms of its relationship with neighbouring properties and will preserve and enhance the character of the conservation area.

(b) The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Developments', HSG2 'Change of Use to Residential', M3 'New Development Location and Accessibility', M10 'Parking and Development', CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 'Locally Listed Buildings and Designated Sites of Industrial Heritage

Interest', CSV5 'Alterations and Extensions in Conservation Areas' and CSV7 'Demolition in Conservation Areas' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG2 Conservation and Archaeology, SPG8a 'Waste and Recycling', SPG8b 'Materials' and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents.

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
COMMENTS RECEIVED RELATING TO THE INITIAL SUBMISSION			
1	London Fire and Emergency Planning Authority	The Brigade is not satisfied with the proposals	These comments were based on the initial design. The proposed revised scheme is substantially different to the original. A condition of consent will require full authorisation from the London Fire and Emergency Planning Authority prior to the commencement of works.
2	Cllr John Bevan	<p>Submission: Neither</p> <p>Comments: I note this revised application but still have serious concerns as to how the conversion / erection of rear extension at this property into 6 residential units plus retaining the retail outlet / commercial space would meet the following requirements; I refer to the standards laid down in the Housing Planning Document re room size, minimum space standards, rooms to have adequate size, height, shape and natural lighting and ventilation. It is still my opinion that it will not be possible to meet these standards. Overlooking and loss of light issues may also be of concern.</p> <p>Concerning amenity space I am not convinced that balconies and the use of a roof terrace will meet the amenity space standards required. Even more so as to call this amenity space, that would not be suitable for children to play, is a contradiction of the meaning of amenity.</p> <p>To have a car free zone in an area with no CPZ is in contravention of the regulation that applies. The Spurs match day parking controls do not prevent car ownership or parking in the area so this application would not be car free. Occupiers would be parking in surrounding streets, streets that already suffer from serious parking stress. I am opposing this application; I consider it still to be overdevelopment.</p>	<p>The proposed development has changed considerably since the initial submission on which these comments were made. Cllr Bevan advised in a telephone conversation that he wished his comments to stand as they are.</p> <p>The proposed units meet the requirements of the Housing SPD in terms of minimum space standards, natural light and ventilation.</p> <p>There would be no adverse impact in terms of overlooking or light issues.</p> <p>The revised scheme does not propose to include any balconies.</p> <p>Haringey Transportation Team have addressed this point in their comments and raise no objection to the proposed development.</p>
3	Haringey Waste Management Team	The application does not show how the RCV will access the rear of the site to make refuse and recycling collections. There is no turning circle for the RCV to drive into and then exit the site. The location on High Road N17 is a busy section of the road for vehicles and pedestrians therefore a RCV would not be suitable to reversing a considerable distance. Bulk waste containers must be located no further than 10 metres from the point of collection. This	The scheme has been amended since this time and the refuse area relocated to the front of the building. Updated Waste Management comments are provided below.

No.	Stakeholder	Question/Comment	Response
		application has been given RAG traffic light status of RED for waste storage and collection arrangements.	
4	Haringey Transportation Team	<p>The application site has a medium public transport accessibility level of 4 and is located on High Road Tottenham, which is a busy bus route offering some 68 buses per hour (two-way), for frequent connection to and from Seven Sisters underground station. Furthermore the W3 bus route is also within reasonable walking distance and provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green underground station. It is therefore very likely that the majority of the prospective residents of this development would use sustainable modes of transport for their journeys to and from the site.</p> <p>It has been noted that the applicant intends to designate the development as “Car free”. Although the application site falls within the Tottenham Hotspur Match Day controlled parking zone, due to the site having a PTAL level of 4 the proposal would not meet Haringey Council criteria for such designation. However, the site does not fall within an area that has been identified within the Haringey Council adopted UDP (2006) as that suffering from high on-street parking pressure. Furthermore, the application makes provision for the storage of 7 cycles as detailed in drawing no. 10028-105-P1, which will encourage sustainable travel.</p> <p>The proposal is unlikely to have any significant impact upon the immediate highway network or parking demand within the vicinity of the site. Therefore, the highway and transportation authority do not wish to raise any objections to the application.</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	Noted. Conditions/Informatives attached
5	Haringey Building Control	No comment	Noted
6	Thames Water	<p>Waste Comments Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.</p> <p>Water Comments 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</p>	An informative has been included

No.	Stakeholder	Question/Comment	Response
		application.	
COMMENTS RECEIVED IN RELATION TO THE AMENDED SUBMISSION			
7	Tottenham Conservation Area Advisory Committee	<p>Submission: Objection</p> <p>This is a two storey locally listed building in the North Tottenham Conservation Area. The two adjacent buildings nos 867 and 869 are grade 2 listed. The proposal is for the addition of two storeys over the existing shop, the demolition of the furniture store to the rear and the creation of 8 residential units. We consider this to be overdevelopment. Furthermore, the additional storeys, in particular the slate hung roof with mansard windows would be very visible from street level in the High Road. The grey aluminium windows are not in keeping with the existing building or the adjacent listed buildings.</p> <p>The proposal would adversely affect these listed buildings and the locally listed building itself. It would do nothing to enhance the Conservation Area and would detract from the character and appearance of the CA. The units themselves appear very cramped, there is little, if any amenity space and no parking save for bicycles.</p>	<p>The proposed development is considered to be acceptable in terms of height, bulk, and design. The external features are considered to be traditional and sympathetic to the conservation area and listed building, preserving and enhancing the special character of the area and the setting of the listed buildings.</p> <p>The mansard windows would be visible from the High Road however they are not considered to be obtrusive or offensive in their design and will utilise traditional materials.</p> <p>Control will be retained by the local planning authority in terms of materials, including those of the shopfront.</p> <p>The proposed scheme is not deemed to result in overdevelopment and the units will provide a satisfactory standard of accommodation, in line with the relevant minimum space standards (jn most cases exceeding these standards).</p> <p>There is no onsite amenity space however these are not family sized units and it is typical for units above shops on main roads to not be allocated out door amenity space.</p> <p>The is no parking however this is a location with good public transport</p>

No.	Stakeholder	Question/Comment	Response
8	DW General Wood Machinists Ltd – 855 –863 High Road, N17	<p>We are objecting to the planning application because the property is in an area designated for factory use and manufacturing. DW General Wood Machinists, has a lot of heavy machinery that is in use during working hours and sometimes out of working hours to meet customer demands, and for this reason, I do not think I suitable to accommodate residential tenants, one of the flats will only be a 9” wall away from our Rip Saw, we have been here for over 60 years and do not need to start having arguments with our neighbours. There are a lot of flats in this planning application which seems to be very crowded for such a small space. There is no parking for any vehicles, we already have a problem with people parking in our yard or on our drive saying that they will not be long then go off to a nearby shop, this causes problems for our customers wishing to enter or exit our yard.</p> <p>We have no problem with having a few flats built over the existing building but feel that the plans that you have submitted are not viable.</p>	<p>accessibility. Cycle stored are provided for each flat.</p> <p>The proposed dwellings at ground floor level are not located directly on the boundary with the neighbour at 855 – 863 High Road. The two units are separated by a communal access corridor. Furthermore, sensitive rooms such as bedrooms are located furthest away from this neighbour. It is not considered that this is a significant issue which would warrant refusal of the scheme.</p> <p>In terms of parking the scheme is located in an area with a high PTAL rating and it is considered residents would travel by sustainable means of transport.</p>
9	Haringey Waste Management Team	Revises Scheme – Haringey Waste Management are satisfied with the location and size of the waste storage areas for both the residential and retail uses.	Noted. A condition of consent has been included to ensure compliance with Waste Management Requirements.

APPENDIX 2

Relevant Planning Policy

National Planning Policy

National Planning Policy Framework (March 2012)

Regional Planning Policy

The London Plan (Adopted July 2011)

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.10 Mixed and balanced communities
Policy 3.12 Affordable housing targets
Policy 3.13 Negotiating affordable housing residential & mixed use schemes
Policy 3.14 Affordability housing thresholds
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.7 Renewable Energy
Policy 5.10 Urban Greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood Risk Management
Policy 5.13 Sustainable Drainage
Policy 5.14 Water Quality and Wastewater Infrastructure
Policy 5.15 Water Use and Supplies
Policy 5.18 Construction Excavation and Demolition Waste
Policy 5.21 Contaminated Land
Policy 6.1 Integrating transport & development
Policy 6.3 Assessing transport capacity
Policy 6.13 Parking
Policy 7.2 Creating an inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.8 Heritage Assets and Archaeology

The Mayors Other Strategies

The Mayor's Housing SPG (November 2005)
The Mayor's Sustainable Design and Construction SPG (2006)
The Mayor's Air Quality Strategy: Clearing the Air (2010)
The Mayor's London Housing Design Guide (August 2010)
The Mayor's Accessible London: Achieving an Inclusive Environment SPG
The Mayor's Wheelchair Accessible Housing Best Practice Guide (BPG)
The Mayor's Best Practice Guide on the Control of Dust & Emissions during Construction

The London Housing Design Guide (2010)

Local Planning Policy

Haringey Unitary Development Plan (2006)

G1	Environment
G2	Development and Urban Design
G3	Housing Supply
G4	Employment
G9	Community Well Being
G10	Conservation
UD1	Planning Statements
UD2	Sustainable Design and Construction
UD3	General Principles
UD4	Quality Design
UD6	Mixed Use Developments
UD7	Waste Storage
UD8	Planning Obligations
ENV2	Surface Water Runoff
ENV4	Enhancing and Protecting the Water Environment
ENV11	Contaminated Land
HSG1	New Housing Developments
HSG2	Change of Use to Residential
HSG4	Affordable Housing
HSG10	Dwelling Mix
M3	New Development Location and Accessibility
M5	Protection, Improvement and Creation of Pedestrian and Cycle Routes
M10	Parking for Development
CSV1	Development in Conservation Areas
CSV2	Listed Buildings
CSV3	Locally Listed Buildings and Designated Sites of Industrial Heritage Interest
CSV5	Alterations and Extensions in Conservation Areas
CSV7	Demolition in Conservation Areas
CSV8	Archaeology

Haringey Supplementary Planning Guidance and Documents

SPG1a	Design Guidance (Adopted 2006)
SPG2	Conservation and Archaeology (Draft 2006)
SPG4	Access for All (Mobility Standards) (Draft 2006)
SPG5	Safety By Design (Draft 2006)
SPG7a	Vehicle and Pedestrian Movements (Draft 2006)
SPG8a	Waste and Recycling (Adopted 2006)
SPG8b	Materials (Draft 2006)
SPG8c	Environmental Performance (Draft 2006)
SPG8d	Biodiversity, Landscaping & Trees (Draft 2006)
SPG9	Sustainability Statement Guidance Notes and Checklist (Draft 2006)
SPD	Housing

Local Development Framework

Draft Local Plan (Formerly Core Strategy) and Proposals Map

SP1	Managing Growth
SP2	Housing
SP4	Working towards a Low Carbon Haringey
SP5	Water Management and Flooding
SP6	Waste and Recycling
SP7	Transport
SP8	Employment
SP9	Improve Skills/Training, Support/Access to Jobs/Community Cohesion
SP10	Town Centres
SP11	Design
SP12	Conservation
SP13	Open Space and Biodiversity
SP14	Health and Well-Being
SP15	Culture and Leisure
SP16	Community Infrastructure

Draft Development Management Policies (Published - Consultation May 2010)

DMP1	New Housing Developments
DMP7	Homes of Different Sizes
DMP9	New Development Location and Accessibility
DMP11	Car-Free Residential Developments
DMP13	Sustainable Design and Construction
DMP14	Flood Risk, Water Courses and Water Management
DMP15	Environmental Protection
DMP20	General Principles
DMP21	Quality Design
DMP22	Waste Storage
DMP25	Haringey's Heritage

