



Haringey Council

Planning Sub Committee

MONDAY, 9TH JULY, 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

This meeting may be filmed for live or subsequent broadcast via the Council's internet site. At the start of the meeting the Chair will confirm if all or part of the meeting is to be filmed. The Council may use the images and sound recording for internal training purposes.

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

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

AGENDA

1. APOLOGIES

2. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 15 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 - 18)

To confirm and sign the minutes of the Planning Sub Committee held on 11 June 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. 7 BRUCE GROVE, N17 6RA (PAGES 19 - 66)

Conversion of Grade II listed building to provide 9 residential units and erection of a new building to the rear to accommodate 4 self contained flats.

RECOMMENDATION: Grant permission subject to conditions and subject to S106 Agreement.

8. 7 BRUCE GROVE, N17 6RA (PAGES 67 - 72)

Listed Building Consent for the conversion of Grade II listed building to provide 9 residential units and erection of a new building to the rear to accommodate 4 self contained flats.

RECOMMENDATION: Grant Listed Building Consent subject to conditions.

9. 700-702 HIGH ROAD (AND LAND TO REAR WITH FRONTAGE ONTO ARGYLE PASSAGE AND BROMLEY ROAD) N17 0AE (PAGES 73 - 120)

Variation of condition 2 (plans and specifications) attached to planning permission HGY/2009/1122, to substitute existing drawings scheduled in the decision notice with revised drawings

RECOMMENDATION: That planning permission be granted, subject to conditions and subject to a s106 legal agreement

10. 143 NORTHUMBERLAND PARK, N17 0TL (PAGES 121 - 154)

Construction of additional storeys on third and sixth floor and a single storey extension to north west elevation, with ancillary facilities and alterations, to increase accommodation from 146 bedrooms to 182 bedrooms.

RECOMMENDATION: Grant permission subject to conditions.

11. LYMINGTON AVENUE, LONDON N22 6JB (PAGES 155 - 200)

Mixed use development providing commercial units along Lymington Avenue and 66 residential units arranged from 2 - 6 storeys, with parking and private amenity areas to the rear.

RECOMMENDATION: That planning permission be granted, subject to conditions and a s106 legal agreement.

12. 673 LORDSHIP LANE, N22 5LA (PAGES 201 - 232)

Redevelopment of the vacant site to include erection of a four storey building fronting Lordship Lane comprising 14 x 1 bed and 2 x 2 bed supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level, with 28 bicycle stands, 5 car parking spaces and an area for refuse and recycling to the rear (AMENDED DESCRIPTION).

RECOMMENDATION: Grant permission, subject to conditions and subject to a s106 legal agreement.

13. 606 LORDSHIP LANE, N22 5JH (PAGES 233 - 260)

Erection of 4 storey block comprising 8 x two bed flats with x 2 dormer windows at the rear (amended description) (amended plans).

RECOMMENDATION: Grant permission, subject to conditions and subject to a s106 legal agreement.

14. 283 HERMITAGE ROAD, N4 1NP (PAGES 261 - 284)

Erection of a three storey building comprising 4 x 1 beds, 3 x 2 beds, 2 x 3 bed self contained flats.

RECOMMENDATION: Grant permission subject to conditions and subject to a s106 legal agreement.

15. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

16. DATE OF NEXT MEETING

Monday, 10 September, 7pm

David McNulty
Head of Local Democracy
and Member Services
Level 5
River Park House
225 High Road
Wood Green
London N22 8HQ

Helen Chapman
Principal Committee Coordinator
Level 5
River Park House
225 High Road
Wood Green
London N22 8HQ

Tel: 0208 4892615

Email:

helen.chapman@haringey.gov.uk

Friday, 29 June 2012

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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

MINUTE NO.	SUBJECT/DECISION	
PC165.	<p>APOLOGIES</p> <p>There were no apologies for absence.</p>	
PC166.	<p>URGENT BUSINESS</p> <p>There were no new items of urgent business.</p>	
PC167.	<p>DECLARATIONS OF INTEREST</p> <p>Cllr Peacock declared a personal interest in items 8 and 9, as the site was within her ward.</p>	
PC168.	<p>DEPUTATIONS/PETITIONS</p> <p>There were no deputations or petitions.</p>	
PC169.	<p>MINUTES</p> <p>RESOLVED</p> <p>That the minutes of the meeting held on 14 May be approved and signed by the Chair.</p>	
PC170.	<p>FORMER GLS DEPOT, FERRY LANE, TOTTENHAM, N17 ('HALE VILLAGE')</p> <p>The Committee considered a report, previously circulated, on the planning application in respect of the former GLS Depot, Ferry Lane, Tottenham ('Hale Village'). The report set out the proposal, site and surroundings, planning history, relevant planning policy, consultation and analysis, human rights and equalities and recommended that permission be granted, subject to conditions. Minutes of the Development Management Forum on this application and a revised schedule of proposed conditions were tabled at the meeting. The Planning Officer gave a presentation outlining the key aspects of the application, and responded to questions from the Committee.</p> <p>The following points were raised in discussion:</p> <ul style="list-style-type: none"> • It was confirmed that the secure outdoor amenity space was for the sole use of the nursery, and that the nursery was proposed as a full-time facility. • In respect of the use of the ground floor, were the 	

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

community centre not to happen, it was confirmed by Legal Services that the application was for community use on the ground floor, and that any proposal to use this space for residential accommodation would require a further planning application.

- The carbon emission saving as set out in 8.9.3 of the report was as supplied in the applicant's energy statement, and it was confirmed that the applicant would be held to the measures agreed by condition.
- The Committee sought clarity on whether it was proposed for the community space to be used as a church, as this was the impression that had been given at a separate meeting. The Planning Officer reported that at a previous meeting regarding this application the use of the centre had been explained in detail, and it was not proposed that the centre would be used for worship. A condition had been proposed, preventing the use of the community centre as a church, and after discussion with the Committee it was agreed that the wording of this condition should be amended to refer to 'place of worship' rather than 'church', and removing reference to the transport assessment.
- For further clarity, the Committee invited the applicants to explain their understanding of the use of the community centre. Chris Shellard, on behalf of the applicant, advised that it was envisaged that the centre would occasionally be used for worship.

The Committee expressed concern regarding the lack of detail in respect of the issue of whether the community centre would in fact be a place of worship, and the degree to which this was proposed, and on a motion, seconded, it was:

RESOLVED

That determination of planning application HGY/2012/0799 be deferred to a future meeting.

The Committee expressed concern in respect of the applicant's response to the decision to defer the application, and it was agreed that the Chair would follow this up.

PC171.

865 HIGH ROAD, N17 0AA

The Committee considered a report, previously circulated, on the planning application in respect of 865 High Road, N17. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, planning obligations, human rights and equalities, and recommended that the application be granted, subject to conditions. The Planning Officer gave a presentation outlining the key aspects of the application, and responded to questions from the Committee.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

The following points were raised in discussion:

- The Committee requested that better quality maps be used in future reports.
- It was suggested that any condition in respect of detailing should require that the design of the brickwork and windows on the new building be of comparable quality with neighbouring properties.
- In response to a question regarding access to the building by emergency services, it was confirmed that there was a right of way to the rear of the building, and there would be access at the rear for emergency use only. It was further noted that there was a proposed condition requiring approval from the London Fire and Emergency Planning Authority before work could commence, and also that fire safety issues were covered by building regulations.
- Concern was raised regarding noise insulation, due to the proximity of a Wood Machinists, and the need to balance the demands of both residential accommodation and employment. It was noted that there was a condition proposed in respect of sound insulation and noise reduction which, combined with usual building standards, ought to protect the residential amenity.
- The Committee expressed concern that the up to date comments of the fire service were not included within the report, and suggested that in future reports, the comments of statutory consultees should be incorporated.
- It was suggested that an informative be added requesting that satellite dishes not be situated at the front of the building.

The Committee examined the plans.

In response to a request from the Committee, it was agreed that the wording of the proposed condition in respect of noise be strengthened in order to address the issue of the nearby wood machinists. It was further agreed that the condition in respect of external appearance be adapted in order to require that the windows to the rear of the premises be the same as those at the front.

With the proposed amendments to the wording of the two conditions above and the additional informative in respect of the location of satellite aerials, the recommendation of the report was moved at it was:

RESOLVED

That planning application HGY/2011/1636 be approved, subject to conditions.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

the residential properties are to achieve a minimum Level 4 rating Planning Sub Committee Report 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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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.

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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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.

Section 106: No

PC172.

865 HIGH ROAD, N17 0AA

The Committee considered a report, previously circulated, in respect of the Conservation Area Consent application relating to 865 High Road, N17.

RESOLVED

That Conservation Area Consent application HGY/2011/1637 be granted, subject to conditions.

Conditions:

1. The works hereby permitted shall be begun not later than the

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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'.

Section 106: No

PC173.

29/31 AYLMER ROAD, N2 0BS

The Committee considered a report, previously circulated, in respect of the planning application at 29/31 Aylmer Road, N2. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, human rights and equalities considerations, and recommended that the application be granted, subject to conditions and a section 106 legal agreement. The Planning Officer gave a presentation outlining the key aspects of the report, and responded to questions from the Committee. It was noted that, due to the agreed reduction in parking spaces from 14 to 10, there was a variation in drawing numbers to be noted.

RESOLVED

- 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 and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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 and Recreation Standards SPD;
 - 1.5) The developer to pay an administration / monitoring cost of £1,500.00 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/2012/0554 and the application drawings and conditions outlined below.

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

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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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. Nodemolition 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:

- . o details of site enclosure throughout construction;
- . o 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,
- . o details of the site or Contractor Company be registered with the Considerate Constructors Scheme;

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

- . o details of secure off street loading and drop off facilities,
- . o measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site;
- . o 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.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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.

Section 106: No

PC174.

29/31 AYLNER ROAD, N2 0BS

The Committee considered a report, previously circulated, which set out the Conservation Area Consent application in respect of 29/31 Aylmer Road, N2.

RESOLVED

That application HGY/2012/0555 be granted, subject to conditions.

Conditions:

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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

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

REASONS FOR APPROVAL

The demolition of buildings on this site is acceptable in principle as they have a neutral contribution on the character of, and their loss will cause less than substantial harm to, Highgate Conservation Area. Subject to conditions, their 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'.

Section 106: No

PC175.

NEW ITEMS OF URGENT BUSINESS

The Committee raised the following points at the end of the meeting:

- Better information on the location of sites, and higher quality maps, should be incorporated into planning application reports.
- Wherever possible, the responses of statutory consultees should be included in the reports for Committee.
- Members requested an update on prevailing market conditions, and the impact this was likely to have on costs and/or savings for developers, in light of recent requests for reductions in planning obligations.
- A report was suggested for the next Regulatory Committee on whether there was evidence that reductions to s106 planning obligations did in fact bring developments forward more quickly, and also on whether there was any mechanism for the Council to recover any gains where a reduction in s106 had been agreed, but improvements in market conditions subsequently had meant that the properties had performed better when they had come to be sold.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 11 JUNE 2012**

	<ul style="list-style-type: none">• It was suggested that members of CAACs be invited to future planning training sessions, and it was agreed that this would be taken forward.	
PC176.	DATE OF NEXT MEETING Monday 25 June 2012 (special), 7pm. Thursday 28 June (special), 7pm. Monday 9 July, 7pm. The meeting finished at 21:05.	

COUNCILLOR ALI DEMIRCI

Chair

This page is intentionally left blank

Planning Committee 9th July 2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0563		Ward: Bruce Grove
Address: 7 Bruce Grove N17 6RA		
Proposal: Conversion of Grade II listed building to provide 9 residential units and erection of a new building to the rear to accommodate 4 self contained flats.		
Existing Use: Vacant		Proposed Use: Residential
Applicant: Mr David Moore Redwing Estates Ltd		
Ownership: Private		
DOCUMENTS		
Design & Access Statement		
Bruce Grove Condition Assessment		
3 Dragons Assessment.		
DSA Structural Survey		
Conditions Assessment		
Heritage Statement.		
PLANS		
Plan Number	Revision	Plan Title
548-01		Site Plan
548-02	F	Site Layout
548-10	A	Plans, Elevations & Sections (New Build)
548-101	A	Proposed Lower Ground Floor Plan
548-102	B	Proposed Upper Ground Floor
548-103	B	Proposed first Floor Plan
548-104	A	Proposed Second Floor Plan
548-105	A	Proposed Third Floor Plan
548-106	A	Proposed front Elevation
548-107	A	Proposed Rear Elevation
548-108	A	Proposed Side Elevation
548-109	A	Proposed Section 1-1
548-110	B	Proposed Side Elevation & Section
548-112		Proposed Roof Plan
548-300		Site Survey
548-301		Existing Basement Plan
548-302		Existing Ground Floor Plan
548-303		Existing First Floor Plan
548-304		Existing Second Floor Plan
548-305		Existing Third Floor Plan
548-306		Existing Front Elevations
548-307		Existing Rear Elevation
548-308		Existing Side Elevation

548-309		Existing Side Section 1-1
548-3010		Existing Side Section 2-2
548-11		Vehicle Tracking

PLANNING DESIGNATIONS Road Network: C Road Conservation Area, Listed Building

RECOMMENDATION: GRANT PERMISSION subject to conditions and subject to S106 Agreement.

Case Officer Contact:

Matthew Gunning

P: 0208 489 5290

E: matthew.gunning@gmail.com

SUMMARY OR REPORT: The application site is located on the south-western side of Bruce Grove and consists of a 2/3 storey Georgian building with basement floor, which fronts onto Bruce Grove and forms part of a half of a semi-detached pair of Grade II Listed villas. The building has been vacant for many years and is in a severely dilapidated condition, and as such is included on the English Heritage 'Building at Risk Register'. The building has suffered from very significant collapse, particularly the rear roof and its 1st and 2nd structural floors in addition to fire damage. The proposed development will involve a comprehensive redevelopment of this site, involving alteration and refurbishment of the Grade II Listed Building to provide 9 self contained flats, and a proposal to erect a new 2½ storey block to the rear of the site to provide 4 units.

The development at the rear of the site, in the form of a new building to accommodate flats, is considered necessary to enable and to secure the proper repair, restoration and long term future of the Listed Building. The siting, design, form, detailing of the terrace block and associated landscaping are considered acceptable. This aspect of the scheme has also been designed sensitively in terms of its relationship with neighbouring properties. This part of the development will use a similar architectural palette and space separation as per the scheme recently built to the rear of No.8. Overall the proposal will enable and allow for the appropriate repair and restoration of this Grade II listed building, which in turn will allow for the building to be bought back into beneficial use. The proposed development will restore and enhance the appearance of the listed building and preserve and enhance the character and appearance of this part of the Conservation Area.

TABLE OF CONTENTS

1.0	SITE PLAN
2.0	PHOTOGRAPHS & IMAGES
3.0	SITE AND SURROUNDINGS
4.0	THE PROPOSAL
5.0	PLANNING HISTORY
6.0	RELEVANT PLANNING POLICIES
7.0	CONSULTATION
8.0	RESPONSES

9.0 ANALYSIS / ASSESSMENT OF APPLICATION

- Alterations and Extensions to the Listed Building
- Design, Built Form and Layout of the New Building
- Impact on Setting of Listed Building/ Character and Appearance of the Conservation Area
- Transport and Parking
- Impact on Residential Amenity
- Sustainability and Environmental Issues
- Planning Obligations

10.0 HUMAN RIGHTS

11.0 EQUALITIES

12.0 SUMMARY & CONCLUSION

13.0 RECOMMENDATIONS

14.0 APPENDICES

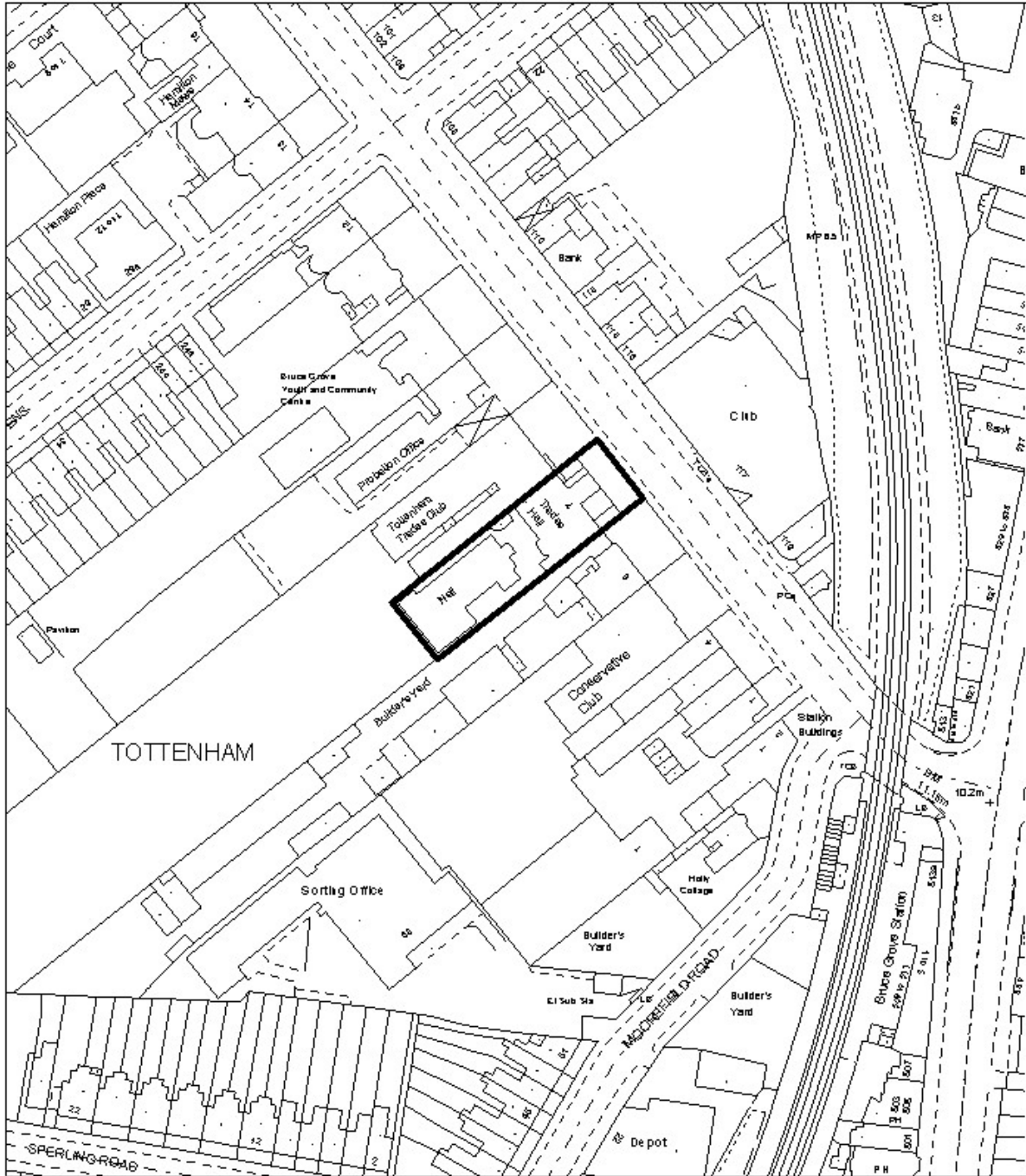
Appendix 1: Conservation Officer's Comments

Appendix 2: Design Panel Minutes

Appendix 3: Comments on Consultation Responses

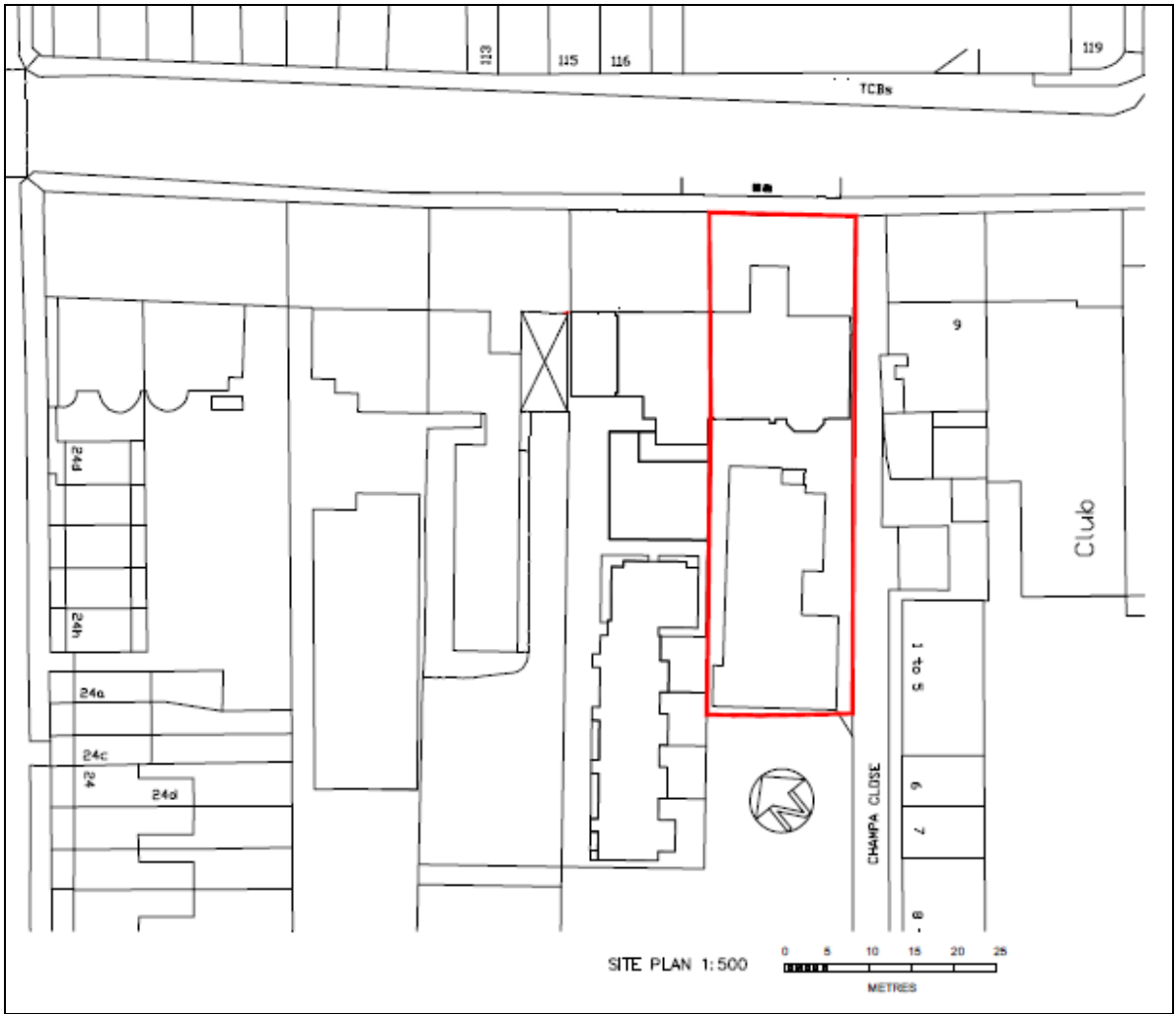
Appendix 4: Letter from English Heritage: Direction to Grant Listed Building Consent

1.0 SITE PLAN

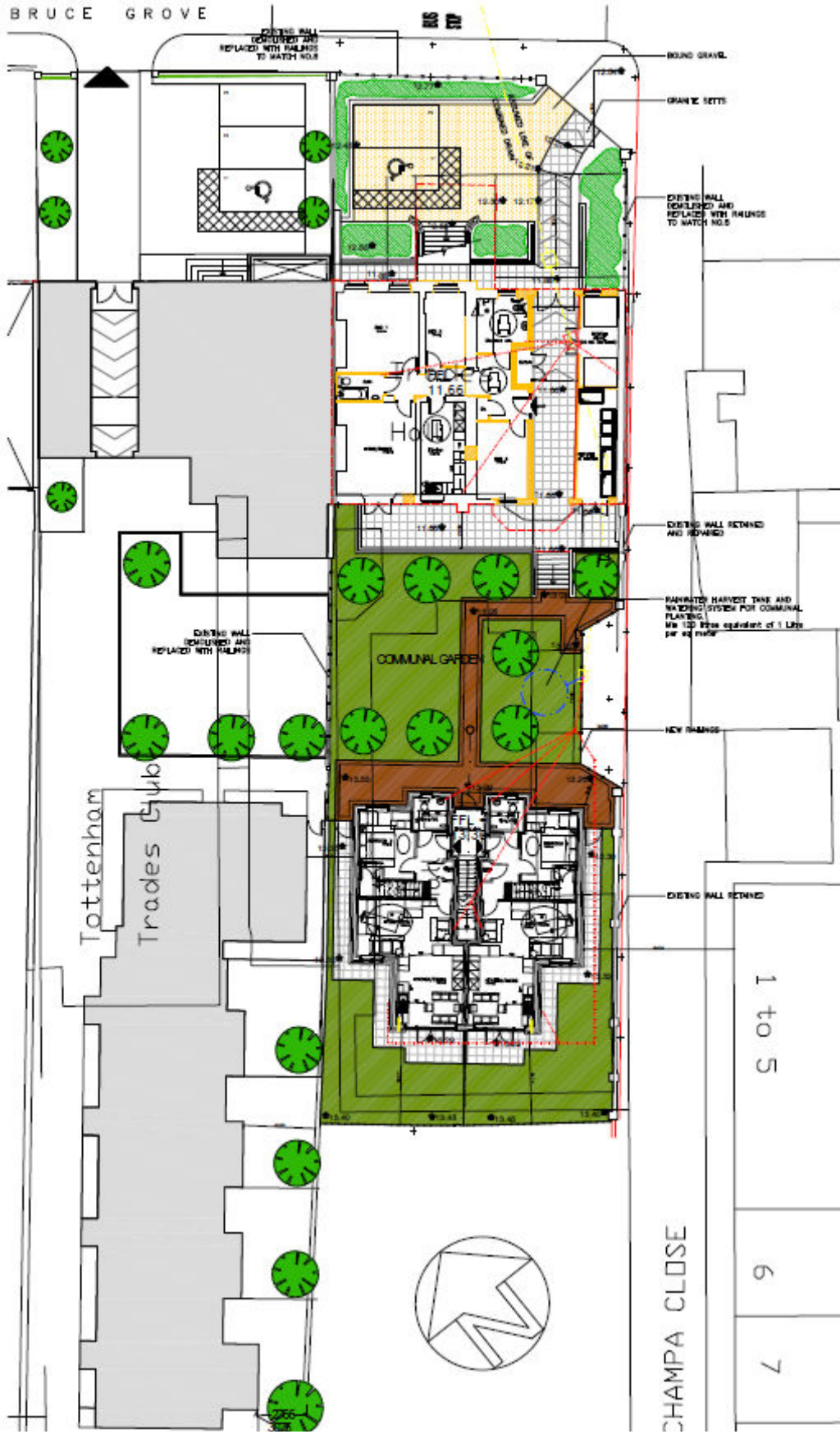


This map is reproduced from the Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. LBH Harlow 100019199 (2008)

Site plan
7 Bruce Grove N17



Showing Existing Site Layout



PHILIP BIRLEY

Project	AMSTERDAM	Scale	1:500
Client	1000	Date	02/10/18
Drawn	1000	Drawn	10/10/18
Checked	1000	Checked	10/10/18

Scale	1:500
Scale	1:1000
Scale	1:2000
Scale	1:5000
Scale	1:10000

© Philip Birley 2018. All rights reserved. No part of this publication may be reproduced without the prior written permission of Philip Birley.

Proposed Site Layout

2.0 PHOTOGRAPHS & IMAGES



No's 7 & 8 Bruce Grove



View west along Champa Close



Photograph of Front and Rear Elevation of No 7 (c. 1899)



Bruce Grove looking south west towards the railway bridge (1912)



Existing & Proposed Front Elevation



Existing & Proposed Rear Elevation



Visualisation of front Elevation to Listed Building

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located on the south-western side of Bruce Grove and consists of a 2/3 storey Georgian building with basement floor, which fronts onto Bruce Grove and forms part of a half of a semi-detached pair of Grade II Listed Georgian villas. At the rear of the original building is a large single storey building which occupies the full width of the site and extends to the back of the site some 20m and which contains a former night club use ("The Shady Grove"). The night club was accessible from the frontage via a pedestrian passageway which cut through the building at lower ground/ basement level. The rear hall was built between 1915 & 1935. The property is known to have been bought by Tottenham Trade Union and Labour club in 1919 and used as their offices. The building was subsequently substantially renovated and altered, including the addition of the front projecting wing. A commemorative tile block to the internal wall of the front extension identifies it as being undertaken in 1937, with the internal layout being substantially remodelled at that time.
- 3.2 The building has been vacant for many years and is in a severely dilapidated condition, and as such is included on the English Heritage Buildings at Risk Register. The building has suffered from very significant collapse, particularly the rear roof and its 1st and 2nd structural floors, in addition to fire damage.
- 3.2 No's 7 & 8 form part of an important group of large Georgian villas, No. 1 – 16, which stand on the south western side of Bruce Grove and which falls within Bruce Castle Conservation Area. Bruce Grove comprises Tottenham's greatest concentration of listed Georgian townhouses and was developed along the line of one of the avenues of Bruce Castle Park following the sale of parts of the estate in 1789. The plot structures of the properties fronting Bruce Grove are typical of the 18th century and comprise generous forecourts fronting the avenue and extremely long and narrow rear gardens stretching back from the rear of the terraces. The historic pattern of plots and gardens (the 'urban grain') is still legible along Bruce Grove, despite the fact that some plots have been combined or shortened.
- 3.3 The adjoining property, No 8, has recently been redeveloped, involving the refurbishment of the existing listed building to accommodate a trader's club use at ground and basement level with 3 self-contained flats in the upper floors. At the back of this site the later rear addition to the listed building has been demolished and a new stand alone building erected to accommodate 4 x 4 bed houses and 2 x 2 maisonettes units.
- 3.4 No. 7 has an English Heritage Blue Plaque on the forward projecting wing of its elevation inscribed 'Luke Howard 1772-1864'. The original boundary walls, gate piers and railings to the front of this property have been removed and the front garden area paved over. The frontage of the site has been surrounded by hoarding for some time.
- 3.5 To the rear of the application site and to the back of No 8 is a large open grassed/ treed area measuring 0.4ha in size. This is known as "Bruce Grove Wood" and is a designated an 'Ecological Valuable Site of Local Importance'. To the side of No 7 Bruce Grove is an access road, known as, Champa Close, which serves a recent development of terrace properties and flats. This part of

Bruce Grove is within the Tottenham High Road Historic Corridor Regeneration Area. The application site falls just outside of Tottenham High Road Town Centre (Secondary Retail Frontage).

4. PROPOSAL

4.1 The proposal is for the conversion of the Grade II listed building to provide 9 residential units and 4 new units to the rear of site.

4.2 The restored and reconfigured listed building will accommodate the following units; 1 No 3B 5P wheelchair accessible unit to the lower ground floor for disabled living, 1 No 2B 4P unit, 2 No 2B 3P units 5 No 1B 2P units accessed by a communal entrance and retained stair. Following the demolition of the single storey hall to the back of the site a new 2½ storey block will be erected to provide 2 No 3B 5P and 2 No 1B 2P units.

4.2 The proposal has come forward following discussions between Officers and the architects, who have overseen the restoration/ refurbishment of the adjoining building (No 8). The proposed works will involve a comprehensive redevelopment of the site and in more detail will involve the following:

- Repair the structural integrity of the Grade II listed building;
- Reinstate the original roof form of the listed building;
- Remove the 1937 front extension to restore the symmetry and architectural interest of the listed building;
- Re-build the main entrance, flight of entrance steps & railings, and repair the facing brickwork to front elevation;
- Adapt the C19 side extension to provide a new pedestrian route through the building to the residential development at the rear;
- Re-erect the English Heritage Blue Plaque dedication on the front elevation;
- Install traditional style railings to the front and side boundaries to Bruce Grove, to match those installed next door in No.8.
- Maintain the proportions of the principal front rooms at ground and first floor levels as part of the new layouts for 9 flats within the listed building;
- Repair the internal main staircase within the listed building;
- Re-erect the 1937 wall plaque dedication within the entrance lobby.
- Erect a stand alone building to the rear of the site to accommodate 4 residential units.

5.0 PLANNING HISTORY

OLD/1981/0156 - Change of use of first floor to a day nursery and a self-contained flat and conversion of second and third floors into two self-contained flats. – Approved 26/10/1981

OLD/1988/0160 - Erection of single storey extension at rear for use as restaurant. – Approved 08/12/1988

OLD/1984/0150 - Change of use of part of 1st floor for use as a day-nursery for children – Approved 18/12/1984

HGY/1989/0402 - Erection of removable weldment fence 1.5 meters high adjoining the highway (listed building consent). – Refused 18/01/1990

HGY/1989/0484 - Erection of removable meldmesh fence 1.5M high adjoining the highway – Refused 18/01/1990

HGY/1999/1006 - Use of part of the property as a mini-cab office – Approved 17/08/1999

HGY/2005/1438 - Use of part of the property (caravan) as a mini - cab office for a temporary period.- Withdrawn 12/07/2006

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework

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 NPPF sets out that in determining 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 NPPF has at its core a strong presumption in favour of sustainable development. The proposed development is considered to be consistent with the Framework.