Draft Sustainable Design and Construction SPD (October 2010)

Planning Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2011/1637	Ward: Northumberland Park
Address: 865 High Road N17 0AA	
Proposal: Conservation Area Consent for demolition of existing single storey ground floor extension.	
Existing Use: Ground Floor Retail/Commercial; First Floor: Retail/Commercial	
Proposed Use: Ground Floor Retail/Residential; Upper Floors: Residential	
Applicant: Tottenwell Ltd	
Ownership: Private	

DOCUMENTS**Title**

Design and Access Statement (May 2012)

PLANS

Plan Number	Revision	Plan Title
001	P2	Site Location Plan
0226/01		Existing Ground Floor Plan
0226/02		Existing First Floor Plan
0226/03		Existing Elevations
0226/04		Existing Elevations
0226/05	A	Proposed Ground Floor Plan
0226/06		Proposed First Floor Plan
0226/07		Proposed Second Floor Plan
0226/08	A	Proposed Third Floor Plan
0226/09	A	Proposed Front Elevation

Case Officer Contact:

Michelle Bradshaw

P: 0208 489 5280

E: michelle.bradshaw@haringey.gov.uk**PLANNING DESIGNATIONS**

Area of Archaeological Importance

Conservation Area

Locally Listed Building

RECOMMENDATION

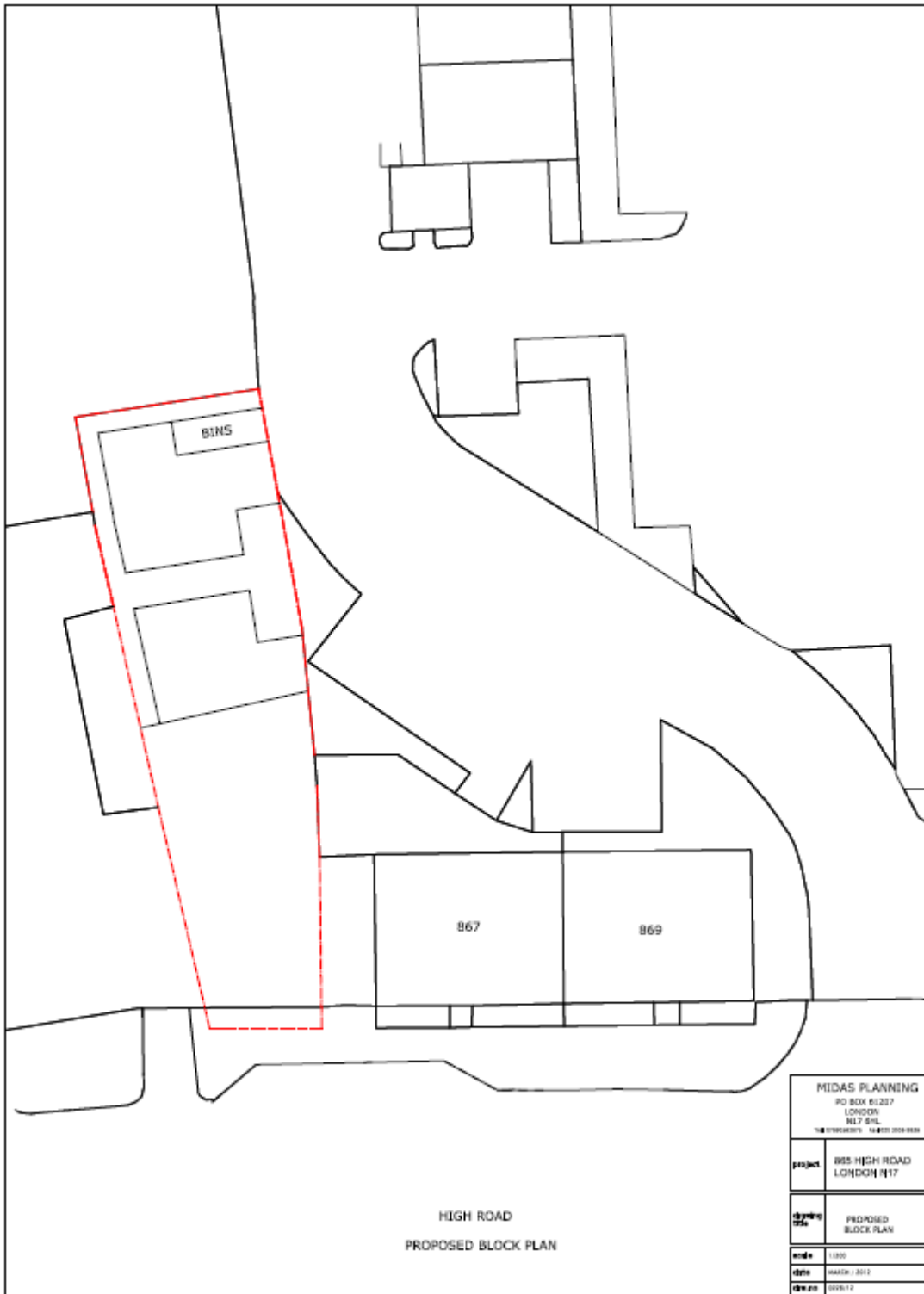
GRANT CONSERVATION AREA CONSENT subject to conditions

1.0 SITE PLAN



2.0 IMAGES

Proposed Block Plan



Existing Floor Plans – Ground Floor



3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located at 865 High Road, N17 in the Northumberland Park ward. The site is approximately 0.0385 hectares and is located on the western side of the High Road, in close proximity to the junction of Brantwood Road. To the north is a large three storey Grade II Listed Edwardian building, Pickfords Yard and Sainsbury's Supermarket. To the south of the site is a timber yard. Opposite the site is a public house and three storey commercial building with Barclays Bank on the ground floor.
- 3.2 The building is a two storey detached Victorian building constructed of red brick with vertically sliding sash windows at first floor level with segmental brick arches and decorative keystones over. The building has been extended over time at the ground floor with a number of single storey additions to the rear of the main building. The ground floor is used as a shop with commercial storage and yard to the rear and vacant commercial use at first floor level above the shop.
- 3.3 Number 865 High Road was designated as a locally listed building on 27th January 1997. Immediately adjacent at No's 867 and 869 High Road are a pair of early 18th Century Grade II listed buildings. The site is located within the Tottenham High Road Conservation Area and is an area of designated Archaeological Importance.
- 3.4 There is a brief reference to No. 865 in paragraph 4.7 of the adopted local area character appraisal as follows: "The adjacent two storey building, No. 865, is a locally listed red brick building with a prominent projecting cornice at parapet level. However the buildings façade is disrupted by brightly coloured canopies and large picture windows at ground level. It is adjoined to the south by a timber depot that includes a group of unattractive single and two storey buildings that detract from the street scene".
- 3.5 The site is located within a medium Public Transport Accessibility Level (4) and has access to regular bus services. The site is located on High Road Tottenham, which is a busy bus route offering some 68 buses per hour (two-way), for frequent connection to and from Seven Sisters underground station. Furthermore the W3 bus route is also within reasonable walking distance and provides some 24 buses per hour (two-way), for frequent connection to and from Wood Green underground station.

4.0 PLANNING HISTORY

Planning History as per HGY/2011/1636

5.0 RELEVANT PLANNING POLICY

The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

National Planning Policies

National Planning Policy Framework

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

Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3rd May 2011. The final report was published on 22nd July 2011. The London Plan (July 2011) is now the adopted regional plan.

Local Planning Policies

Haringey Unitary Development Plan (Adopted 2006)

Haringey Supplementary Planning Guidance and Documents

Haringey Local Development Framework – Draft Local Plan and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011)

Haringey's draft Local Plan: Strategic Policies (formerly Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The first session of EiP hearings ran from 28th June 2011 until 7th July 2011. Following discussions at these hearings, the Council carried out an additional consultation on fundamental changes to the Core Strategy in Sept-Nov 2011. The outcomes of which resulted in an additional hearing on 22nd February 2012.

In response to the National Planning Policy Framework (NPPF) (27th March 2012) and the Planning Policy for Traveller Sites (PPTS) (6th April 2012), the Council are undertaking a borough-wide consultation seeking comments on the implications of the NPPF and the PPTS on Haringey's Local Plan. This consultation will take place from 27th April - 13th June 2012. Following this the Inspector will indicate when the Council should expect to receive the final report. As a matter of law, some weight should be attached to the Local Plan: Strategic Policies, which is still under examination, however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

Haringey Draft Development Management Policies (Published for Consultation May 2010)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft is expected to be ready for public consultation in early 2013. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

National Planning Policy

National Planning Policy Framework - The National Planning Policy Framework has replaced Planning Policy Statement 5 which in turn replaced PPG15.

London Plan 2011

Policy 7.4 Local character
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration

Haringey Unitary Development Plan (2006)

G10 Conservation
CSV1 Development in Conservation Areas
CSV2 Listed Buildings
CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest
CSV5 Alterations and Extensions in Conservation Areas
CSV7 Demolition in Conservation Areas
CSV8 Archaeology

Supplementary Planning Guidance

SPG2 Conservation and Archaeology

6.0 CONSULTATION

As per HGY/2011/1636

7.0 RESPONSES

As per HGY/2011/1636

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

- 8.1 The National Planning Policy Framework (NPPF) recognises heritage assets as an irreplaceable resource which should be conserved in a manner appropriate to their significance. The NPPF notes that not all elements of a Conservation Area will necessarily contribute to the significance of that Conservation Area. The loss of a building should be considered in respect to whether its loss would cause substantial or less than substantial harm to the heritage asset.
- 8.2 The NPPF states, “Local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably”.
- 8.3 Policy CSV1 of the Council’s UDP requires proposals affecting Conservation Areas to “preserve or enhance the historic character and qualities of the buildings” and “recognise and respect the character and appearance of Conservation Areas”. Furthermore, under Policy CSV7 “the Council will seek to protect buildings within Conservation Areas, by refusing applications for their demolition . . . if it would have an adverse impact on the character and appearance of the Conservation Area”. Haringey’s draft SPG2: Conservation & Archaeology, published 2006, sets a series of recommended criteria which are valid guidance for assessing whether demolition of buildings in Conservation Areas will be permitted.

- 8.4 As outlined in the report for the accompanying planning application HGY/2011/1636 the property is locally listed, is situated within a conservation area and is directly adjacent to a statutorily listed Grade II building.
- 8.5 Officers consider the existing ground floor extension makes a neutral contribution to the appearance and character given it is not highly visible from public domain of Tottenham High Road. As such the loss of this non-original rear extension will cause less than substantial harm to it. The principle of a replacement building on site is valid, subject to replacement building being of more or equal benefit to the conservation area.
- 8.6 The proposed replacement building will be of a high-quality design which will serve to preserve the character and appearance of this part of the conservation area. The proposal will sit comfortably in the urban grain of the streetscene and will incorporate fenestration detailing which will harmonise with the adjacent listed building.

9.0 CONCLUSION

- 9.1 In this instance, it is considered that there isn't a loss of significant heritage assets as a result of the demolition of the non-original single storey rear extension, and the conservation area and its setting will be preserved by the redevelopment of this site.
- 9.2 On the basis of the above it is not considered that the demolition of the extension would cause any degree of harm to the significance of the Conservation Area, subject to the approval and implementation of the associated full planning application (HGY/2011/1636).

10.0 RECOMMENDATIONS

GRANT CONSERVATION AREA CONSENT subject to conditions

Applicant's drawing No's:

DOCUMENTS
Title
Design and Access Statement (May 2012)

PLANS		
Plan Number	Revision	Plan Title
001	P2	Site Location Plan
0226/01		Existing Ground Floor Plan
0226/02		Existing First Floor Plan
0226/03		Existing Elevations
0226/04		Existing Elevations
0226/05	A	Proposed Ground Floor Plan
0226/06		Proposed First Floor Plan
0226/07		Proposed Second Floor Plan
0226/08	A	Proposed Third Floor Plan
0226/09	A	Proposed Front Elevation

Subject to the following conditions:

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Reason: To protect the visual amenity of the area in accordance with the requirements of policy

REASONS FOR APPROVAL

The demolition of single storey rear extension is acceptable in principle as this part of the building has a neutral contribution on the character of conservation area and the loss will cause less than substantial harm to, Tottenham Conservation Area. Subject to conditions, the demolition is acceptable and accord with the National Planning Policy Framework, policies 7.8 and 7.9 of the London Plan 2011, policy CSV7 'Demolition in Conservation Areas' of the adopted Haringey Unitary development Plan 2006 and SPG2 'Conservation & Archaeology'.

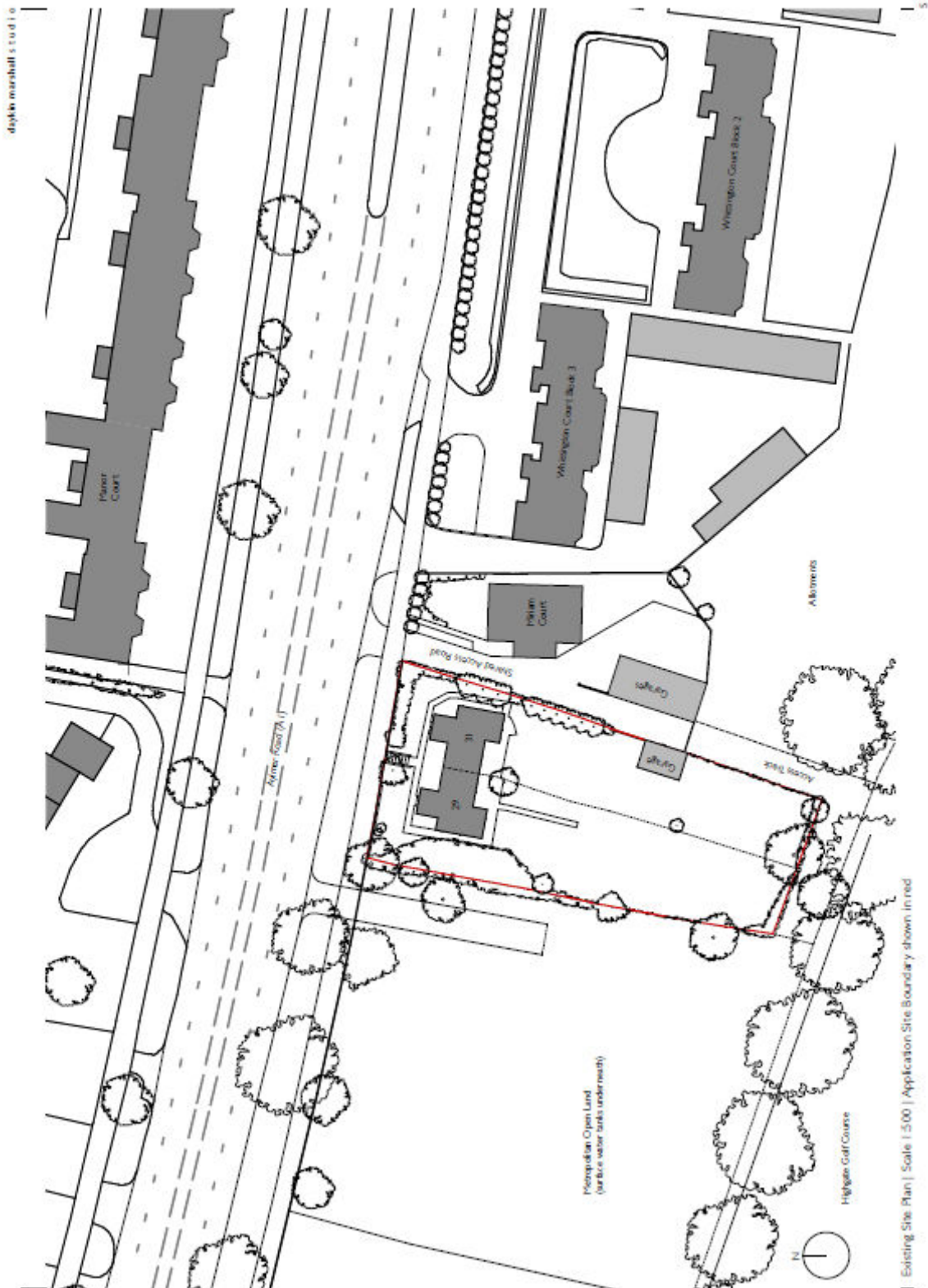
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REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0554	Ward: Highgate	
Address: 29/31 Aylmer Road N2 0BS		
Proposal: Demolition of no's 29-31 Aylmer Road and erection of a part 4/part 5 storey building comprising of 9 self contained flats to provide 6 x 2 bedroom apartments and 3 x 3 bedroom apartments. Provision of 10 covered car parking spaces, 1 visitor's space, cycle parking and associated landscaping		
Existing Use: Residential	Proposed Use: Residential	
Applicant: C/O Agent		
Ownership: Private		
DOCUMENTS		
Title		
Planning Statement		
Design and Access Statement (Incl: Environmental Design Statement)		
Heritage Statement		
Sustainability Checklist		
Statement of Community Involvement		
PLANS		
Plan Number	Revision	Plan Title
017_001		Site Location Plan
017_010		Existing Site Plan
017_020		Existing North & East Elevations
017_021		Existing South & West Elevations
017_100		Proposed Site Plan
017_200		Proposed Lower Ground Floor Plan
017_201		Proposed Ground Floor Plan
017_202		Proposed Floor Plan Level 1 to 3
017_203		Proposed Penthouse Plan Level 4
017_204		Proposed Roof Level Plan
017_300		Proposed North Elevation
017_301		Proposed East Elevation
017_302		Proposed South Elevation
017_303		Proposed South Elevation
017_400		Proposed sections
Case Officer Contact: Matthew Gunning P: 0208 489 5280 E: matthew.gunning@haringey.gov.uk		

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1.0	SITE & ARIEL PLAN
2.0	PHOTOGRAPHS & IMAGES
3.0	SITE AND SURROUNDINGS
4.0	THE PROPOSAL
5.0	PLANNING HISTORY
6.0	RELEVANT PLANNING POLICY
7.0	CONSULTATION
8.0	RESPONSES
9.0	ANALYSIS / ASSESSMENT OF APPLICATION <ul style="list-style-type: none"> • Principle of development; • Design, form & site layout; • Layout/ standard of accommodation; • Impact on the character and appearance of the Conservation Area; • Trees & Landscaping; • Impact on Open Space; • Impact on residential amenity; • Access and parking; • Sustainability; • Planning Obligations.
10.0	HUMAN RIGHTS
12.0	EQUALITIES
13.0	SUMMARY & CONCLUSION
13.0	RECOMMENDATION
14.0	APPENDICES <ul style="list-style-type: none"> Appendix 1: Comments on objections Appendix 2: Pre-Application Advice Note Appendix 3: Local Residents Consulted
<p>SUMMARY OF REPORT: The proposed scheme is for the demolition of the existing pair of semi-detached properties and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats. The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. In fact the development will lead to a more coherent group of apartment buildings along this part of Aylmer Road. The proposal will replace buildings of modest quality, which are not openly visible from the road, with a building of high-quality design which will preserve the character and appearance of this part of the conservation area. The facades will incorporate both modern and traditional materials which are considered appropriate to the area. The proposed new building has been positioned and designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers and also to respond to its setting next to open land, by incorporating appropriate landscaping on site. This proposed building will achieve a high standard in terms of sustainable design. The level of car parking provision on site will be reduced from 14 to 10. The application will be subject to a S106 agreement seeking an education contribution and a contribution for improvements to walking and cycling in the area.</p>	

1.0 SITE PLAN



Existing Site Layout

2.0 PHOTOGRAPHS & IMAGES



Site Layout Plan



Eastern Approach View – Existing & Proposed



Western Approach View – Existing & Proposed

**STREET FACADE
ENTRANCE AND WINDOWS**



Entrance |

The gap between the two brick blocks defines the main entrance and provides glazing to the core.
An anodised aluminium soffit extends through the main entrance, visually leading the eye through the hallway to the near garden.

Windows |

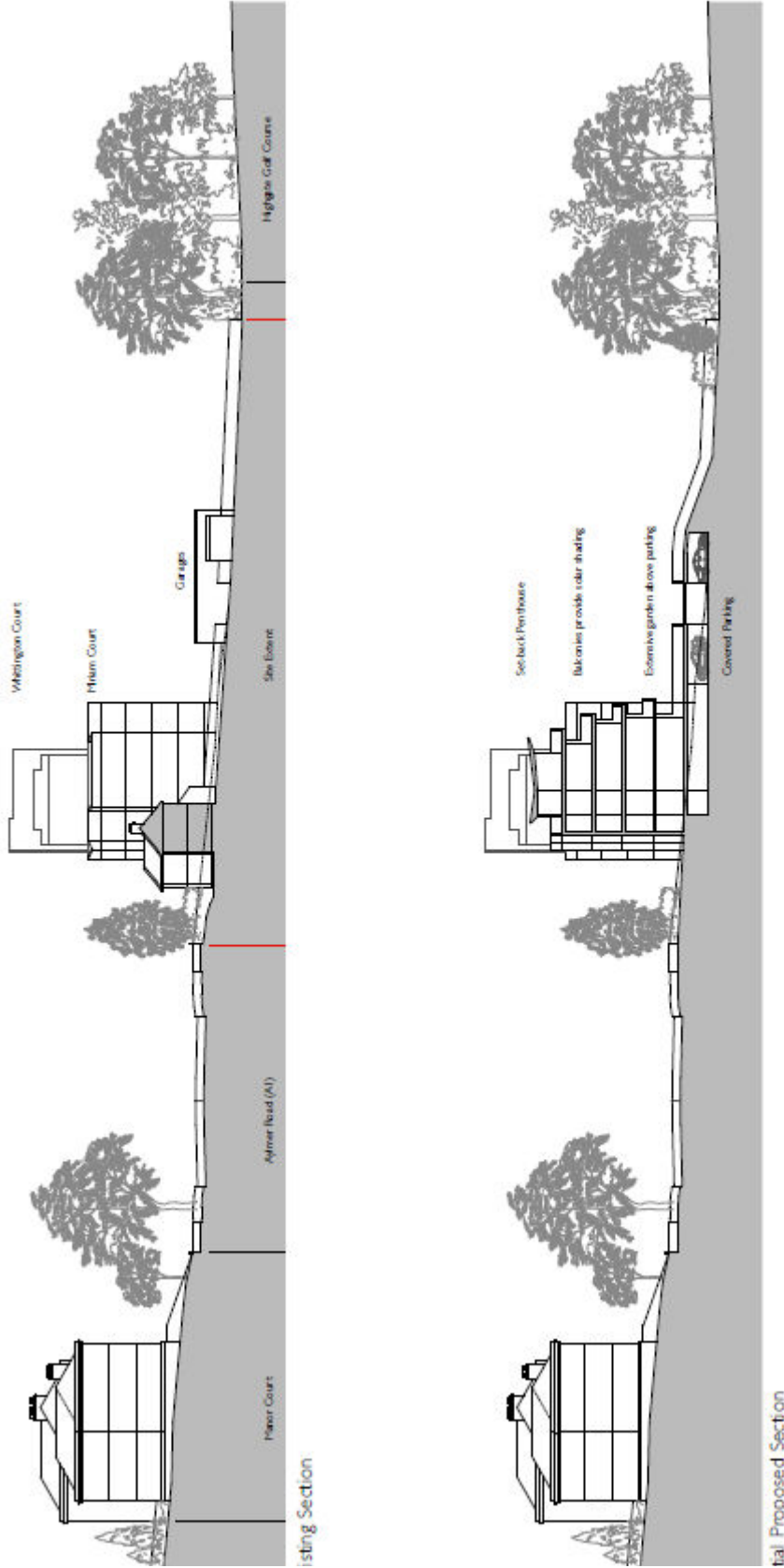
Windows within the red brick facades are framed and lined in similar material to the penthouse.
The core glazing is veiled behind balustrades matching the entrance railings.
Penthouse windows are expressed as breaks in the pale bronze screen.