6.2 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 3.9 Mixed and balanced communities
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration

6.3 Unitary Development Plan

Policy G1 Environment
Policy G2: Development and Urban Design

Policy AC3 Tottenham High Road Regeneration Corridor
 Policy G3 Housing Supply
 Policy UD2 Sustainable Design and Construction
 Policy UD3 General Principles
 Policy UD4 Quality Design
 Policy UD7 Waste Storage
 Policy UD8 Planning Obligations
 Policy ENV6 Noise Pollution
 Policy ENV13 Sustainable Waste Management
 Policy HSG1 New Housing Development
 Policy HSG9 Density Standards
 Policy HSG10 Dwelling Mix
 Policy M3 New Development Location and Accessibility
 Policy M4 Pedestrian and Cyclists
 Policy M10 Parking for Development
 Policy OS6 Ecological Valuable Sites and their Corridors
 Policy OS15 Open space deficiency and development
 Policy OS17 Tree Protection, Tree Masses and Spines
 Policy G10 Conservation
 Policy CSV1 Development in Conservation Areas
 Policy CSV2 Listed Buildings
 Policy CSV4 Alterations and Extensions to Listed Buildings

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
 SPG2 Conservation & Archaeology
 SPD Housing 2008
 SPG8a Waste and Recycling
 SPG8b Materials
 SPG9 Sustainability Statement
 SPG10 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’
 Haringey ‘Open Space and Recreation Standards SPD’
 Mayor of London ‘London Housing Design Guide’ 2010

7.0 **CONSULTATION**

Statutory	Internal	External
English Heritage	Ward Councillors Transportation Team	<u>Amenity Groups</u> Tottenham CAAC

	<p>Housing Building Control Legal Services Cleansing Waste Management London Fire & Emergency Planning Authority</p>	<p>Tottenham Civic Society Crime Prevention Officer</p> <p><u>Local Residents</u></p> <p>Tottenham CAAC 1 to 7 Bruce Grove 101 to 119 Bruce Grove 100 to 116 Bruce Grove (105a, 105b, 106a, 106b, 108a, 108b, 119a, 119b) Flats 1 to 6 11 Bruce Grove Flats 1 to 6 12 Bruce Grove Flats 1 to 12 Hamilton Place, 29 Wood Vale 24a, b & c Woodside Gardens Flats 1-9 Cedar Place Flats 1-15 Elm Court 15a Hamilton Mews 1-19 Champa Close 24a, b, c, d, e, f, g, h Woodside Gardens 26 -40 Woodside Gardens Flats 1-5 42 Woodside Gardens 42-96 Woodside Gardens</p>
--	--	--

8.0 RESPONSES

English Heritage

- 8.1 Have sent a draft letter authorising the granting of consent (draft attached) and have referred the case to Communities & Local Government, Planning Casework Team (London). The Secretary of State has “considered the information given and does not intent to require the application concerned to be referred to him” (10/04/2012)

Tottenham Police Station

- 8.2 Have no objection to the planning application and would welcome consultation on the scheme, particularly if an award for Secured by Design is sought. They can give further advice on secure door and window standards and all aspects of crime prevention as required.

Conservation & Design

- 8.3 The Conservation Officers considers the proposal to be a well designed scheme in terms of the conversion of the Grade II listed building and the residential development to the rear of the site. The Conservation Officers provides detailed comments on the following aspects of the proposal as set out within Appendix 1.

- Condition of the Building
- Emergence of Proposals
- Access to the Rear of Site
- Removal of the Front Extension
- Proposed Alterations to the Listed Building
- Rear Residential Development

Transportation

- 8.4 The site is located in an area with a High Public Transport accessibility level and is within walking distance of Bruce Grove Rail station and Tottenham High Road Bus corridor which provides frequent bus services to Seven Sisters Underground station. Transport for London is the Highways Authority for the A10 Bruce Grove and have the following comments:

1. The application site is situated on Bruce Grove, which forms part of the Transport for London Road Network (TLRN).
2. TfL welcomes the proposal to provide 20 cycle parking spaces on site; the facilities should be secured, and can be accessed by cyclists conveniently.
3. It is unclear whether the proposed car parking layout would enable vehicle to enter and exit the site in forward gear by turning the vehicle

around within the site Therefore TfL requests that swept path by submitted to demonstrate that vehicles would not be required to reverse to/ from the public highway.

4. A servicing strategy that would minimise dwell time by refuse collection vehicle would be required (as the site is situated adjacent to a bus stop), the details should be agreed by the local authority prior to planning consent being granted.
 5. All construction vehicles must load/ unload/ park/ pick up/ drop off away from the TLRN public highway.
 6. No skip/ construction materials shall be kept on the TLRN public highway at any time.
 7. The section of footway and carriageway on Bruce Grove adjacent to the bus stop outside the site must not be blocked or obstructed at all time; this is to ensure the safe and smooth passage of pedestrians and traffic (including buses) on the TLRN.
- 8.5 In relation to comment number 3 above, the applicant has submitted Drawing: 548/11 an auto-track which demonstrates that the vehicle can enter and leave in forward gear. TfL will require the area used in the auto-track to be dedicated as a turning head and should be kept clear at all times. This is to ensure that vehicles have sufficient turning area within the site to enable them to enter and leave the site in forward gear.
- 8.6 In relation to comments 4 to 7 above; TfL are happy for these issues to be resolved by-way of conditions in the form of a Construction Logistic Plan and a Service and Deliver Plan. In addition to TfL comments; this area has been identified by the Council's 2006 adopted UDP policy HSG 11 as an area that suffers from high parking pressures. However the characteristics of the site are suitable for dedication as a car free development. Transportation therefore require the applicant to enter in to a S.106 agreement to dedicate the development as a car free development in line with the councils UDP policy M9. It is also required that the applicant to contribute towards the first year's membership of a car club scheme to mitigate the impacts of this development.
- 8.7 Consequently the transportation and highways authority would not object to this application subject to the following conditions:
1. The applicant enters into a S.106 agreement to dedicate the development as a car free development. These residential unit are defined as 'car free' and therefore no residents therein will be entitled to apply for a resident's parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One Thousand pounds) towards the amendment of the TMO.

Reason: To mitigate the parking demand generated by the development on the local Highways Network.

2. It is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for TfL and local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on A10 would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network.

3. The area as indicated in Drawing 548/11 must be retained as a turning head and must not be used for additional parking. This area must be clearly signed with keep clear markings.

Reason: To ensure that the proposed development will not increase the risk to pedestrian safety.

4. The applicant pays the first year's membership to a Car Club for all the residents of the proposed development.

Reason: To mitigate the parking demand generated by the development proposal by reducing car ownership and by promoting car share.

London Fire & Emergency Planning Authority

- 8.8 The Brigade is satisfied with the proposal subject to the requirements of Building Regulations 2010, Approved Document B – B5 being met.

Tottenham CAAC

- 8.9 "Towards the end of 2011 Tottenham CAAC members heard a presentation about this development and are delighted that a solution has at last been found and that this important listed building, on English Heritage's "at risk register, will be restored and will form a handsome terrace with No. 8 Bruce Grove. The new frontage was described "stunning". It will transform this area of Tottenham".

Local Residents

- 8.10 A letter of support has been received from 11 Bruce Grove who indicates that the: "scheme will be an excellent development, providing good quality accommodation and improving the aesthetic quality of the road. Asks if there is an opportunity to widen the pavement area in front of 7 Bruce Grove, especially if the 243/123/W4 bus stop will continue in front of the property when the work has finished".

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- alterations and extensions to the Listed Building;
- the design, built form and layout of the new building,
- impact on the character and appearance of the Conservation Area;
- transport and car parking/ cycle provision;
- impact on residential amenity;
- sustainability and environmental issues;
- planning obligations.

Alterations & Extensions to the Listed Building

9.2 The proposed development will involve two principle changes to the front of the building, namely the removal of the front vestibule extension and the creation of a pedestrian access to cut through the lower ground floor of the two-storey side annex.

9.3 As outlined in the Conservation Officer's comments, an examination of the plan form of these villas (from 1865, 1896, 1915 and 1935 OS Maps) confirms that there was no front extension in this location as of these dates. The extension is known to have been built in 1937. Both the Council's Conservation Officer and English Heritage consider there is a valid case to remove this front extension so as to restore the symmetry of the main elevation. Given that No.7 & 8 form part of this important group of Georgian villas, (No's 1 – 16), the effect would result in a major improvement to the character and appearance of the building, the streetscene and to this part of Bruce Castle Conservation Area.

9.4 This point was equally recognised by the Haringey Design Plan, to whom the scheme was presented to on 8th December 2011. As outlined in the minutes of this meeting, as attached in Appendix 2 "The restoration of symmetry to the front elevation of this pair of Georgian villas (No's .7 & 8) would be of major benefit to the character and appearance of Bruce Grove".

9.5 The proposal is also to create an opening in the façade of the two-storey wing which sits to the left of the main three storey town house. This is for the purpose of creating pedestrian access to the new residential units to be erected to the back of the site and the lower ground floor flat within the converted listed building. The recent development at No.8 provides an architectural precedent for the creation of a pedestrian access through the side extension of the villa. Equally No 9 has an opening in its façade proving vehicular access to the rear of the site.

9.6 In the case of No. 7 the side extension is not part of the original architectural form of the building, is subordinate to it in architectural composition and subservient to it in function. Officers consider that the positioning and design of

the pedestrian access way through the building is considered acceptable and represents a skilful design solution which maintains the architectural integrity and overall composition of the original building. The pedestrian access way will be located in a symmetrical position in the elevation and therefore visually relates well to the scale and character of the building. It will have a gated entrance in the structural opening providing normal access for pedestrian.

- 9.7 The proposed changes to the front of the building will also see the reinstatement of the main entrance door and its decorative fanlight and surrounding framework to its original position on the front elevation. In addition a new stepped access with railings will be erected to create a 'grand' entrance to the villa, similar in style to the original. All sliding sash windows on the front and rear elevations will be restored to their original design. Railings will be reinstated to the front of the property and reprovided where walls are demolished.
- 9.8 Within the building it is recognised that much of the original interior has collapsed, been destroyed, deteriorated, or has been lost. The subdivision of the internal space will maintain the proportions of the principal front rooms at ground and first floor levels. The 1937 wall plaque dedication will be re-erected within the entrance lobby. The original internal main staircase will be repaired and re-instated. It is stated that where possible surviving architectural features will be repaired.

Design, Built Form & Layout of the New Building

- 9.9 Policies UD3 and UD4 of the Haringey Unitary Development Plan seek to ensure that proposals compliment the character of the local area and are of a nature and scale that is sensitive to the surrounding area and of a high design quality. Furthermore, it is stated that the spatial and visual character of the development site and the surrounding streetscene should be taken into account and attention should be given to the building lines, form, rhythm and massing, height and scale and fenestration.
- 9.10 The proposal will involve the erection of a building to the rear of the site, to sit parallel to the main building. This will be in the form of a 2 ½ storey terrace, with small projecting single storey element, accommodating 4 units (2 maisonettes and 2 flats) positioned 19m away from the main body of the listed building. As discussed above access to these new residential units will be provided via the archway with pedestrian footpath which will be created by cutting through the two-storey wing.
- 9.11 The rear block is designed as a terrace and is reflective of the site layout and building form to the scheme recently completed to the back of No 8. Similar to the maisonette units at the back of No 8, a grassed area with perimeter shrubs, trees will be created between the original listed building and the new built form.
- 9.12 The terrace block will have an eaves height of 5.4m and a ridge height of 9.4m. Materials for this new building (as set out below) will match the development to the rear of No 8.

- Roof - Eternit Slate (blue black)
- Brick – Hanson Camden Stock (yellow)
- Gutters, RWP, SVP – Deep Profile/ Half rounded UPVC (black)
- Fascia, Soffetts & Barge – UPVC (white)
- Dormer – Lead (grey)
- Render –Through Colour (cream)
- Doors & Windows – Timber (white)

- 9.13 The two maisonette units will have small private gardens. As indicated by the applicant and also as requested by Officers, it is desirable that the communal space between No 7 & 8 will be merged to function as one shared/ communal spaces, therefore providing a good quality amenity space for future residents of both these schemes (this is subject to agreement of both land owners/ management companies).
- 9.14 As outlined in the Design Panel minutes (para. 3 of Appendix 2) concerns were raised about the new building proposed for the back of the site. The scheme has been amended by removing the proposed lower ground/ basement floor, therefore reducing the overall height of this building and improving the amenity space provision for the maisonette units. As request by the Panel, this new build structure does not match the roof height of the next door building to the rear of No 8, but rather steps down half a floor.
- 9.15 The rear/ side boundary wall with Champa Close (subject to agreement) will be demolished and replaced with railings.
- 9.16 Overall the proposed new building to the rear of the site in terms of its position, form, design and appearance, will have a satisfactory relationship with the listed building and the recently completed development to the rear of No 8.

Layout/ standard of accommodation

- 9.17 Policy 3.5 of the London Plan and the London ‘Housing Design Guide’ emphasises the requirements for high quality housing in new developments.
- 9.18 The scheme will provide a total of 13 units, 9 of which will be in the listed building and 4 in the new purpose block to the rear of the site. The residential mix equates to 7 x 1, 3 x 2 and 3 x 3 bed units. The mix of units has been dictated to a degree by the desire to respect the plan form of original building, which is a desirable objective when dealing with the sub-division of historic buildings. In this particular case the proposed mix of unit sizes is considered to be acceptable. The proposed sizes of the flats are set out below.

Unit	Area sq.m	Bedrooms	Person	Style
LB Conversion				

1	114.7	3	5	Flat
2	63	2	3	Flat
3	43.7	1	1	Flat
4	40.3	1	1	Flat
5	66.1	2	3	Flat
6	45.6	1	2	Flat
7	40	1	1	Flat
8	77	2	4	Flat
9	41.5	1	1	Flat
New Build				
10	99.2	3	5	Maisonette
11	99.2	3	5	Maisonette
12	56.1	1	2	Flat
14	56.1	1	2	Flat

9.19 The 3 bed units will exceed Haringey's Housing SPD requirements space standards for 3 bedroom units (82 sq.m) and also meet the new London Plan requirements of 86 sq.m. The 2 bed units will also exceed Haringey's Housing SPD requirements and those of the London Plan (61 sq.m for a 2b3p/ 70 sq.m 2b4p).

9.20 A number of the one bedroom flats within the listed building conversion will fall short of the floorspace requirements for a 1 bedroom unit (48 sq.m in Haringey's Housing SPD and 50 sq.m in the London Plan). However, given constraints associated with the conversion of a listed building and the need to respect original features (i.e. room layout), the proposal is considered to be acceptable. These units will benefit from generous floor to ceiling heights, therefore in part compensating for their reduced floorspace. At the same time these 1 bedroom units would be in excess of the London Plan floorspace minima for studio flats (37 sq.m) and as such would be suitable for one bedroom, one person occupancy flats.

Impact on the Setting of Listed Building & Character & Appearance of the Conservation Area

9.21 As noted above the subject property is a Grade II listed building and as such is a material consideration in determining this application. One of the core planning principles of the new NPPF is to conserve the historic environment and heritage assets. The NPPF says that the more significant the heritage asset the greater the presumption in favour of protection, as lost heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact.

9.22 The new NPPF guidance, para 134, states ; "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal,

including securing its optimum viable use. 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.

9.23 The NPPF goes on to say that the substantial harm to or loss of a grade II listed building garden should be exceptional.

9.24 Haringey's UDP Policy CSV1 requires all development to preserve or enhance the historic and architectural interest of conservation areas. Policy CSV5 states that the Council will require that alterations or extensions to buildings in Conservation Areas preserve or enhance their character, and retain or reinstate characteristic architectural features such as doors, windows, and facing materials.

9.25 Policies CSV2 and CSV4 also apply in this case, as well as the guidance contained in SPG2. Policy CSV4 states that it is required that alterations and extensions to listed buildings to:

- be necessary and not detrimental to the architectural and historical integrity and detailing of a listed building's interior and exterior;
- relate sensitively to the original building; and not adversely affect the setting of a listed building.

9.26 The proposed alterations to the listed building and development to the rear of the site are considered to meet these various policy criteria outlined above. The application property along with the adjoining property No 8, were originally very handsome houses but, unfortunately have suffered sustained and extensive alterations and extensions. The original boundary walls, gate piers and railings to the front of this property have been removed and the front garden area paved over for car parking. Notwithstanding these alterations the balanced proportions and diminishing fenestration rhythm to upper floors contribute to the historic and architectural distinction of the property and overall the property makes a positive contribution to this part of Bruce Grove Conservation Area.

9.27 The proposed changes to the front of the listed building are considered to be necessary and not detrimental to the architectural and historical integrity. The new doorway and grand entrance will help restore the integrity of the building's historic façade. The opening to gain access to the rear of the site is considered to represent a skilful design solution which maintains the architectural integrity and overall composition of the original building. The reinstatement of railings and changes to the front forecourt will enhance the significance of this heritage asset.

- 9.28 The proposal to adapt and convert the interior of the building into residential flats will bring the building back into a viable use. The internal work will see the removal of non-original partitions and a scheme which will be largely sympathetic to the original floor plan. Most importantly the original internal main staircase will be repaired and re-instated.
- 9.29 The restoration/ interventions to restore the integrity of this Georgian building, in addition to the development to rear of the site, relate sensitively to the original building and will not adversely affect its setting. The proposal will also preserve and enhance this part of Bruce Grove Conservation Area. As such the proposed development is therefore considered to be in accordance with the requirement of policies UD4 'Quality Design' and CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings' and CSV4 'Alterations and Extensions to Listed Buildings'

Transportation & Parking

- 9.30 The application site has a PTAL rating of 3 and is within walking distance of a number of bus routes along Bruce Grove and Tottenham High Road. Bruce Grove station is also within walking distance. Two car parking spaces (including 1 disabled space) will be provided to the front of the site. On balance given the constraints of the site the level of car parking provision is considered to be acceptable. Twenty bicycle spaces will be provided for the nine units within the refurbished building and the four new flats to the rear.

9.31 It is recognised that the site falls within Bruce Grove Restricted Conversion Area. However, given the specific circumstances associated with this case and the over riding need to bring this severely dilapidated building back into use, the principle of a scheme with limited parking is considered acceptable. As has been recommended by the Council's Transportation team the scheme will be required to be 'car free'. A number of other conditions, as requested by Transportation colleagues will be imposed.

Impact on Residential Amenity

- 9.31 The scale, height, massing, alignment of the new building and its fenestration pattern has been designed sensitively to avoid adverse overlooking between the new residential units to the rear, the listed building and neighbouring buildings. There will be an acceptable gap between the front elevation of the new block and the rear façade of the listed building.
- 9.32 It is recognised that given the alignment of the new block in relation to the start of the terrace in Champa Close, there will be some impact on the outlook from windows within this terrace (namely the living room windows to a ground and first floor flats). The block will be sited 8.4m away from Champa Close terrace at the closest point. This gap and the fact that there will still be good outlook at oblique angles, means the proposal will not adversely affect the visual amenities to the residents of these flats. Given the orientation of the existing terrace and the proposed terrace block, the proposal will not adversely affect the daylight/ sunlight to the windows in question.

- 9.33 The positioning of such mews type developments in terms of distances and layout is not uncommon. There will be no habitable room windows on the flanks walls of this new block.
- 9.34 Overall the proposed development has taken careful consideration in terms of its layout and design to ensure the privacy and amenities 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.

Waste Management

- 9.35 A bin store area will be created in the lower ground floor of the listed building which will be accessible via the archway/ pedestrian access. Whilst the route from the refuse area to the front of the property is longer than desired, a management strategy will be used to ensure the bins are placed at the front of the property for collection and replacement once emptied.
- 9.36 A total of 3 x 1100 litre Euro bins will be provided in addition to three wheelie bins for recycling.

Sustainability

- 9.37 The new units will be designed to meet the requirements of the code for Sustainable Homes Level 4. 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 new build scheme will incorporate the following:
- Cavity wall construction insulated to achieve 'U' values in excess of Building Regulations requirements;
 - All glazing will be double-glazed with Argon filled spaces;
 - Low energy external light fittings;
 - Kitchen white goods to be A + rated (EU Energy labelling);
 - Home office facilities to be provided;
 - Bicycle storage at ground floor level;
 - Use of energy efficient boilers;
 - Provision of Solar PV panels for electricity generation on rear roof slope.
- 9.38 As the building to the front of the site is a historic building it is understandable that the need for energy efficiency needs to be balanced with building conservation. The refurbishment of the listed building will be designed to meet the requirements of EcoHomes Very Good standards, and will include:
- Existing windows will be secondary glazed;
 - Low energy external lights to be used;
 - Kitchen white goods to be A + rated (EU Energy labelling);
 - Home office facilities to be provided;

- Bicycle storage at ground floor level.

Planning Obligations

- 9.39 Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site. A Section 106 agreement is also typically used to secure the provision of affordable housing on site.
- 9.40 In this case a 'Three Dragons Report' has been submitted with the application. The report outlines the considerable and exceptional cost associated with this development, in particular those involved in re-instating and refurbishing the listed building, and present poor market conditions. Given the results of the Three Dragons appraisal it is accepted that the provision of planning contributions would jeopardise the financial viability of the scheme.
- 9.41 As the proposal is for more than 10 units (13), the scheme exceeds the normal 10 unit threshold where affordable housing is required. However, again taking account of the considerable cost in re-instating and refurbishing the listed building, the additional cost of enforcing the requirement to provide affordable housing on site, would render the scheme unaffordable. This issue has been further considered by the Three Dragons analysis.
- 9.42 As outlined above a sum of £1,000.00 is required for the amendment of the relevant Traffic Management Order(s) (TMO) to make the development 'car free'. The S106 agreement will also to include a requirement to provide 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.
- 9.43 The proposal would 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 £12,040.00 (344 sq.m x £35). If this scheme was implemented by a housing association a claim for social housing relief can be made.

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 The Equalities Act fully sets out the applicable legal framework for Public Authorities (Section 149 of the Act) to pay due regard to the need to eliminate discrimination and promote equality with regard to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups. Equality duties require Authorities to demonstrate that any decision it makes is done in a fair, transparent and accountable way, considering the needs and the rights of different members of the community. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

12.1 The application site is located on the south-western side of Bruce Grove and consists of a 2/3 storey Georgian building with basement floor, which fronts onto Bruce Grove and forms part of a half of a semi-detached pair of Grade II Listed Georgian villas. The building has been vacant for many years and is in a severely dilapidated condition, and as such is included on the English Heritage 'Building at Risk Register' The building has suffered from very significant collapse, particularly the rear roof and its 1st and 2nd structural floors in addition to fire damage

12.2 The proposed development will involve a comprehensive redevelopment of this site, involving alteration and refurbishment of the Grade II Listed Building to provide 9 self contained flats, and a proposal to erect a new 2½ storey block to the rear of the site to provide 4 units The development at the rear of the site is considered necessary to enable and to secure the proper repair, restoration and long term future of the Listed Building.

12.3 The siting, design, form, detailing of the terrace block and associated landscaping are considered acceptable. This aspect of the scheme has also been designed sensitively in terms of its relationship with neighbouring properties. This part of the development will use a similar architectural palette and space separation as per the scheme recently built to the rear of No.8. Overall the proposal will enable and allow for the appropriate repair and restoration of this Grade II listed building, which in turn will allow for the building to be bought back into beneficial use. The proposed development will restore and enhance the appearance of the building and preserve and enhance the character and appearance of this part of the Conservation Area.

12.4 The proposed development accords with National, London plan and planning policies set out in the Adopted Haringey Unitary Development Plan 2006 and supplementary planning guidance. 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/2012/0563, 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 sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the residential units shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);

(1.2) The S106 to include the provision of one years free membership to a "Car club scheme" for residents of the new development to help mitigate the lack of off-street parking provision;

RECOMMENDATION 2

- 9.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application drawings and conditioned 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

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

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

4. The new facing brickwork shall match the existing brickwork adjacent in respect of colour, texture, face bond and pointing, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent

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

5. No new plumbing, pipes, soilstacks, flues, vents or ductwork shall be fixed on the external faces of the building unless shown on the drawings hereby approved.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

6. No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

7. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

8. The new joinery work shall match the existing joinery work adjacent in respect of materials, dimensions and profiles, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

9. The position type and method of installation of all new and relocated services and related fixtures shall be specified in advance of any work being carried out, and the advance approval of the Council as local planning authority shall be obtained wherever these installations are visible, or where ducts or other methods of concealment are proposed.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

10. Details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details [specify: detailed drawings at [scale]; samples of materials, schedule of works/specification, method statement, other]:
- a. An elevation at an appropriate scale (1:20 or larger) showing the proposed position of the plaque and a method statement for the removal, safe storage. The removal and storage of the plaque is to be agreed with English Heritage prior to the commencement of works on site. Relocation is to be agreed following removal of the existing front wing and examination of the surviving brickwork. Given the relative sensitivity of the ceramic plaque, removal and relocation will need to be undertaken by a specialist contractor experienced in this work, and the works undertaken and agreed in consultation with English Heritage. Please note that English Heritage can provide details of the methodology, specialist contractors etc. Substantive: In the event of removal from a building a plaque returns to being the property of body responsible for its original erection, it is therefore important that its removal and relocation is agreed in advance with English Heritage.
 - b. Areas and scope of repointing are to be identified on site with LB Haringey Conservation Officer in consultation with English Heritage, and clearly marked on appropriately scaled elevations. A trial panel showing samples of new bricks, pointing finish and mortar mix is to be erected and agreed on site and retained until works are completed.
 - c. A specification for repair and refurbishment works detailing finishes and materials, including the repairs to existing staircase, in accordance with the gazetteer & condition survey prepared by Phil Bailey Architects submitted with the application for listed building consent is to be submitted prior to the commencement of works on site.
 - d. Samples of new brickwork, stone, steps etc. to be agreed on site as appropriate
 - e. Detailed drawings and sections for replacement windows, front door opening, joinery and steps, decorative metalwork, cornices.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

11. Notwithstanding any details submitted within the planning application, no development shall commence until precise specifications for the proposed railings and gates have been submitted to, and approved in writing, by the Local Planning Authority. The specifications shall include:
- The design of the railings and gates (including plans and cross-sections at a minimum of 1:20))
 - Their colour,
 - Details of plinth walls and piers
 - Confirmation that all gates will open inwards

Thereafter the proposed wall, railings and gates shall be installed and permanently retained in strict accordance with the approved specifications.

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

12. Notwithstanding Condition 11 above and any indication on the submitted drawings, no boundary treatment shall be erected along the shared rear boundary between No's 7 & 8, other than an open railing. Detail design of such an open railing type, with cross-section and elevation drawings at a scale of 1:20, fully dimensioned and annotated to show design & construction details, the change of levels and steps, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the proposed gates shall be installed and permanently retained in strict accordance with the approved specifications.

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

SITE LAYOUT

11. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include a schedule of species and a schedule of proposed materials/ samples to be submitted to, and approved in writing by the Local Planning Authority.

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

12. Details of on-site lighting including within the site, shall be submitted to and approved in writing by the local planning authority prior to any work commencing on site. Such lighting as approved to be installed prior to occupation of the development, and permanently maintained thereafter.

Reason: In the interests of safety, amenity and convenience.

13. The area as indicated in Drawing 548/11 must be retained as a turning head and must not be used for additional parking. This area must be clearly signed with keep clear markings.

Reason: To ensure that the proposed development will not increase the risk to pedestrian safety.

CONSTRUCTION

14. 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 on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on A10 would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods;
- 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;
- measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site.

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.

15. Before any works of demolition is undertaken in pursuance of this consent to demolish or alter by way of partial demolition any part of the building, structural engineers drawings or method statement, indicating the proposed method of ensuring safety and stability of the building fabric to be retained throughout the demolition and reconstruction shall be submitted and approved by the Council as local planning authority and the works undertaken in accordance with the approved drawings/method statement.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

16. Salvage strategy and location schedule for reused elements and materials is to be prepared in accordance with the gazetteer & condition survey and agreed with the local authority conservation officer in consultation with English Heritage.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

17. Precautions to secure the interior features against accidental loss or damage, or theft during building works. Details shall be submitted to, and approved by the Council as local planning authority before works begin on site. Particular regard should be given to the staircase, chimney pieces and grates, plaques.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

18. No cleaning of masonry, other than a gentle surface clean using nebulous water spray is authorised by this content without prior approval of details. Any proposed cleaning beyond the above shall be submitted to and approved by the Council as local planning authority conservation officer in consultation with English Heritage.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

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

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

OTHER

20. 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 listed building or new 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 prevent the proliferation of satellite dishes on the development

21. The first and second floor windows shown on the side elevations of the terrace block shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

REASONS FOR APPROVAL

I. This proposed development will enable and allow for the appropriate repair and restoration of this Grade II listed building, which in turn will allow for the building to be bought back into beneficial use. The proposed development will restore and enhance the appearance of the building and preserve and enhance the character and appearance of this part of the Conservation Area.

II. The development at the rear of the site is considered necessary to enable and to secure the proper repair, restoration and long term future of the Listed Building.

III. The siting, design, form, detailing of the terrace block and associated landscaping are considered acceptable and have been designed sensitively in terms of its relationship with neighbouring properties and the adjoining ecologically valuable 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 Policies UD3 'General Principles', UD4 'Quality Design', G3 'Housing Supply', G10 'Conservation', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix', CSV1 'Development in Conservation Areas', CSV4 'Alteration and Extensions to Listed Buildings', CSV5 'Alteration and Extensions in Conservation Areas', OS15 'Open space deficiency and development', OS6 'Ecological Valuable Sites and their Corridors and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 Conservation & Archaeology and SPD Housing 2008

INFORMATIVE: The works hereby approved are only those specifically indicated on the drawing(s) and/or other documentation referred to above. Written notification of the start of works on site shall be sent to English Heritage, London Region, 1 Waterhouse Square 138-142 Holborn London EC1N 2ST and a copy sent to the Council at least seven days before the works hereby approved are commenced.

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

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

INFORMATIVE: In terms of 'Secure by Design' Tottenham Police Station/ Crime Prevention Officer can give further advice on secure door and window standards and all sects of crime prevention as require

14.0 APPENDICES

APPENDIX 1

Conservation & Design Observations

HGY/2012/0563 & HGY/2012/0564 ; 7 Bruce Grove, N17 6RA.

The Site and its Setting

No. 7 Bruce Grove is one half of a semi-detached pair of Grade II Listed Georgian villas with No 8 adjoining. They are part of an important group of large Georgian villas, No. 1 – 16, which stand on the south western side of Bruce Grove, within Bruce Castle Conservation Area.

Typically these symmetrical Grade II listed villas are three-storey plus basement, constructed of London stock brick. Their facades include timber sash windows, with flat gauged brickwork arches over. At ground floor level their entrance doors, with original decorative fanlights over, are set within brick arches. They have full hipped slated roofs, a large central chimney stack on the apex of the party wall, with a brickwork front parapet with a moulded cornice.

Regrettably most of these handsome villas have been subjected to extensive alterations and extensions, and sub-divided / converted into flats or for office use. Most of the original front original gardens have been paved over for forecourts that are used for car parking, and most of the original rear gardens have been built with substantial extensions, some linked to the villas themselves.

At the rear is a former night club – Shady Grove – a free standing building which occupies most of the rear garden accessible from the frontage via a pedestrian passageway at basement level through the building.

Condition of the Building

The listed building has been in a severely dilapidated condition and vacant over many years, and is included on the English Heritage Building at Risk Register. It has suffered from very significant collapse of the rear of its roof and part of its 1st and 2nd structural floors. In recent years the Council have issued Urgent Works Notices for temporary repair works to save the building, make it weather tight, secure, prevent further collapse, and these temporary repairs have been carried out.

Emergence of Proposals

Following the conversion of the adjoining No. 8 there has been an ongoing positive dialogue with the owners and agent which has facilitated these proposals coming forward for the permanent repair and conversion of the

listed building, together with proposals for a residential development at the rear of the site.

.The proposed for works include the following ;

- Repair the structural integrity of the Grade II listed building
- Reinststate the original roof form of the listed building
- Remove the 1937 front extension to restore the symmetry and architectural interest of the listed building
- Re-build the main entrance, flight of entrance steps & railings, and repair the facing brickwork to front elevation.
- Adapt the C19 side extension to provide a new pedestrian route through the building to the residential development at the rear.
- Re-erect the English Heritage Blue Plaque dedication on the front elevation.
- Traditional style railings to be installed to front and side boundaries to Bruce Grove, to match those installed next door in No.8.
- Maintain the proportions of the principal front rooms at ground and first floor levels as part of the new layouts for 9 flats within the listed building.
- Repair the internal main staircase within the listed building.
- Re-erect the 1937 wall plaque dedication within the entrance lobby.
- Rear residential development for 4 flats at the rear of site.

Access to the Rear of Site

The recent development at No.8 provides an architectural precedent for how pedestrian access can be formed through the side extension of the villa to the residential development at the rear of the site.

In the case of No. 7 the side extension is not part of the original architectural form of the building, and is subordinate to it in architectural composition, and subservient to it in function.

The architects have investigated how this essential need for the formation of a pedestrian access through can be formed, and I consider they have come up with a skilful design solution which maintains the architectural hierarchy of the original villa in the overall composition.

The pedestrian access way through the building located in a symmetrical position in the elevation visually relates well to the scale and character of the building. It will have a gated entrance in the structural opening, providing normal access for pedestrian. To secure the amenity value of the rear development and its landscaped area, cars, service access and emergency vehicles are restricted to the front forecourt only. Accordingly suitable provision for fire brigade dry riser location within the rear courtyard may need to be covered by an appropriate planning condition.

Removal of the Front Extension

The plan form of these villas of 1865, 1896, 915 and 1935 O.S. Maps confirm that there was no front extension in this location as of these dates. This was built on later in 1937. In terms of the special architectural and historic interest of the listed building I consider that there is a valid case to remove the 1937 front extension to restore the symmetry of the main elevation as part of the overall scheme. Also as No.7 & 8 are part of this important group of Georgian villas, No.1 - 16 Bruce Grove, the effect would result in a major improvement to the character and appearance of the street scene and to Bruce Castle Conservation Area.

Proposed Alterations to the Listed Building

The reinstatement of the main entrance door and its decorative fanlight and surrounding framework to its original position on the front elevation is of particular importance. These important elements of the proposals will be subject to detail design approval.

Within the building it is acknowledged that much of its original interior has either collapsed, been destroyed, deteriorated, or has been 'lost'. The plans do maintain the proportions of the principal front rooms at ground and first floor levels as part of the new layouts for 9 flats within the listed building. The 1937 wall plaque dedication will be re-erected within the entrance lobby. The original internal main staircase within the listed building will be repaired and re-instated. Where possible surviving architectural features will be repaired.

Rear Residential Development

There are considerable economic and viability concerns regarding securing the repair of this Grade II listed building. Facilitating development at the rear of the site will be necessary to secure its proper repair, restoration and long term future.

The residential development for 4 flats is at the rear of site. The design, height, bulk and mass of these flats has been based on the design of the new residential development at the rear No.8 Bruce Grove. Whilst there is a drop in level from No.8 at the rear the siting and alignment of the block has been arranged to relate to the new development adjacent, and to the listed building

across the new courtyard. The overall development has been considered to be integrated at the rear of the site and harmonious to the setting of the listed building.

The current high boundary wall between adjacent sites of No.7 & No.8 would be visually stark, overtly defensive, and detrimental to the quality of amenity for residents of the rear courtyards. The design of a open railing rear boundary fencing between these courtyards should ensure both adjacent sites relate satisfactorily and are visually connected to each other.

Summary

I consider these proposals as a well designed scheme for the conversion of the Grade II listed building and the residential development at the rear of the site, in accordance with planning policy and guidance. I therefore recommend Listed Building Consent subject to the Conditions identified by English Heritage.

Mortimer MacSweeney
Principal Conservation Officer
Tel. 020 8489 2841

APPENDIX 2



**Haringey Design Panel no. 29
Thursday 8TH December 2011**

ATTENDANCE

Panel

Deborah Denner
Stephen Davy
Gordon Forbes
Michael Hammerson
David Kells
Chris Mason
Peter Sanders

3) Presentation of proposals for 7 Bruce Grove, N17

Philip Bailey & Kyle Bailey Phillip Bailey Architects
David Bond Client

3) Presentation on 7 Bruce Grove

The architect Phillip Bailey presented the scheme to the Panel. The proposal seeks to develop a Grade II listed villa which is currently on the English Heritage 'At Risk' Register and to build a new-build residential development in the rear of the site. The architect firm has a history of working on older buildings and has recently worked on the restoration of the next-door villa, No.8. The internal layout of No. 7 had previously been altered extensively, there has been a C19 side extension, and a 1937 front vestibule added. An extensive fire has damaged much of the interior of the house but the staircase is repairable and can be conserved. The architects have consulted with English Heritage and conservation officer regarding the development proposals.

The proposals include the removal of the 1937 front vestibule and the raising of the ground floor level of the C19 side extension to allow a suitable pedestrian access at lower ground floor level and sufficient ceiling height at this level for accommodation purposes. A shallow ramp from the front garden

will facilitate the pedestrian access route to be formed through the building to the rear of the site. This route is to be located to the centre of the bay and the existing front steps will be removed allowing wheel chair access to the lower ground floor dwelling. The symmetry of the frontage of the villa will be restored to re-establish the primacy of the original architectural design of this pair of semi-detached Georgian villas on the Bruce Grove street scene. All sliding sash windows in the original villa will be restored to their original design. The new development at the rear will mirror the development at the rear of No. 8 next door.

The panel were interested in who the potential occupiers are likely to be as the amenity space was limited and the flats seemed small. The architects responded that it was to be a mix of Registered Provider units and private sale with some family accommodation. Questions on Code for Sustainability suggested that Code 3 could be achieved but that there were options for Code 4 to be considered. The attic room within the villa appeared to have an over reliance on roof lights and the panel questioned whether a dormer window on the side hip of the roof would be more suitable.

The architect identified that there was a serious viability issue to be addressed in making this scheme work, the proposed development at the rear has to provide some measure of enabling funding for the villa. In this regard the proposed higher density with basement floor accommodation in the new build at the rear, and the relatively small size of the proposed apartments, were seeking to cover the cost of renovating the Grade II listed villa.

Panel Observations

1. The panel was in agreement that the priority should be restoring the villa. The restoration of symmetry to the front elevation of this pair of Georgian villas (No.7 & 8) would be of major benefit to the character and appearance of Bruce Grove, which has a row of similar Georgian villas on its west side.
2. The internal layout of the villa needed to be reviewed as the flats appear very small and may actually not meet minimum spatial standards. It was suggested that the development strategy for this conversion needed to be reconsidered to attract young professionals who could be appreciate the close proximity of Bruce Grove Station. A Georgian house like this would never have had such small rooms. It would be preferable to have fewer flats with properly proportioned rooms whereby one could appreciate living in a Georgian house. Less flats would mean less intensive sub-division of the house which would be consistent with the interior character of the listed building. Also fewer internal kitchens and bathrooms would mean less problem running services and plumbing through the interior of the listed building.
3. The design of the new-build at the rear was considered disappointing and nondescript, however it was acknowledged this was based on a copy of the adjacent development at the rear. Further work needs to be

done to relieve boundary treatments and overshadowing issues with the neighbouring development. The flank elevation to Champa Close appeared bland and lifeless, and concerns were raised over why it had to be so high.

4. The internal dwelling layouts of the new build appear too small and need to be closely examined / reviewed to ensure they fully comply with the London Housing Design Standards, ensuring optimum amenity for residents, proper spatial standards, and min. 2.5m headroom. The Panel were not convinced with the basement proposals, their small narrow lightwells would have minimal amenity value, they would be expensive to construct, requiring structural retaining walls, waterproof tanking, etc. The panel suggested removing a floor from the new build to not try and match the roof height next door, but step down half a floor, have a single ground level ground floor family unit would be preferable.
5. The design of the external rear gardens need to be further worked up to ensure a fully operational scheme with good access to all dwellings and to cycle, recycling, refuse storage, well designed front railing boundary treatment, and landscaping to provide a high quality of amenity for residents. If fewer large units were proposed, there would be fewer children in the development and the amenity space between the existing and new build elements would not then be likely to become a children's play space, as this space is not wide enough and is too overlooked to be suitable.

Consensus and Conclusions

6. The panel believed the proposal contained good ideas but needed further work. It is important and welcomed to secure the restoration of the Grade II Listed Building At Risk. The panel felt that reducing the number of bedrooms across the scheme could be beneficial; a similar number of units might be achieved with larger rooms in the existing and a slightly smaller new build. This would respect the listed building and make the development appeal more to young professionals than families, which could secure a more valuable development, in recognition of the cost and community value of converting the listed building.

Appendix 3: Comments on Observations/ Objections

No.	Stakeholder	Comments	Response
1	English Heritage	Have sent a draft letter authorising the granting of consent.	<ul style="list-style-type: none"> - Noted and attached as Appendix 4 - EH conditions are included conditions outlined in the report.
2	Tottenham Police Station	Raise no objection. They indicate they can give further advice on secure doors and windows standards.	<ul style="list-style-type: none"> - Informative added.
3	LB Conservation Officer	Considers the proposal to be a well designed scheme in terms of the conversion of the Grade II listed building and the residential development to the rear of the site.	<ul style="list-style-type: none"> - Conservation Officer has actively assisted in pre-application consultation and leasing with English Heritage. His input has been of much assistance.
4	Transportation	<p>Transportation and highways authority would not object to a number of requirements/ conditions:</p> <ul style="list-style-type: none"> 1. Scheme be car free 2 A Construction Management Plan (CMP) and Construction Logistics Plan (CLP) be submitted prior to construction. 	<p>Noted</p> <ul style="list-style-type: none"> 1. Secured by way of S106. 2. Condition added (Con 14).

No.	Stakeholder	Comments	Response
		<p>3. The area as indicated in Drawing 548/11 must be retained as a turning head and must not be used for additional parking.</p> <p>4. The applicant pays the first year's membership to a Car Club for all the residents of the proposed development.</p>	<p>3. Condition added (Con 13)</p> <p>4. Secured by way of S106.</p>
5	London Fire & Emergency Planning Authority	The Brigade is satisfied with the proposal subject to the requirements of Building Regulations 2010, Approved Document B – B5 being met.	Noted.
6	Tottenham CAAC	- Raise no concerns/ objections.	Noted.
7.	Local Residents	<p>letter of support has been received from 11 Bruce Grove who indicates that the proposal will improve the aesthetic quality of the road.</p> <p>Asks if there is an opportunity to widen the pavement area in front of 7 Bruce Grove, especially if the 243/123/W4 bus stop will continue in front of the property when the work has finished”.</p>	<p>Noted</p> <p>The LPA would not be in a position to ask for park of the front garden area to No 7 be given over to widen the footpath. This is a TFL operated route.</p>

Appendix 4: Letter from English Heritage: Direction to Grant Listed Building Consent

Mr Matthew Gunning
London Borough of Haringey
Development Control Planning Services
639 High Road
Tottenham
London
N17 8BD

Direct Dial: 020 7973 3717
Direct Fax: 020 7973 3792

Our ref: L00131790

29 March 2012

Dear Mr Gunning

**Planning (Listed Buildings and Conservation Areas) Act 1990
Notifications under Circular 01/2001**

Direction as to the Granting of Listed Building Consent

**7 BRUCE GROVE, LONDON, N17 6RA
Application No HGY/2012/0564**

<i>Applicant:</i>	Mr David Moore c/o Redwing Estates Ltd
<i>Grade of building(s):</i>	II
<i>Proposed works:</i>	Conversion of building to provide 9x residential units and x 4 new build flats to rear
<i>Drawing numbers:</i>	548 -01, 02e, 10a, 101b, 102b, 103a, 104a, 105a, 106a, 107a, 108a, 109a, 110b 112, 300, 301, 302, 303, 310
<i>Other Documentation:</i>	Design and access statement, DSA structural survey

<i>Date of application:</i>	15 February 2012
<i>Date of referral by Council:</i>	22 March 2012
<i>Date received by English Heritage:</i>	26 March 2012
<i>Date referred to CLG:</i>	29 March 2012

If your authority is minded to grant listed building consent for the application referred to in the schedule above, you are hereby directed to attach the condition(s) set out below, in addition to any which your Council is minded to impose.

Yours sincerely

Richard Parish
Historic Buildings & Areas Advisor
E-mail: richard.pariah@english-heritage.org.uk
cc

NB: This direction is not valid unless appropriately endorsed by the Secretary of State

Schedule of Conditions

Address: **7 BRUCE GROVE, LONDON, N17 6RA**

Our refs: L00131790

EH file number: LRS 4417/7-8

Informative: The works hereby approved are only those specifically indicated on the drawing(s) and/or other documentation referred to above.

Written notification of the start of works on site shall be sent to English Heritage, London Region, 1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST and a copy sent to the Council at least seven days before the works hereby approved are commenced.

1. No new plumbing, pipes, soilstacks, flues, vents or ductwork shall be fixed on the external faces of the building unless shown on the drawings hereby approved.
2. No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved.
3. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
4. The new facing brickwork shall match the existing brickwork adjacent in respect of colour, texture, face bond and pointing, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
5. The new joinery work shall match the existing joinery work adjacent in respect of materials, dimensions and profiles, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
6. Precautions to secure the interior features against accidental loss or damage, or theft during building works. Details shall be submitted to, and approved by the Council as local planning authority before works begin on site. Particular regard should be given to the staircase, chimney pieces and grates, plaques.
7. The position type and method of installation of all new and relocated services and related fixtures shall be specified in advance of any work being carried out, and the advance approval of the Council as local planning authority shall be obtained wherever these installations are visible, or where ducts or other methods of concealment are proposed.
8. Before any works of demolition is undertaken in pursuance of this consent to demolish or alter by way of partial demolition any part of the building, structural engineers drawings or method statement, indicating the proposed method of ensuring safety and stability of the building fabric to be retained throughout the demolition and reconstruction shall be submitted and approved by the Council as local planning authority and the works undertaken in accordance with the approved drawings/method statement.
9. Details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details [specify: detailed drawings at [scale]; samples of materials, schedule of works/specification, method statement, other]:
 - a. An elevation at an appropriate scale (1:20 or larger) showing the proposed position of the plaque and a method statement for the removal, safe storage. The removal and storage of the plaque is

OFFREPC
Officers Report

For Sub Committee

to be agreed with English Heritage prior to the commencement of works on site. Relocation is to be agreed following removal of the existing front wing and examination of the surviving brickwork. Given the relative sensitivity of the ceramic plaque, removal and relocation will need to be undertaken by a specialist contractor experienced in this work, and the works undertaken and agreed in consultation with English Heritage. Please note that English Heritage can provide details of the methodology, specialist contractors etc.

Substantive: In the event of removal from a building a plaque returns to being the property of body responsible for its original erection, it is therefore important that its removal and relocation is agreed in advance with English Heritage.

b. Areas and scope of repointing are to be identified on site with LB Haringey Conservation Officer in consultation with English Heritage, and clearly marked on appropriately scaled elevations. A trial panel showing samples of new bricks, pointing finish and mortar mix is to be erected and agreed on site and retained until works are completed.

c. A specification for repair and refurbishment works detailing finishes and materials, including the repairs to existing staircase, in accordance with the gazetteer & condition survey prepared by Phil Bailey Architects submitted with the application for listed building consent is to be submitted prior to the commencement of works on site.

d. Samples of new brickwork, stone, steps etc. to be agreed on site as appropriate.

e. Detailed drawings and sections for replacement windows, front door opening, joinery and steps, decorative metalwork, cornices.

10. Salvage strategy and location schedule for reused elements and materials is to be prepared in accordance with the gazetteer & condition survey and agreed with the local authority conservation officer in consultation with English Heritage.

11. No cleaning of masonry, other than a gentle surface clean using nebulous water spray is authorised by this content without prior approval of details. Any proposed cleaning beyond the above shall be submitted to and approved by the Council as local planning authority conservation officer in consultation with English Heritage

Planning Committee 9th July 2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0564	Ward: Bruce Grove
Address: 7 Bruce Grove N17 6RA	
Proposal: Listed Building Consent for the conversion of Grade II listed building to provide 9 residential units and erection of a new building to the rear to accommodate 4 self contained flats.	
Existing Use: Vacant	Proposed Use: Residential
Applicant: Mr David Moore Redwing Estates Ltd	
Ownership: Private	
Date received: 21/03/2012	
Drawing number of plans: 548-01, 548-10a, 101a, 102b-103b, 104a- 109a (Incl.), 548-110b, 548-112, 300 - 311 (Incl.) & 02e.	
Case Officer Contact: Matthew Gunning	
PLANNING DESIGNATIONS: Conservation Area, Listed Building	
RECOMMENDATION: GRANT LISTED BUILDING CONSENT subject to conditions	

1.0 SITE AND SURROUNDINGS

1.1 As per HGY/2012/0563

2.0 PROPOSAL

2.1 This application is for Listed Building Consent for the conversion of this Grade II listed building to provide 9 residential units and 4 new build flats to rear.

3.0 PLANNING HISTORY

As per HGY/2012/0563

4.0 RELEVANT PLANNING POLICY

National Planning Policy

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

London Plan 2011

Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration

Haringey Unitary Development Plan (2006)

CSV2 Listed Buildings
CSV5 Alterations and Extensions to Listed Buildings

Supplementary Planning Guidance

SPG2 Conservation and Archaeology

5.0 CONSULTATION

As per HGY/2012/0563

6.0 RESPONSES

As per HGY/2012/0563

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

7.1 The subject property is a Grade II listed building and as such there is a legal requirement for its protection. The primary legislation relating to the conservation of the historic environment is The Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Planning and Compensation Act 1991 and the Planning and Compulsory Purchase Act 2004.

- 7.2 The 1990 (LBCA) Act requires local planning authorities to “have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest” (Sections 16 (2) and 66(1)), and to pay “special attention to the desirability of preserving or enhancing the character and appearance of conservation areas” (Section 72). The requirements for the protection of the historic environment are expanded upon within the new National Planning Policy Framework; which has replaced Planning Policy Statement 5 ‘Planning & the Historic Environment’
- 7.3 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 says that “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”.
- 7.4 Policies CSV2 and CSV4 specifically apply in this case, as well as the guidance contained in SPG2. Policy CSV4 states that it is required that alterations and extensions to listed buildings to:
- be necessary and not detrimental to the architectural and historical integrity and detailing of a listed building’s interior and exterior;
 - relate sensitively to the original building; and not adversely affect the setting of a listed building.
- 7.5 The extent of the changes to the Listed Building are outlined in the accompanying planning application HGY/2012/0563 and in summary include the following:
- The demolition of the front vestibule extension constructed in 1937 is proposed so that the main entrance to the centre of the building with appropriate opening, doorway and decorative fan light detailing;
 - Removal of the front extension, whilst a significant change to the appearance of the building, would return the façade to its pre 1935 configuration, reflecting the façade of No 8, and conserving and enhancing the character and appearance of conservation area by re-linking the two separate properties forming a pair of symmetrical Villas;
 - The bay window to the rear of the property, is in severe disrepair, will be demolished to allow the opening up of the lower ground floor for accommodation and access to the rear proposed housing;
 - The demolition of the hall to the rear of the site, which is of poor quality construction and disrepair and detrimentally impacts upon the setting of the listed building;
 - Internal walls to the lower ground floor are of little historical value and will be reconfigured to enable habitable rooms to be created;
 - At upper levels it is difficult to establish which are original walls. Care has been exercised to ensure that the likely configuration has been retained or reinstated.
- 7.6 Overall the proposal will enable and allow for the appropriate repair and restoration of this Grade II listed building, which in turn will allow for the building to be brought back into beneficial use. The extent of the alterations and changes proposed are considered to relate sensitively to the original building and its historic character, qualities and setting. As such the proposal is considered to be in accordance with

policies CSV2 'Listed Buildings' and CSV5 'Alterations and Extensions to Listed Buildings' of the adopted Haringey Unitary Development Plan 2006. Given the above this application is recommended for APPROVAL.

9.0 RECOMMENDATIONS

GRANT LISTED BUILDING CONSENT subject to conditions

IMPLEMENTATION

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 development 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 safeguard the historic fabric and the architectural character and appearance of this Listed Building

EXTERNAL APPEARANCE

3. No new plumbing, pipes, soilstacks, flues, vents or ductwork shall be fixed on the external faces of the building unless shown on the drawings hereby approved.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

4. No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

5. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

6. The new joinery work shall match the existing joinery work adjacent in respect of materials, dimensions and profiles, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

7. The position type and method of installation of all new and relocated services and related fixtures shall be specified in advance of any work being carried out, and the advance approval of the Council as local planning authority shall be obtained wherever these installations are visible, or where ducts or other methods of concealment are proposed.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

8. Details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details [specify: detailed drawings at [scale]; samples of materials, schedule of works/specification, method statement, other]:
 - a. An elevation at an appropriate scale (1:20 or larger) showing the proposed position of the plaque and a method statement for the removal, safe storage. The removal and storage of the plaque is to be agreed with English Heritage prior to the commencement of works on site. Relocation is to be agreed following removal of the existing front wing and examination of the surviving brickwork. Given the relative sensitivity of the ceramic plaque, removal and relocation will need to be undertaken by a specialist contractor experienced in this work, and the works undertaken and agreed in consultation with English Heritage. Please note that English Heritage can provide details of the methodology, specialist contractors etc. Substantive: In the event of removal from a building a plaque returns to being the property of body responsible for its original erection, it is therefore important that its removal and relocation is agreed in advance with English Heritage.
 - b. Areas and scope of repointing are to be identified on site with LB Haringey Conservation Officer in consultation with English Heritage, and clearly marked on appropriately scaled elevations. A trial panel showing samples of new bricks, pointing finish and mortar mix is to be erected and agreed on site and retained until works are completed.
 - c. A specification for repair and refurbishment works detailing finishes and materials, including the repairs to existing staircase, in accordance with the gazetteer & condition survey prepared by Phil Bailey Architects submitted with the application for listed building consent is to be submitted prior to the commencement of works on site.
 - d. Samples of new brickwork, stone, steps etc. to be agreed on site as appropriate
 - e. Detailed drawings and sections for replacement windows, front door opening, joinery and steps, decorative metalwork, cornices.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

9. Before any works of demolition is undertaken in pursuance of this consent to demolish or alter by way of partial demolition any part of the building, structural engineers drawings or method statement, indicating the proposed method of

ensuring safety and stability of the building fabric to be retained throughout the demolition and reconstruction shall be submitted and approved by the Council as local planning authority and the works undertaken in accordance with the approved drawings/method statement.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

10. Salvage strategy and location schedule for reused elements and materials is to be prepared in accordance with the gazetteer & condition survey and agreed with the local authority conservation officer in consultation with English Heritage.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

11. Precautions to secure the interior features against accidental loss or damage, or theft during building works. Details shall be submitted to, and approved by the Council as local planning authority before works begin on site. Particular regard should be given to the staircase, chimney pieces and grates, plaques.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

12. No cleaning of masonry, other than a gentle surface clean using nebulous water spray is authorised by this content without prior approval of details. Any proposed cleaning beyond the above shall be submitted to and approved by the Council as local planning authority conservation officer in consultation with English Heritage.

Reason: To safeguard the historic fabric and the architectural character and appearance of this Listed Building

REASONS FOR APPROVAL

The extent of the alterations and changes proposed are considered to relate sensitively to the original building and its historic character, qualities and setting. As such the proposal is considered to be in accordance with policies CSV2 'Listed Buildings' and CSV5 'Alterations and Extensions to Listed Buildings' of the adopted Haringey Unitary Development Plan 2006

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**Reference No:** HGY/2012/0996**Ward:** Northumberland Park**Address:** 700-702 High Road (and land to rear with frontage onto Argyle Passage and Bromley Road) N17 0AE**Proposal:** Variation of condition 2 (plans and specifications) attached to planning permission HGY/2009/1122, to substitute existing drawings scheduled in the decision notice with revised drawings**Existing Use:** Vacant**Proposed Use:** Retail/ Residential**Applicant:** Ms Angela Wint Newlon Housing Trust**Ownership:** Private**PLANS**

Plan Number	Revision	Plan Title
1704/C/002		Site Plan
1704/C/181	A	Argyle Road Houses – Elevation to Argyle Road
1704/C/182	A	Argyle Road Houses – Rear and Side Elevations
1704/C/151	A	Block A elevation to High Road
1704/C/101	B	Block A first + second floor plans
1704/C/100	B	Block A ground floor plan
1704/C/152	A	Block A rear elevation
1704/C/153		Block A streetscene elevation
1704/C/103	B	Block A third floor plan
1704/C161	A	Block B elevation
1704/C162	A	Block B elevations
1704/C/110	B	Block B floor plans
1704/C/171	A	Bromley Road Houses elevation to Bromley Road
1704/C/172	A	Bromley Road Houses rear and side elevations
1704/C/130	B	Houses to Argyle Road ground + first floor plans
1704/C/120	B	Houses to Bromley Road ground + first floor plans
1704C/121	A	Houses to Bromley Road second floor + roof plans
1704C/451	A	Site plan north
1704C/452	A	Site plan south

Case Officer Contact:

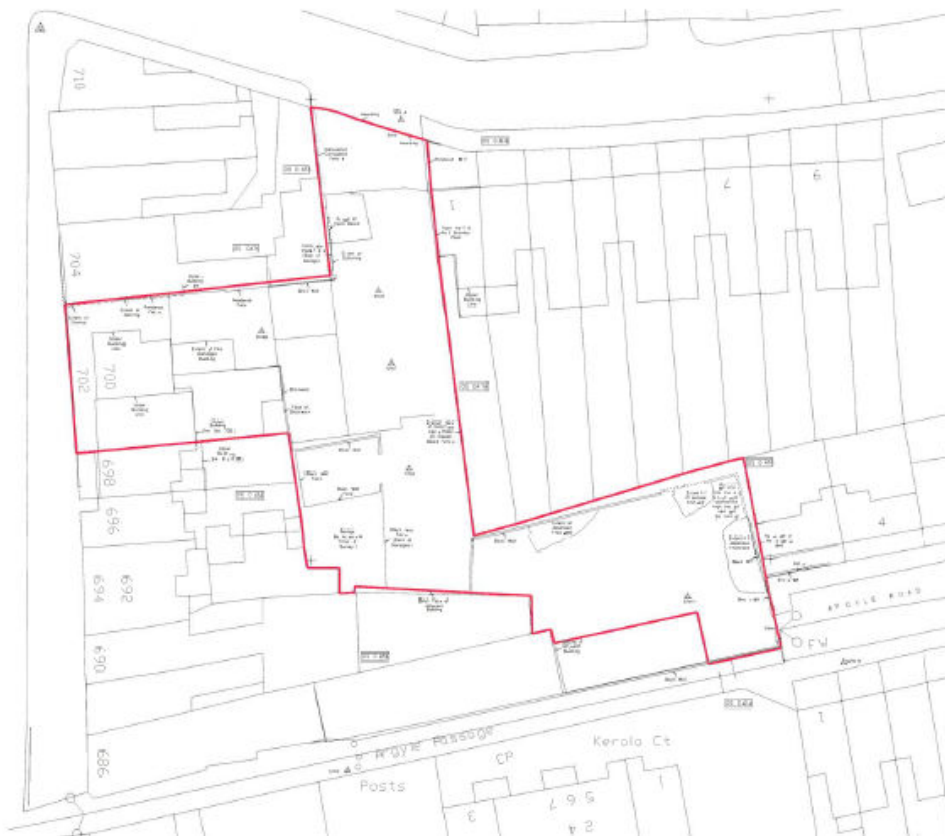
Matthew Gunning

P: 0208 489 5280

E: matthew.gunning@haringey.gov.uk

TABLE OF CONTENTS	
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"> • Background • Scope of a Section 73 Application • Proposed Changes
10.0	HUMAN RIGHTS
12.0	EQUALITIES
13.0	SUMMARY & CONCLUSION
13.0	RECOMMENDATION
14.0	APPENDICES <p>Appendix 1: Comments on objections Appendix 2: Committee Report: Ref HGY/2009/1122</p>
<p>SUMMARY OF REPORT: The proposal is for a variation to the drawing and plans approved (as per condition 2) of planning permission HGY/2009/1122. This previously approved scheme is for the redevelopment of this site to provide 16 residential units with one retail unit. The scheme will be 100% affordable and will provide a high proportion of family size units. The substituted drawings are being submitted largely to address changes in housing standards as per changes to the London Plan and Lifetime Home Standards (2010).</p> <p>The scale, bulk, mass and design of the proposed residential blocks and dwelling units are still considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area.</p>	

1.0 SITE PLAN



Existing Site Layout

2.0 PHOTOGRAPHS & IMAGES



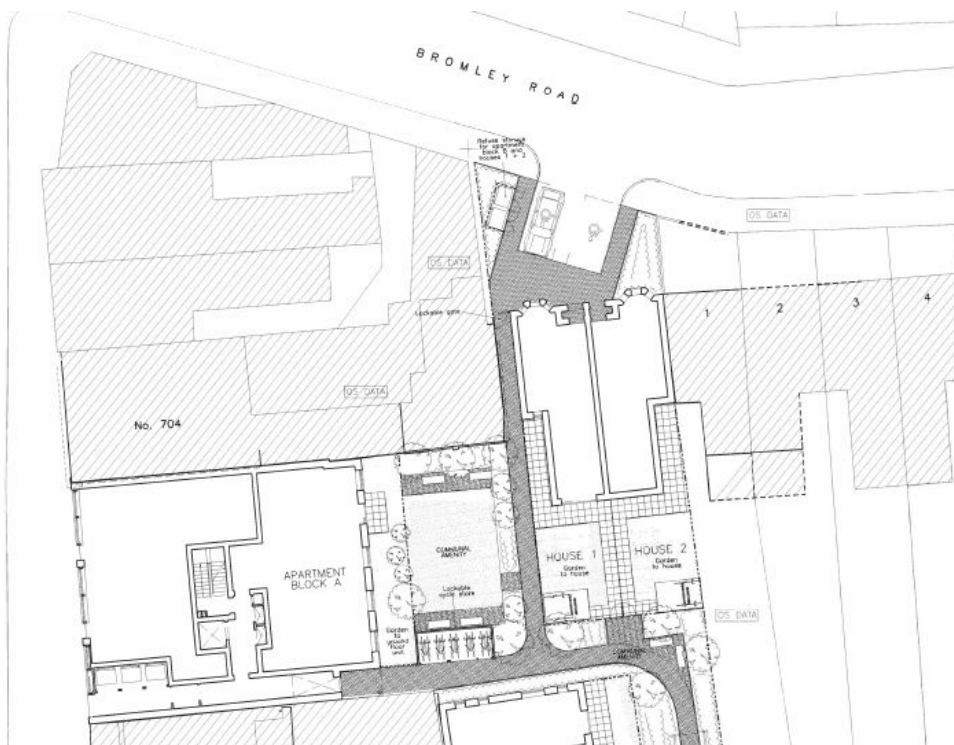
Existing Tottenham High Road Frontage



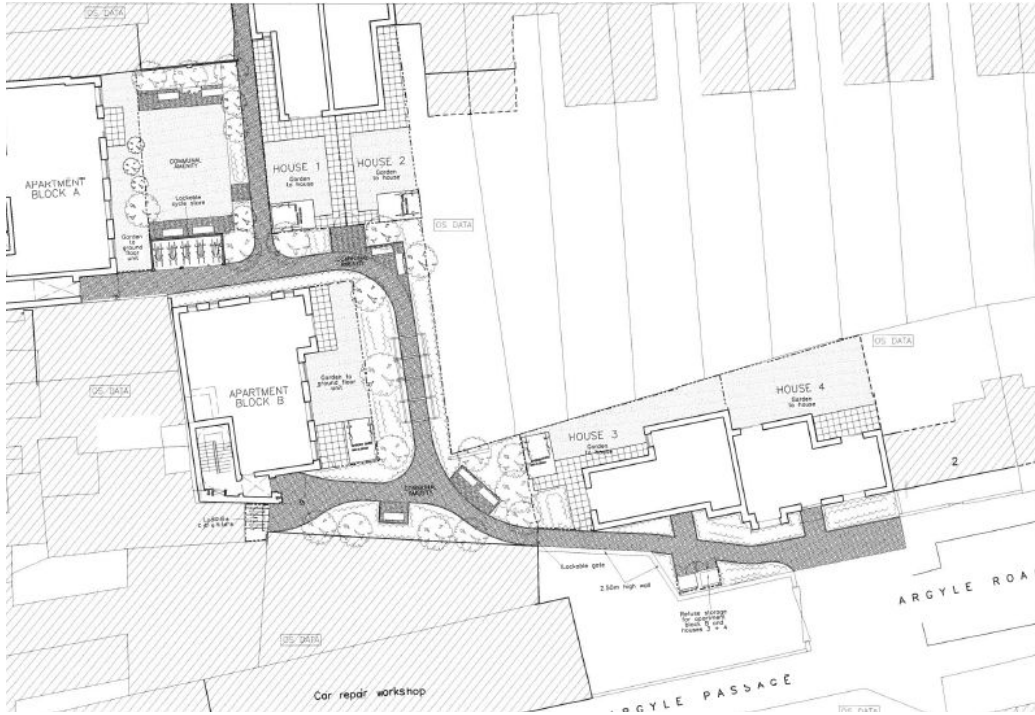
Existing Argyle Road Frontage



Existing Bromley Road Frontage



Site Layout Plan (Northern Section)

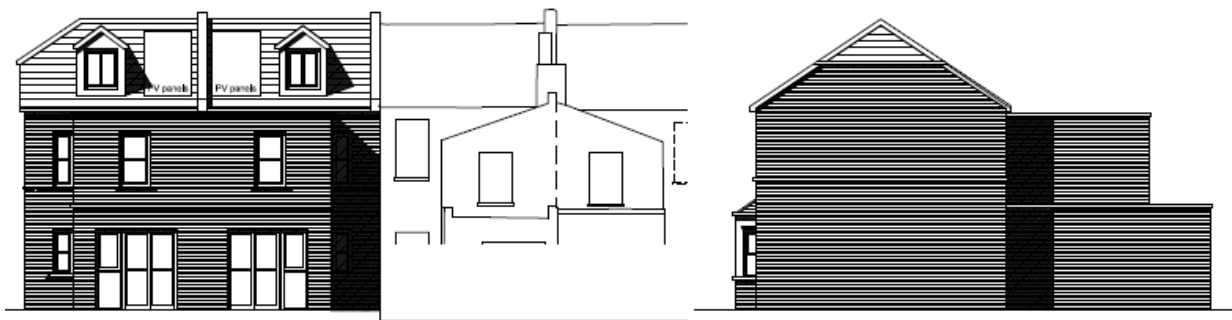


Site Layout Plan (Southern Section)

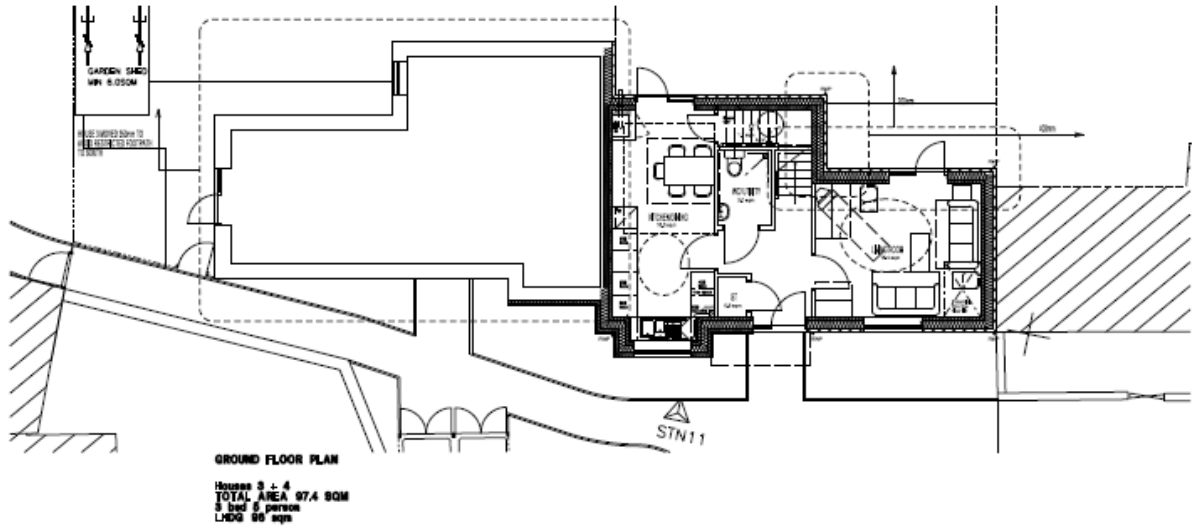




Tottenham High Road Frontage



Bromley Road Houses



Argyle Road Houses

3.0 SITE AND SURROUNDINGS

- 3.1 The site lies on the eastern side of Tottenham High Road and falls within part of North Tottenham Conservation Area and Tottenham High Road Historic Corridor. The application site is 0.15ha in size and is of an irregular shape and has frontages onto the High Road, onto Bromley Road along the northern boundary of the site where it abuts No. 1 Bromley Road, and a small section of frontage onto Argyle Passage along with vehicular access to Argyle Road along the southern/eastern boundary of the site.
- 3.2 The buildings which front onto Tottenham High Road comprises of 2 & 3 storeys, and were previously used for a social club and night club uses and a servicing garage with residential accommodation above. Approximately two years ago a fire destroyed most of the garage and rear buildings and subsequently most of the site is now derelict. Part of the site is also contaminated, and has housed below ground petrol tanks. There remains an occupied MOT garage on Argyle Passage with vehicle access from Argyle Road (through the application site) which does not form part of the application site.
- 3.3 No's 698, 700, 704 & 706 High Road are all locally listed buildings. The building line of No 704 (occupied by Glickman Ltd) sits forward of No's 700/702, and includes a second floor window on the side elevation where the building projects forward.