Visualisation of Front Elevation



Visualisation of Rear Elevation



Side Sections; Existing & Proposed

3.0 SITE AND SURROUNDINGS

- 3.1 The site lies on the southern side of Aylmer Road and consists of a pair of semi-detached properties set back and set down from the road and behind boundary railings. Aylmer Road is a dual carriageway which forms part of the busy A1 which was laid out in 1931-2. The buildings along Aylmer Road are set back from the road behind a tree lined green verge which sits in between the footpath and the verge of the highway.
- 3.2 This stretch of Aylmer Road (eastern end) close to the junction with the Great North Road and the Archway Road consists of a variety of building types, largely residential blocks. Immediately to the east of the site is Miriam Court; a purpose built 1960s/ 70s four storey block of flats, which is separated from the application site by way of a shared driveway, which provide access to garages to the back of the site. To the east of Miriam Court is Whittington Court, a large four storey 'Art Deco' block. On the other side of Aylmer Road is Manor Court; an attractive 3 storey mansion block which is substantially elevated above the road. To the east of the Manor Court is a small parade of shops, Aylmer Parade, with flats above.
- 3.3 To the west of Manor Court and the application site are largely single family dwellings. To the west of the site is also the boundary with the borough of Barnet. Immediately next to the site in question is a large open space which was formerly sports ground but has been unused for some years and now constitutes fallow open space. This piece of land is believed to accommodate Thames Water tanks underground. This open space is designated Metropolitan Open Land (MOL) and is also a site of ecological importance (Borough Grade II).
- 3.4 No's 29 & 31 Aylmer Road have large rear gardens which slope down to the boundary with Highgate Golf Course and which afford views across this site. The site is just inside the Highgate Conservation Area, the northern boundary of which runs along the centre of the main road.

4.0 PROPOSAL

- 4.1 The proposal is for the demolition of two existing 1930s semi-detached houses and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats to provide 6 x 2 bedroom and 3 x 3 bedroom units. The scheme will be arranged with two flats on each of the four principle storeys with a set-back fifth penthouse storey accommodating the ninth flat. The scheme will also provide 10 car parking spaces at lower ground/ basement level, including cycle parking. The parking spaces will be accessed from the shared access road which runs to the side of Miriam Court and the boundary of the application site.
- 4.2 The scheme will also provide extensive landscaping to the site, in particular to cover the basement car park. The scheme will provide private gardens to the ground floor flats and communal terraced gardens beyond. Existing trees and hedging at the perimeter of the site will, where possible, be retained, improved and integrated into the landscaping scheme. The new building will be set back

further from the street than the existing building, aligning its frontage with Miriam Court and providing a greater landscaped buffer to the busy Aylmer Road.

5.0 PLANNING HISTORY

5.1 Planning Application History

29 Aylmer Road

OLD/1965/0041 - Erection of 4 storey block of 4 flats & 4 garages – Approved 10/05/1965

31 Aylmer Road

HGY/2008/0362 - Erection of 2 storey side and single storey rear extension. – Refused 19/06/2008

HGY/2008/1751 - Erection of 2 storey side and single storey front and rear extension – Approved 11/11/2008

5.2 Planning Enforcement History

None

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The proposed development is considered to be consistent with the Framework which seeks to approve proposals that accord with the local development plan. The NPPF has at its core a strong presumption in favour of sustainable development.

6.2 London Plan 2011 – (Spatial Development Strategy for Greater London)

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 7.8 Heritage assets and archaeology

6.3 Unitary Development Plan

G1 Environment
G2 Development and Urban Design

G3 Housing Supply
 UD2 Sustainable Design and Construction
 UD3 General Principles
 UD4 Quality Design
 HSG1 New Housing Development
 HSG9 Density Standards
 HSG10 Dwelling Mix
 M10 Parking for Development
 OS17 Tree Protection, Tree Masses and Spines
 M10 Parking for Development
 CSV1 Development in Conservation Areas
 CSV5 Alterations and Extensions in Conservation Areas
 CSV7 Demolition in Conservation Areas
 OS5 Development adjacent to Open Spaces

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
 SPG2 Conservation & Archaeology
 SPD Housing 2008
 SPG5 Safety by Design
 SPG8a Waste and Recycling
 SPG8b Materials
 SPG9 Sustainability Statement
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations

6.5 Other

Haringey Local Development Framework – Draft Core Strategy (Submitted for Examination March 2011)
 Haringey Draft Development Management Policies (Published for Consultation May 2010)
 Haringey ‘Draft Supplementary Planning Document on Sustainable Design and Construction’
 Mayor of London ‘London Housing Design Guide’ 2010

7.0 **CONSULTATION**

Statutory	Internal	External
English Heritage	Transportation Group Cleaving Building Control Conservation Team Ward Councillors Arboricultural Officer	<u>Amenity Groups</u> Highgate Society Highgate CAAC <u>Local Residents</u> As outlined in Appendix

8.0 RESPONSESTransportation (Initial Comments)

- 8.1 TFL are the Highway authority for Aylmer Road. The application site is located on the A1 Aylmer Road, which forms part of the Transport for London Road Network (TLRN). The application proposes a total of 14 car parking spaces. This is in excess of the maximum permitted under the London Plan, which would allow a total of 10 spaces (1 per 2 bed unit and 1.5 per 3 bed unit). The parking provision should therefore be reduced. Cycle parking is proposed in line with London Plan standards, which is supported. The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. Further details can be found at: <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.
- 8.2 TfL would request that a Construction Logistics Plan (CLP) is secured on any consent and submitted prior to the commencement of works on the site. This should demonstrate that construction materials can be delivered and waste removed in a safe and efficient manner and may also need to take into account any restrictions that may be in place during the Olympic period.
- 8.3 Given the above TfL do not support the application as the proposed level of car parking is in excess of London Plan standards. TfL request that an informative is added in respect of the Olympic Route Network (ORN) to any consent given.

Transportation (Final Comments 29/05/2012)

- 8.4 The application site is located on the A1 Aylmer Road, which forms part of the Transport for London Road Network (TLRN). The application proposes a total of 14 car parking spaces. This is in excess of the maximum permitted under the London Plan, which would allow a total of 10 spaces (1 per 2 bed unit and 1.5 per 3 bed unit); the parking provision should therefore be reduced accordingly. Cycle parking is proposed in line with London Plan standards, which is supported.
- 8.5 In addition to TfL comments above, Haringey Transportation and Highways authority has the following comments: The proposed site is in an area with a low public transport accessibility level; however this location has not been identified by the Council's adopted UPD as a location which suffers from high parking pressures; the site is also with walking distance of East Finchley Underground station. A site visits conducted on the 18th May 2012 observed that, the vehicular access to the site is a shared access which also serves Minima Court. We have reviewed the last 3 years accident data for this section of Aylmer Road. Our review of the last 3 years of accident data concludes that there have not been any accidents in relation to access/egress from this site or any of the adjoining access points close to this site. In addition using TRAVL trip forecast database of similar sites (Lee Conservancy Road E9, Osier Crescent N10, Waston House and Haveilland House HA1 and Yeates Close

NW10; this development proposal would generate a maximum of 4 trips (1 In and 3 Out) in the critical AM peak periods.

8.6 Haringey Transportation and Highways have therefore concluded that, as the development proposal will only generate some 4 trips in the critical AM periods and there has not been any access/egress related accident on this section of Aylmer Road, this development proposal will not have any adverse impact on the transportation and highways network.

8.7 Consequently TfL and Haringey Transportation and Highways authority would not object to this application subject to the following conditions:

1) The developer enters into a S.106 agreement and contributes £20,000 (twenty thousands pounds) towards walking and cycling improvements within the local area.

Reason: To promote Travel by sustainable modes of transport to and from the development, in particular walking and cycling

2) The applicant submit and Construction Logistics Plan (CLP) prior to the commencement of works on the site. This should demonstrate that construction materials can be delivered and waste removed in a safe and efficient manner and may also need to take into account any restrictions that may be in place during the Olympic period.

3) The applicant should submit a revised parking layout with the relocation of the proposed visitor's parking space; the proposed revised parking layout should have a maximum of 10 car parking spaces and maintain the existing access width of not less than 4.5 metres..

Reason: In order for the development to comply with the London Plan and to safeguard highways safety.

London Fire & emergency Planning Authority

8.8 The brigade is satisfied with the proposal regarding access for the fire service. Signage should be provided at the building entrance to indicate the location of the dry riser inlet.

Environmental Health

8.9 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.

- 8.10 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
- 8.11 S106 Planning Obligation for Environmental & Health Improvement: Developments which may have a significant impact on air quality or, in an area where the existing air quality environment is poor and so will have a significant impact on the development; will require a s106 contribution. The application for this development is not a car-free development but includes a car parking provision for a total of 15 spaces. Suggested wording: "To contribute £10,500 to the Council on Commencement of Development towards the cost of environmental improvements in the vicinity of the site"

Local Residents

- 8.12 Letters of objection have been received from the residents of the following properties in addition to two management companies, namely No's 27, 27a, 62 Aylmer Road, Flats 7, 16 & 23 Manor Court, Flat 1, Miriam Court, Miriam Court Management Co Ltd, Manor Court (Highgate) Mgmt Ltd, which are summarised as follows:

Principle

- Already an abundance of purpose built flats in the immediate vicinity of the development and this development therefore does not address any of the needs of the community;
- Development does not take into account strategic issues such as sufficient land for housing affordable housing;
- Application does not serve to benefit the community;
- Contrary to guidelines protecting garden land from development;
- Two existing cottages can be refurbished to provide up to date and modern residential units;
- Overdevelopment of the site;

Access & Transportation

- Driveway to Miriam Court flats/ garages is only suitable for one vehicle to pass at any one time;
- The proposed building would encompass (and take over) the driveway of Miriam Court which at present is private land;
- As the proposal is for 14 cars the driveway will be turned into a road;
- Increased traffic resulting from this development will have a negative environmental impact;
- Introducing a turn-in/turnout at the developments location along a major road is likely to have implications for traffic management and safety;

- Aylmer Road is a dual-carriageway with heavy and fast traffic; to add further traffic for residents on the proposed developments and any visitors will only create a serious problem;
- Overprovision of car parking;

Amenity

- Loss of amenity to Miriam Court flats (loss of vista and overlooking);
- Considerable increases in noise and disturbance given the size of the proposed structure and the use;
- Proposal will block the view and enjoyment of open space;

Character & Appearance

- Existing streetscape, along the length of Aylmer Road is predominately of 1930's build and in some cases follows the "Art Deco" style as such the proposal would appear as a "carbunckle" within the existing streetscape;
- Development is going against the gradual stepping down transition of buildings, risks setting another precedent to build high rise buildings;
- Disproportionate addition over and above the size of the surrounding properties;
- Proposal is a departure from the low rise buildings that characterize the area;
- Given road slope from NE to SW the proposal would be higher than any of the surrounding buildings;
- Proposed building is on the edge of a conservation area and any development in such an area should maintain and enhance the character and appearance of the area; the proposal does not;
- Existing houses are largely hidden from view and with their relatively plain style fit in the landscape;
- Current proposal pays little respect to the existing context with a building which is definitely too high and bulky;
- Bulk, height and mass of the proposed 4 stories plus a set-back 5th storey is not respectful of the building line of surrounding properties;
- Top "penthouse" floor would detract from the overall streetscene;
- Materials proposed for the 5th story and the windows are not in keeping with the area;
- Window profiles are totally out of character as the premises to be demolished have "critall style" windows.