4.0 PROPOSAL

- 4.1 The proposal is for the variation of condition 2 (plans and specifications) attached to planning permission HGY/2009/1122, to substitute existing drawings scheduled in the decision notice with revised drawings. The revisions to the scheme largely arise because of changes to the individual unit sizes which now need to meet the current London Housing Design Guide and Lifetime Home Standards.

5.0 PLANNING HISTORY

5.1 Planning Application History

HGY/2006/2332 - Use of property as a cafe.- Refused 22/01/2007

HGY/2005/1597 - Change of use of premises from garage to social club and alteration to ground floor front elevation. – Refused 11/10/2005

HGY/2008/0959- Partial demolition of existing buildings and erection of 28 residential units in five new blocks comprising 1) a 2 storey, three residential unit apartment building, 2) a 4 storey block with retail space on ground floor and ten residential units above, 3) a 3 storey, five residential unit block, 4) 3 x three storey, three bed houses, and 5) a 4 storey block, with 2 retail spaces on

ground floor and seven residential units. Provision of bin stores, recycling points, cycle stores, and hard and soft landscaping – Withdrawn 28/07/2008

HGY/2008/1713 - Redevelopment of site to provide 27 residential units, 2 x retail units and 1 x B1 space accommodation within 5 blocks comprising: Block 1 (Bromley Road) a 2 storey apartment building containing 3 units; Block 2 (700- 702 Tottenham High Road) partial demolition of existing building, creation of retail space on ground floor and reinstatement of 10 apartment units above retail; Block 3 (land behind 700 -702 Tottenham High Road) a new 5 apartment unit building with inhabitable roof space; Block 4 (end of Argyle Road) 2 new three bedroom houses; Block 5 (686 Tottenham High Road to the end of Argyle Passage) creation of 1x retail space and 1 x B1 space with 7 units of residential accommodation – Not determined.

HGY/2009/1122 - Demolition of existing buildings behind retained façades and erection of a 1 x four storey building comprising 6 x two bed, 3 x three bed flats and 1 retail/ commercial unit; erection of a 1 x three storey building comprising 3 x three bed flats; the erection of 4 two storey houses (comprising 2 x three bed and 2 x four bed) to front onto Argyle Passage and Bromley Road; provision of 2 disabled parking spaces and associated landscaping – Approved 06/08/2010

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).

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 Housing Supply

AC3 Tottenham High Road Regeneration Corridor
G3 Housing Supply
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD8 Planning Obligations
ENV9 Mitigating Climate Change: Energy Efficiency
ENV10 Mitigating Climate Change: Renewable Energy
ENV11 Contaminated Land
ENV13 Sustainable Waste Management
HSG1 New Housing Development
HSG4 Affordable Housing
HSG9 Density Standards
HSG10 Dwelling Mix
M2 Public Transport Network
M3 New Development Location and Accessibility
M4 Pedestrian and Cyclists
M10 Parking for Development
OS15 Open space deficiency and development
G10 Conservation
CSV1 Development in Conservation Areas
CSV3 Locally Listed Buildings
CSV5 Alteration and Extensions in Conservation Areas
TCR1 Development in Town and Local Shopping Centres

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Parking Standards
SPG7b Vehicle and Pedestrian Movement
SPG7c Transport Assessments
SPG8a Waste and Recycling
SPG8b Materials
SPG8f Land Contamination
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
'Housing' SPD (Oct 2008)
Open Space and Recreation Standards SPD (March 2008)
SPG6a Shopfront, Signage and Security
Tottenham High Road Shopfront Design.

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 Cleansing Building Control Conservation Team Ward Councillors	Tottenham CAAC LFEPA <u>Local Residents</u> Adjoining occupiers – 665-707 (odd) & 676 732 (even) High Road, & all flats on upper floors; 16-84 (even) & 65-85 (odd) Campbell Road; 1-7 Kerala Court, 1-47 (odd) & 2-46 (even) Argyle Road; 1-29 Coombes House & 1-38 (c.) Bromley Road; 1-18 (c) Ruskin Road

8.0 RESPONSES

English Heritage

8.1 “It is understood that the proposal for demolition is to be read in conjunction with the revised street elevation submitted as part of existing planning permission HGY 2009/1122. In principle we consider that the design of the High Road facade by Biscoe Stanton (dated 17.4.2012) responds appropriately to the character and appearance of the conservation area. However, we note the comments made by your design and conservation team in respect of the need to safeguard the quality of the proposed scheme and therefore recommend that detailed drawings of the facade at 1:20 and sections at an appropriate scale showing the proportions of windows, shopfronts, and other architectural details are submitted for approval by your conservation and design team. We would also recommend that samples of all facing materials are agreed prior to works being undertaken.

Cllr Bevan

8.2 I note the changes proposed and in my capacity as a Ward Cllr and design champion for LBH I am requesting the following. That the balconies are such that the contents on the balconies cannot be seen, frosted glass or another material, that will not allow the rubbish etc that is often on balconies to be seen.

8.3 That render not to be used especially fronting this building as experience shows that it quickly becomes discoloured and a maintenance programme to prevent

this is never provided. Even more so as this location is fronted by a very busy main road. That no wood cladding, on view, be used throughout this structure as again experience has shown that very soon after construction the appearance becomes unacceptable and again no maintenance programme to prevent this is ever provided.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Background;
- Scope of a Section 73 Application;
- Proposed Changes.

Background

9.2 An application (reference HGY/2009/1122) for the redevelopment of this site to provide a total of 16 residential units with one retail/ commercial unit (105sqm) was considered by the Planning Committee on 9th Novemebr 2009 and approved subject to a S106 agreement.

9.3 This application was for the creation of four blocks of residential accommodation; two blocks of two houses (one pair facing Argyle Road and the other facing Bromley Road) and two apartment blocks. The dwelling units as approved are for 2 x three bed and 2 x four bed units. The block to front onto Tottenham High Road will involve the demolition of the existing buildings (700 & 702) behind the partly retained façades and for the erection of 1 x four storey building comprising 6 x two bed and 3 x three bed flats with one retail/ commercial unit at ground floor level. The other block (Block B) will be a 1 x three storey building located in the centre of the site comprising 3 x three bed flats, The proposal will also involves the provision of two disabled parking spaces and associated landscaping to the site.

Scope of a Section 73 Application

9.4 As with any planning condition imposed on a planning permission, the applicant is entitled to make a S.73 application to seek to vary a condition. In this case the application seeks to vary condition 2 of planning consent ref: HGY/2009/1122, which states that the developemnt shall be carried out in accordance with the approved plans. As outlined further on in this report a number of minor material amendments to the plans approved are propsoed.

9.5 There is no statutory definition of a “minor material amendment”, however the Government guidance has suggested a non-statutory definition: “a minor material amendment is one whose scale and nature results in a development which is not substantially different from the one which has been approved”.

9.6 In the 2009 guidance, the Government confirmed that section 73 of the Town and Country Planning Act 1990 (which allows changes to the conditions applying to existing permissions) can be used for the approval of minor

material amendments. It is important to note that when assessing s73 applications the previously granted planning permission is a significant material consideration, which impacts heavily on the assessment of the proposal.

- 9.7 As discussed below the proposed amendments are not significant, however an application is needed to regularise these changes.

Proposed Changes

- 9.8 Many of the minor changes to the scheme arise from the need to meet with the Mayors housing standards and Lifetime Homes (2010). The changes associated with the scheme are outlined in more detail below. The proposed amendments are not considered to result in unacceptable impacts on the design of the previously approved scheme or on adjoining residential amenity

	Item/ Drawing Ref.	Proposed Amendment	Justification For The Amendment
Block A			
1	1704/C/100101+ 102	Building increased in depth by between 300 and 1100mm depending on floor	To reflect increased wall thicknesses required to achieve Code 4, and to redistribute the area of flats so that all comply with Mayors standards and Lifetime Homes (2010) including providing accessible bedrooms, wider hallways and 300mm nibs to all doors.
2	1704/C/100101 + 102	internal plan changes to most flats.	To redistribute the area within flats so that all comply with Mayors standards and Lifetime Homes (2010).
3	1704/C/101 + 102	Balconies to rear of building increased in size.	To comply with Mayors standards
4	1704/C/102	Flat 8 amended to 3b4p (from 3b5p).	To allow the flat to comply with Mayors standards.
5	1704/C/102	Flat 9 amended to 2b4p (from 3b5p) and omission of balcony to rear of flat.	To allow the flat to comply with Mayors standards.
6	1704/C/152	Minor amendments to rear window sizes and	To reflect plan changes noted in items 2, 4 + 5.

		positions.	
7		Front facade to 700-702 High Road to be demolished rather than retained.	Due to fire damage the remaining buildings are dangerous structures, a replacement facade will be of higher quality than a repairing the existing facade
Block B			
8	1704/C/110	Building increased in width and depth by c. 300mm.	To reflect increased wall thicknesses required to achieve Code 4, to comply with Mayors standards and Lifetime Homes (2010) including providing accessible bedrooms, wider hallways and 300mm nibs to all doors.
9	1704/C/110	Flats 2 + 3 amended to 3b5p (from 3b6p).	To allow the flat to comply with Mayors standards.
10	1704/C/110	Light well to rear of building in filled at ground floor level.	To allow more rectilinear bedrooms by relocating the WC and allow the flat to comply with Mayors standards.
11	1704/C/110	Bedrooms rearranged to first and second floor flats.	To allow more rectilinear bedrooms by relocating the WC and allow the flat to comply with Mayors standards
12	1704/C/110	Balconies to side of building increased in size.	To comply with Mayors standards.
13	1704/C/161	To comply with Mayors standards.	To allow the upper window to open above work top level.
Bromley Road Houses			
14	1704/C/120 + 172	Rear 1 and 2 storey projection centralised on party wall line.	To make best use of the internal space available and simplify construction.
15	1704/C/120	Houses amended to 3b5p (from 3b6p) and area	To reflect site survey, increased wall thicknesses required to achieve Code 4 and comply with Mayors standards.

		reduced.	
16	1704/C/172	Minor amendments to French windows to rear elevation.	To allow secure night time ventilation to living rooms
Argyle Road Houses			
14	1704/C/130	Rear projection increased in width and depth by between 200 and 400mm.	To reflect increased wall thicknesses required to achieve Code 4, to comply with Mayors standards and Lifetime Homes (2010) including providing accessible bedrooms, wider hallways and 300mm nibs to all doors.
15	1704/C/130	Left hand house moved to rear by 350mm.	To avoid restricted footpath to south.
16	1704/C/130	Houses amended to 3b5p (from 3b6p) and area reduced.	To reflect site survey, increased wall thicknesses required to achieve Code 4 and comply with Mayors standards.
17	1704/C/181 +182	Cill height to kitchen windows increased and window omitted to rear elevation.	To allow the upper window to open above work top level and to reflect internal plan changes

9.9 The application was subject to a Section 106 agreement, which comprised of the following:

- Education £70,000 - associated with the provision of facilities and services arising from additional demand generated for school places;
- Highways Contribution £30,000 – a contribution towards improvement to footways along Tottenham High Road;
- Affordable housing – requiring not less than 50% of the identified residential units be provided as affordable housing and retained in perpetuity as intermediate housing and social housing;
- A recovery cost / administration / monitoring of £5,000.00;
- Total - £105,000.00 with the average cost per unit equating to £6,563 per unit (£1,329 per bed space).

- 9.10 The proposal would result in a variation of the consented residential unit mix as outlined below. The revised mix occurs because of the need to satisfy the Mayoral policy on minimum room sizes. As a result the 2 X 4 bed units will reduce to 2 X 3 bed units.

Approved	1-bed	2-bed	3-bed	4-bed	Total
Intermediate		6	3		9
Social Rent			5	2	7
Total		6	8	2	16

Current	1-bed	2-bed	3-bed	4-bed	Total
Intermediate		6	3		9
Social Rent			7	0	7
Total		6	10	0	16

- 9.11 The scheme was and continues to be 100% affordable housing comprising social (44 %) and Intermediate (56 %) rent. The Council are in current discussions with the applicant to seek to reduce the social rent element and to increase the intermediate/ shared housing element.
- 9.12 As this application requires the issue of a new/fresh planning permission the Heads of Terms of the original legal agreement will apply to the new planning permission. This is important as it ensures those obligations originally agreed are met in the case of the implementation of the current application. The proposal will not be liable for the Mayor of London's CIL as the scheme is for affordable housing.
- 9.13 The conditions imposed on the original planning permission HGY/2009/1122, are re-imposed on the decision notice..

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 149 of the Equality Act 2010. 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 proposal is for a variation to the drawing and plans approved (as per condition 2) of planning permission HGY/2009/1122. This previously approved scheme is for the redevelopment of this site to provide 16 residential units with one retail unit. The scheme will be 100% affordable and will provide a high proportion of family size units. The substituted drawings are being submitted largely to address changes in housing standards as per changes to the London Plan and Lifetime Home Standards (2010).
- 12.2 The scale, bulk, mass and design of the proposed residential blocks and dwelling units are still considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2012/0996 subject to a pre-condition that the owners of the application site shall first have entered into a deed of variation to the current S106 Agreement (attached to planning ref: HGY/2009/1122) and following completion planning permission be GRANTED in accordance with drawing No's 1704/C/002, 100B, 101B, 103B, 110B, 120B, 121A, 130B, 151A, 152A, 153, 161A, 162A, 171A, 172A, 181A, 182A, 451A and 452A 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.

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

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

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

4. Notwithstanding the application plans, elevations and sections, fully annotated and dimensioned elevation and section drawings of the proposed front elevation to the High Road, at a scale of 1:20, illustrating the detailed design of all architectural features and facing materials, including design details of ground floor shopfronts, upper floors timber windows and their architrave surrounds, pilasters, cornice, parapet wall and coping, as well as the detailed design of the set back roof shall be submitted to and approved in writing by the Planning Authority prior to the commencement of work.

Reason: To ensure that the development is of a highest quality standard to preserve the character and appearance of North Tottenham Conservation Area.

5. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include a schedule of species and a schedule of proposed materials/ samples to be submitted to, and approved in writing by the Local Planning Authority.

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

6. Details of proposed boundary treatment including all walls, fencing, gateways and means of enclosure shall be submitted to and approved in writing by the local planning authority prior to completion of the development hereby approved, such detailed work to be carried out as approved prior to occupation of the buildings.

Reason: To ensure a satisfactory appearance and to safeguard the visual amenity and appearance of the locality

7. Prior to occupation of the residential dwellings hereby approved a supporting statement demonstrating consistency with the submitted Energy Assessment, which indicates that at least 20% of the overall power generation to be from renewable sources, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the Local Planning Authority.

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

8. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection 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

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, B, D & E of Part 1 to Schedule 2 of that Order shall be carried out on site.

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

10. The first floor windows shown on the rear elevation of the dwellings to face onto Argyle Passage/ Road shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

11. The section of flat roof to the Bromley Road properties shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area without the benefit of the grant of further specific permission in writing from the Local Planning Authority.

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

12. Details of on-site lighting including within the site, shall be submitted to and approved in writing by the local planning authority prior to any work commencing on site. Such lighting as approved to be installed prior to occupation of the development, and permanently maintained thereafter

Reason: In the interests of safety, amenity and convenience.

13. No development shall take place until detailed site investigation outlining previous and existing land uses, potential land contamination, risk estimation

and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and thereafter these works shall be carried out as approved.

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

14. 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.

15. The retail floorspace hereby permitted shall not be used for Class A3, A4 or A5 purposes within the Schedule to the Town and Country Planning Use Classes Order 1987 (as amended), or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the retail floorspace associated with this development does not adversely affect the residential amenities of residents occupying the building or neighbouring residents.

16. 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 prevent the proliferation of satellite dishes on the development

17. Notwithstanding the elevational treatments to the proposed houses on Bromley Road and Argyle Road shown on Drawings K/80/09/09 Revision A, 18 Rev A, and 19 Rev A, detailed drawings shall be submitted to the Local Planning Authority for approval, showing the use of brick to match adjacent properties, and detailing to include soldier arches and string courses, or reconstituted stone as appropriate.

Reason; In order that the development shall not detract from the character and appearance of the locality.

18. Before the development hereby approved is commenced, the developer shall enter into an agreement under S 278 of the Highways Act 1980 with the Local Highway Authority for works required with the removal of existing crossovers and reinstatement of footway as well as the creation of the new

vehicular crossover associated with the car parking spaces along Bromley Road.

Reason; In order that the development may be carried out without harm to the safety and free flow of pedestrians and vehicles on the adjacent Highway Network.

19. 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 which has been submitted by the applicant and approved by the Local Planning Authority.

Reason; In order to safeguard any remains of archaeological interest which might occur within the site, given its position on the High Road, which follows the line of a Roman Road and saw extensive development during Mediaeval times.

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

INFORMATIVE: This permission is granted without prejudice to the necessity to obtaining consent under the Town & Country Planning (Control Of Advertisements) Regulations 2007.

INFORMATIVE: The applicant is reminded that an application for Conservation Area Consent for complete demolition is required in a Conservation Area under the Planning (Listed Buildings and Conservation Areas) Act 1990.

INFORMATIVE: You are advised that, in order to deal with concerns of the London Fire and Emergency Planning Authority regarding inadequate access from Fire Service vehicles, it may be necessary to install hydrants, dry risers, or sprinkler systems, and advice should be sought from the Fire Authority in this respect.

REASONS FOR APPROVAL

The scale, bulk, mass and design of the proposed residential blocks and dwelling units are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with Policies AC3

'Tottenham High Road Regeneration Corridor', UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 '

Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD

Appendix 1: Comments on objections

No.	Stakeholder	Comments	Response
1	Cllr Bevan	<ul style="list-style-type: none"> - Requests that balconies are such that the contents on the balconies cannot be seen, frosted glass or another material; - Render not to be used especially fronting this building as experience shows that it quickly becomes discoloured and a maintenance programme to prevent this is never provided; - No wood cladding. 	<ul style="list-style-type: none"> - No balconies are proposed on the frontages of the buildings. The LPA will require the balconies to have obscure glazing therefore negating the need for screens to be later added. - The approved scheme has some render. The render is proposed to be white. The render could be an off white (to be agreed through discharge of the relevant condition) but the adjoining Victorian buildings are (or at least were when they were originally built or redecorated) white. Particularly with the front elevation to High Road and the houses to Argyle Road and Bromley Road the new buildings will be seen in context with their neighbours and an off white may be inappropriate. Please advise. - The approved scheme has some cladding. The point has been raised with the architect, who has suggested a High Pressure Laminate such as Trespa; which can be either a mono-tone colour or wood décor. This matter can be looked at when discharging the condition on materials.
2	English Heritage	<ul style="list-style-type: none"> - In principle EH consider that the design of the High Road facade by Biscoe Stanton (dated 17.4.2012) responds appropriately to the character of the area; - Recommend that detailed drawings of 	<ul style="list-style-type: none"> - Noted - Condition imposed requiring the submission of further details.

No.	Stakeholder	Comments	Response
		<p>the facade at 1:20 and sections at an appropriate scale showing the proportions of windows, shopfronts, and other architectural details are submitted for approval by Council's conservation and design team.</p> <p>- Recommend that samples of all facing materials are agreed prior to works being undertaken.</p>	<p>- Condition imposed.</p>

This page is intentionally left blank

Planning Committee 9 November 2009

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/1122

Ward: Northumberland Park

Date received: 30/06/2009

Last amended date: 03/09/2009

Drawing number of plans: K80/09/01- 05 incl., 06 Rev A, 07 Rev A, 08 Rev A, 10, 11, 12, 13, 14 Rev A, 15 Rev A, 16 Rev A, 17. 18 Rev A, 19, 20, 21 Rev A, 22, 23 & 24.

Address: 700 - 702 High Road (and land to rear with frontage onto Argyle Passage and Bromley Road), N17

Proposal: Demolition of existing buildings behind retained façades and erection of a 1 x four storey building comprising 6 x two bed, 3 x three bed flats and 1 retail/ commercial unit; erection of a 1 x three storey building comprising 3 x three bed flats; the erection of 4 two storey houses (comprising 2 x three bed and 2 x four bed) to front onto Argyle Passage and Bromley Road; provision of 2 disabled parking spaces and associated landscaping (AMENDED DESCRIPTION)

Existing Use: Vacant

Proposed Use: Retail / Residential

Applicant: Mr Robin Harper Chantry Estates

Ownership: Private

PLANNING DESIGNATIONS

Conservation Area

Road Network: Classified Road

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions and sec.106 Legal Agreement

SITE AND SURROUNDINGS

The site lies on the eastern side of Tottenham High Road and falls within part of North Tottenham Conservation Area and Tottenham High Road Historic Corridor. The application site is 0.15ha in size and is of an irregular shape and has frontages onto the High Road, onto Bromley Road along the northern boundary of the site where it abuts No. 1 Bromley Road, and a small section of frontage

onto Argyle Passage along with vehicular access to Argyle Road along the southern/eastern boundary of the site.

The buildings which front onto Tottenham High Road comprises of 2 & 3 storeys, and were previously used for a social club and night club uses and a servicing garage with residential accommodation above. Approximately two years ago a fire destroyed most of the garage and rear buildings and subsequently most of the site is now derelict. Part of the site is also contaminated, and has housed below ground petrol tanks. There remains an occupied MOT garage on Argyle Passage with vehicle access from Argyle Road (through the application site) which does not form part of the application site.

No's 698, 700, 704 & 706 High Road are all locally listed buildings. The building line of No 704 (occupied by Glickman Ltd) sits forward of No's 700/702, and includes a second floor window on the side elevation where the building projects forward.

PLANNING HISTORY

HGY/2008/1713 - Redevelopment of site to provide 27 residential units, 2 x retail units and 1 x B1 space accommodation within 5 blocks comprising: Block 1 (Bromley Road) a 2 storey apartment building containing 3 units; Block 2 (700-702 Tottenham High Road) partial demolition of existing building, creation of retail space on ground floor and reinstatement of 10 apartment units above retail; Block 3 (land behind 700 -702 Tottenham High Road) a new 5 apartment unit building with inhabitable roof space; Block 4 (end of Argyle Road) 2 new three bedroom houses; Block 5 (686 Tottenham High Road to the end of Argyle Passage) creation of 1x retail space and 1 x B1 space with 7 units of residential accommodation – Not determined.

HGY/2008/0959- Partial demolition of existing buildings and erection of 28 residential units in five new blocks comprising 1) a 2 storey, three residential unit apartment building, 2) a 4 storey block with retail space on ground floor and ten residential units above, 3) a 3 storey, five residential unit block, 4) 3 x three storey, three bed houses, and 5) a 4 storey block, with 2 retail spaces on ground floor and seven residential units. Provision of bin stores, recycling points, cycle stores, and hard and soft landscaping – Withdrawn 28/07/2008

HGY/2006/2332 - Use of property as a cafe.- Refused 22/01/2007

HGY/2005/1597 - Change of use of premises from garage to social club and alteration to ground floor front elevation. – Refused 11/10/2005

DETAILS OF PROPOSAL

The proposal is for the creation of four blocks of residential accommodation; two blocks of two houses (one pair facing Argyle Road and the other facing Bromley Road) and two apartment blocks. The proposal will provide a total of 16 units. The dwelling units will be 2 x three bed and 2 x four bed units. The block to front

onto Tottenham High Road will involve the demolition of the existing buildings (700 & 702) behind the partly retained façades and for the erection of 1 x four storey building comprising 6 x two bed and 3 x three bed flats with one retail/commercial unit (105sqm) at ground floor level. The other block (Block B) will be a 1 x three storey building located in the centre of the site comprising 3 x three bed flats, The proposal will also involve the provision of two disabled parking spaces and associated landscaping to the site.

CONSULTATION

Ward Councillors
Transportation Group
Building Control
Legal
Cleaning
Policy
Conservation
English Heritage
Tottenham CAAC
Met. Police Crime Prevention Design Adviser
London Fire Brigade

Adjoining occupiers – 665-707 (odd) & 676 732 (even) High Road, & all flats on upper floors; 16-84 (even) & 65-85 (odd) Campbell Road; 1-7 Kerala Court, 1-47 (odd) & 2-46 (even) Argyle Road; 1-29 Coombes House & 1-38 (consec.) Bromley Road; 1-18 (consec.) Ruskin Road

RESPONSES

Conservation – Have made the following comments

“The site lies within North Tottenham Conservation Area. It is a 3 storey Premises with shop / commercial accommodation at ground floor level. Both shop frontages and interiors have been modernised and unsympathetically altered out of character. On the street frontage an over scaled fascia spanned horizontally across both buildings.

The buildings on site are No 702, Joy Travel & Freight Ltd, and No. 700, Emre Garage – a commercial garage accessible from the High Road frontage and also from Bromley Road. It also has a large service yard at the rear. Its accommodation above at 1st and 2nd floor levels was used as offices and storage.

Two years ago there was a massive fire on site which causing major structural damage and gutted both buildings, leaving little else apart from the frontage façade and the remains of the fire damaged building behind.

In his Design Statement the applicant has not addressed the issue of demolition in the conservation area, and I consider that he should have formally made a concurrent CAC application for the demolition of these buildings. In accordance

with the Shimizu decision, as the substance of the structure of the buildings has been already lost, the requirement for a CAC application (or not) may be open to interpretation. However this issue should have been addressed in the applicant's supporting statement and justification for not submitting a CAC should have been provided.

No.702 is identified as a detractor to the Conservation Area in the Adopted Character Appraisal, therefore subject to a good design for a replacement building there is no objection to the principle of its replacement.

No.700 was Locally Listed, however its historic fabric and structure have been substantially damaged or lost in the fire. I am very mindful of the guidance of PPG15 and the importance to retain historic buildings, and the criteria of paras 3.16 - 3.19 and 4.27 relevant to demolitions in a conservation area. In this instance considering the poor structural condition I am mindful of relevant structural danger and instability, and that repairing the original building is not economically feasible. I also consider what remains of its historic and architectural interest of its surviving façade is of insufficient merit to warrant retention, especially as the adjoining building No. 702 is a detractor to the character of the conservation area.

I therefore consider there is a case for principle of demolition in this instance, and that it depends on, in accordance with the guidance of PPG15 and SPG2, the architectural merits of a replacement building, its detail design and the quality of its facing materials.

The design proposals for the High Road replacement essentially feature 2 replacement buildings of a similar width, height, bulk, and mass, which have the potential to appear as part of the existing Victorian terrace on this side of the street. I consider that a well detailed and constructed infill design using the traditional architectural vocabulary and matching facing materials of the terrace could be acceptable.

In broad terms I consider that, subject to careful architectural detail design, and selection of high quality external facing materials, this can work satisfactorily, and that it is a valid design approach.

Considering the prominence of the site within the Conservation Area the design would need to be developed further to ensure that the detail design of the 3 individual shopfronts, all the architectural elements of the front the front elevation, the hierarchy and spacing of the paired windows at each level, their proportion, and detail design and their architrave reveals, the pilasters, the cornice, and parapet wall and coping are all acceptable.

There are very significant concerns regarding the prominence of the proposed roof. The scale of the street is typically 3 storey and the scale of this terrace is an integral part of it. For what will appear as a roof extension to be acceptable on top of this I would suggest that it be set back further from the parapet wall with a raked pitch frontage at 70 degrees to ensure that visually it is clearly subordinate

to the front elevation. It likewise needs a raised cross-wall to visually define and articulate the 3 bay widths. I therefore recommend permission is subject to conditions.

- Samples of all external facing materials;
- Notwithstanding the application plans, elevations and sections, fully annotated and dimensioned elevation and section drawings of the proposed front elevation to the High Road, at a scale of 1:20, illustrating the detailed design of all architectural features and facing materials, including design details of ground floor shopfronts, upper floors timber windows and their architrave surrounds, pilasters, cornice, parapet wall and coping, as well as the detailed design of the set back roof shall be submitted to and approved in writing by the Planning Authority prior to the commencement of work :

Reason for conditions ; To ensure that the development is of a highest quality standard to preserve the character and appearance of North Tottenham Conservation Area in accordance with UDP Policies UD4, CSV1 and CSV5.

Transportation - This site is in an area with medium public transport accessibility level and abuts the busy bus route High Road, which offers some 68buses per hour (two-way, and within a walking distance of Lansdowne Road where additional 26buses per hour (two-way) are provided, with the overall 94buses per hour (two-way) providing very regular bus connections to and from Seven Sisters tube station. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.

In addition, our interrogation with TRAVL database has revealed that based on comparable sites (Bed Zed- SM6, Clarence Close-EN4, Riverside West-SW18, Stanley Close- SE9 and Winchester Mews), this residential development (some 1331sqm GFA) would generate a combined vehicle movements, in and out of the development, of some 3 and 2 vehicles in the morning and evening peak hours respectively. Furthermore, notwithstanding that this area has not been identified with parking pressure, the applicant has also proposed 2 car parking spaces, in line with the parking standard set out in the UDP with extended vehicle crossover constructed long the 2 bays on Bromley Road, as detailed on Plan No.K80/09/03. We would also highlight that Tottenham Hotspur Match Day controlled parking zone is in place at this location, operating from Monday to Friday between 1700hrs to 2030hrs and Saturday/Sunday & Bank Holidays from 1200hrs to 1630hrs, which provides some on-street car parking control. It is therefore deemed that this proposed development would not have any significant adverse impact on the existing generated vehicular trips or indeed car parking demand on the adjacent roads. Although the exact number is not obvious from the submitted drawing plan, some secured cycle racks have also been proposed.

Nevertheless, we are concerned with the car parking arrangement which would result in constructing a wide vehicle crossover. Hence we will ask the applicant to propose a single 3metres-wide vehicle access leading to the car parking area. We will also require the applicant to provide 16 cycle racks which shall be enclosed in a secure shelter for the flats and integral cycle storage for the houses. Moreover, there is the need for the applicant to reinstate the footway around the existing two vehicle dropped kerbs on High Road. Additionally, we have observed that there is no physical mechanism to slow vehicles down at the junction of the adjacent Bromley Road with High Road and, the footway adjoining this site is substandard and thus require some upgrade. It is estimated that these works would be in the region of £100,000 (one hundred thousand pounds). Moreover, these works form part of the highway schemes associated with the on-going Tottenham Town Centre Development encompassing the following:

- Junction improvements including the introduction of Advance Stopping Line
- Enhancing the pedestrian environment along the High Road
- Entry treatment at various intersections including the afore-mentioned High Road/Bromley Road junction.

Consequently, the highways and transportation authority would not object to this application on the conditions that the applicant:

1. enters into S.278 of the Highways Act 1980 to improve the footway along the perimeter of this site and construct an entry treatment at High Road/Bromley Road junction.

Reason: To enhance the conditions for pedestrians in the vicinity of this development.

Z. provides sixteen (16) bicycle racks, which shall be enclosed within a secure shelter for the flats and, integral cycle storage for the houses.

Reason: To improve the conditions for cyclists at this location.

3. submits a parking arrangement scheme which shall have a single 3metres-wide access leading to the 2 car parking bays.

Reason: To safeguard the existing walking conditions for pedestrians and maximise the available roadspace at this location.

English Heritage Archaeology Advisor – The site lies in an area where archaeological remains may be anticipated. It fronts the High Road, which dates to the Roman period, and the area saw extensive development during the Medieval times. Buildings dating to the 17th and 18th centuries still stand to the south of the development area. The proposed development will involve new build on areas which may not have suffered from modern truncation or contamination, and may, therefore, affect archaeological remains. I do not consider that any further work need be undertaken prior to determination of this

planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application. The condition might read:

Condition: '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 which has been submitted by the applicant and approved by the Local Planning Authority.'

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. This design should be in accordance with the appropriate English Heritage guidelines.'

In the first instance, the applicants should submit an archaeological desk based assessment, which will allow for an informed decision to be made regarding the need for field work, or trial trenching. This should include reference to the standing front façade and utilisation of the results of any geotechnical or site investigation results.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

Cllr Bevin – "I have concerns re the proposal to retain the existing façade, which looks unsightly, unless the painted brickwork is going to be completely cleaned back to the original brickwork. As this development fronts the high road I would be against any balconies etc that overlook the High Road and would be counted as amenity space even though they would be constantly engulfed by traffic fumes. They would also in some cases be unsightly to the High Road and from my observations balconies are sometimes filled with "junk" etc.

I would expect amenity space to be provided as required by the planning guidance. As the adjacent streets are already over parked provision will be required for adequate parking for all the residents. A four storey building would be out of context with the surrounding streetscene and the number of units proposed could indicate overdevelopment. I also refer to the standards laid down, SPG 3A, re room size, minimum space standards, rooms to have adequate size, height, shape and natural lighting and ventilation which will need to be complied with throughout this proposal".

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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

London Fire and Emergency Planning Authority – Inadequate fire brigade access to Block A & B and inadequate turning facilities in Argyle Road.

Tottenham CAAC - We were surprised that this application for planning permission, which includes the complete demolition of 702 High Road was not accompanied by an application for conservation area consent following established procedures detailed in PPG15 (para 5.9). We understand the implications of the 1997 Shimizu decision in that the partial demolition of No. 700 is regarded as an alteration and therefore does not require conservation area consent. However, this is not the case for 702 High Road as the proposed development includes the total demolition of this building and therefore requires conservation area consent.

The two elements of No. 702 may date back to the mid-19th century, possibly earlier, and their demolition should be justified using the same criteria as those used for the demolition of a listed building. We were concerned that the planning submission does not include a conservation statement or a heritage statement. This would have allowed Haringey to make an informed decision based on a full understanding of the historic significance of the buildings proposed for demolition as part of this proposal.

In addition, the proposals suffer from the same problems as the previous applications by attempting to cram too much into an awkwardly-shaped and partially inaccessible site. The applicant's justification for the proposed housing density, which refers to other developments in the area is not strictly relevant the fact that one site has a large number of units on it is not in itself an argument for building lots of units on an adjacent site.

The chief problem is that the site has been inappropriately treated as a single unit, whereas the southern part of the site should be treated separately. This would allow a more suitable development on the sensibly sized and shaped northern section, which would be in keeping with and contribute to the High Road Historic Corridor.

This application should not be determined until the applicants have provided sufficient information on which to base a decision, and an application for conservation area consent has been submitted.

RELEVANT PLANNING POLICY

National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Guidance 13: Transport
Planning Policy Guidance 15: Planning and the Historic Environment
Planning Policy Statement 22: Renewable Energy

The London Plan – 2008 (inc. alterations)

Policy 3A.1 Increasing London's supply of housing
Policy 3A.3 Maximising the potential of sites

Adopted Unitary Development Plan, 2006

G1 Environment
G2 Housing Supply
AC3 Tottenham High Road Regeneration Corridor
G3 Housing Supply
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD8 Planning Obligations
ENV9 Mitigating Climate Change: Energy Efficiency
ENV10 Mitigating Climate Change: Renewable Energy
ENV11 Contaminated Land
ENV13 Sustainable Waste Management
HSG1 New Housing Development
HSG4 Affordable Housing
HSG9 Density Standards
HSG10 Dwelling Mix
M2 Public Transport Network
M3 New Development Location and Accessibility
M4 Pedestrian and Cyclists
M10 Parking for Development
OS15 Open space deficiency and development
G10 Conservation
CSV1 Development in Conservation Areas
CSV3 Locally Listed Buildings
CSV5 Alteration and Extensions in Conservation Areas
TCR1 Development in Town and Local Shopping Centres

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Parking Standards
SPG7b Vehicle and Pedestrian Movement
SPG7c Transport Assessments
SPG8a Waste and Recycling
SPG8b Materials
SPG8f Land Contamination
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
'Housing' SPD (Oct 2008)
Open Space and Recreation Standards SPD (March 2008)
SPG6a Shopfront, Signage and Security
Tottenham High Road Shopfront Design.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be (1) the building form and alterations to the Tottenham High Road frontage; (2) design and form of Block B and the proposed dwellings to front onto Bromley Road & Argyle Road; (3) dwelling mix, unit sizes & amenity space provision; (4) housing tenure; (5) impact on the character and appearance of the conservation area; (6) impact on amenity of adjoining/ nearby residents; (7) highway & transportation issues; (8) environmental and sustainability issues and (9) planning obligations.

Building Form and Alterations to Tottenham High Road Frontage

As outlined above the block to front onto Tottenham High Road will involve the demolition of the existing buildings (700 & 702) except for the face of No 700 and for the erection of 1 x four storey building comprising 6 x two bed and 3 x three bed flats with one retail/ commercial unit at ground floor level

The section of infill to the High Road frontage will essentially comprise of two identical shopfronts (projecting forward) with two-storeys above with a further recessed top floor above this. These sections of infill will be of a symmetrical design with the same width, mass, height, fenestration and shopfront design. The section of facade to be kept (No 700) will have a new shop front installed and will also have a new recessed top floor in replace of the existing pitched roof.

The new infill frontage and alterations are designed to appear as part of the existing Victorian terrace to this side of the street. As pointed out above the terrace includes locally listed buildings and accordingly the design and facing materials (a render elevation with timber framed windows) of the new infill development are designed to relate positively to the predominant traditional

terrace architecture and shopfront design. The fenestration pattern, cornice line and detailing of the adjoining properties will be respected. The recessed floor will be stepped back 1m from the front building line and will be partly hidden from view by the parapet wall. The design of this recessed top floor has been further amended to have a 70 degree pitch roof, faced in hanging slate, to ensure it is more visually subordinate and sympathetic to the front elevation and streetscene.

The new frontage will have a strong vertical divide to give the new frontage the appearance of three individual buildings. This will also be reflected in the design of the proposed shopfronts which will accord with the principles outlined in the 'Tottenham High Road Shopfront Design Guide'.

Design & form of Block B & dwellings to front onto Bromley Road & Argyle Passage

As noted above Block B will be a three storey block located in the centre of the site to the rear of No's 694-698. This block will accommodate 3 x three bed flats. This block will sit in a smaller footprint of a demolished building.

The proposed new buildings to front onto Bromley Road will largely replicate the footprint and design of the terrace to this they will adjoin. These dwellings will have two-storey returns to the rear as well as accommodation within the roofspace; which will be facilitated by a small pitch roof dormer and rooflights to front roof slope. The design and appearance of the two dwellings have been amended from the scheme initially submitted so as to reflect the design and proportions of the adjoining terrace and therefore these two dwellings will have bay windows, recessed doorways with keystone and stucco detailing and similar fenestration pattern. These properties will be faced in brickwork and will have softwood windows.

The proposed dwellings to front onto Argyle Passage will be of a more contemporary design and will have different proportions to the terrace property to which they will adjoin (No 2 Argyle Road) These dwellings will be wider in width (10.4m) but will have the eaves and ridge height to the adjoining terrace. The design of these dwellings has been further amended so as to include a pitched or gable roof feature above the two-storey projecting bays. This has helped to breakdown the horizontal/ elongated nature of the roof form. These dwellings will be faced in yellow stock brick, with some render and will have softwood windows. The combined height of the front boundary wall and railings to these dwellings has also been reduced in height.

Dwelling Mix, Unit Sizes & Amenity Space Provision

This site has an area of 0.15 hectares. This residential element of the proposal will have a habitable room density of 440 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares

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

In terms of dwelling mix the scheme comprises of comprising 6 x two bed flats, 6 x three bed flats, 2 x three bed and 2 x four bed. The scheme provides a significant proportion of larger size units and therefore is well in above the requirements set out in sections 7.3 & 7.4 of the Council's Housing SPD.

In terms of unit and room sizes the proposal will meet the floorspace standards (Lifetime home) outlined in Figure 8.1 of the 'Housing' SPD as well as part M of building regulations.

The dwellings to front onto Bromley Road will be wheelchair accessible units and will include an associated car parking space to the front.

In terms of amenity space Blocks A & B will have access to private amenity space in the form patio gardens or balconies with east facing aspect as well as a central 'mews garden' which will be formed from a combination of paving and planting. Access to the communal open space will be controlled and over looked. Secure cycle storage will be provided in a secure store in the mews garden. The buildings to front onto Bromley and Argyle Passage/ Road will be single family dwellings and will have their own private amenity space measuring 50sq.m in size. The proposed residential accommodation meets the level of private amenity space as set out in the standards in para. 8.8 to 8.12 of the Housing SPD.

Housing Tenure

The proposed scheme will be 100% affordable and will have a tenure split of approximately 45/55 between social rent and intermediate accommodation.

As the eastern part of the Borough has historically a very high concentration of social rent accommodation, the Council generally wish to readdress this imbalance and promote other types of housing in this part of the Borough. On this point however the GLAs Housing SPG emphasises that there is no restriction on any specific site providing solely affordable housing, though a mix of social rent and intermediate housing is encouraged.

Block A which will front onto Tottenham High Road will accommodate the intermediate units (56% of total units) while the other block and new dwellings will be social rent units (44%). The affordable housing provision does not meet the preferred balance between social and intermediate housing for this area (an objective of 30% social housing and 70% intermediate housing) however it is

close to this requirement. Given the scheme will have a high proportion of intermediate housing it will help achieve an element of long term home ownership and will help to contribute to a mixed and balanced community. The provision of significantly higher proportion of larger units and in particular single family dwelling units will help address the borough's high priority for family sized affordable housing.

Impact on the Conservation Area

As noted above part of the site falls within North Tottenham Conservation Area and in addition No 700 is a locally listed building, as well as the neighbouring buildings No's 698, 704 & 706. No 702 is identified in the conservation area appraisal as detracting from the character and appearance of the area. The application site in its present form is an eyesore, being derelict following fire damage caused by a massive fire two years ago which caused major structural damage and gutted both the buildings fronting the High Road, leaving little else apart from the frontage façade and the remains of the fire damaged building behind. Bearing in mind these circumstances and the Shimizu case law, the structure of the buildings have largely been lost and as such the requirement for a CAC application at the same time as the planning application are not considered necessary in this instance. As outlined above the facade of 700 will be retained. If planning permission is granted, it would be appropriate for a CAC application to demolish the existing building be submitted, but this is a technicality.

The development of this site will bring several benefits. The infill development/ alterations to the High Road frontage and in particular the new shopfront design and treatment to the front elevation of the building will address the unsightly nature of the site and enhance the appearance of the street and help enhance the vitality and viability of this part of the High Road as well as preserve and enhance the character and appearance of this part of Tottenham Conservation Area.

The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area. As such the proposal is considered to be in accordance with policies CSV1 'Development in Conservation Areas' and SPG2 'Conservation and Archaeology'.

Impact on Residential Amenity of Adjoining/ Nearby Residents

The proposed buildings have been designed in such a way so not to have an adverse impact on neighbouring properties. The massing and form of the infill block (Block A) has been designed so as not to contravene the "25 degree angle test" so that the daylight/sunlight from the upper floor rear windows of the adjoining blocks will not be adversely affected. Block B will be of a similar form to a previous block and as such will not adversely affect the outlook and amenities from the upper floor windows of No's 694-698.

The footprint, height and form of the dwellings to front onto Bromley Road have been designed in such a way so as not to adversely affect the outlook and amenities from No 1 Bromley Road. A 2m gap will be retained between the two-storey return to the back of the nearest new dwelling and the boundary with No 1 Bromley Road, so as to minimise its impact on daylight, sunlight and outlook from the windows to the rear and side of this adjoining property. The positioning of these two new dwellings next to No 1 is not an unusual relationship between buildings in an urban environment.

The footprint, height and form of the dwellings to front onto Argyle Passage/Road have also been designed in such a way so as not to adversely affect the outlook and amenities of adjoining properties. All of the first floor rear windows of these dwellings will be obscure glazed. The proposal is considered to be in accordance with policy UD3 and Council's Housing SPD.

Highway & Transportation Issues

The proposed development is in an area with medium public transport accessibility level, with the adjoining bus route - High Road providing some 94 buses (two-way) per hour for frequent bus connections to Seven Sisters tube/overground station and the nearby Bruce Grove surface rail station, just north of this site. There are also bus lanes along this stretch of High Road which cyclists can use to connect with other bus lanes/cycle routes within the borough and ultimately to the nearby tube or surface rail stations.

In addition, this location has not been identified by the Council's adopted UDP, policy HSG11 as that which suffers from parking pressures; it is also deemed that the level of vehicular trips that would be generated by this proposed development would not have any significant adverse impact on the existing traffic or car parking demand at this location. As noted above the proposal will involve the provision of two disabled parking spaces to the front of the Bromley Road properties. Cycle storage in the form of a secure shelter would need to be provided in the centre of the site.

Along the High Road, a pedestrian crossing together with its restrictive markings extends from no. 690 south to no. 680, preventing any parking in this area. However, otherwise, in the morning parking is prevented on the west side from 7 a.m. to 1 p.m. but is allowed during these hours on the east side the situation being reversed in the afternoon (from 1 p.m. to 7 p.m.). There is therefore some on-street parking on the High Road near the site all day, except on match days. There are Spurs match day parking restrictions with resident permit parking only on Bromley Road and Argyle Road.

The applicants will be required to enter into a Section 278 Agreement as part of any planning permission granted for the reinstatement of the existing crossovers and the creation of the new vehicular crossover associated with the disabled car parking spaces to the dwellings to front onto Bromley Road. While it has been requested that the width of the proposed crossover be achieved because of the widths associated with wheelchair accessible parking spaces.

Environmental & Sustainability Issues

Within the adopted Unitary Development Plan and London Plan there are strong policy requirements requiring sustainability and green elements to be incorporated into schemes of this nature. A report has been prepared by Brooks Devlin Environmental Design Consultants and submitted with this application. The proposal incorporates a number of sustainable measures, namely by

- Being a brownfield development;
- Being accessible by public transport and being within/ next to a local shopping parade;
- Providing on site recycling facilities/ compost bins in rear gardens of the proposed dwellings;
- Including the use of renewable energy technologies/ pv solar panels;
- Providing double glazed windows and high levels of insulation;
- Use of energy efficient light fittings;
- Providing low emission gas boilers.

The renewable energy element proposed, photovoltaic cells, are predicated to achieve a reduction CO2 emissions by 20%. The expected cost of photovoltaic cells installation is estimated at £50,000-to £66,000.00.

Planning Obligations

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

In line with Supplementary Planning Guidance SPG 10c, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution sought is £70,000.00

As outlined above the Local Planning Authority seeks some financial contribution towards schemes tailored towards improvement to footways along Tottenham High Road. While Highways have asked for a significantly higher contribution the LPA consider that this is not justifiable given the need to improve the junction between Bromley Road and the High Road does not arise specifically from anything to do with the implementation of this planning permission. Given the financial viability/ returns associated with the scheme, as well the remediation costs associated the contaminations of the site. A contribution of £30,000.00 is therefore sought.

SUMMARY AND CONCLUSION

This proposal is for the redevelopment of this site to provide 16 residential units with one retail unit. The scheme will be 100% affordable and will provide a high proportion of family size units. The scale, bulk, mass and design of the proposed residential blocks and dwelling units are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with Policies AC3 'Tottenham High Road Regeneration Corridor', UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 'Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD. Given the above this application is recommended for APPROVAL.

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2009/1122 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 £70,000.00 towards educational facilities within the Borough according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.
- (1.2) A contribution of £30,000.00 is being sought towards improvement to footways along Tottenham High Road.
- (1.3) Not less than 50% of the identified residential units shall be provided as affordable housing and retained in perpetuity as intermediate housing and social housing.
- (1.4) Plus a recovery costs / administration / monitoring of £5,000.00. This gives a total amount for the contribution of £105,000.00.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed by 31st December 2009, planning application reference number HGY/2009/1122 shall be refused for the following reason:

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

RECOMMENDATION 3

In the event that the Planning Application is refused for the reasons set out in resolution (2) above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2008/0152 and Applicant's drawings: K80/09/01- 05 incl., 06 Rev A, 07 Rev A, 08 Rev A, 10, 11, 12, 13, 14 Rev A, 15 Rev A, 16 Rev A, 17. 18 Rev A, 19, 20, 21 Rev A, 22, 23 & 24 and subject to the following conditions:

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

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

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

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

MATERIALS, BOUNDARY TREATMENT

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

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

4. Notwithstanding the application plans, elevations and sections, fully annotated and dimensioned elevation and section drawings of the proposed front elevation to the High Road, at a scale of 1:20, illustrating the detailed design of all architectural features and facing materials, including design details of ground floor shopfronts, upper floors timber windows and their architrave surrounds, pilasters, cornice, parapet wall and coping, as well as the detailed design of the set back roof shall be submitted to and approved in writing by the Planning Authority prior to the commencement of work.

Reason: To ensure that the development is of a highest quality standard to preserve the character and appearance of North Tottenham Conservation Area.

5. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include a schedule of species and a schedule of proposed materials/ samples to be submitted to, and approved in writing by the Local Planning Authority.

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

6. Details of proposed boundary treatment including all walls, fencing, gateways and means of enclosure shall be submitted to and approved in writing by the local planning authority prior to completion of the development hereby approved, such detailed work to be carried out as approved prior to occupation of the buildings.

Reason: To ensure a satisfactory appearance and to safeguard the visual amenity and appearance of the locality

7. Prior to occupation of the residential dwellings hereby approved a supporting statement demonstrating consistency with the submitted Energy Assessment, which indicates that at least 20% of the overall power generation to be from renewable sources, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the Local Planning Authority.

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

8. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection 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

CONTROLS ON IMPLEMENTATION/ FUTURE ALTERATIONS

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, B, D & E of Part 1 to Schedule 2 of that Order shall be carried out on site.

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

10. The first floor windows shown on the rear elevation of the dwellings to face onto Argyle Passage/ Road shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

11. The section of flat roof to the Bromley Road properties shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area without the benefit of the grant of further specific permission in writing from the Local Planning Authority.

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

12. Details of on-site lighting including within the site, shall be submitted to and approved in writing by the local planning authority prior to any work commencing on site. Such lighting as approved to be installed prior to occupation of the development, and permanently maintained thereafter.

Reason: In the interests of safety, amenity and convenience.

13. No development shall take place until detailed site investigation outlining previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and thereafter these works shall be carried out as approved.

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

14. 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.

15. The retail floorspace hereby permitted shall not be used for Class A3, A4 or A5 purposes within the Schedule to the Town and Country Planning Use Classes Order 1987 (as amended), or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the retail floorspace associated with this development does not adversely affect the residential amenities of residents occupying the building or neighbouring residents.

16. 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 prevent the proliferation of satellite dishes on the development

INFORMATIVE: Before the development hereby approved commences the developer shall enter into an agreement under s278 of the Highways Act 1980 with the Local Highway Authority for works required with the removal of existing crossovers and reinstatement of footway as well as the creation of the new vehicular crossover associated with the car parking spaces along Bromley Road.

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

INFORMATIVE: This permission is granted without prejudice to the necessity to obtaining consent under the Town & Country Planning (Control Of Advertisements) Regulations 2007.

INFORMATIVE: The applicant is reminded that an application for Conservation Area Consent for complete demolition is required in a Conservation Area under the Planning (Listed Buildings and Conservation Areas) Act 1990.

REASONS FOR APPROVAL

The scale, bulk, mass and design of the proposed residential blocks and dwelling units are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Tottenham High Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The building form, detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with Policies AC3 'Tottenham High Road Regeneration Corridor', UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 'Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD.

This page is intentionally left blank

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0620		Ward: Northumberland Park
Address: 143 Northumberland Park N17 0TL		
Proposal: Construction of additional storeys on third and sixth floor and a single storey extension to north west elevation, with ancillary facilities and alterations, to increase accommodation from 146 bedrooms to 182 bedrooms		
Existing Use: Sui Generis		Proposed Use: Sui Generis
Applicant: MrLaurence Quail Aitch Group		
Ownership: PRIVATE		
DOCUMENTS		
Title		
Design Statement 2012		
Supporting Planning Statement 2012		
Supporting Planning Statement 2012		
Structural Survey 2010		
Proof of Evidence in respect of housing need 2011		
PLANS		
Plan Number	Revision	Plan Title
10/1523-01		Existing site layout
10/1523-02		Existing ground floor plan
10/1523-03		Existing 2 nd floor plan
10/1523-04		Existing 5 th floor plan
10/1523-05		Existing roof plan
10/1523-06		Existing elevation 1
10/1523-07		Existing elevation 2
10/1523-08		Existing elevation 3
10/1523-09		Existing elevation 4
10/1523-10		Existing elevation 5
10/1523-11		Existing elevation 6
10/1523-12		Existing elevation 7
10/1523-13		Existing elevation 8 & 9
10/1523-14		Existing section A
10/1523-15		Existing section B
AGR/862-001		Proposed location plan
AGR/862-002		Proposed site plan
AGR/862-003		Proposed ground floor plan
AGR/862-004		Proposed third floor plan
AGR/862-005		Proposed sixth floor plan

AGR/862-006		Proposed typical section
AGR/862-007		Proposed elevation 1-4
AGR/862-008		Proposed elevation 5-7
AGR/862-009		Proposed elevation 8-9
AGR/862-010		Proposed refuse store

Case Officer Contact:

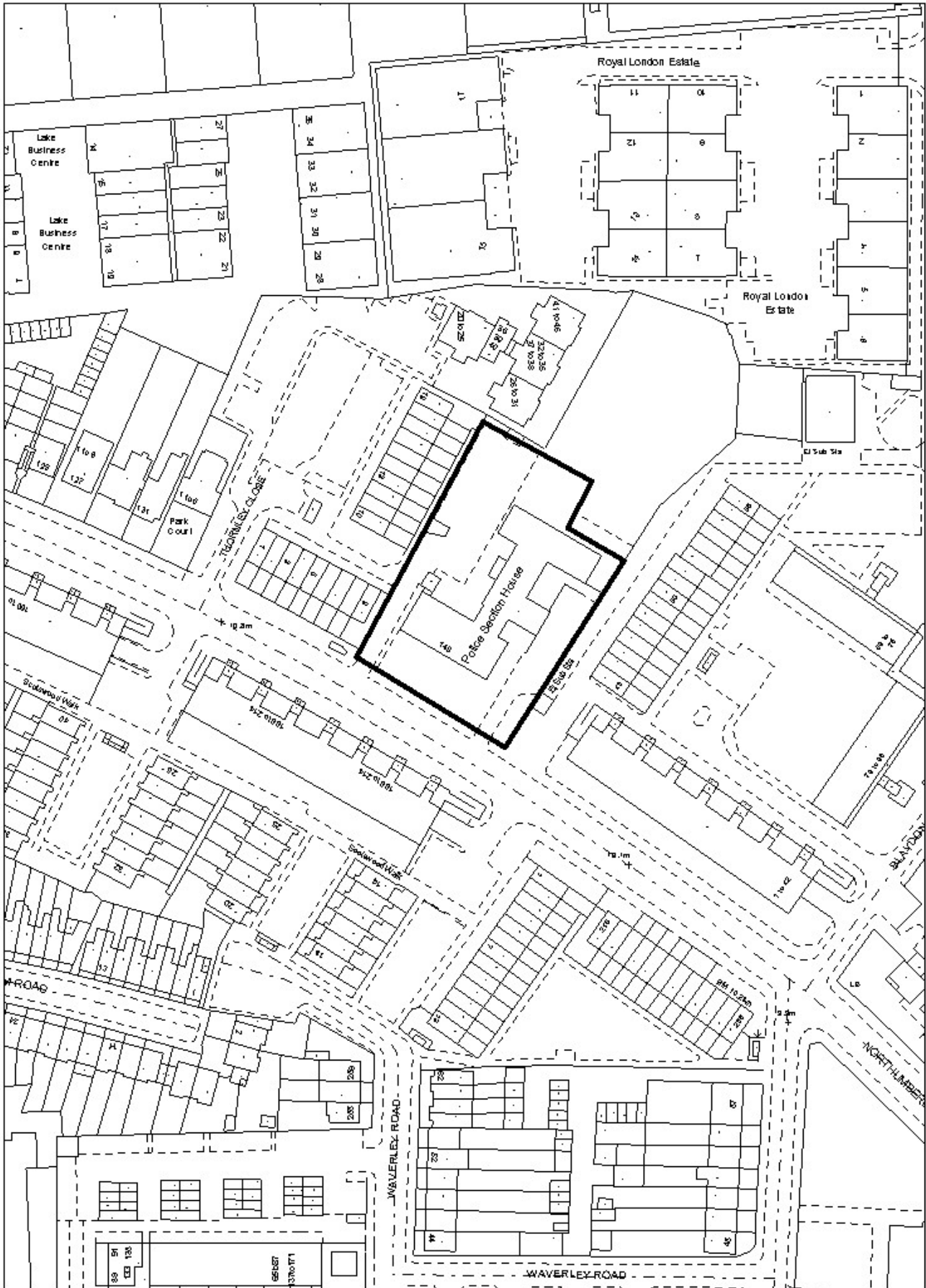
Valerie Okeiyi

P: 0208 489 5120

E: valerie.okeiyi@haringey.gov.uk

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	ANALYSIS/ASSESSMENT OF APPLICATION
7.2	Design and appearance of the proposed extensions
7.3	Hostel Use
7.4	Residential impact
7.6	Parking/ Access
7.7	Waste management
7.8	Sustainability
8.0	CIL
9.0	HUMAN RIGHTS
10.0	EQUALITIES
11.0	CONCLUSION
12.0	RECOMMENDATION
13.0	APPENDICES
13.1	Consultation responses
13.2	Appeal decision
<p>SUMMARY OF REPORT:</p> <p>The application is for the construction of additional storeys at third and sixth floor and a single storey extension to north west elevation, with ancillary facilities and alterations, to increase accommodation from 146 bedrooms to 182 bedrooms which total 36 extra rooms.</p> <p>The proposed development would complement the character of the surrounding area in terms of height, massing and material adding visual interest. It is considered the proposed addition is of an appropriate size and bulk in relation to the original block and is well set back from the edges of the block to retain its original shape and appearance. In terms of the hostel use, there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents and consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5. The proposal will not affect the residential amenity of the neighbouring properties, it would not have any significant adverse impact on the existing generated car trips or indeed car parking demand at this and the proposal incorporate sustainable design measures.</p> <p>The Inspectors dismissed the appeal under appeal ref: APP/Y5420/A/11/2154292 on the character and appearance of the area, with particular regard to material, height and massing and not over-intensification of use of the hostel.</p>	

1.0 PROPOSED SITE PLAN



143 Northumberland Park N17

2.0 IMAGES



Main entrance to the site from Northumberland Park



The rear of the site



The six storey block of the site from the rear



Proposed aerial view



Proposed view of site entrance

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is at Northumberland House, 143 Northumberland Park, London N17 0TR and is a hostel providing sheltered accommodation.
- 3.2 The application site is an area of land covering approximately [00.32 hectares]. It is delineated by a residential street, Northumberland Park, to the South, a minor street, Copper Close, and then residential properties to the West and residential properties to the North, and the East.
- 3.3 The building is comprised of two/three interconnected buildings which together form a 1960 utilitarian block. The building has large expanses of brickwork with fairly narrow vertical slots containing windows and lightweight green panels. The strong vertical rhythm gives it a certain amount of distinctiveness and the use of predominantly one colour of brick gives the building a sense of continuity. The building is of varying heights, with four storeys on the elevation which fronts the main road on Northumberland Park, while the remaining part of the building to the rear is on Copper Close and comprises of six storeys. The building is set back from Northumberland Park by a small grassed area and to the rear is a large car parking area. The elevation on Northumberland Park blends in with the neighbouring residential blocks, in terms of its height and flat roof form.
- 3.4 The surrounding area is predominantly residential and it is also in close proximity to the industrial estate and Northumberland Park railway station. The site does not fall within a conservation area. Refer to Appendices showing photos of the site.
- 3.5 To the north of the site, behind the six storey block are predominantly two/three storey residential blocks in either yellow or red brick, which are flat roofed. To the south of the site is Northumberland Park, a residential road, along which is mainly characterised by low rise 3 storey residential buildings, that some show a coherent height and appearance. The buildings are mainly flat roofed and are predominantly red brick. The residential blocks are mainly either set back with a grassed area at the front or they are mainly built up against the pavement. Further east is a 4 storey residential blocks followed by a 17 storey block which sits on its own within a large grassed area and is partly obscured by mature trees. Further west are two storey terraced/semi detached houses and commercial buildings followed by a 10 storey block which sits on its own within a large grassed area.
- 3.6 Northumberland Park is a wide road with pavements on both sides. The road is lined with several very mature trees on either side with large grassed areas to the front of some of the residential blocks. The street furniture comprises of street lights and bus stops on either side.

4.0 PLANNING HISTORY

4.1 Planning Application History

Planning-[OLD/1960/0759](#)-REF-02-09-60-143-149 Northumberland Park -Erection & use of nine semi-detached 3-storey maisonettes blocks .

Planning-**OLD/1961/0785**-GTD-04-08-61-143-149 Northumberland Park -Erection of a five storey block of 40 flats & 40 garages .