Other

- The development does not protect or enhance the value and visual character of the adjoining open land;
- Disruption to the local wildlife and destruction of the environment;
- Security to Miriam Court flats is likely to become a serious issue.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of development;
- Design, form & site layout;
- Layout/ standard of accommodation;
- Impact on the character and appearance of the Conservation Area;
- Landscaping/ Impact on trees;
- Impact on residential amenity;
- Access and parking;
- Sustainability;
- Planning Obligations.

Principle of Development

9.2 An application for conservation area consent has been submitted as is required for the total demolition of the existing buildings on site. The application site is located in a residential area with a variety of housing types, particularly in the form of purpose built blocks of flats.

9.3 Bearing in mind the principle of demolition is considered acceptable and the character of the immediate area, the principle of flatted development is considered to be acceptable. The provision of new housing is a priority in the NPPF, the London Plan and Council's UDP. The London Plan identifies a housing provision target of 8,200 additional homes to be completed between 2011 and 2021 in Haringey.

9.4 The scheme meets the criteria set out in policy HSG1 'New Housing Development'. The density of the proposed development would fall within the density range between 150-250 habitable rooms per hectare as stated within table 3A.2 of the London Plan 2011. The scheme will have a density of 196 habitable rooms per hectare.

9.5 NPPF advises that efficient and effective use of land is sought and that "housing applications should be considered in the context of the presumption in favour of sustainable development' (para. 49). The proposed scheme makes efficient use of this site and is well integrated and complements neighbouring buildings in terms of scale, density and layout.

9.6 It is recognised that the NPPF makes explicit reference to resisting development on garden site. Paragraph 53 of the NPPF states that "local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area". The thrust of such a policy is however not to prohibit development on such sites, but rather to allow local authorities to introduce policies to control such development where it would cause harm to the local area. As indicated above the scheme proposed is well integrated into its surrounding in terms of scale, density and layout. As discussed further on in this report Officers consider the scheme incorporates appropriate landscaping to the front and rear of the site to address and respond

to its setting and the need to retain openness and greenery to the back of the site.

- 9.7 This application represents an opportunity to redevelop these two under utilised properties and to provide high quality flatted accommodation which will be in keeping with the land use and character of the immediate area.

Design, Form & Layout

- 9.8 The National Planning Policy Framework, Chapter 7 “Requiring Good Design” paragraph 56 states that “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.
- 9.9 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping.
- 9.10 UDP Policy G2 states that “Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment”. Similarly policy UD4 “Quality Design” states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a “Design Guidance” supports the intent of policy UD4.
- 9.11 As outlined above the scheme is for the demolition of the existing dwellings on site and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats The scheme will be arranged with two flats over four principle storeys with a set-back fifth penthouse storey accommodating the ninth flat.
- 9.12 The building will be 23.6 in width and 14.45m in depth and will have an overall height of 15m with the main four storey section measuring 13m in height (as measured along centre of the front elevations. The new building will be set back further from the street than the existing houses; aligning its frontage with Miriam Court and therefore providing a greater landscaped buffer between the front of the building and the busy Aylmer Road.
- 9.13 The overall building height will be taller than the height of the next door block Miriam Court, however comparably lower than Whittington Court situated next

to Miriam Court. The parapet height of the proposed building will be marginally higher (1.3m) than of Miriam Court (as a result of more generous floor to ceiling heights inside the proposed building); however they will still sit comfortably next to each other.

- 9.14 The front façade of the replacement building will be of a symmetrical design with two main elements expressed as a pair of blocks faced in brickwork and having 'folded' bays; which in turn will be linked by a glazed slot of Juliet balconies. The glazed recessed section serves as the entrance to the building with a visual connection to the communal garden to the rear of the building. The building's street frontage will be finished in brick (mixed red blend laid in a Flemish bond with a pale lime mortar) with a regular pattern of fenestration and with a stairwell glazing element in the centre of this frontage. The red brick façade and fenestration will wrap around both sides, particularly along the north-west corner to provide visual interest and relief to this otherwise prominent elevation, which would be visible on approach from the west along Aylmer Road.
- 9.15 The main façade treatment although of a modern design is reflective of the Manor Court brick façade, which has brick folded into bay windows with framed main entrances sitting in between.
- 9.16 The fifth floor will be set back to read as a crown to the brick façade and to materially appear visually lighter. The set-back of this floor helps reduce the perceived mass of the building as seen from the street and in addition allows for a generous roof terrace to surround the penthouse floor. This penthouse floor will have lantern windows and additional bay windows to provide breaks in the cladding material.
- 9.17 The rear façade will equally be of symmetrical design however it will be extensively glazed in order to take advantage of the southerly facing aspect and to provide views over the communal garden and Highgate Golf Course beyond it. The upper floor flats to the rear elevation will also have generous sized projecting balconies which will give variation and rhythm to this elevation. The ground floor apartments will have private gardens. The solid elements of the rear façade will be faced in a white brick to pick up on the strong white horizontal elements and colour of Whittington Court. The private gardens to the ground floor flats will be enclosed by walls in the same lighter brick. The concept for the rear façade is heavily influenced by the 1930s design of Whittington Court, which is characterised by horizontal windows and strip balconies affording bright interiors to the flats and panoramic views over Highgate.
- 9.18 Both flank elevations will be broken up in terms of form and materials and with fenestration to provide relief and interest in these elevations. Pale bronze anodised aluminium is proposed to clad the penthouse floor, soffits and roof edges, as well as the window frames and linings within the red brick walls. Dark bronze coloured aluminium will be used to frame the recessed glazing on the balconies and central glazed slots.

- 9.19 A basement/ lower ground floor will be provided which will principally accommodate the 10 car parking space in addition to space for cycle parking and a plant and storage room. The creation of this floor will not involve extensive excavation but rather will be created by taking advantage of the sloping nature of the site. This aspect of the development is intended to be carefully integrated into the topography of the site and landscaped to maintain a strong green and open aspect to the rear of the site. This lower ground floor will be clad in stone-filled gabions which will prove a naturalised, rusticated connection to the ground and which will encourage planting to climb up. The lower ground floor will be extensively screened from the adjacent open land by the retained high fence and hedging.
- 9.20 The refuse store will be provided in a purpose built bin store to the front of the site to provide the necessary requirements for collection. The structure will be formed of gabion walls with a sedum planted green roof and planting to integrate it into the landscaping. The enclosure will accommodate 3 Eurobins for waste management and recycling.
- 9.21 The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. The facades will incorporate both modern and traditional materials which are considered appropriate to the area. The use of brick relates to use of red brick in the street as do the metal framed windows, although of a more contemporary approach. As such the proposal is considered to be in accordance with policies UD3 'General Principles', UD4 'Quality Design'. CSV1 'Development in Conservation Areas' and SPG1a 'Design Guidance' and SPG2 'Conservation & Archaeology'.

Layout, Standard & Mix of Accommodation

- 9.22 In terms of floorspace standards, London Plan Policy 3.5 and accompanying London Housing Design Guide (Interim Edition) set out the minimum unit and individual room sizes for new residential development. As outlined above the proposal will provide a range of two and three bedroom units. The flats will be laid out to have dual aspect taking advantage of the site southerly facing aspect.
- 9.23 The proposed floorspace for the respective flats, as set out below, will be in excess of the London Plan requirements. The proposed flat's individual rooms also meet the London Plan thresholds for bedrooms (12sqm), living/dining (21.8sqm) and kitchen (9.6sqm). The residential units also meet the current Lifetime Homes Standards (2010 version). The front entrance will provide level access to the stair and lift giving access to the upper floors.
- Apartments 4, 6 & 8 – 114 sq.m
 - Apartments 3, 5 & 7 – 111sq.m
 - Penthouse 9 – 160 sq.m
- 9.24 In addition to providing an acceptable standard of internal floor space the development will prove good quality external space for the various flats, in the

form of large balconies (10 sq.m. in size), Juliet balconies, private gardens to the ground floor units and a communal garden. Overall the development will provide approximately 1,040 sq.m. of amenity space of which 900 sq.m. is of private and communal gardens.

- 9.25 Policy HSG1 'New Housing Developments' requires developments to provide a mix of house types, tenures and sizes assisting in providing additional housing in the borough. The recommended mix for private market housing is set out in the Housing SPD and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units. The scheme provides 6 x 2 bed flats and 3 x 3 bed flats, and while it would be preferable if some one bedroom units could be provided, the layout of the scheme is restricted by the footprint of the building and the manner in which two flats are accommodated around a circulation core on each floor. The building floor plate lends itself best to be subdivided into two flats.

Impact on the Character and Appearance of the Conservation Area

- 9.26 The application site is located on the very verge of Highgate Conservation Area. The emerging Core Strategy identifies the periphery of Highgate conservation area as being characterised by larger high rise and detached properties of diverse architectural themes and styles. Aylmer Road is reflective of this and while its character is heavily compromised by the busy dual carriageway, at the same time the buildings along this road have a number of qualities.
- 9.27 Aylmer Road was constructed circa 1930 with the building coming afterwards in variety of styles. No's 29 & 31 were likely built as workers houses to serve the Thames Water land and reservoir adjacent. They contrast hugely in scale and in style with the neo-Georgian Manor Court and Art Deco Whittington Court. This period of construction establishes an eclectic mix of architectural styles within this part of the conservation area.
- 9.28 A heritage statement has been submitted with this application. The semi-detached houses on site are not openly visible from the street. They appear diminutive compared to the flatted developments of Miriam Court and Whittington Court to the east. The existing buildings on site are considered to make a modest but neutral contribution to the appearance and character of this part of Highgate Conservation Area and as such their loss will cause less than substantial harm to it. The principle of demolition is therefore considered to be acceptable, subject to an acceptable replacement of a high-quality design which will either preserve or enhance the character and appearance of this part of the conservation area.
- 9.29 The scale, size, form and design detail of the scheme as discussed above is considered to be acceptable. The resulting scheme is not felt to be too tall for the site nor would it be overly dominant in this context. Indeed, the proposal is a proportionate and appropriate design response to the site constraints and the building in the immediate location. When viewed in the context of the street, in particular the height of Whittington Court and the proportions of Miriam Court, the proposal will sit comfortably in the urban grain. The site is not within an area

of uniformity in terms of buildings heights and styles, rather its attraction seems to lie in the varied styles, scales and typologies of the buildings. The site in question is clearly separated from the residential dwellings (typically two-storey with accommodation within their roofspace) found further along, to the west, on Aylmer Road.

- 9.30 Overall the proposed development will respect the character and appearance of this part of the conservation area and therefore the proposed development is considered to be in accordance with the requirement of policy UD4 'Quality Design' and CSV1 'Development in Conservation Areas'.

Trees & Landscaping

- 9.31 An indicative hard and soft landscaping proposal is shown on the proposed site layout plans. There are no trees protected by way of TPOs on the site. There are a number of mature trees located at the foot of the existing garden that will be retained and enhanced with addition trees and hedging.
- 9.32 Extensive planting will provided to the front and rear of the new building in addition to some hard landscaping, as outlined below:
- Front Gardens – planting will include indigenous hedging (Beech or Hornbeam), semi-mature trees of species already found on Aylmer Road (i.e. Birch or Cherry), specimen planting, and turfed lawn areas;
 - Walkways - grey stone paving such as sandstone will be used for the walkway bridge to the main entrance and garden walkway;
 - Driveway –the existing site access route will be maintained and improved. The surface will be upgraded from the existing concrete to a tarmac surface;
 - Private Gardens – will be enclosed within brick walls matching the rear elevation and will have turfed lawn and paved terraces, in addition to a raised border for planting;
 - Upper Communal Terrace – will be sited beyond private gardens and will include a communal area of turfed lawn and stone paving; both the communal and private gardens will cover the car park;
 - Upper Communal Garden – situated at the back of the site and accessed via a series of steps. This space will be landscaped with a mix of shrubs, herbaceous perennials and grasses, in addition to a pond and rockery.

Impact on Open Space

- 9.33 Policy OS5 states that development close to the edge of Metropolitan Open Land will be permitted if it protects or enhances the value and visual character of the open land. Proposals should be carefully designed in order that the open character of the land itself is not diminished. Land adjacent to open land forms part of the character and may affect the natural habitat of the open land and should be considered as part any proposal.
- 9.34 As noted above immediately next to the application site is a large open space which was formerly sports ground but has been unused for some years and

now constitutes fallow open space. In addition to the south of the application site is Highgate Golf course.

- 9.35 Officers consider the scheme incorporates appropriate landscaping to the front and rear of the site to address and respond to its setting next to open land. The gap between the flank of the building and the MOL is considered acceptable. Soft landscaping will be provided along the perimeter with the open space to the west of the site.

Impact on Residential Amenity

- 9.36 The proposed new building on site has been designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers, in particular Miriam Court. The front and rear elevations of the proposed building will largely align with Miriam Court with a gap of 7.5 metres between the flank wall of these buildings. The positioning of the proposed building is largely reflective of the existing pattern of development along Aylmer Road and therefore the siting of this new building does not introduce or lead to an unusual relationship between buildings.
- 9.37 The development will not have adverse impacts on the residential amenity (i.e. daylight and sunlight and privacy) of the residents of Miriam Court. Overall the proposed development has taken careful consideration in terms of its layout and design to ensure that the privacy and amenity of neighbouring occupiers are not adversely affected. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD.

Access and Parking

- 9.38 The application site falls within a PTAL3 area and is within walking distance of a number of different modes of public transport. Bus stops are located along the Aylmer Road and the site is situated equidistant between East Finchley and Highgate Underground Stations, both within 1.4 kilometres of the site.
- 9.39 Policy M10 'Parking for Development' states that development proposals will be assessed on an individual basis and measured against the parking standards set out in with in the Councils UDP. The scheme as initially submitted was for 14 car parking spaces. This however will be reduced down to 10 spaces (1 space per flat with 1 maintenance or visitor space), as agreed with the applicant and to be confirmed in amended plan to be presented to Planning Committee). The concern about the positioning of the visitor parking space is also noted and will be changed.
- 9.40 Covered secure cycle parking is also to be provided. This is entered via the existing access road which the site shares with Miriam Court. The existing site access route will be maintained and improved; namely the surface will be upgraded from the existing concrete to a tarmac surface. Given the number of flats proposed the scheme will lead to a very low level of projected increased in vehicular trips to and from the site. The existing site access and route is satisfactory for vehicles entering and leaving this site (i.e. at the same time and

in opposing direction). There is adequate space for vehicles to wait and give way to vehicles coming in the other direction. TFL have raised no objection in terms of the site access.

Sustainability

- 9.41 The NPPF, London Plan and local policy requires development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. Policy G1 “Environment” of the Council’s UDP states that development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources
- 9.42 An Environmental Design Statement has been submitted, as part of the Design & Access Statement. The scheme is designed to meet Code Level 4 for Sustainable Homes.
- 9.43 The Code for Sustainable Homes (CfSH) is an environmental impact rating system for all new housing. It sets standards for energy efficiency (above those in current building regulations) and sustainability and aims to limit the environmental impact of housing. The code works by awarding new homes a rating from Level 1 to 6, with Level 1 being the lowest and Level 6 the highest, based on their performance against 9 sustainability criteria. These criteria, including energy, water and pollution, are combined to assess the overall environmental impact
- 9.44 The level 4 target can be met with a gas boiler heating combined with Photovoltaic (PV) panels mounted on the roof to sit at a 15 degree angle. The following energy efficiency /sustainability measures will also be incorporated in the scheme, namely:
- The glazing is specified to be high performance double glazing [triple glazed acoustic glazing to the north, east and west elevations] so heat loss through the large glazed areas is balanced against the benefits of solar gain and daylighting;
 - The cantilever roof and projecting balconies will provide shading to the south facing windows to avoid excessive solar gain;
 - A centralised mechanical ventilation system is proposed to achieve a well ventilated internal environment without the need to open windows on the north/east/west elevations, further addressing the acoustic issues;
 - Rainwater Harvesting - rainwater collected from the roofs and terraces is to be collected, filtered and supplied to toilets for flushing.

Planning Obligations

- 9.45 In line with Supplementary Planning Guidance 10a ‘The Negotiation, Management and Monitoring of Planning Obligations’ and SPG 10c ‘Educational Needs Generated by New Housing’, the LPA will seek an educational contribution in connection with this development. The education

contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £30,000.00 (primary - £15,000.00 towards & secondary £15,000.00). A contribution of £20,000.00 is being sought for towards walking and cycling improvements within the local area.

- 9.46 The application site falls within an “identified 280 metre Open Space Deficiency Area” based on the Atkins Open Space Study 2003. As such based on the ‘Open Space & Recreation Standards SPD’ the LPA would require a contribution of £30,000.00.
- 9.47 The proposal will also be liable for the Mayor of London’s CIL as the additional floorspace exceeds 100sqm GIA. Based on the Mayor’s CIL charging schedule and the information given on the plans, the charge is likely to be £37,905.00 (1,083 sq.m x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

10.0 HUMAN RIGHTS

- 10.1 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.

11.0 EQUALITIES

- 11.1 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. 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.

12.0 CONCLUSION

- 12.1 The proposed scheme is for the demolition of the existing pair of semi-detached properties and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats. The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. In fact the development will lead to a more coherent group of apartment buildings along this part of Aylmer Road. The proposal will replace buildings of modest quality, which are not openly visible from the road, with a building of high-quality design which will preserve the character and appearance of this part of the

conservation area. The facades will incorporate both modern and traditional materials which are considered appropriate to the area.

- 12.2 The proposed new building has been positioned and designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers and also to respond to its setting next to open land, by incorporating appropriate landscaping on site. This proposed building will achieve a high standard in terms of sustainable design. The level of car parking provision on site will be reduced from 14 to 10 spaces. The application will be subject to a S106 agreement seeking an education contribution and a contribution for highway/ environmental improvements in the area. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

RECOMMENDATION 1

- 9.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2012/0554 subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £30,000.00 towards educational facilities within the Borough (£15,000.00 for primary and,£15,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

(1.2) A contribution of £20,000.00 is being sought for towards walking and cycling improvements within the local area;

(1.3) A contribution towards local Employment and Construction Training initiatives;

(1.4) An open space contribution of £30,000.00 calculated in line with Haringey Open Space & Recreation Standards SPD;

(1.6) The developer to pay a administration / monitoring cost of £1,500.00 in connection with this Section 106 agreement.

RECOMMENDATION 2

- 9.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2012/0554 and the application drawings and conditions outlined below:

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

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

4. A final landscaping 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. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

5. Notwithstanding any indication on the submitted drawings, details of the siting and design of all walls, gates, fencing, railings or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The walls/ gates/ fencing/ railings/

enclosures shall be erected in accordance with the approved details following completion and occupation of the building hereby approved.

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

6. 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 units are occupied and thereafter carried out in accordance with the approved details.

Reason: To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

PERMITTED DEVELOPMENT

7. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial 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 protect the visual amenities of the neighbourhood.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 no telecommunications antennae or associated equipment shall be erected on the exterior of this development, without a separate planning permission

Reason: In the interest of orderly development and the visual amenities of the area, and in order to permit the Local Planning Authority to assess the design quality and appropriateness of any such features on the overall streetscape and appearance of the development.

CONSTRUCTION

9. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 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.
10. No demolition or construction works shall commence prior to the submission and approval in writing by the Local Planning Authority of a Construction Management Plan and a Construction Logistics Plan (in accordance with Transport for London guidelines), which shall include:

- details of site enclosure throughout construction;
- details of the measures proposed to minimise the impact of the construction processes on the amenities of the occupiers of neighbouring properties, including monitoring and control measures for dust, noise, vibration, lighting and working hours,
- details of the site or Contractor Company be registered with the Considerate Constructors Scheme;
- details of secure off street loading and drop off facilities,
- measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site;
- a need to take into account any restrictions that may be in place during the Olympic period.

Thereafter all construction works shall be carried out in accordance with the approved details.

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

REASONS FOR APPROVAL

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

(a) The proposal is acceptable for the following reasons:

- I. The proposed development of this site for flatted use is considered acceptable as it is compatible with surrounding uses;
- II. The design, form, detailing and facing materials of the proposed building and associated landscaping are considered acceptable;
- III. The scheme achieves an acceptable relationship in terms of its setting within the streetscene and the appearance of this part of the conservation area;
- IV. The scheme is also considered acceptable in terms of its relationship with neighbouring residential properties and the open land to west and south of the application site.

(b) The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following G1 'Environment', G2 'Development and Urban Design', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Development', M10 'Parking for Development', OS17 'Tree Protection, Tree Masses and Spines', CSV1 'Development in Conservation Areas' and Haringey Supplementary Planning Guidance (October 2006); SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG7a 'Pedestrian & Vehicular Movement', SPG8b 'Materials' and the Council's 'Housing' Supplementary Planning Document (2008).

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Charges at least six weeks before the development is

occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The Olympic Route Network (ORN) and Paralympic Route Network (PRN) will operate during the Olympic and Paralympic Games period between June and September 2012. During this period, there will be an impact on construction works, utility works and highway licensed activities (for example, skips and building materials) if they affect the roads designated as a part of the ORN/PRN and some of the surrounding streets. Other routes might also be affected and will also be required to be clear of any kinds of obstruction. These are not yet finalised, but will be advised as further information becomes available. Given this, highway works and licences could therefore be affected on occasions during the Games period. Requests to utility providers to provide any additional water, gas, electricity or telecommunications connections should also be made sufficiently well in advance of this period. This note is for information only and is provided without prejudice to the legal rights of the ODA or any other relevant authority whether under the London Olympic Games and Paralympic Games Act 2006, planning, traffic or highway legislation or otherwise.

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

APPENDIX 1

Comments on Objections

No.	Stakeholder	Comments	Response
INTERNAL			
1	Transportation	Objection received from TFL on level of car parking.	The level of parking has been reduced from 14 to 10.
2	Environmental Health	'Control of construction dust' conditioned in addition to informative on an 'asbestos survey' recommended as is S106 contribution towards the cost of environmental improvements in the vicinity of the site.	Noted
3	LFEPA	The brigade is satisfied with the proposal regarding access for the fire service. Signage should be provided at the building entrance to indicate the location of the dry riser inlet.	Noted.
EXTERNAL			
	Local residents	<ul style="list-style-type: none"> - Already an abundance of purpose built flats in the immediate vicinity of the development and this development therefore does not address any of the needs of the community. - Development does not take into account strategic issues such as sufficient land for housing affordable housing. 	<p>There is an over riding need for housing in London (The London Plan identifies a housing provision target of 8,200 additional homes to be completed between 2011 and 2021 for Haringey). Proposal can bring benefits to local community (i.e. allowing local residents to 'down-size').</p> <ul style="list-style-type: none"> - The scheme does not meet the threshold to provide affordable housing (10 or more units).