Planning-**OLD/1980/1139**-GTD-20-03-80-143-149 Northumberland Park -14/1/80 Construction of additional fire escape staircase at the South Western corner.

Planning-**OLD/1980/1140**-GTD-02-07-80-143-149 Northumberland Park -19/5/80 Formation of 12 additional window opening in the rear elevation

Planning – **HGY/1999/1648**-GTD-04-04-00 Northumberland Park House 143 Northumberland Park - Use of the property as a hostel in the following terms: 1. The operations carried out by the Crown at the site are lawful for the purposes of the existing building at the site shown on the submitted drawings. 2. At the date when the interest of the Crown ceased the use of the buildings lawful as a hostel for occupation by adults with no care facilities provided, other than the following facilities - gymnasium, kitchens, dining room, lounges, laundry, wcs, baths and showers.

Planning – **HGY/2000/1362**-GTD-15-05-01 Northumberland Park House Northumberland Park - Change of use of five. storerooms to bedrooms within existing hostel building and insertion of new windows into external walls, formation of new emergency door and extend existing access platform.

Planning –**HGY/2001/1666**– GTD - 2-01-02 Northumberland Park House 143 Northumberland Park- Erection of a single storey extension to lounge.

Planning – **HGY/2003/0884** – GTD – 07-07-03 Land To Rear Of Northumberland Park House Northumberland Park - Erection of 3 storey, part 2 storey block comprising 18 x 2 bed and 2 x 1 bed flats.

Planning – **HGY/2004/1829** – GTD-07-09-04 - Northumberland Park House, 143 Northumberland Park London - Approval of details pursuant to condition 3 (materials) and 6 (location of bin stores) attached to planning reference HGY/2003/0884.

Planning-**HGY/2011/0013**-REF-29-03-11-Northumberland House, 143 Northumberland Park London -Construction of additional storey at top of building and single storey extension to north-west elevation, with ancillary facilities and alterations, to increase accommodation from 146 bedrooms to 183 bedrooms. An appeal under appeal ref: **APP/Y5420/A/11/2154292** in the form of a public inquiry was dismissed on the 9th November 2011.

4.2 Planning Enforcement History

No enforcement planning history

5.0 RELEVANT PLANNING POLICY

5.1 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.

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

Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 3.1 Ensuring Equal Life Chances For All
Policy 3.3 Increasing Housing Supply

5.3 Unitary Development Plan

G1 Environment
G2 Development and Urban Design
UD2 Sustainable Design & Construction
UD3 General Principles
UD4 Quality Design
HSG5 Hostel Accommodation
M10 Parking for Development
M9 Car-Free Residential Developments

5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance
SPG8b Materials
Housing SPD (October 2008)
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG8b Materials
SPG4 Access for All – Mobility Standards

5.5 OTHER DOCUMENTS

Diversity and Equality in Planning: A Good Practice Guide (ODPM)
Secured by Design
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'

6.0 CONSULTATION

Internal	External
Transportation Cleansing Noise and Pollution Food and Hygiene Building Control Waste Management Homes for Haringey Ward Councillors	<u>Amenity Groups</u> Tottenham Civic Society <u>Local Residents</u>

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 7.2 Design and appearance of the proposed extensions
- 7.3 Hostel Use
- 7.4 Residential impact
- 7.6 Parking/ Access
- 7.7 Waste management
- 7.8 Sustainability

7.2 Design and appearance of the proposed extensions

- 7.2.1 The ground floor element of the proposal will be sited to the rear of the front wing and to the western side of the main wing, a new ground floor extension is proposed which will accommodate 12x bedrooms, 1 lounge, 1 kitchenette and 1 bath/washroom. The extension will be rectangular in shape, approximately 12.7 metres in width and 27 metres in length. The extension will be single storey with a flat roof.
- 7.2.2 The southern end of the extension includes a corridor adjoining the main wing of the existing building's stairwell/reception area. The majority of the existing building and the new extension will be separated by an open atrium. The new bedrooms will provide additional accommodation on the ground floor, which could potentially be used for people with mobility restrictions. The existing steel containers and shed currently in this location will be removed in order to accommodate the ground floor extension
- 7.2.3 The fourth floor element of the proposal will be constructed to the front wing. The height of the existing building is 3 storeys which will increase to 4 storeys. At the third storey level there will be 3 new windows inserted into the existing front elevation and 2 to the rear elevation. This is due to some of the existing bedrooms currently being served by roof lights, which will have to be removed. Access to the new fourth floor will be through the existing stairwell at the southern end of the main wing, which will be extended to provide the necessary link. The new 4th floor will provide 11 x bedrooms, 1 bath/washroom, 1 lounge and 1 kitchenette. There will be

a fire escape/staircase at the western end of the building, which will link in to the existing fire escape route. Roof lights will also be included to serve the new corridor. The new roof will be flat and will be set behind a small parapet wall (as per the existing situation).

- 7.2.4 The 7th floor element of the proposal will be the main wing. The height of the existing building is 6 storeys which will increase to 7 storeys. The existing staircases at the 6th floor located at each end of the building will be extended along with the lift. 13 new bedrooms are proposed with a new bath/washroom, communal lounge and kitchenette. The extension is based on the T-shape of the existing building. A new lift / plant core will be located on the top of the 7th floor and roof lights will be included along the new corridors. The new roof will be flat and set behind a low parapet (as per the existing situation).
- 7.2.5 The proposed ground floor extension is to be constructed in facing brick to match the existing building. The upper floors will be constructed in a light weight structure finished with 'Zinc' or similar approved, vertical 'Rainscreen' cladding.
- 7.2.6 In terms of materials, policy UD4 of the UDP seeks to ensure that the visual character of the development site and the surrounding area/streetscene should be taken into account in the design of schemes submitted for approval'. Paragraph 3.4 of SPG 8b seeks to ensure that any materials proposed for a building or its environs needs to be sensitive to the building in question, the adjoining buildings and any distinctness in the local character of the surrounding area.
- 7.2.7 In terms of height, policy UD4 seeks to ensure that the height and scale of the development is addressed in a positive way and policy UD3 seeks to ensure that the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area.
- 7.2.8 In terms of massing, policy UD4 seeks to ensure that the form, rhythm and massing of the development should be addressed in a positive way and paragraph D.1 of SPG 1a seeks to ensure that the massing of the buildings should reflect important features in the surrounding buildings.
- 7.2.9 This revised scheme seeks to address the main concerns of the inspector in the appeal decision, which were; on the character and appearance of the area, with particular regard to material, height and massing.
- 7.2.10 Para. 8 of the appeal decision notice pointed out that; although the additional floor would be set back, the set back was considered marginal in that it was limited to the width of a concealed gutter. The cedar material proposal was also of a concern. As a result, the upper floors would stand out in nearby views, such as from across the road, and be out of character with their neighbours. In more distant views, the prominent width of the upper floor to the taller, rear block would also undermine the architectural character of the building's vertical panelling. The inspector concluded in para.10 that the proposals would harm the character and appearance of the area. The revised scheme seeks to address these concerns raised by the Inspector.
- 7.2.11 The proposed revised 4th and 7th floor extensions have been carefully designed to keep their impact to a minimum by addressing the concerns raised by the Inspector. The previously refused application had a very limited set back, in this case

however, the new rainscreen finished external walls have been set-in from the existing roof perimeter parapet walls by between 750mm & 950mm. For the north east & south west elevations, the latter being the prominent elevation facing onto Northumberland Park, the ends of the new extensions have been set-in from the existing building line by 3m. (In one instance 4m) retaining the existing parapet height. The set backs have been achieved by reducing the number of bedrooms and refiguring the circulation space / unit mix. With the new extensions finished with vertical Rainscreen cladding and being set-in from the existing building footprint line, the proposals give the appearance of cladded roofs to the top of both the existing three & six storey buildings, improving their architectural appearance and character which currently has little design merit and the ground floor extension will be constructed in facing brick to match the existing building. There are concerns from consultees (see appendix1) that the additional floor would stand out from nearby views especially from across the road and the properties in Thornley Close and the development will be out of proportion with the size of the site. In response to this it is considered that the upper floor will stand out less from nearby views and the revised material will be of a more acceptable lightweight material.

7.2.12 On balance therefore, it is considered that the proposed revised scheme addresses the concerns raised by the inspector in that; the materials proposed are appropriate, as it would not be visually prominent from the streetscene, and it will be sensitive to the building and surrounding area. The proposed height would not appear overly dominant, in particular because the additional storey will be sufficiently set back and the proposed massing of the building would not create a large, overscaled and dominant building/ roof form. The proposal therefore would not harm the character and appearance of the area.

7.3 Hostel Use

7.3.1 The building will continue in its existing use as a hostel, which is classified as Sui Generis land use. The additional accommodation proposed for the hostel which currently has 146 bedrooms is for an additional 36 bedrooms and ancillary facilities. The ground floor extension will include 12 bedrooms, The third floor extension will include 11 no. one person rooms. The sixth floor extension will include 13 bedrooms. In total, the extensions will include 36 bedrooms. The extensions will therefore increase the total number of bedrooms within the hostel to 182.

7.3.2 The extensions will be served by new toilets and communal lounges to meet the Council's standards, as set out in their 'Good Hostel Guide'. The ground floor extension will include a bath, two showers and three toilets. The third floor extension will include one bath, two showers and three toilets, with the sixth floor extension including one bath, two showers, three toilets. All new bedrooms will be served by new communal lounges & kitchen facilities but will also have access to the existing communal lounges and canteen All rooms have been designed to meet the Council's space standards

7.3.3 The previous application was refused planning permission because the proposal was contrary too policy HSG 5 as it would result in the intensification of use of the hostel which already has a high level of accommodation. **The inspector however did not refuse the appeal on over-intensification of use of the hostel.**

7.3.4 Policy HSG5 Hostel Accommodation seeks to ensure that the scale and intensity of hostel use is appropriate to the size of the building. Para. 4.24 states that:

In certain parts of the borough there is an over-concentration of temporary accommodation, which causes problems. People living in hostel accommodation do not tend to stay in any one place for a long time and this can cause problems such as a lack of community spirit, increase in the cost of providing services, strain on social services and lower educational achievement. Therefore in areas where there is already a high level of hostel accommodation no further uses will be permitted.

7.3.5 This policy applies to the extension of existing hostels as well as to new hostels; if the scale and intensity of the hostel use is to increase.

7.3.6 There are still concerns from consultees (see appendix 1) with the revised scheme and the objections remain the same as the previously refused scheme, because of para 4.24 of HSG 5 which is stated above. Other issues that have been highlighted include;

- The hostel houses many vulnerable people (those with mental health issues, substance misuse issues, ex-offenders and one parent families).
- There needs to be a much greater social mix if the ward is to improve and to achieve sustainable communities
- There have been concerns of how the hostel is run
- There is no denying that there is a need for more of this type of accommodation but its provision needs to be evenly spread through the borough
- Northumberland Park is a deprived area and needs to be improved
- There is an over concentration of hostels in the area
- The proposed extension would result in a considerable increase in the number of residents in this hostel.

7.3.7 The Council's housing service has considered the application from a housing needs point of view, taking into consideration the concerns from the objectors as they have already articulated their concern about the potential impact the extension of the hostel would have on the area and its already very high level of deprivation. Evidence has shown that there is no denying that there is a need for this type of accommodation and therefore supports the provision of affordable provision of this type but agrees that this should be more evenly spread throughout the borough for reasons that have been highlighted. There is also a need to see this type of accommodation providing stepping stones for residents by linking employment, training or education opportunities while also ensuring that it contributes in some way to the community.

7.3.8 In para 11 of the appeal decision, the inspector is aware that Northumberland Park is one of the most deprived wards in London with its highest unemployment rate. There are two other hostels near the appeal site with rooms for a few residents each. UDP Policy HSG5c) does not permit hostel accommodation where there is another hostel within 400m. The reason given for this (para. 4.24) is to avoid problems which arise in certain parts of the Borough from an over-concentration of temporary accommodation. Of even more relevance, its 146 bedrooms make Northumberland Park House by far the largest hostel in the area. On account of all three existing hostels, the proposals would conflict with policy HSG5c).

- 7.3.9 Further to the objections received, the inspector highlights in para. 12 of the appeal decision that evidence heard at the inquiry revealed that that Northumberland Park Hostel already has a high number of vulnerable residents, many of whom are in temporary accommodation and do not appear to have adequate help and support. Also that a relatively high concentration of such residents can cause significant problems such as those listed HSG 5. This was supported by residents' letters and by the local police.
- 7.3.10 The inspectors also points out in para. 13 that the existing hostel mainly caters for single people over the age of 25 who do not require any significant element of care. If this appeal was allowed, occupancy of the existing building and the extensions could be restricted in this way in the future and this could be controlled by a condition. Under the 1996 Housing Act (section 189) the housing authority has a duty to provide advice and support to single adults but is not required to provide accommodation. The inspector heard evidence that, in practice, occupiers are referred to the hostel by the housing authority and that the need for accommodation is such that the hostel is always full and regularly turns people away. There was also concern with the way the hostel is run. In response to this, para. 14 of the appeal decision revealed that there is no evidence to show that there is problems associated with the standards of accommodation or the management of the hostel.
- 7.3.11 The inspector however concluded from the information provided at the inquiry that there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents. Consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5. On this issue the inspector concluded that, subject to an occupancy condition, the level of problems to which policy HSG5 is particularly concerned would not be significantly affected and that an increase in the number of residents should not be a bar to development. Furthermore the inspectors highlights in para. 16 the proposals would cater for the substantial need for hostel accommodation and reduce pressure to convert houses for temporary accommodation. They would therefore be supported by UDP para. 4.1 and 4.16 which set out the basic human right that everyone should have a home, and emphasise that there is a lot of pressure in the area to provide housing. Furthermore the site is in a highly sustainable location and that the proposal would make efficient use of land.
- 7.3.12 In light of the above, it is considered that there is not a strong enough justification for the Council to refuse the planning application using policy HSG 5.

7.4 Residential impact

- 7.4.1 Policy UD3 requires development proposal to demonstrate that there is no significant adverse impact of residential amenity.

7.4.2 There are concerns from consultees (see appendix 1) that the additional storey would have a detrimental affect concerning loss of light and overlooking issues on the surrounding residential properties and an additional storey would cause problems for residents. The revised scheme deals with these issues in that; the proposed additional floor has been further setback than the previously refused scheme there will be no significant loss of sunlight and daylight to any adjoining properties as a result of the development and the proposal will not cause significant problems for residence. Furthermore para.15 of the appeal decision highlights that there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents.

7.5 Parking/ Access

7.5.1 The hostel currently has 10 parking spaces that will remain. The transportation team have no objection to the proposal because it would not have any significant adverse impact on the existing generated car trips or indeed car parking demand at this location.

7.6 Waste management

7.6.1 The waste management team have given the application a RAG traffic light status of AMBER for waste storage and collection arrangements. However to ensure that the Councils standard of waste management is adhered to a condition will be required with more detailed submission of a waste management scheme.

7.8 Sustainability

7.8.1 In terms of sustainability with regard to the design of the proposed development, it will maximise the potential for passive solar gain and natural lighting. In contrast to the existing building, each of the rooms will benefit from a large window, which will improve the potential for these rooms to be heated and illuminated by natural means, thus reducing energy demand.

7.8.2 The proposed additions to the building would also enhance its thermal efficiency, by providing a higher standard of insulation on the upper storey, as it will be built to meet modern building regulation and hostel standards. This would make a substantial contribution to reducing energy consumption for heating in the building as a whole, a net gain to the existing hostel

7.8.3 The proposed development will also be constructed as far as possible from materials from sustainable sources, and to the highest standards of energy and resource efficiency that are practicable.

7.8.4 The nature of the building is also inherently more sustainable than other forms of residential accommodation, as it relies on a communal source of heating for the whole building, and has a communal kitchen and dining area. An equivalent flatted residential development of a similar age and size would be likely have numerous individual boilers and kitchens, and would be vastly less energy efficient

8.0 CIL

The proposal would be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm/ the scheme provides one or more residential units however it maybe exempt from being charged based on the Mayor's CIL charging schedule under Social Housing provided by local Housing Authority, registered social landlord or registered provider of social housing and shared ownership housing subject to the specific provisions of Regulation 49 of the CIL regulations

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

10.0 EQUALITIES

10.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 149 of the Equality Act 2010. 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.

11.0 CONCLUSION

11.1 The proposed development has been re-designed based on the inspectors comments and as a result; it would complement the character of the surrounding area in terms of its height, massing and material adding visual interest. It is considered the proposed addition is of an appropriate size and bulk in relation to the original block and is well set back from the edges of the block to retain its original shape and appearance.

11.2 In terms of the hostel use, the proposal will not lead to over-intensification of use of the hostel. There was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents and consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5.

11.3 lastly, the proposal will not affect the residential amenity of the neighbouring properties and it would not have any significant adverse impact on the existing generated car trips or indeed car parking demand at this location and the proposal incorporates sustainable design measures.

11.2 As such the proposal will be in accordance with policies M10 Parking for Development, HSG1 New Housing Development, UD3 General Principles and UD4 Quality Design of the Adopted Haringey Unitary Development Plan and The Councils SPG 1a Design Guidance, SPG3b Privacy/Overlooking, Aspect/Outlook

and Daylight/Sunlight, SPG8b Materials and SPG4 Access for All – Mobility Standards.

12.0 RECOMMENDATIONS

GRANT PERMISSION subject to 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.

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

MATERIALS & SITE LAYOUT

3. 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.

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 scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

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

CONSTRUCTION

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

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

WASTE

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

Reason: In order to protect the amenities of the locality

OTHERS

7. All the occupants shall be over the age of 25 and not require any significant element of care.

Reason: To ensure that the hostel does not result in an over-concentration of younger people who require significant support and care such that services locally are not over burdened

13.0 APPENDICES

13.1 Consultation responses

	INTERNAL	Question/Comment.	Response
1	Haringey Transportation	<p>This proposed development is located in an area with a medium public transport accessibility level and is served by some 50 buses per hour, (two-way) for connections to numerous transport links on Tottenham High Road. It considered that the majority of journeys by staff and residents of this site would be made by sustainable travel modes. In addition, this location has not been identified within the adopted Council's UDP as that renowned to have car parking pressure.</p> <p>It is deemed that the proposed development would not have any significant adverse impact on the existing generated car trips or indeed car parking demand at this location. Therefore, the highway and transportation authority would not object to this application.</p>	<p>Noted in para. 7.5 as the transportation team have no objection to the 10 parking spaces that will remain</p>

2	Waste Management	<p>This proposed application for an increased accommodation from 146 bedrooms to 182 bedrooms will require 4 x 1100 residual waste bins, and 2 x 1100 recycling bins.</p> <p>To accommodate the increased bedrooms on this site will require an additional bin storage area of suitable size to store six 1100 bins. The bin storage area needs to be within 10 metres from point of collection. The bin storage area needs to be at the front of the site accessible from Northumberland Park to avoid the refuse and recycling vehicles from reversing unnecessary.</p> <p>The bin chamber needs to be maintained by the managing agent to ensure that the bin chamber and external areas are kept litter and refuse free.</p> <p>This application has been given RAG traffic light status of AMBER for waste storage and collection</p>	Noted and further details are required as set out in condition 6

		arrangements.	
3.	Commercial Environmental Health	Have no comment to make on the planning application	Noted
4.	Jennifer Gould – The Councils Housing Advice and Options manager	<p>She has considered the application from a housing needs point of view as she believes Cllr Bevan and others have already articulated their concern about the potential impact the extension of the hostel would have on the area and its already very high level of deprivation.</p> <p>There is no denying that there is a need for this type of accommodation. Currently there are around 3000 single applicants who have registered for social housing and have been placed in Bands C, D and E. Most applicants in these bands are unlikely successful in securing permanent social housing and will need alternative solutions to resolve their housing difficulties. However, it is important that these solutions (of which Northumberland park Hostel is one) are affordable</p> <p>The need for this type of accommodation is among single people on benefits or a low income struggling to find accommodation in the private rented sector and this is evidence by over 50% of those single applicants in the housing register in bands C to E being under the age of 35 years.</p> <p>She would like too see affordable provision of this type of accommodation but agree that this should be more evenly spread throughout the borough for reasons that have been highlighted. She would also like too see this type of accommodation providing stepping stones for residents by linking employment, training or education opportunities while also ensuring that it contributes in some way</p>	Noted in para. 7.38 which provides evidence to show that there is a need for this type of housing.

		to the community.	
	WARD COUNCILLORS	2 letter received	
1.	Councillor Bevan	<p>The additional storey would have a detrimental affect concerning loss of light and overlooking issues on the surrounding residential properties</p> <p>The further set back proposed would stand out from nearby views especially from across the road and the properties in Thornley Close.</p> <p>There is currently no proposal to replace the existing unattractive Crittal windows</p> <p>In Northumberland park there is an over concentration of temporary housing, which causes problems. There is no denying need for more of this type of accommodation but its provision needs to be evenly spread through the borough. this is considered more sustainable for communities, preventing the over concentration of affordable and temporary housing and prevent intensification of hostel accommodation in an area that has a very high level of such accommodation</p> <p>The proposal is contrary to para 4.24 of HSG 5</p>	<p>It is considered that as the proposed additional floor has been further setback than the previously refused scheme there will be no significant loss of sunlight and daylight to any adjoining properties as a result of the development.</p> <p>It is considered that as the proposed additional floor has been further setback than the previously refused scheme, the upper floor will stand out less from nearby views and the revised material will be of a more acceptable lightweight material.</p> <p>This planning application does not deal with the existing windows. A further planning application will be required for their replacement.</p> <p>The inspector pointed out in para. 16 of the appeal decision emphasise that there is a lot of pressure in the area to provide housing. Furthermore the site is in a highly sustainable location and that the proposal would make efficient use of land.</p> <p>The inspector concluded in para. 15 of the appeal decision that the level of problems to which policy HSG5 is particularly concerned would not be</p>

		<p>The hostel houses many vulnerable people (those with mental health issues, substance misuse issues, ex-offenders and one parent families). There needs to be a much greater social mix if the ward is too improve</p> <p>There have been concerns of how the hostel is run</p>	<p>significantly affected</p> <p>The inspector concluded in para. 14 of the appeal decision that there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents. Consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5</p> <p>para. 14 of the appeal decision revealed that there is no evidence to show that there is problems associated with the standards of accommodation or the management of the hostel.</p>
2.	Councillor Sheila Peacocks	<p>There is no proposal to improve the rest of the building which is most unsatisfactory</p> <p>Because of the anti-social behaviour of many of the homeless there have been many objections not only from people living nearby but also from people living within the hostel, at least a quarter of my case load is addressing problems of the many residents who have to live here and the neighbours.</p> <p>There is a need for more hostels in the borough but I suggest not in this area. There is a need for smaller hostels, having one as big as this leads to</p>	<p>A condition will be attached to the planning permission for details of the treatment of the surroundings of the proposed development which include the planting of trees and/or shrubs. Furthermore sustainable measures are proposed to enable the scheme to be more sustainable.</p> <p>The inspector concluded in para. 14 of the appeal decision that there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents. Consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5</p> <p>The inspector pointed out in para. 16 of the appeal decision emphasise that there is a lot of pressure in the area to provide housing. Furthermore the site is in a highly sustainable location and that the proposal would make efficient</p>

		<p>many on going problems.</p> <p>There are concerns with the management of the hostel.</p> <p>The area where this hostel is situated has many HMO's, also the area is known to be the most deprived area in London with the most cases of homeless, teenage pregnancies and the highest unemployment, to increase the size of the hostel will only compound on an area which already has many problems</p> <p>The proposed height and massing of the building will undermine the existing architecture, the proposed materials also to not comply with the Council's policies and the new block will not relate to any of the adjacent low rise blocks in the area of Northumberland Park.</p>	<p>use of land.</p> <p>para. 14 of the appeal decision revealed that there is no evidence to show that there is problems associated with the standards of accommodation or the management of the hostel.</p> <p>The inspector concluded in para. 14 of the appeal decision that there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents. Consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5</p> <p>The revised lightweight materials proposed are appropriate subject to condition, as it would be less visually prominent from the streetscene, and it will be sensitive to the building and surrounding area. The proposed height would not appear overly dominant, in particular because the additional storey will be sufficiently set back and the proposed massing of the building would not create a large, over-scaled and dominant building/ roof form. The proposal therefore would harm the character and appearance of the area.</p>
--	--	---	---

AMENITY GROUP	Tottenham Civic Society	
----------------------	--------------------------------	--

	<p>The expansion should not be allowed. Northumberland ward is one of the most deprived wards in the country. Allowing this would be a backward step for Tottenham regeneration</p>	<p>The inspector pointed out in the appeal decision that Northumberland Park is one of the most deprived wards in London. It is also pointed out that the site is in a highly sustainable location and that the proposal would make efficient use of land.</p>
NEIGHBOURS CONSULTED	7 Letters received	
	<p>The proposed extension would result in a considerable increase in the number of residents in this hostel (for the homeless with social problems) and would dramatically affect the character of the area</p> <p>More needy members of our society should be spread more evenly across the borough</p> <p>Northumberland Park is a deprived area and needs to be improved</p> <p>There is an over concentration of hostels in the area</p>	<p>The inspector concluded in para. 14 of the appeal decision that there was no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents. Consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5</p> <p>The inspector pointed out in para. 16 of the appeal decision emphasise that there is a lot of pressure in the area to provide housing. Furthermore the site is in a highly sustainable location and that the proposal would make efficient use of land.</p> <p>The inspector pointed out in the appeal decision that Northumberland Park is one of the most deprived wards in London. It is also pointed out that the site is in a highly sustainable location and that the proposal would make efficient use of land.</p> <p>The inspector pointed out in para. 16 of the appeal decision emphasise that there is a lot of pressure in the area to provide housing. Furthermore the site is in a highly sustainable location and that the proposal would make efficient use of land.</p>

	<p>The development is out of proportion with the size of the site</p> <p>The proposal does not include social facilities or support for occupants</p>	<p>The proposed additional floor will be sensitive to the building and surrounding area. The proposed height would not appear overly dominant, in particular because the additional storey will be sufficiently set back and the proposed massing of the building would not create a large, over-scaled and dominant building/ roof form.</p> <p>para. 14 of the appeal decision revealed that there is no evidence to show that there is problems associated with the standards of accommodation or the management of the hostel.</p>
--	---	--

13.2 Appeal decision

Appeal Decision

Inquiry held on 18-19 October 2011

Site visit made on 19 October 2011

by **David Nicholson** RIBA IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 9 November 2011

Appeal Ref: APP/Y5420/A/11/2154292

Northumberland Park House, 143 Northumberland Park, London N17 0TR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by the Aitch Group against the decision of Haringey Council.
- The application Ref. HGY/2011/0013, dated 24 December 2010, was refused by notice dated 29 March 2011.
- The development proposed is extensions and alterations to the existing hostel to increase its accommodation from 146 bedrooms to a total of 183, plus ancillary facilities and alterations.

Decision

1. The appeal is dismissed.

Main Issues

2. From the representations submitted, and my inspection of the site, I find that the main issues are the effects of the proposals on:
 - (a) the character and appearance of the area, with particular regard to materials, height and massing;
 - (b) the level of problems in the area associated with hostel accommodation.

Reasons

Character and appearance

3. Northumberland Park runs through the ward of the same name in the east of the Borough. The road is mainly characterised by 1960s utilitarian residential housing. Around the appeal site the blocks are mostly 3 storeys high though many also have part underground parking effectively making them rise to 3½ storeys. I saw that the area is typical of the 1960s including many of the design flaws from that time. Nonetheless, they are a long way from being the worst examples of that era. I also noted that the road is tree-lined, that the buildings are set back behind wide grass margins and that areas in public view are generally clean, mostly litter-free and well maintained. The buildings also appear in good repair with little staining.
4. Northumberland Park House was built as a Police House and converted to a hostel in April 2000. It comprises two blocks: the front part is three storeys high; the rear part has six storeys. It is mostly built of a red-brown brick but with a significant number of pale coloured infill panels, which are recessed, and as a result give greater prominence to the brickwork.

5. The proposed extensions would add a single storey to each part plus a further single storey extension to one side. As illustrated, they would be faced with Cedar boarding with a slight set back which could accommodate a concealed gutter.
6. The Council has objected to Cedar boarding on account of many poor examples within the Borough. While I consider that it should be perfectly possible to detail, construct and maintain Cedar boarding to give a long life with an attractive appearance, I acknowledge that if any of these factors are lacking the result is likely to be an unsatisfactory appearance. Given the Council's experience of local practices, I give significant weight to their concerns. On the other hand, the appellant would be prepared to accept a condition requiring an alternative finish and the Council acknowledged that a lightweight material could be appropriate. Consequently, I find that an alternative material could be required and that the external finish could be acceptable.
7. There are many examples in London of buildings whose top floors are set well back from the front wall. These include classical buildings but also more recent developments such as the Borough's own Civic Centre. In my experience this device can successfully reduce the apparent bulk of a building and, where there is a substantial set back, when viewed from ground level near to such a building, the top floor may even be concealed from view. Many historic examples are of lead or slate whose grey colour does not contrast as much with the sky as the walls, which are typically masonry, further reducing the prominence of the top floor.
8. In the proposals before me the top floors would be set back. However, rather than a substantial margin, to help the top floor recede, the set back would be limited to the width of a concealed gutter. Although the facing material could be altered from the more strident Cedar boarding illustrated, this would not overcome the lack of a substantial set back. As a result, the upper floors would stand out in nearby views, such as from across the road, and be out of character with their neighbours. In more distant views, the prominent width of the upper floor to the taller, rear block would also undermine the architectural character of the building's vertical panelling. I have noted the taller buildings towards each end of the road but also that their architectural treatment is consistent on each floor.
9. Overall, I find that the proposals would constitute poor design which would make the blocks far more dominant in the streetscene, jar with their neighbours and harm their context. They would detract from efforts to maintain the quality of the environment. While I accept that the surrounding buildings are dated and utilitarian, this does not excuse adding badly designed extensions.
10. On this issue I conclude that the proposals would harm the character and appearance of the area. They would be contrary to current adopted Policy UD4 of the Haringey Unitary Development Plan (UDP) which expects extensions to be of high design quality and take account of form, rhythm and massing, and architectural style, detailing and materials. The proposals would conflict with adopted Supplementary Planning Guidance SPG 1a for Urban Design which elaborates on the criteria in Policy UD4.

Hostel use

11. Northumberland Park is one of the most deprived wards in London with its highest unemployment rate. There are two other hostels near the appeal site with rooms for a few residents each. UDP Policy HSG5c) does not permit hostel accommodation where there is another hostel within 400m. The reason given for this (paragraph 4.24) is to avoid problems which arise in certain parts of the Borough from an over-concentration of temporary accommodation. Of even more relevance, its 146 bedrooms make Northumberland Park House by far the largest hostel in the area. On account of all three existing hostels, the proposals would conflict with policy HSG5c).
12. I heard evidence¹ that Northumberland Park House already has a high number of vulnerable residents, many of whom are in temporary accommodation and do not appear to have adequate help and support. Also that a relatively high concentration of such residents can cause significant problems such as those listed in the UDP. This is supported by residents' letters and by the local police.
13. The existing hostel mainly caters for single people over the age of 25 who do not require any significant element of care. If this appeal was allowed, occupancy of the existing building and the extensions could be restricted in this way in the future and this could be controlled by a condition. Under the 1996 Housing Act (section 189) the housing authority has a duty to provide advice and support to single adults but is not required to provide accommodation. I heard evidence² that, in practice, occupiers are referred to the hostel by the housing authority and that the need for accommodation is such that the hostel is always full and regularly turns people away.
14. I have no reason to doubt the Ward Councillor's evidence. On the other hand, neither this, nor the evidence of the Council, nor policy HSG5 distinguishes between temporary accommodation, with highly transient occupiers who may require significant care, and the way that the appeal site is managed. There is no evidence before me to show that the single occupiers, over 25 years old, cause or suffer from any more problems than other residents in the area, or that there are any problems associated with the standards of accommodation or the management of the hostel. Rather, the evidence shows that some occupiers stay for as long as many other residents in the area, and I heard that a few are in employment and that some have moved on to ordinary private rented accommodation³.
15. From the information provided to the Inquiry, I find no evidence that the occupiers of the proposed extensions would be likely to cause more problems than any other local residents. Consequently, the proposals would be unlikely to exacerbate the concerns behind the aims of Policy HSG5. On this issue I conclude that, subject to an occupancy condition, the level of problems to which policy HSG5 is particularly concerned would not be significantly affected and that an increase in the number of residents should not be a bar to development.