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Application does not serve to benefit the community. - Contrary to guidelines protecting garden land from development. - Two existing cottages can be refurbished to provide up to date and modern residential units. - Overdevelopment of the site. 	<ul style="list-style-type: none"> - Addressed above. -NPPF does not prohibit development on such site but rather seeks to control where they would cause harm to the local area. Given the context of the surrounding area and the approach taken in the design and layout of the scheme (i.e. to keep car parking underground with landscaping above) the scheme does not cause harm. - These houses could be refurbished, however their positioning next to a busy road makes them less appealing for family accommodation. - The scheme does not exceed the density prescribed (as discussed in the report above). The building form and footprint is in keeping with the immediate area.
		<ul style="list-style-type: none"> - Driveway to Miriam Court flats/ garages is only suitable for one vehicle to pass at any one time. - The proposed building would encompass (and take over) the driveway of Miriam Court which at present is private land. - As the proposal is for 14 cars the driveway will be turned into a road. 	<ul style="list-style-type: none"> - There is adequate space for cars to manoeuvre and give way. - This driveway is shared between Miriam Court and No's 29 & 31. - The car movements in and out of the site will not be significant. The would for instance be lower than those for Whittington Court.

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Increased traffic resulting from this development will have a negative environmental impact. - Introducing a turn-in/turnout at the developments location along a major road is likely to have implications for traffic management and safety. - Aylmer Road is a dual-carriageway with heavy and fast traffic; to add further traffic for residents on the proposed developments and any visitors will only create a serious problem. - Overprovision of car parking. - Loss of amenity to Miriam Court flats (loss of vista and overlooking). - Considerable increases in noise and disturbance given the size of the proposed structure and the use. - Proposal will block the view and enjoyment of open space; 	<ul style="list-style-type: none"> - The car parking spaces will be reduced and would not have a negative environmental impact. - The point already exists and while the new flats will increase trip generation this will not be significant. TFL have been consulted on this matter. - As addressed above. - This has been reduced. - The proposed building aligns with the front and rear of Miriam Court and will not affect the vista from Miriam Court. There are no windows on the side of Miriam Court and as such no loss of privacy in terms of facing windows. - The scheme will generate additional comings and goings to the site, however it would be very difficult to argue that they would lead to a level of noise and disturbance that would adversely affect the amenity of adjoining residents; also bearing in mind existing background noise in the area. - In planning law there is no legal right to a view.

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Existing streetscape, along the length of Aylmer Road is predominately of 1930's build and in some cases follows the "Art Deco" style as such the proposal would appear as a "carbunckle" within the existing streetscape. - Development is going against the gradual stepping down transition of the buildings risks setting another precedent to build high rise buildings. - Disproportionate addition over and above the size of the surrounding properties. - Proposal is a departure from the low rise buildings that characterize the area. - Given road slope from NE to SW the proposal would be higher than any of the surrounding buildings. - Proposed building is on the edge of a conservation area and any development in such an area should maintain and enhance the character and appearance of the area; the proposal does not. - Existing houses are largely hidden from 	<ul style="list-style-type: none"> - The resulting scheme is not felt to be too tall for the site nor would it be overly dominant in this context. Indeed, the proposal is a proportionate and appropriate design response to the site constraints and the building in the immediate location. When viewed in the context of the street, in particular the height of Whittington Court and the proportions of Miriam Court, the proposal will sit comfortably in the urban grain. The site is not within an area of uniformity in terms of buildings heights and styles, rather its attraction seems to lie in the varied styles, scales and typologies of the buildings. -The periphery of Highgate conservation area as being characterised by larger high rise and detached properties of diverse architectural themes and styles.

No.	Stakeholder	Comments	Response
		<p>view and with their relatively plain style fit in the landscape.</p> <ul style="list-style-type: none"> - Current proposal pays little respect to the existing context with a building which is definitely too high and bulky. - Bulk, height and mass of the proposed 4 stories plus a set-back 5th storey is not respectful of the building line of surrounding properties. - Top "penthouse" floor would detract from the overall streetscene. - Materials proposed for the 5th story and the windows are not in keeping with the area; Window profiles are totally out of character as the premises to be demolished have "critall style" windows. 	<ul style="list-style-type: none"> - The building form and facing materials, although of modern design, is sympathetic to the area. - The fifth floor will be set back to appear visually lighter. The set-back of this floor helps reduces the perceived mass of the building as seen from the street. - The use of brick relates to use of red brick in the street as do the metal framed windows, although of a more contemporary approach. The window detail and profile are considered acceptable for a modern building of its time.
		<ul style="list-style-type: none"> - The development does not protect or enhance the value and visual character of the adjoining open land. - Disruption to the local wildlife and destruction of the environment. 	<ul style="list-style-type: none"> - The scheme incorporates appropriate landscaping to the front and rear of the site to address and respond to its setting next to open land. The lower ground floor will be extensively screened from the adjacent open land by the retained high fence and hedging. A comprehensive landscaping proposal has been provided. - The application site does not have an ecological designation.

No.	Stakeholder	Comments	Response
		<p>- Security to Miriam Court flats is likely to become a serious issue.</p>	<p>The landscaping proposal for the site can support biodiversity.</p> <p>- There is no reason to indicate that the security of adjoining residents will be affected. In fact the development of this site can bring security benefits, i.e. additional passive surveillance.</p>

APPENDIX 2

Pre-Application Planning Advice Note PRE/2011/0030

Date of meeting: Wednesday 20th July 2011 (2.30pm) **Site Visit:** 10th August 2011

Haringey Council

Site Address: 29-31 Aylmer Road, N2 0BS

Attendants:

- Matthew Gunning – Team Leader/ Development Management
- Ricardo Rossetti -Planning Consultant
- James Weeks -Built Heritage Consultancy (BHC)
- Mark Marshall -Daykin Marshall Studio Architects (DMS)
- James Daykin – Daykin Marshall Studio Architects
- David Thompson -Applicant

Site Description

The site lies on the southern side of Aylmer Road and consists of a pair of semi-detached properties set back and set down from the road and behind boundary railings. Aylmer Road is a dual carriageway which forms part of the busy A1 which was laid out in 1931-2. The buildings along Aylmer Road are set back from the road behind a tree lined green verge which sits in between the footpath and the verge of the highway.

This stretch of Aylmer Road (eastern end) close to the junction with the Great North Road and the Archway Road consists of a variety of building types, largely residential blocks. Immediately to the east of the site is Miriam Court; a purpose built 1960s/ 70s four storey block of flats, which is separated from the application site by way of a shared driveway, which provide access to garages to the back of the site. To the east of Miriam Court is Whittington Court, a large four storey 'Art Deco' block. On the other side of Aylmer Road is Manor Court; an attractive 3 storey mansion block which is substantially elevated above the road. To the east of the Manor Court is a small parade of shops, Aylmer Parade, with flats above.

To the west of Manor Court are largely single family dwellings and to the west of the application site (No's 1-27a Aylmer Road) is a coherent group of detached dwellings. To the west of the site is also the boundary with the borough of Barnet. Immediately next to the site in question is a large open space which was formerly sports ground but has been unused for some years and now constitutes fallow open space. This piece of land is believed to accommodate Thames Water tanks underground. This open space is designated Metropolitan Open Land (MOL) and is also a site of ecological importance (Borough Grade II).

No's 29 & 31 Aylmer Road have large rear gardens which slope down to the boundary with Highgate Gold Course and which afford views across this site. The site is just inside the Highgate Conservation Area, the northern boundary of which runs along the centre of the main road.

1. Overview of proposal

The proposal is for the demolition of the existing pair of semi detached properties and the erection of a four storey building with recessed fifth/ penthouse floor; in addition to a basement floor to provide in part 16 car parking spaces and 18 secure cycle spaces; to be accessed by way of the shared driveway with Miriam Court. The proposed development will provide 9 residential units: 6 x 2 bed and 3 x 3 bed units. The residential units are for private ownership.

2. Planning History

29 Aylmer Road

OLD/1965/0041 - Erection of 4 storey block of 4 flats & 4 garages – Approved 10/05/1965

31 Aylmer Road

HGY/2008/0362 - Erection of 2 storey side and single storey rear extension. – Refused 19/06/2008

HGY/2008/1751 - Erection of 2 storey side and single storey front and rear extension – Approved 11/11/2008

3. Relevant Planning Policy

National Planning Guidance

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 3: Housing

Planning Policy Statement 3: Planning for the Historic Environment

Planning Policy Statement 22: Renewable Energy

London Plan (2011)

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.7 Renewable energy

Policy 7.8 Heritage assets and archaeology

Haringey Unitary Development Plan (2006)

G1 Environment
G2 Development and Urban Design
G3 Housing Supply
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
HSG1 New Housing Development
HSG9 Density Standards
HSG10 Dwelling Mix
M10 Parking for Development
OS17 Tree Protection, Tree Masses and Spines
M10 Parking for Development
CSV1 Development in Conservation Areas
CSV5 Alterations and Extensions in Conservation Areas
CSV7 Demolition in Conservation Areas
OS5 Development adjacent to Open Spaces

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPD Housing 2008
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG8b Materials
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

Other

Mayor of London 'London Housing Design Guide' 2010
Haringey 'Draft Supplementary Planning Document on Sustainable Design and Construction'

4. Key Issues

Principle of Demolition

As the application site is located within a conservation area, the demolition of the existing buildings will require conservation area consent. Policy CSV1 of the Council's UDP requires proposals affecting Conservation Areas to "preserve or enhance the historic character and qualities of the buildings" and "recognise and respect the character and appearance of Conservation Areas". Furthermore, under Policy CSV7 "the Council will seek to protect buildings within Conservation Areas, by refusing applications for their demolition . . . if it would have an adverse impact on the character and appearance of the

Conservation Area". Haringey's draft SPG2: Conservation & Archaeology, published 2006, sets a series of recommended criteria which are valid guidance for assessing whether demolition of buildings in Conservation Areas will be permitted. Finally, government policy as expressed in PPS5 makes a presumption in favour of retention of buildings that make a positive contribution to the character of a Conservation Area. As indicated at the pre-application meeting there is no currently adopted character appraisal for the conservation area.

The pair of houses has a symmetrical arrangement and is of brick and tile construction with painted timber windows. The houses are plain in appearance and because of their diminutive size and the manner in which they sit below the road level, they are not openly visible.

Officers consider the existing dwellings make a modest contribution to the appearance and character of the conservation area. The principle of a replacement building on site is valid, subject to a replacement building being of more or equal benefit to the conservation area.

Design, Form & Layout

Along Aylmer Road there is considerable and deliberate variations between the residential blocks and dwellings; however collectively the buildings in some ways achieve a degree of uniformity; namely in the general heights of buildings next to each other, set back distances, use of similar materials and landscaping. A redevelopment scheme should be reflective of this.

The LPA considers that provided the main four storey façade of the building is akin to the height of Miriam Court and the fifth floor is appropriately set back and of a visually lighter material (as has been indicated), in addition to providing appropriate landscaping/ front boundary treatment to the front of the site, such a building form can reasonably fit within the surrounding context. The 'Street View Study' submitted after our initial discussion gives the LPA more assurance that this can be achieved and addressed our earlier concerns that the proposal may go against the gradual stepping down/ transition in heights found along this side of Aylmer Road, as you travel west.

While it is reasonable to expect at pre-application stage that the design is not fully complete, the proposals when submitted will need to show how the proposal fits in with neighbouring buildings and complements materials, style, massing, form, fenestration, levels of floors, cornices, parapets. The 'Street View Study' and "Outline Design Statement", through the sketch views and sections does show how the modelling and articulation to the proposed building is being considered.