¹ From Ward Councillor John Bevan (see also his submissions in Document 6)

² Tricia Jones (in chief) that the hostel receives 5-10 calls a day from the Housing Dept, on behalf of clients, to see if a room is available

³ Tricia Jones in answer to Inspector's questions

Conclusions

16. On the basis of the evidence before me, and subject to a condition, I have found that the level of hostel accommodation would not unacceptably exacerbate problems in the area. The proposals would cater for the substantial need for hostel accommodation and reduce pressure to convert houses for temporary accommodation. They would therefore be supported by UDP paragraphs 4.1 and 4.16 which set out the basic human right that everyone should have a home, and emphasise that there is a lot of pressure in the area to provide housing. I note that the site is in a highly sustainable location and that the proposals would make efficient use of land.
17. Nonetheless, I find that these matters would not outweigh the poor standard of design. For the reasons given above and having regard to all other matters raised, including the draft National Planning Policy Framework and Plan for Growth, I conclude that the appeal should be dismissed.

David Nicholson

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Heather Emmerson of Counsel instructed by Legal Services, Haringey Council
She called
Valerie Okelyi Haringey Council

FOR THE APPELLANT:

Thomas Hill QC instructed by JB Planning Associates
He called
David Parker Pioneer housing and development consultants
Laurence Quail JB Planning Associates
Tricia Jones Manager, 143 Northumberland Park

INTERESTED PERSON:

Cllr. John Bevan Ward Councillor

DOCUMENTS

- 1 Extract from the Office of National Statistics
- 2 Summary proof of evidence of Miss Okelyi
- 3 Notification of the Inquiry
- 4 Signed Statement of Common Ground
- 5 Copy of unadopted Supplementary Planning Guidance 8b, dated 2003
- 6 Evidence submitted by Cllr Bevan

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0770		Ward: Noel Park
Date received: 11 April 2012		
Address: Lymington Avenue, London, N22 6JB		
Proposal: Mixed use development providing commercial units along Lymington Avenue and 66 residential units arranged from 2 - 6 storeys, with parking and private amenity areas to the rear		
Existing Use: Residential/Commercial		Proposed Use: Residential/Commercial
Applicant: Sanctuary Housing		
Ownership: Public		
DOCUMENTS		
Title		
Existing Plans and Elevations		
Proposed Plans and Elevations		
Design and Access Statement		
Arboriculture Report		
Energy Report		
Sunlight and Daylight Report		
Code for Sustainable Homes Planning Statement		
Noise Report		
Ecology report		
Accommodation Schedule		
Plan/Document		
Plan Number	Revision	Plan Title
1201_E_100		Site Location Plan
1201_E_101		Plans existing
1201_E_102		Elevations existing
1201_P_200	Rev A	Proposed Ground Floor
1201_P_201	Rev A	Proposed First Floor Plan
1201_P_202	Rev A	Proposed Second Floor Plan
1201_P_203	Rev A	Proposed Third Floor Plan
1201_P_204	Rev A	Proposed Fourth Floor Plan Level 1 to 3
1201_P_205	Rev A	Proposed Fifth Plan
1201_P_206		Roof
1201_P_210_225		Flat types A to R
1201_P_230	Rev A	Proposed Site Plan
1201_P_250	Rev A	Elevation 1 South-West
1201_P_251	Rev A	Elevation 2 South-East
1201_P_252	Rev A	Elevation 3 North-East
1201_P_253	Rev A	Elevations 4 & 5

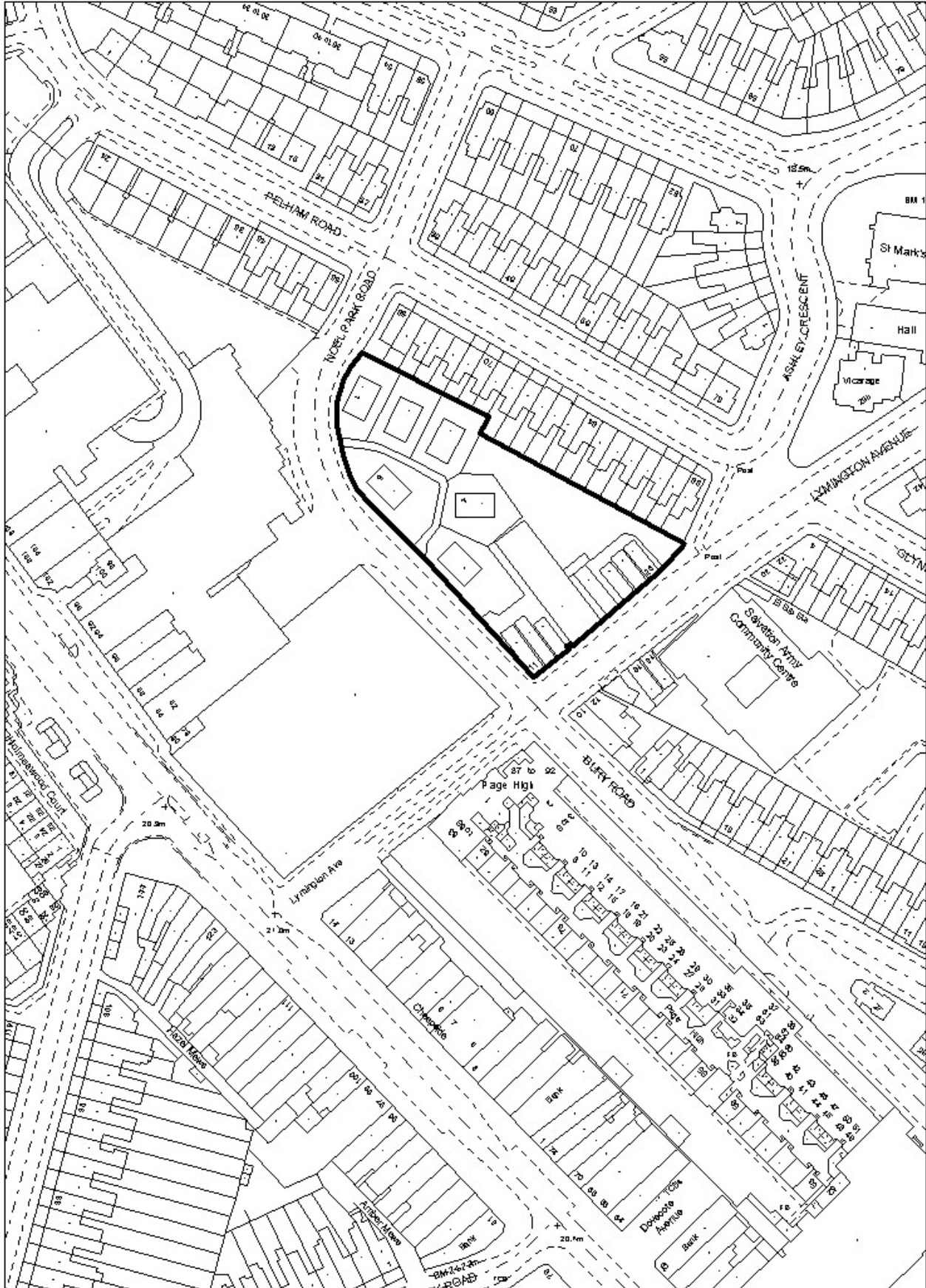
1201_P_254	Rev A	Elevations 6 & 7
1201_P_500		3D Model
1201_P_600		Design & Access Statement
1201_Schedule 120411		Housing Schedule
1501.Energy Strategy v1.0.		Energy Strategy
BS5837 - Lymington Avenue - ATC AIA 02 - 05- 04-12 (A2)		Arboricultural Impact Assessment
BS5837 - Lymington Avenue - ATC AMS (3) - 05-04-12		Arboricultural Development Report
BS5837 - Lymington Avenue - ATC TPP 02 - 05- 04-12 (A2)		Tree Survey to BS5837 – Land at the Junction of Lymington Avenue and Noel Park Road, Wood Green, London N22
CfSH Pre assessment Planning Lymington Ave Final		Code for Sustainable Homes, Planning Statement
Noise Assessment		Sound Insulation Assessment, Technical Report
Sunlight and Daylight Report		Planning Sunlight, Daylight and Overshadowing Report at Lymington Avenue
Survey Schedule		BS 5837:2005 Tree Survey
Tree Constraints Plan		Land at Junction of Lymington & Noel Park Road, Wood Green, Tree Constraints Plan
Tree Report		Tree Survey to BS5837 – Land at the Junction of Lymington Avenue and Noel Park Road, Wood Green, London N22
Case Officer Contact: Gareth Prosser P: 0208 489 5129 E: gareth.prosser@haringey.gov.uk		

TABLE OF CONTENTS	
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 Appendix 1: Comments on objections Appendix 2: DM Forum (May 16 th , 2012) Minutes
<p>SUMMARY OF REPORT: The proposed scheme is for the demolition of the existing pre-fabricated houses and retail units on the 3,480m² site adjacent to Lymington Avenue and for the erection of a 2 to 6 storey building comprising 66 self contained flats. The proposal is considered to be a high quality response to the site and its immediate surrounding; taking into account the rhythm, scale and mass of neighbouring buildings.</p> <p>The development will lead to a more defined streetscape with the proposal providing stronger enclosure along the north side of Lymington Avenue. The proposal will replace pre-fabricated buildings of poor to modest quality, which are openly visible from the road, with a building of high-quality design which will be of a suitable design for a site adjacent to a conservation area and within a metropolitan centre. The facades will incorporate contemporary materials which are considered appropriate to the area.</p> <p>The proposed new building has been positioned and designed to minimise its impact on the adjacent residential properties at Pelham Road by incorporating appropriate landscaping on site and by concentrating development to the south of the site, nearest the shopping core. This proposed building will achieve a high standard in terms of sustainable design. Due to the very high PTAL level, the proposal is a car-free development and seeks to achieve a Code for Sustainable Homes Level 4. The application will be subject to a S106 agreement seeking an education contribution and a contribution for improvements to</p>	

walking and cycling in the area.

The scheme creates a non-residential space of approximately 360sqm. Which can be used for commercial or community space in line with the planning brief.

1.0 SITE PLAN



Land at Lynton Avenue N22

2.0 PROPOSED SITE PLAN



Site Layout Plan



Proposed Axonometric (looking towards Wood Green Metropolitan Shopping Centre)



Proposed Elevation along Lymington Avenue



Proposed Elevation along Noel Park Road

3.0 SITE AND SURROUNDINGS

- 3.1 The site (3,556m²) is occupied by a number of single-storey pre-fabricated retail buildings, with six bungalows to the rear of the site erected on a temporary basis in the 1990s. Much of this site (approximately one quarter) is overgrown and unkempt. The site is located behind Wood Green High Road, a major centre within the Borough.
- 3.2 The site lies adjacent to the Noel Park Conservation Area. Noel Park was built between 1883 and 1929 by a Victorian philanthropist group called “The Artisans, Labourers and General Dwellings Company”. The Estate was a showpiece of modern housing with five different house types, with varying standards of accommodation and facilities and architectural detail. Craftsmanship and quality of material were considered to be of a very high standard with attractive front facades with decorative slate roofs, fine brick details, wooden sash windows, wood panelled front doors and neat front gardens bounded by low brick walls and copings and capitals.
- 3.3 Most of the Conservation Area is subject to an Article 4 Direction under the Town and Country Planning (General Permitted Development) Order 1995, which restricts permitted development rights – see Table 7 of the Haringey Unitary Development Plan (March 1998). The site lies within the Wood Green Metropolitan Centre and falls within the secondary frontage of the Centre, as defined in Schedule 3 of the Haringey Unitary Development Plan (2006).
- 3.4 The site is within the Wood Green Outer Controlled Parking Zone, which currently operates from Monday to Sunday 8.00am to 10.00pm. The site is well served by public transport. Wood Green and Turnpike Lane Underground stations, served by the Piccadilly line, are both about 450 metres from the site. There are 18 bus routes operating along the High Road or servicing the Underground stations. Both Turnpike Lane and Wood Green are important interchanges within the borough. The nearest bus stops are on the High Road approximately 150m from the sites.
- 3.5 The public transport accessibility level (PTAL) is 6a (High). A new link road connecting Noel Park Road and Bury Road was completed in August 1999. This has improved access from the north to the service yards and Bury Road car park to the rear of Wood Green High Road, although alterations made to the highway network at the same time made access from the south considerably more difficult. Through traffic is not allowed to pass along Lymington Road to the High Road after its junction with Bury Road – this section of the street is used for servicing and access only.

4.0 PROPOSAL

- 4.1 This application proposes the demolition of all of the existing buildings on the site and construction of 66 dwellings and a significant ground floor commercial/retail/community space. This scheme refers to the Haringey Council Planning Brief for the site which states that 'redevelopment of this site should create a high quality mix of retail uses and residential units, although community type uses will also be acceptable'. The proposal has also evolved following the pre-planning meeting on 28th September 2011, the subsequent correspondence with the design officers and a presentation at the Haringey Design Panel.
- 4.2 The proposed development has a mix of residential and non-residential space and is split into private accommodation and affordable units. The proposed floorspace for the respective flats, as set out in detail below, will be in excess of the London Plan requirements which supersede the standards outlined in Haringey's Housing SPD. In addition they will comply with the Housing Associations HQIs, Lifetime Homes and the Mayors Design Guide.
- 4.3 The scheme creates a non-residential space of approximately 370m sqm. This can be used for commercial/community space replacing that currently on site. The density level of accommodation has been calculated at 651HRH and is therefore within the 650-1100 HRH density range which the London Plan states is sustainable for a 'Central' setting with a Public Transport Accessibility Level (PTAL) of 4-6.
- 4.4 The proposal lies within the Wood Green Metropolitan Centre and is highly accessible via public transport. Therefore, the scheme is proposed as a car free development with occupants not being eligible for car parking permits.

5.0 PLANNING HISTORY

5.1 Planning Application History

No recorded history.

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 3.7 Large Residential Developments
Policy 3.8 Housing choice
Policy 3.10 Definition of Affordable Housing
Policy 3.11 Affordable Housing Targets
Policy 3.13 Affordable housing thresholds
Policy 3.14 Existing housing
Policy 3.15 Coordination of housing development and investment
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy

6.3 Unitary Development Plan

G1 Environment
G2 Development and Urban Design
G3 Housing Supply
G4 Employment
G5 Town Centre Hierarchy
G10 Conservation
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD6 Mixed Use Developments
UD7 Waste Storage
UD8 Planning Obligations
UD10 Advertisements
HSG1 New Housing Development
HSG4 Affordable Housing
HSG10 Dwelling Mix
M9 Car-Free Residential Developments
OS15 Open Space Deficiency and New Developments
OS17 Tree Protection, Tree Masses and Spines

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPD Housing 2008
SPG4 Access for All - Mobility Standards
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG6a Shop fronts, Signage & Security

SPG6b Advertisements
 SPG8b Materials
 SPG9 Sustainability Statement
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations
 SPG10a Educational Needs Generated by New Housing

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
 Sites at Lymington Avenue, N22 Planning Brief

7.0 CONSULTATION

Statutory	Internal	External
- TfL	- Transportation Group - Cleansing - Building Control - Food and Hygiene - Housing Renewal - Noise and Pollution - Homes for Haringey - Ward Councillors - Arboricultural Officer - Housing	<u>Amenity Groups</u> - Noel Park CAAC <u>Residents Association</u> - Noel Park - Noel Park North <u>Local Residents</u> - As outlined in Appendix - Transport for London - London Fire Brigade

A Development Management Forum was held at St Mark’s Church on May 16th, 2012.

8.0 RESPONSES

The flowing responses were received via the statutory public consultation.

Transportation (Final Comments)

- 8.1 The proposed site is located on the junction of Noel Park Road with Lymington Avenue; the site is located in and an area with a good public transport accessibility level (PTAL 6) and is within easy walking distance of Wood Green underground station and bus interchange. Directly opposite the site is Shopping City East, which has several service entrances of Noel Park Road, as well as delivery access on Bury Road.

- 8.2 The proposed development is located within the Wood Green (inner) controlled parking zone, which operates from Monday to Sunday 8:00am – 10:00pm and offers a good level of on-street parking control. A site visit conducted on the 14/06/2012 observed that there also the presence of double yellow lines on Noel Park Road from the junction with Pelham Road to the junction of Lymington Avenue with Bury Road.
- 8.3 This section of Lymington Avenue operates as a one-way (Eastbound) to vehicles vehicular traffic. There are also several local and strategic cycle routes including the LCN+ Link 78 which is aligned via Lymington Avenue from the Borough Boundary with Enfield in the North via Bounds Green Road to the borough boundary with Waltham Forest in the east via Ferry Lane.
- 8.4 Policy M3 states that the Council will require developments with a high trip generation characteristics be located where public transport accessibility is high and the location and building design encourages cycling and walking, so that all users regardless of disability, age or gender can use them safely and easy.
- 8.5 We have examined the trip generated by the proposed development site which complies with the above policy M3. Based on similar site Albion Wharf SW114AL, Coopers Court W3 8PN, Green Dragon House WC2H 5LQ, Riverside West SW18 1DB and ST George Wharf SW8 2LR; this development proposal would generate some 3 in/out trips in the critical am Peak periods. In relation to the proposed 440 Sqm of A1 retail floor space, these are existing retail space, and in transport terms would not result in any substantial increase in generated trips or parking demand.
- 8.6 We have assessed the car parking provision proposed by the applicant inline with Policy M9, the criteria for a car-free development, which are that: the public transport accessibility level is good with alternative means of transportation and a controlled parking zone exists. Considering that the characterises of this site are in line with Policy M9, we will require this development to be dedicated as a car fee development; this must be secured by the S.106 agreement, and will need to be supplemented by a residential Travel Plan.
- 8.7 In addition the applicant has proposed providing 7 disabled car parking spaces for the sole use of residents of the disabled units, and some 94 cycle parking spaces. In addition we will require the applicant to provide 2 cycle parking space for each of the commercial units (8 cycle parking spaces in total).
- 8.8 The applicant has not proposed any measures as part of the application to promoting travel by sustainable modes of transport, the transportation and highways authority will require the applicant to submit a draft travel plan before construction commences on site and full travel plan no later that 6 months after the development is occupied. The travel plan must be secured as part of the S.106 agreement.
- 8.9 SPG 7a Vehicle and Pedestrian Movements sets out specific guidance on parking, highways, garaging, and access by refuse and emergency services, street parking, street trees, furniture and lighting. In order to provide the off

street disabled car parking spaces the developer will need a new Bell Mouth access to be created on Noel Park Road. In order to facilitate the design and implementation of this access the developer will be required to enter into a Section 278 agreement. In addition in order to promote travel by sustainable modes of transport to and from the site the developer will be required to contribute a sum of £80,000 (eighty thousand pounds) towards the enhancement of walking and cycling facilities in the area in particular schemes aimed at increasing pedestrians and cyclist connectivity in and around the town centre. The scheme should include, improving the existing Zebra crossing on Bury Road, footways and lighting upgrade on Lymington Avenue. The applicant will be required to dedicate a minimum of 1 metre strip of land parallel to the site boundary on Lymington Avenue in order to facilitate the widening of the footways.

8.10 The applicant has proposed refuse collection in three different locations on site, two of the refuse storage in located on Noel Park Road these are for residential waste storage and are located within 25metres of the carriageway; the third refuse storage is located on Lymington Avenue and is for commercial refuse; this collection point is also within 25 metres of the carriageway.

8.11 On reviewing this application the highways and transportation authority would not object to this application subject to the following conditions:

A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, the flowing measure must be include in order to maximise the use of public transport.

- a) The developer must appointment a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.
- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to all new residents.
- c) Establishment or operate a car club scheme, which includes at least 2 cars spaces. The developer must offer free first year membership to all new residents.

Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport.

8.12 The applicant enters into a S.106 agreement to dedicate the development as a car free development. The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a resident's parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One Thousand pounds) towards the amendment of the TMO.
Reason: To mitigate the parking demand generated by the development on the local. And to reduce car ownership and trips generated by car, and increase travel by sustainable modes of transport.

- 8.13 The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Noel Park Road and Lymington Avenue is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

- 8.14 The applicant/ Developer will be required to contribute by way of a S.106 agreement £80,000 (Eighty Thousand Pounds) for local transport infrastructure enhancement within the local area surrounding the site.

Reason: To provide enhance walking and cycling facilities in order to promote travel by sustainable modes of transport to and from the site.

- 8.15 The applicant/ Developer will be required to contribute by way of a S.278 agreement as sum of (£) for the implementation of a new Bell mouth access to the proposed Car Park

Reason: To facilitate vehicular access to the development site. 6. The applicant enters into a S.72 (Highways Act 1980) agreement with the Council to dedicate a strip of land as per the revised drawing (1201_P_200 A) at the southern periphery of the site along Lymington Avenue from the junction with Noel Park Road to the boundary with 60 Pelham Road.

Reason: To improve the conditions for pedestrians at this location, bay providing a footway with a minimum width of 3 metres.

Informative

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

TfL

- 8.16 Gordon Adam, Technical Principal Planner - TfL have no problems in principle with this development, however TfL has a number of comments to make:-

1) Under the London Plan, the number of parking spaces should be 94 not 78 as the 3+ bedroom units will require 2 cycle parking spaces, and

2) As this development has 61 residential units, there will need to be a local level travel plan under TfL's "Travel Plan for new Development in London" 2012 Guidance.

TfL would recommend that if these are taken on board TfL would have no objection to this application.

London Fire & Emergency Planning Authority (Final Comment)

- 8.17 The Brigade is satisfied with the proposals subjects to the information received from James Smith (Forge Architects) via email 20/06/2012 re position of dry riser inlets.

Environmental Health

- 8.18 Alison Bell, Lead Officer, Pollution - With reference to above application for mixed use development providing commercial units along Lymington Avenue and 66 residential units arranged from 2 - 6 storeys, with parking and private amenity areas to the rear; I recommend the following conditions;

- 8.19 Contaminated land: Before development commences other than for investigative work:

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

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:- a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

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

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

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

8.21 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. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

8.22 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.

Housing

8.23 The proposed development seeks to provide an affordable housing element of 50% (by habitable rooms) and as such does accord with Haringey's Housing Supplementary Planning Document (SPD) which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50%.'

8.24 The scheme complies with the adopted London Plan strategic target that 50% of all additional housing should be affordable. The proposed proportion of affordable housing in the view of the housing enabling team, makes provision adequate enough to meet policy guidelines.

8.25 Dwelling mix

The proposed development complies with the recommended dwelling mix detailed in the Housing SPD. The borough has an overriding shortage relative to supply of affordable rented large family accommodation, particularly 4 beds. However, the necessity of this proposal 50% affordable housing is supported by the units and housing type mix to deliver highly desirable 3 and 4 bed units, which out of the total 66 units, 17 units will be 3 and 4 bedrooms. The number of larger homes in this development exceeds the Mayor's 42% target for larger size units.

8.26 The proposals do not accord with the Housing SPD that "the affordable housing should be evenly 'pepper-potted' across the site or in the case of flats, in small clusters within a block". The Housing Enabling Team would wish to see the affordable housing element pepper potted accordingly.

8.27 Tenure

The proposed development is in an area with a very low proportion of affordable rented accommodation; The Council 'will seek a more even balance of affordable rented and intermediate housing across the borough.' (Housing SPD: 5.31)The applicant has sufficiently detailed proposals for the intermediate

proportion of the development, where intermediate housing is provided, the council preference is for shared ownership units as this provides an opportunity for affordable home ownership the proposals are for a 100% affordable housing scheme (66 units), split 33 for affordable rent and 33 for shared ownership.

8.28 Consultation

Although there has been pre-application consultation with the developer and Planners, there has also been consultation with a registered provider and the enabling team, to discuss the mix. It has been accepted that this is not the most economical mix, and would prefer a proportion of private sale, but we can confirm this would be a priority for council especially as there is benefit of 100% nominations,

8.29 In principle we have agreed the current unit mix affordable rent: 2x2 bed, 4x2 bed, 6x3 bed and 8x4 bed -20 units. Shared Ownership 4x1 bed, 6x2 bed and 3x3 beds -13units, total of 33 units (118 habitable rooms). This is subject to the above planning obligation, being met.

8.30 Overview

The scheme in its current form complies, principally on the grounds that it delivers a proportion of affordable housing large enough for Haringey's borough wide target of 50% affordable housing by habitable room to be achievable. However the scheme provides much needed family size units in this part of the borough.

8.31 The council expects a pepper potted approach to be taken and would not look favourably on a single tenure type being delivered in each phase. Sanctuary has indicated that they are unable to commit to providing private sale; however they will look at the possibility of increasing a proportion of the Shared Ownership element to produce a product closer to private by increasing the initial acquisition share. This product cannot be classed as true affordable, but enables Sanctuary to retain an interest and deliver a product which still addresses out core objectives.

8.32 Haringey is a borough with a high level of housing need in terms of demand and significant numbers of homeless households living in temporary accommodation. The borough has also identified a significant number of households living in overcrowded accommodation which further highlights the need for increased affordable housing supply – in particular large family accommodation.

8.33 The enabling team does not object to this scheme in terms of the of the proportion of affordable housing delivered due to the reasons outlined in point 1.1

Local Residents

8.34 Letters of objection have been received from the residents of the following properties in addition to Magnet Discount Warehouse, namely No's 34, 90, 98 Pelham Road, which are summarised as follows:

Principle

- Overdevelopment of the site
- Neighbourhood will become too densely populated

8.35 *Access & Transportation*

- Although resident's car parking permits will not be issued, it is likely that they will park their cars in the adjoining residential streets which are already overcrowded.

8.36 *Amenity*

- Reduction in the level of sky visible from the houses along Pelham Road due to tall building being close to the rear gardens.
- New development would back onto the rear of Pelham Road causing overlooking.
- There is a level difference between the floor levels of Pelham Road and the proposed development which is higher, therefore ground floor levels for the new development will start higher than Pelham Road causing overlooking.
- The distance between the end of the block at Lymington Avenue (Flat S2) the distance is approx 12m and should be 20m
- Development will result in unacceptable overlooking into private gardens.
- Bin store backing onto 98 Pelham Road. Resident of No 98 feels that this is not an appropriate location.
- Bin store should be incorporated into commercial area.
- Development will have an unacceptable impact on the daylight to the rear of the properties at Pelham Road particularly in the winter months when shadows are longer
- Concern regarding the number of windows shown on the plans that look towards the Pelham Road gardens.
- Concerns regarding the 5th Floor plan showing a balcony the Lymington Avenue side of the development, resident is concerned about both noise and overlooking.

8.37 *Character & Appearance*

- The development is too large in relation to the Noel Park Conservation Area and does not relate to the low scale housing. Development is too large and bulky in parts.
- The development will downgrade the area rather than maintaining or improving it.
- Any development of the site should be limited to 2 storey housing such as that in the adjacent Noel Park Conservation Area.

- Elevation should step down after the 'gate house' end tower at the Noel Park Road / Lymington Avenue junction.
- Materials are too dark and inappropriate next to a Conservation Area.
- Proposed rear elevation is too black and should be set down.

8.38 *Ecology*

- The development will disturb the wildlife/ecology that occupies the site including butterflies and birds.
- Insufficient information regarding the preservation of trees on the site.
- No mitigation strategy regarding the presence of Japanese Knotweed on the site.

8.39 *Parking*

- Resident feels that parking is an issue for the development and stated that it is unclear whether the application is for 8 spaces total or 8 normal parking + 7 wheelchair. From the plans it appears that the former is correct.
- Unreasonable to expect that there will only be 7 wheelchair/accessibility vehicles from 66 owners.
- Parking within Noel Park is at a premium already – fines will push people further afield, not discourage those who already own cars.
- If general residents are to utilize vehicle options like a car club, more parking spaces for 3 or 4 car club Parking spaces may be needed. We also feel that some family spaces should be provided for the larger bed family flats.

8.40 *Other*

- There will be a reduction in the number of retail units and a substantial reduction in floorspace compared to the existing situation.
- The residents will miss the services currently provided by the existing retail units
- 10 full time staff face possible redundancy from Magnet Discount Warehouses Ltd should an alternative site not be found.
- Air Source Heat Pumps may not be suitable for the requirements, resulting in increased use of secondary heating methods
- Level 4 of the code should be made a condition of planning.
- Flat S26 is labelled as 1bed 2person but is shown as 2bed 4 person we feel this flat should step back as a 1bed 2 person as noted.

8.41 *Waste Management*

- This proposed mixed use development providing commercial units along Lymington Avenue and 66 residential units from 2 – 6 storeys, with parking and private amenity areas to the rear, requires storage for waste & recycling either internally or externally.
- Bin storage chambers for the domestic / recycling waste must be of sufficient size to store 10 x 1100 wheelie bins at each of the storage

chambers. 12 x 1100 residual waste bins and 8 x 1100 recycling bins will be required for this development.

- Bins must be located no further than ten meters from the point of collection. Dropped kerbs should be installed as necessary. Bin storage chambers / external areas should have a cleansing schedule so they are checked regularly so they are kept clean and tidy.
- Access to the bin storage chambers should be clear of any pedestrian crossings. Arrangements for scheduled collections with a commercial waste contractor will be required for the commercial units.
- Adequate waste storage arrangements either internally or externally 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.
- This application has been given RAG traffic light status of GREEN for waste storage and collection arrangements.

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 planning consent has been submitted as is required for the total demolition of the existing buildings on the site at Lymington Avenue and the construction of a 2 -6 storey residential block with commercial units. The application site is located between the Wood Green Metropolitan centre and the Noel Park Conservation Area, a residential area with a variety of housing types, largely of 2 storeys.

9.3 Considering that the principle of demolition of the pre-fabricated structures is considered acceptable and the character of the immediate area, the principle of flatted residential development is considered to be acceptable and a positive contribution to the Wood Green Metropolitan Centre. 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 for a 'Central' area (PTAL 4-6) between 650-1100 habitable rooms per hectare as stated within table 3.2 of the London Plan 2011. The scheme will have a density of 651 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 as endorsed by the Haringey Design Panel.
- 9.6 This application represents an opportunity to redevelop this under utilised town centre site to provide high quality, flatted accommodation which will be in keeping with the land use and character of the immediate area.

Design, Form & Layout

- 9.7 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".
- 9.8 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.
- 9.9 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.
- 9.10 As outlined above the scheme is for the demolition of the existing pre fabricated dwellings and retail units and for the erection of a 2-6 storey building comprising 66 self-contained flats. The proposal provides residential accommodation arranged around two central cores accessed from Noel Park Rd or from the communal amenity areas to the rear. Each core has two stairs that enable easier access between floors, increased natural ventilation and light. The layout

allows for easy access to amenity areas, bike stores, refuse stores and disabled parking.

- 9.11 The highest part of the proposal is the six storey block on the corner of Noel Park Road and Lymington Avenue. The height then sets back and steps down along Noel Park Road facing the rear of the Wood Green Shopping City and then steps down to 2 storeys at the ends of the site.
- 9.12 The building height on Lymington Avenue steps down from six storeys to two as it gets closer to the boundary of homes on Pelham Road. The different volumes reflect the surrounding urban context, with the six storey part of the scheme next to the large volume of the shopping centre and the two storey nearest the existing homes in Noel Park.
- 9.13 The Lymington Avenue elevation will present an active frontage at ground floor level with glazed shop-fronts set into the framework of the building that creates a rhythm. The overall design will be a contemporary approach.
- 9.14 The scheme would be generally of masonry construction in two tones of brick chosen to compliment the character of the surrounding area. Large glazed panels are proposed for the balconies and the windows to living rooms and bedrooms. Balustrades will be constructed in obscured glass with a view to maximizing the day lighting into the development and also animating the elevational treatment. The masonry elements would have additional areas of cladding around the balcony, deck and some large expanses of wall to give a visual variation, richness and rhythm.
- 9.15 The main façade treatment is of a contemporary design which seeks to compliment rather than emulate surrounding architecture. The design provides a transition between the stark and brutal architecture of the shopping centre and the finer grained development of the Noel Park Conservation.
- 9.16 The set back roof area would be constructed from profile metal sheeting with the mono pitches directing all surface water run off towards the external decks or balcony areas to avoid unwanted clutter on the street elevations. The set back elements reduce the perceived mass of the building as seen from Lymington Avenue whilst providing an appropriate scale adjacent to the primary shopping areas of Wood Green.
- 9.17 Elevations will be broken up in terms of form and materials and with fenestration to provide relief and interest in these elevations.
- 9.18 Given the location of the site and the high PTAL rating a car-free scheme is proposed as agreed with the Highways officers during pre-application discussions. Seven wheelchair accessible units will be provided within the scheme and given the high PTAL score the development allows for 7 disabled parking spaces on site. There is provision for a turning area so cars can leave in a forward gear and there is also the provision of a space for a potential car club for the whole development's use. Parking for the wheelchair units would be from the north end of Noel Park Road through a gated entrance.