The LPA are not necessarily asking for a "pastiche" of any particular historic style and acknowledge that there are no prevalent style around, as there are neo-Georgian, Victorian, Arts and Crafts and 1930s/ modernist buildings nearby. Picking up cues from any or many of these in a contemporary design can work well, but the form, massing and composition needs to be of sufficient

quality to sit comfortably amongst those of its neighbours that exhibit design quality.

The general footprint proposed is considered to be acceptable and it is noted that the building lines set by Miriam Court will be respected and in addition there will be a generous set back from the road. It is not clear what the distance between the side of the building and the open space/ MOL to the side will be, but there should be at least a 1.5m gap between the closest part of the building and this boundary.

The residential units for this site will need to meet the Council's floorspace minima as set out in the Housing SPD and show in the table below. It is noted that flats will have their own generous sized balconies and shared rear garden.

Figure 8.1: Minimum floor area for residential accommodation

Number of persons	Dwelling size (net internal floor area in sq.m.)						
	1p	2p	3p	4p	5p	6p	7p
Bedrooms	1	1	2	2/3	3	3/4	4
Kitchen / Dining / Living area	20	22	24	27	30	33	36
Main bedroom	8	11	11	11	11	11	11
Other double bedrooms	-	-	-	10	10	10	10
Single bedroom	-	-	6.5	6.5	6.5	6.5	6.5
Indicative total floor area	32.5	48	60	73	82	90	95

The mix of the units proposed is on balance considered acceptable; however there is a slight concern (which could arise at Planning Committee) that the proposed building/ site could provide 10 or more units, and as such the affordable housing threshold would apply or at least the need to provide a commuted sum in lieu of it not being possible to provide such units on site.

The Council's UDP (para. 4.18 states that "whether a site is capable of providing 10 or more units will be determined by site size and appropriate density levels" and goes on to state that as a "guide affordable housing should be provided on sites of 0.3ha or more". Officers recognise that the site is half this size (0.15) and that the layout/ size of the flats are influenced by the way the building layout and manner in which they are stacked. This issue should be addressed in the formal planning submission.

The proposals will need to provide sufficient refuse storage in accordance with SPG 8a: Waste and Recycling.

Impact on Residential Amenity

As outlined above the general footprint of the proposal is respectful of the building line of Miriam Court and as such should not adversely affect the daylight/ sunlight to or outlook from the flats within this building.

While the proposed development will reduce the openness to this part of the street and will partly block/ reduce views of Highgate Golf Course for some residents on the opposite side of Aylmer Road, this in itself would not be a reason for refusal, as there is no right to a view across someone else's land under planning law.

Environmental & Sustainability Issues

Beating in mind the Unitary Development Plan and London Plan policy position and given the building proposed is of a sizeable scale, the proposal should include energy efficiency measures. A sustainability checklist will need to be completed and submitted with the planning application.

Access, Transportation & Car Parking

The application site is located in a low PTAL rating area. The site is however within walking distances of a number of bus stops routes with connections to East Finchley and Highgate Underground stations. The level of car parking indicate is considered to be too high and the Council's Transportation team have indicated that the scheme should provide no more than one parking space per residential unit.

Aylmer Road is controlled by Transport for London (TFL) so issues on highway safety, access and egress would be looked at by TFL, when referred to them on formal submission of an application.

Planning Obligation

In line with Supplementary Planning Guidance 10a planning obligations/ contributions will need to be secured arising from the development of this site. The LPA will seek an educational contribution in connection with this development, which will be calculated inline with SPG 10c 'Educational Needs Generated by New Housing', taking in to account the fact the site currently provided 2 x 3 bedroom dwellings. Based on the proposed scheme the education contribution would amount to £27,000.00.

5. Consultation

Prior to the submission of a planning application the LPA would advise you to undertake some initial public consultation with local amenity groups (Highgate Society, Highgate Conservation Area Advisory Committee) and local residents. Any application would undergo normal consultation procedures – a minimum of 21 days for neighbours and other statutory and non-statutory consultee's. Given the presence of Thames Water infrastructure in close proximity to the site, the LPA would advise you to have a discussion with

Thames Water about the proposal, before formal submission. The LPA will formally consult Thames Water when an application is submitted.

Given the size of the site and the nature of the scheme such a planning application for this site would have to go before the Planning Committee for determination. In such a case the LPA would endeavour to ensure that a formal decision is issued within the statutory 8 week period, however this is contingent on Planning Committee dates. The dates of the forthcoming meets are set out below:

- 14th November 2011
- 5th December 2011
- 9th January 2012
- 13th February 2012

6. Information required for the Planning Application

The following information will be required for registration of the planning application in respect of this site.

1. Planning application/ Conservation Area Consent form appropriately filled;
2. A site location plan (scale 1:1250), identifying the application site edged in red and other adjoining land(s) in the ownership of the applicant edged in blue;
3. Planning Statement in support of the application, including heritage/ statement of significance.
4. Design & Access Statement;
5. Fully annotated and scaled (@1:100, 200) drawings showing, floor plans, sections elevations of the proposed building;
6. Reduced plans to fit on an A3 size paper or reduced to scale 1:200;
7. A completed Sustainability Checklist – Officers would also strongly recommend a brief statement be submitted showing how energy use associated with the new building will be minimised and how on site renewable energy production equipment will be incorporated to reduce the development's carbon dioxide (CO₂) emission.

7. List of Relevant Contacts

Paul Smith – Head of Development Management - Tel: 020-8489 5507
Matthew Gunning – Team Leader/ Principal Planner - 020-8489 5290

Maurice Richards - Principal Transportation Planner - 020 8489 5575

Alex Fraser - Arboricultural Officer - 020 8489 5567

Richard Truscott - Urban Design Officer 020 8489 5241

Mark Davies - Waste Management - 020 8489 5659

INFORMATIVE

Whilst this advice is offered in good faith and to best of ability it neither conveys planning permission nor binds the Local Planning Authority to the grant of permission, which will be subject to public consultation and ultimately decided by a relevant Council Committee.

APPENDIX 3

Local Residents Consulted

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Documents produced for Planning Application Reference HGY/2012/0554

29/31 Aylmer Road N2 OBS

9ACKN1 HGY/2012/0554

Planning Application Acknowledgment**9ACKN1****1**

9AKNEMAL HGY/2012/0554

Email consultation acknowledgement**9AKNEMAL****1**

9AKNS HGY/2012/0554 Gus Flores 62 Aylmer Road London N2 0PL

Consultation Acknowledgement Letter**9AKNS****1**

9CILLIA HGY/2012/0554

Planning Application Acknowledgment**9CILLIA****1**

9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat A	35 Aylmer Parade London N2 0PH
9CNBR1A	HGY/2012/0554	The Owner / Occupier Shop	35 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier	35 Aylmer Parade London N2 0PE
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat A	36 Aylmer Parade London N2 0PH Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Shop	36 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier	36 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 1	37 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 2	37 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 3	37 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier	37 Aylmer Parade London N2 0PE Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 1	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 10	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 11	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 12	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 12a	Manor Court Aylmer Road London N2 0PJ
9CNBR1A	HGY/2012/0554	Hornsey	
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 14	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 15	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 16	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 17	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 18	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 19	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 2	Manor Court Aylmer Road London N2 0PJ Hornsey
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 20	Manor Court Aylmer Road London N2 0PJ Hornsey

9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 22 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 23 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 24 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 25 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 26 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 27 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 28 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 29 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 3 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 30 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 31 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 32 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 33 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 34 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 35 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 36 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 37 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 38 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 39 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 4 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 40 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 41 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 42 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 43 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 5 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 6 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 7 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 8 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier Flat 9 Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier The Lodge Hornsey	Whittington Court Aylmer Road London N2 0BT
9CNBR1A	HGY/2012/0554	The Owner / Occupier 27 Aylmer Road Hornsey	London N2 0BS
9CNBR1A	HGY/2012/0554	The Owner / Occupier 27A Aylmer Road Hornsey	London N2 0BS
9CNBR1A	HGY/2012/0554	The Owner / Occupier 29 Aylmer Road Hornsey	London N2 0BS
9CNBR1A	HGY/2012/0554	The Owner / Occupier 31 Aylmer Road Hornsey	London N2 0BS
9CNBR1A	HGY/2012/0554	The Owner / Occupier 44 Aylmer Road Hornsey	London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier 46 Aylmer Road Hornsey	London N2 0PL

9CNBR1A	HGY/2012/0554	The Owner / Occupier	48 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	50 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	52 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	54 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	56 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	58 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	60 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	62 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	64 Aylmer Road London N2 0PL
9CNBR1A	HGY/2012/0554	The Owner / Occupier	2 Bancroft Avenue London N2 0AS Hornsey

General Neighbour consultation			9CNBR1A	110
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9CNBR3	HGY/2012/0554	Muswell Hill/Fortis Green/Rookfield CAAC John Crompton	14D Donovan Avenue London N10 2JX
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Statutory Consultation (Conserv)			9CNBR3	1
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9CNBR4	HGY/2012/0554	LBH - Arb - Alex Fraser	Alex Fraser 1st Floor, 40 Cumberland Road London N22
9CNBR4	HGY/2012/0554	LBH - Cleansing - East	Brian Ellick 1st Floor, Technopark London N17 9LN Ashley Road
9CNBR4	HGY/2012/0554	LBH - Building Control - East	Ray Connor 639 High Road London N17
9CNBR4	HGY/2012/0554	LBH - Conservation & Design Team	Conservation & Design Team 639 High Road (Policy) London N17
9CNBR4	HGY/2012/0554	LBH - Transportation Group	Transportation Planning, Frontline Services, High Road, Wood Green, London N22 8HQ 1st Floor South, River Park House,

Internal Consultation			9CNBR4	5
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9CNBR7	HGY/2012/0554	London Fire Brigade - Fire Safety Regulation North West Area 1	169 Union Street London SE1 0LL
9CNBR7	HGY/2012/0554	(R) Muswell Hill & Fortis Green Residents Assoc Pat Bloomfield	14 Methuen Park London N10 2JS
9CNBR7	HGY/2012/0554	Highgate Golf Club F.A.O. The Secretary	Denewood Road London N6 4AH

Statutory Consultation (General)			9CNBR7	3
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9CON2	HGY/2012/0554	Fortis Green Ward 2	Councillor Martin Newton C/O Members Room N22 4HQ River Park House
9CON2	HGY/2012/0554	Fortis Green Ward 1	Councillor Matthew Davies C/O Members Room N22 4HQ River Park House
9CON2	HGY/2012/0554	Fortis Green Ward 3	Councillor Sophie Erskine C/O Members Room N22 4HQ River Park House

Consulting Councillor Re: Planning Application			9CON2	3
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9CONSIT	HGY/2012/0554		
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Conservation Area Site Notice			9CONSIT	1
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9FRONT	HGY/2012/0554	(19) CIL Monitoring Officer	
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New Planning Application Received	9FRONT	2
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BCREGS HGY/2012/0554

Building Control Marketing Letter	BCREGS	1
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OLC	HGY/2012/0554	A.Patel 16 Manor Court Aylmer Road London N2 0PJ
OLC	HGY/2012/0554	R.G. Greir 23 Manor Court Aylmer Road for the above reasons N2 0PJ East Finchley
OLC	HGY/2012/0554	Mr Sidhartha Sinha 27 Aylmer Road London N2 0BS East Finchley
OLC	HGY/2012/0554	Dr Sudhir Sinha 27A Aylmer Road London N2 0BS East Finchley
OLC	HGY/2012/0554	Julia Zanghierl Flat 7 Manor court Aylmer road London N2 0PJ

On Line Comments	OLC	5
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Grand Total:	135
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