- 9.19 Cycle parking provision will be in line with the standards outlined in the London Plan. They are located in a prominent position at the entrances to the scheme and in addition visible from the rear windows of the development providing adequate surveillance. The stores will be secure and fully accessible.
- 9.20 Refuse store has been considered with the methods of storage available in line with the general requirements of the H6 document of the approved Building Control Regulations. The refuse stores are sited within easy distance of the rear access doors and within the prescribed distance for refuse removal. The waste team at Haringey have given the scheme a 'Green' standard and support the proposal.
- 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 Noel Park Conservation Areas, 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 one, two, three and four bedroom units. This will be a mix of private and affordable housing. The dwellings have been arranged to give the majority of the accommodation dual aspect. The proposal pulls back from the rear of the Pelham Road homes.
- 8.23 The main blocks are a minimum of 20m distance away from the rear windows of Pelham Road. Although the smaller, two, storey blocks at the rear do extend closer to the rear of the Pelham Road properties, the windows are secondary obscured on the elevations facing Pelham Road and the flats instead face the new open spaces. The second storey of the blocks also steps down, thus reducing the impact on the rear of the Pelham Road properties.
- 9.24 The proposed floor space for the respective flats, as set out below, will be in excess of the London Plan requirements. The residential units also meet the current Lifetime Homes Standards (2010 version). Level access to the stair and lift giving access to the upper floors will be provided.
- 9.25 In addition to providing an acceptable standard of internal floor space the development will provide significant usable communal amenity areas (818sqm) to the rear of the buildings within two courtyards. The buildings pull back from the residential terrace on Pelham Road revealing a green corridor acting as a buffer zone between the scheme and the existing homes in the Conservation

Area. There is a further 293sqm of private amenity space at ground floor level within the development. This results in an amenity provision in excess of the Councils SPD. The scheme also allows for large balconies and terraces on the upper levels giving each dwelling significant private amenity space.

- 9.26 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. After discussion with The Haringey Housing Officers in principle it has been agreed that the current unit mix affordable rent: 2x2bed, 4x2 bed, 6x3 bed and 8x4 bed -20 units. Shared Ownership 4x1 bed, 6x2 bed and 3x3 beds -13units, total of 33 units (118 habitable rooms). The Housing Officers support this application and state that 'the scheme in its current form complies, principally on the grounds that it delivers a proportion of affordable housing large enough for Haringey's borough wide target of 50% affordable housing by habitable room to be achievable. However the scheme provides much needed family size units in this part of the borough'. Therefore the application complies with the UDP and Housing SPD.

Impact on the Character and Appearance of the Noel Park Conservation Area

- 9.27 The application site is located on the edge of the Noel Park Conservation Area (an Article 4 Direction Area). Noel Park was built between 1883 and 1929 by the Artisans, Labourers and General Dwellings Company. The Estate was a showpiece of modern housing with five different house types, with varying standards of accommodation and facilities and architectural detail. To the west of the site lies the rear of the tall commercial properties on Wood Green High Road.
- 9.28 The scale, size, form and design detail of the scheme as discussed above is considered to be acceptable as agreed with the Haringey Design Panel. The Scheme is 6 storeys at its highest on the corner of Lymington Avenue and Noel Park Road, reflecting the adjacent shopping centre. It then steps down to two storeys as it gets closer to the Conservation Area. The resulting scheme will provide a transition between the larger massing and scale of the urban shopping centre and the smaller, residential scale of the Conservation Area. The fenestration and detailing including the material treatments of the façade and balconies breaks down the scale of the massing and enhances this transition also.
- 9.29 Overall the proposed development will respect the character and appearance of adjacent conservation area whilst not seeking to replicate it 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

- 9.30 The proposed development provides significant usable communal amenity areas (818sqm) to the rear of the buildings within two courtyards. The buildings pull back from the residential terrace on Pelham Road revealing a green corridor acting as a buffer zone between the scheme and the existing homes.

There is a further 293sqm of private amenity space at ground floor level within the development. This results in an amenity provision in excess of the Councils SPD. Small private amenity space is also provided at ground floor level on Noel Park Road, providing a softer, greener element to the street

- 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 on the site that will be retained and enhanced with addition trees and hedging. A more detailed landscape plan should be submitted as part of a future application should this application gain permission.

Impact on Open Space

- 9.32 Policy OS15 states that in areas of identified open space deficiency proposals for major new developments will be expected to a) provide an area of open space or b) improve the accessibility or quality of a nearby open space.
- 9.33 Whilst the development does provide significant usable communal amenity areas (818sqm) to the rear of the buildings within two courtyards as well as a further 293sqm of private amenity space at ground floor level within the development the space is not public, therefore a contribution towards the improvement of a nearby open space is required as part of the required section 106 contribution.
- 9.34 Officers consider the scheme incorporates appropriate landscaping to the rear of the site as well as addressing the lack of greenery along Noel Park Road. Therefore, with the required Section 106 contribution the scheme complies with policy OS15.

Impact on Residential Amenity

- 9.35 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 Pelham Road. The highest part of the structure and the areas of greatest mass are located the furthest away from the properties on Pelham Road and nearest the Wood Green Metropolitan Shopping Centre. A 20m 'Zone' runs across the rear of the development, providing a 'buffer' between the proposal and the existing houses and a suitable distance between the windows of habitable room.
- 9.36 It is recognised that the two storey rear projections enter the 20m buffer zone and thus are much closer to the existing properties. However, the orientation of the flats in these sections of the proposal is towards the communal open space rather than the backs of Pelham Road. Any windows that face the backs of Pelham Road will be secondary, obscured glazed and are present largely to increase the fenestration, add interest and reduce the bulk of the structure rather than provide light and outlook. Also, as the new proposal moves up from 2nd floor it steps back further away from Pelham Rd and thus the impact

diminishes. Therefore, despite the distance between the rear projections and the backs of Pelham Road the proposal is acceptable.

- 9.37 The development will not have adverse impacts on the residential amenity of the residents of Pelham Road. 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 site will be serviced as existing off street with refuse and deliveries from Noel Park Road and Lymington Avenue. Parking for the wheelchair units would be from the north end of Noel Park Road through a gated entrance. Refuse provision has been considered with the methods of storage available in line with the general requirements of the H6 document of the approved Building Control Regulations. The refuse stores are sited within easy distance of the rear access doors and within the prescribed distance for refuse removal.
- 9.38 Cycle parking provision responds to the comments of TfL (see consultation section above) and therefore comply with the standards of the London Plan. The stores will be secure and fully accessible. They are located in a prominent position at the entrances to the scheme and in addition visible from the rear windows of the development providing adequate surveillance.
- 9.39 With regard to Lifetime Homes standards, 7 wheelchair accessible units are included within the scheme. Given the high PTAL, score 7 disabled parking spaces are proposed on site. There is provision for a turning area so cars can leave in a forward gear. If necessary the number of parking bays can be increased with only a slight reduction of amenity space. There is also the provision of a space for a potential car club for the whole development's use.
- 9.40 The proposal has been developed with reference to the ODPM document Planning and Access for Disabled People: a good practice guide. The scheme will include appropriate inclusive access policies.

- The entry level floor slab has been set to allow level access to the common entry to the residential units.
- Entrances are illuminated and covered.
- Common stairs will be designed for use by ambulant disabled persons.
- Typical internal flat layouts will conform to typical HA SDS and standards of inclusive design.
- There is an entrance level toilet included in all units, designed to Part M standard with opening outward doors.
- Walls in bathrooms will be capable of taking adaptations such as handrails.
- Switches and sockets will be at an accessible height.

Generally the development will achieve a high standard of accessibility and inclusion as required in Haringey's UDP.

- 9.41 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 proposed scheme will be car-free and therefore the application satisfies the UDP as encouraging sustainable forms of travel and thus a higher degree of sustainability and environmental awareness.
- 9.42 Covered secure cycle parking is also to be provided. These are located in a prominent position at the entrances to the scheme and in addition are visible from the rear windows of the development providing adequate surveillance. (Given that the development is proposed as being car free and that there is already commercial activity on the site, the impact on traffic in the surrounding are is not likely to have a significant impact on the surroundings. TFL have raised no objection in terms of the site access provided that the level of cycle parking satisfy's The London Plan Standards which its does. .

Sustainability

- 9.43 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
- 9.44 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.
- 9.45 The Code for Sustainable Homes (CSH) 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.
- 9.46 The proposal aims to achieve a Code Level 4. After a feasibility study into the suitability of various renewable energy options, exhaust air heat pumps to provide space heating and domestic hot water for the residential units are identified as being the most appropriate for the proposed development and will be installed in each residential apartment.
- 9.47 It has been calculated that the proposed heat pump systems would reduce the annual carbon dioxide emissions of the site by 37,841 kgCO₂, which equates to a reduction of 22.0%. The resultant carbon dioxide emissions, following the implementation of these measures, are 43.4% lower than Part L 2010

compliance, thereby exceeding the 25% improvement required under the London Plan 2011.

9.48 The following energy efficiency/sustainability measures will also be incorporated in the scheme, namely:

- The layout of the dwellings have been developed to optimise floor plan depths and incorporate fenestration patterns that maximize insulation as well as natural daylight and ventilation. This reduces the energy load requirements of artificial lighting and the need for any mechanical ventilation. In addition this building will see a 25% upgrade in U-values from current standards.
- Double glazed low 'E' glazing is proposed throughout to reduce solar gain, preventing overheating in summer and reduce heat loss during the winter, whilst continuing to maximise natural daylight and views out.
- All toilets will be fitted with dual flush systems.
- The development seeks to augment 2 of the existing trees with replacement trees and additional planting to enhance the large area of new amenity.
- The development will include a SUDS (Sustainable Urban Drainage System) to manage surface run off into mains system.

Daylight and Sunlight

9.49 For Daylight and Sunlight the BRE guidance suggests for an amenity area, like a garden, to appear sunlit throughout the year, at least 50% of the garden or amenity area should receive 2 hours of sunlight on 21st March (21st March is the equinox month and is the set day for testing overshadowing in accordance with the BRE criteria). If a new development causes overshadowing of existing open areas that do not meet these criteria and the area which can receive 2 hours of sun on 21st March reduces by more than 20% of its former value, then the loss of sunlight may be noticeable, representing an adverse impact. This assessment would be analysed by producing a shadow path analysis from a computer simulation of the proposed development.

9.50 A shadow path analysis of the proposed scheme has been carried out on behalf of the applicant by BLDA Consulting. The studies have been carried out on 21st March, at 1 hour intervals. The 21st March is the set days for testing overshadowing from a new building in accordance with the BRE criteria. 7.2.4. The results of the shadow path analysis demonstrate that following development at Lymington Avenue there will be no adverse overshadowing over amenity areas surrounding the site, including the gardens to the north of the site to the properties off Pelham Road. Therefore, in accordance with the BRE guidelines, the proposed scheme at Lymington Avenue would meet the BRE recommendations for overshadowing. It should also be noted that there is

already substantial development to the south of Noel Park road in the form of the shopping centre.

Planning Obligations

- 9.51 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 £335,000.
- 9.52 The application site falls within an "identified 280 metre Open Space Deficiency Area" based on the Atkins Open Space Study 2003 and much of the western side of the development is within a 400m Open Space Deficiency Area. As such, based on the 'Open Space & Recreation Standards SPD' the LPA would require a contribution of £80,000.00.
- 9.53 The proposal will not be liable for the Mayor of London's CIL as the applicant is a registered charity and is therefore exempt from any 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 149 of the Equality Act 2010. 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 pre-fabricated houses and retail units on the 3,480m² site adjacent to Lymington Avenue and for the erection of a 2 to 6 storey building comprising of 66 self contained flats. The proposal is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale and mass of neighbouring buildings.

- 12.2 The development will lead to a more defined streetscape with the proposal providing stronger enclosure along the north side of Lymington Avenue. The proposal will replace pre fabricated buildings of poor to modest quality, which are openly visible from the road, with a building of high-quality design which will be of a suitable design for a site adjacent to a conservation area and within a metropolitan centre. The facades will incorporate contemporary materials which are considered appropriate to the area.
- 12.3 The proposed new building has been positioned and designed so as to minimise its impact on the adjacent residential properties at Pelham Road by incorporating appropriate landscaping on site and by concentrating development to the south of the site nearest the shopping core. This proposed building will achieve a high standard in terms of sustainable design.
- 12.4 Due to the very high PTAL level the proposal is a car-free development and seeks to achieve a Code for Sustainable Homes Level 4. 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.
- 12.5 The scheme creates a non-residential space of approximately 360sqm which can be used for commercial or community space in line with the planning brief and the existing and surrounding uses.
- 12.6 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 the Noel Park Conservation Area and the Wood Green Metropolitan Centre. This proposed building will achieve a high standard in terms of sustainable design.
- 12.7 The proposal is a car-free development due largely to the site location within a PTAL Level 6a region (High). Seven disabled car parking bays will be provided on site as well as cycle parking in line with standards set out in The London Plan. The application will be subject to a S106 agreement seeking an education contribution, a contribution for highway/ environmental improvements in the area and a contribution related to the open space deficiency in the area. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2012/0770 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 £.335,000.00 towards educational facilities within the Borough 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 £80,000.00 towards walking and cycling improvements within the local area;

(1.3) A car-free development. The residential units must be defined as car-free and therefore no residents therein will be entitled to apply for a resident's parking permit under the terms of the of the relevant TMO controlling on-street parking in the vicinity of the development.

(1.4) An open space contribution of £85,000.00

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

(1.6) A sum of £1,000.00 made towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that other than the 11 car parking spaces proposed the residential units hereby approved shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO).

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

(1.8) 50% of housing units will be affordable as agreed with Haringey Council.

(1.9) A Residential Travel Plan must be submitted to the Council as part of a detailed Travel Plan.

RECOMMENDATION 2

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2012/0770 and the application drawings and conditions outlined below:

IMPLEMENTATION

14.0 CONDITIONS

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

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

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

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

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.

CONTAMINATED LAND:

11. Before development commences other than for investigative work:
 - a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:- a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
 - c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

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

Control of Construction Dust:

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. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

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.

TRANSPORTATION

3). The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Noel Park Road and Lymington Avenue is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

4. The applicant/ Developer will be required to contribute by way of a S.106 agreement £80,000 (Eighty Thousand Pounds) for local transport infrastructure enhancement within the local area surrounding the site.

Reason: To provide enhance walking and cycling facilities in order to promote travel by sustainable modes of transport to and from the site.

5. The applicant/ Developer will be required to contribute by way of a S.278 agreement as sum of (£) for the implementation of a new Bell mouth access to the proposed Car Park

Reason: To facilitate vehicular access to the development site. 6. The applicant enters into a S.72 (Highways Act 1980) agreement with the Council to dedicate a strip of land as per the revised drawing (1201_P_200 A) at the southern periphery of the site along Lymington Avenue from the junction with Noel Park Road to the boundary with 60 Pelham Road.

Reason: To improve the conditions for pedestrians at this location, bay providing a footway with a minimum width of 3 metres.

Informative

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

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 adjacent but not within the Noel Park Conservation area;
- IV. The scheme is also considered acceptable in terms of its relationship with neighbouring residential properties and the properties to the east and south of the application site including the Wood Green Metropolitan Shopping Area.
- VI. The scheme will be car free, thus minimising the impact the traffic impact of the development.

(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, G3 Housing Supply, G4 Employment, G5 Town Centre Hierarchy, G10 Conservation, UD2 Sustainable Design and Construction, UD3 General Principles, UD4 Quality Design, UD6 Mixed Use Developments, UD7 Waste Storage, UD8 Planning Obligations, UD10 Advertisements, HSG1 New Housing Development, HSG4 Affordable Housing, HSG10 Dwelling Mix, M9 Car-Free Residential Developments, OS15 Open Space Deficiency and New Developments, OS17 Tree Protection, Tree Masses and Spines, 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: 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	Comment received from TFL on level of cycle parking spaces. They also requested a local level Travel Plan.	The level of cycle parking has been revised to 94 cycle spaces based on 1 space for 1& 2 beds and 2 spaces for 3&4 bed dwellings
2	TfL	<p>1) Under the London Plan, the number of parking spaces should be 94 not 78 as the 3+ bedroom units will require 2 cycle parking spaces, and</p> <p>2) As this development has 61 residential units, there will need to be a local level travel plan under TfL's "Travel Plan for new Development in London" 2012 Guidance.</p>	Cycle Parking numbers revised to comply. The requirement for a Travel Plan has been included within the Planning Conditions
3	LFEPA	The Brigade is not satisfied with the proposals as there is no fire brigade access strategy/plans provided and it does not appear to comply with ABD B5.	An access strategy plan has been provided by forge architects and the fire brigade are satisfied and have withdrawn their objection.
	EXTERNAL		
	Local residents	Principle	

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> • Overdevelopment of the site • Neighbourhood will become too densely populated 	<ul style="list-style-type: none"> • The proposal has been deemed appropriate in terms of scale and massing by the Haringey Design Panel and Planning Officers. • The density level of accommodation has been calculated at 651HRH and is therefore within the 650-1100 HRH density range which the London Plan states is sustainable for a 'Central' setting with a Public Transport Accessibility Level (PTAL) of 4-6.
		<p>Access & Transportation</p> <ul style="list-style-type: none"> • Although resident's car parking permits will not be issued, it is likely that they will park their cars in the adjoining residential streets which are already overcrowded. 	<ul style="list-style-type: none"> • The development is car free so any impact in terms of vehicles is kept to a minimum. The surrounding area is also within a controlled parking zone and therefore subject to restrictions
		<p>Amenity</p> <ul style="list-style-type: none"> • Reduction in the level of sky visible from the houses along Pelham Road due to tall building being close to the rear gardens. • New development would back onto the rear of Pelham Road causing unacceptable overlooking. There is also level difference between the floor levels of Pelham Road and the proposed development which is higher, therefore 	<ul style="list-style-type: none"> • The site as it stands is under developed for a metropolitan centre site so any new development will result in a reduction in the amount of sky visible from Pelham Road. A sunlight/daylight report has states that 'there will be no material adverse impact to sunlight levels at existing residential properties following the development at Lymington Avenue. The daylight levels retained at existing properties would meet the BRE criteria'. • The highest part of the structure and the areas of greatest mass are located the furthest away from the properties on Pelham Road and nearest the Wood Green Metropolitan Shopping Centre. A 20m 'Zone' runs across the rear of the development, providing a 'buffer' between the proposal and the existing houses and a suitable distance between the windows of

No.	Stakeholder	Comments	Response
		<p>ground floor levels for the new development will start higher than Pelham Road increasing overlooking.</p> <ul style="list-style-type: none"> • The distance between the end of the block at Lymington Avenue (Flat S2) the distance is approx 12m and should be 20m . • Bin store backing onto 98 Pelham Road. 	<p>habitable room.</p> <p>It is recognised that the two storey rear projections enter the 20m buffer zone and thus are much closer to the existing properties. However, the orientation of the flats in these sections of the proposal is towards the communal open space rather than the backs of Pelham Road. Any windows that face the backs of Pelham Road will be secondary, obscured glazed and are present largely to increase the fenestration, add interest and reduce the bulk of the structure rather than provide light and outlook. Also, as the new proposal moves up from 2nd floor it steps back further away from Pelham Rd and thus the impact diminishes. Therefore, despite the distance between the rear projections and the backs of Pelham Road the proposal is acceptable.</p> <ul style="list-style-type: none"> • It is recognised that the two storey rear projections enter the 20m buffer zone and thus are much closer to the existing properties. However, the orientation of the flats in these sections of the proposal is towards the communal open space rather than the backs of Pelham Road. Any windows that face the backs of Pelham Road will be secondary, obscured glazed and are present largely to increase the fenestration, add interest and reduce the bulk of the structure rather than provide light and outlook. Also, as the new proposal moves up from 2nd floor it steps back further away from Pelham Rd and thus the impact diminishes. Therefore, despite the distance between the rear projections and the backs of Pelham Road the proposal is acceptable. • Noted

No.	Stakeholder	Comments	Response
		<p>Resident of No 98 feels that this is not an appropriate location. Bins store should be incorporated into commercial area.</p> <ul style="list-style-type: none"> • Development will have an unacceptable impact on the daylight to the rear of the properties at Pelham Road particularly in the winter months when shadows are longer • Concerns regarding the 5th Floor plan showing a balcony the Lymington Avenue side of the development, resident is concerned about both noise and overlooking. 	<ul style="list-style-type: none"> • The results of the shadow path analysis demonstrate that following development at Lymington Avenue there will be no adverse overshadowing over amenity areas surrounding the site, including the gardens to the north of the site to the properties off Pelham Road. Therefore, in accordance with the BRE guidelines, the proposed scheme at Lymington Avenue would meet the BRE recommendations for overshadowing. • The proposed balcony is an acceptable distance away from the properties along Pelham Road. It is however, not possible to limit hours of use on the proposed balcony.
		<p>Character & Appearance</p> <ul style="list-style-type: none"> • The development is too large in relation to the Noel Park Conservation Area and does not relate to the low scale housing. Development is too large and bulky in parts. • The development will downgrade the area rather than maintaining or improving 	<ul style="list-style-type: none"> • The development is within the Wood Green Metropolitan Centre and where a higher density of development is encouraged. The proposal is designed to locate the largest part of the development nearest the shopping centre. The proposal then reduces as it approached Pelham Road. The design scale and massing have been reviewed by the Haringey Design Panel and endorsed as appropriate. • The site is currently occupies buy low quality, pre-fabricated structures which were designed to be temporary structures. The

No.	Stakeholder	Comments	Response
		<p>it.</p> <ul style="list-style-type: none"> • Any development of the site should be limited to 2 storey housing such as that in the adjacent Noel Park Conservation Area. • Elevation should step down after the 'gate house' end tower at the Noel Park Road / Lymington Avenue junction. • Materials are too dark and inappropriate next to a Conservation Area. 	<p>site is also poorly maintained and overgrown in places. The proposal represents a substantial improvement to the quality of development on the site.</p> <ul style="list-style-type: none"> • The development is within the Wood Green Metropolitan Centre and where a higher density of development appropriate as stated in the Lymington Avenue Planning Brief. A lower density scheme will not deliver a viable development or maximise the potential on this Metropolitan Centre site. • The application has been reviewed by the Haringey Design Panel who have judged the scale and massing of the development to be appropriate. • Planning conditions state that 'no development shall be commenced until precise details and samples of all materials to be used for the external surfaces of the development' are 'approved in writing by, the Local Planning Authority.' The comment will be considered once a final material palette is proposed.
		<p>Ecology</p> <ul style="list-style-type: none"> • The development will disturb the wildlife/ecology that occupies the site including butterflies and birds. • Insufficient information regarding the preservation of trees on the site. 	<ul style="list-style-type: none"> • The site is a brownfield within a Metropolitan Centre and is currently overgrown and unkempt. The site is not identified as being of ecological importance. The developers will also provide a cash sum under the Section 106 Agreement to upgrade local open spaces due to the site being located in an open space deficiency area. • A tree constraints plan and report have been provided.

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> No mitigation strategy regarding the presence of Japanese Knotweed on the site. 	<ul style="list-style-type: none"> Noted
		<p>Parking</p> <ul style="list-style-type: none"> Unreasonable to expect that there will only be 7 wheelchair/accessibility vehicles from 66 owners. Parking within Noel Park is at a premium already – fines will push people further afield, not discourage those who already own cars. If general residents are to utilize vehicle options like a car club, more parking spaces for 3 or 4 car club Parking spaces may be needed. We also feel that some family spaces should be provided for the larger bed family flats. 	<ul style="list-style-type: none"> The level of disability parking bays reflect the 7 wheelchair accessible units within the scheme. The application is a car-free scheme and thus has a minimal impact on the car parking of Noel Park. The proposal is a car-free scheme and therefore no parking for residential units, other than for disability use is to be provided. This is largely due to the site being within a PTAL Level 6a area (high accessibility). There is scope to increase car parking spaces with only a slight reduction of amenity space.
		<p>Other</p> <ul style="list-style-type: none"> There will be a reduction in the number of retail units and a substantial reduction in floorspace compared to the existing situation. 10 full time staff face possible 	<ul style="list-style-type: none"> The developer is proposing options to relocate the business to alternative premises or where the new units are not suitable. The proposed possible level of non-residential floorspace is appropriate for the site. The developer is proposing options to relocate the business to

No.	Stakeholder	Comments	Response
		<p>redundancy from Magnet Discount Warehouses Ltd should an alternative site not be found.</p> <ul style="list-style-type: none"> Air Source Heat Pumps may not be suitable for the requirements, resulting in increased use of secondary heating methods 	<p>alternative premises or where possible within the new units.</p> <ul style="list-style-type: none"> On the basis of preliminary analysis, and a review of the general advantages and disadvantages of the different technologies relative to the Proposed Development, the submitted energy strategy identifies Exhaust air heat pumps to be appropriate to the Proposed Development:

APPENDIX 2

A Development Management Forum was held at St Mark's Church on May 16th, 2012. Minutes taken on the evening will be tabled at the Planning Committee

This page is intentionally left blank

Planning Committee 09/07/2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2011/1597		Ward: Noel
Address: 673 Lordship Lane N22 5LA		
Proposal: Redevelopment of the vacant site to include erection of a four storey building fronting Lordship Lane comprising 14 x 1 bed and 2 x 2 bed supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level, with 28 bicycle stands, 5 car parking spaces and an area for refuse and recycling to the rear (AMENDED DESCRIPTION)		
Existing Use: D1		Proposed Use: Supported housing/cafe
Applicant: DrS L Dato DRS Domiciliary Agency Ltd		
Ownership: PRIVATE		
DOCUMENTS		
Title		
Design and Access Statement		
X 2 Intended Usage Assessment Statement to support planning application		
PLANS		
Plan Number	Revision	Plan Title
LRLN-P100		Proposed basement floor plan
LRLN-L101		Proposed block plan
LRLN-P102		Proposed first floor plan
LRLN-E101		Proposed front elevation
LRLN-P101		Proposed ground floor plan
LRLN-E102		Proposed rear elevation
LRLN-P105		Proposed roof plan
LRLN-P103		Proposed second floor plan
LRLN-S101		Proposed section AA
LRLN-L102		Proposed site plan
LRLN-L103		Proposed site section
LRLN-P104		Proposed third floor plan
LRLN-E001		Existing front elevation
LRLN-P001		Existing ground floor plan
LRLN-S001		Existing Section AA

Case Officer Contact:

Valerie Okeiyi

P: 0208 489 5120

E: valerie.okeiyi@haringey.gov.uk

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 APPLICATION
	8.1 Principle of supported housing with ancillary cafe
	8.2 Design and form
	8.3 The layout/ standard/ mix of accommodation,
	8.4 Residential Amenity
	8.5 Parking and access
	8.6 Waste management
	8.7 Sustainability
	8.8 Secure by Design
	8.9 Planning Obligations/Section106
9.0	CIL
10.0	HUMAN RIGHTS
11.0	EQUALITIES
12.0	CONCLUSION
13.0	RECOMMENDATION
14.0	APPENDICES
14.1	Consultation responses
14.2	Flyer for public exhibition held
<p>SUMMARY OF REPORT: This application is for the redevelopment of the vacant site to include erection of a four storey building fronting Lordship Lane comprising 14 x 1 bed and 2 x 2 bed supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level, with 28 bicycle stands, 5 car parking spaces and an area for refuse and recycling to the rear</p> <p>The principle of supported housing with ancillary cafe is considered to be acceptable as it will provide much needed supported housing for adults with mental health and learning disabilities in the Borough. The position, scale, mass and design of the proposed building has been carefully considered to create a built form that will have a sympathetic relationship with the adjoining properties. The proposal will not affect the residential amenity of neighbouring properties. The overall layout and unit/room sizes are acceptable. Whilst only 5 parking spaces are provided with the scheme, the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development. The development will provide a transportation contribution secured by way of S106 agreement and contribution towards the amendment of the TMO.</p>	

1.0 PROPOSED SITE PLAN



This map is reproduced from the Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. LBH Harlow 100019199 (2008)

Site plan

673 Lordship Lane N22

2.0 IMAGES



Existing view from rear



Existing view from Lordship Lane



View from existing adjacent residential block



Proposed front elevation



Proposed rear elevation

3.0 SITE AND SURROUNDINGS

- 3.1 The application site rectangular in shape, with its long axis lying in an approximate North-South orientation. In addition, there is an access road to the south, linking the site to Vincent Road. It is approximately 883sq.m in area.
- 3.2 The principle elevation is to the North, facing Lordship Lane. The site is bounded to the west by a 4-storey residential block on the corner of Lordship Lane and Vincent Road, and along its western edge by a terrace of houses on Vincent Street itself. To the east the site is bounded by three rear gardens to dwelling houses on Vincent Road and Coombe Road.
- 3.3 The site was occupied by a 3 storey building to the front of the site and a large single storey block with pitched roof to the south of the site (both structures now demolished). As such, the site currently lies vacant. There are currently three and four storey residential properties positioned to either side of the existing site. Lordship Lane is a significant road serving the Wood Green area, linking the A105 and A10.
- 3.4 The site does not lie within a conservation area.

4.0 PLANNING HISTORY

4.1 Planning Application History

Planning-[HGY/2006/0109](#)-GTD-27-03-06-673 Lordship Lane London - Redevelopment of site to include demolition of existing building and erection of 1 x 5 storey building fronting Lordship Lane comprising 5 x 1 bed, 6 x 2 bed and 2 x 3 bed including 14 bicycles stands, 5 car parking spaces and an area for refuse and recycling to the rear.

Planning-[HGY/2007/1735](#)-REF-23-10-07-673 Lordship Lane Wood Green London -Erection of four storey block fronting Lordship Lane comprising of 7 x one bed, 5 x two bed and 2 x four bed flats, and two storey block to rear comprising of 2 x two bed flat plus associated parking, refuse area and recycling to the rear.

Planning-[HGY/2007/2575](#)-REF-03-03-08-673 Lordship Lane London -Erection of four storey block comprising 2 x four bed, 1 x three bed, 4 x two bed and 7 x one bed flats, with associated parking, cycle storage, refuse bay and recycling area to the rear.

Planning-[HGY/2008/2072](#)-GTD-27-02-09-673 Lordship Lane London -Erection of four storey plus basement student housing block comprising 28 studio units, plus associated parking, refuse and recycling to the rear

4.2 Planning Enforcement History

None planning enforcement history

5.0 RELEVANT PLANNING POLICY

5.1 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.

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

Policy 3.5 Quality and design of housing developments
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy

5.3 Unitary Development Plan (2006)

G1 Environment
G2 Development and Urban Design
UD3 General Principles
UD4 Quality Design
UD2 Sustainable Design & Construction
UD7 Waste Storage
M10 Parking for Development
HSG1 New Housing Development
HSG7 Housing for Special Needs

5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance
Housing SPD (October 2008)
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG8b Materials
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG10a The Negotiation, Management and Monitoring of Planning Obligations,
SPG7c Transport Assessment
SPG7a Vehicle and Pedestrian Movement

5.5 OTHER DOCUMENTS

Diversity and Equality in Planning: A Good Practice Guide (ODPM)
 Secured by Design
 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’

6.0 CONSULTATION

Statutory	Internal/external	
Andrew Snape – Crime prevention officer London Fire Brigade	Transportation Group Cleansing Building Control Food & Hygiene Noise & Pollution Housing Design & Major Projects Ward Councillor	<u>Total No of Residents Consulted: 161</u>

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 7.1 Principle of supported housing with ancillary cafe
- 7.2 Design and form
- 7.3 The layout/ standard/ mix of accommodation,
- 7.4 Residential Amenity
- 7.5 Parking and access
- 7.6 Waste management
- 7.7 Sustainability
- 7.8 Secure by Design
- 7.9 Planning Obligations/Section106

7.1 Principle of Supported Housing with ancillary café

- 7.1.1 Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan (2008) set housing targets for individual Boroughs for the period up to 2021. These targets are generally reflected in Unitary Development Plan policy HSG 1 New Housing Developments. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development.
- 7.1.2 Policy 3.1 'Ensuring equal life chances for all' of the London Plan (2011) seeks to ensure that barriers are addressed to meet the needs of particular groups and communities. This includes vulnerable and disadvantage groups. Policy HS7 'Special Needs' of the UDP points out that planning permission for special needs accommodation will be permitted where the proposal;
- a) meets an identified need; and
 - b) would not harm the character or appearance of the surrounding area
- 7.1.3 Special needs accommodation includes supported housing schemes. This policy emphasises how a variety of accommodation types within the borough are needed to ensure everyone has a home suited to their needs. Appropriate design and standards is contained in the Housing SPD and SPG 4a 'Access for all – Mobility Standards'.
- 7.1.4 This application follows the loss of the vacant building which was formerly occupied by the Wood Green Conservative Club, which has now been demolished. Two previous planning applications were granted in 2006 for the erection of a residential block comprising of 14 self contained flats and in 2008 permission was granted for 28 student studio units. The principle of residential use on this site is therefore established to be acceptable.
- 7.1.5 This proposal in particular relates to the provision of 16 self contained supported housing units for people with mental health and learning disabilities by DRS Care Homes Ltd who are responsible for providing a person centred model of support that proactively empowers their clients to achieve as much independence as possible. This support model aims to enable the clients in DRS care to move on from residential care into supported housing and eventually into their own accommodation with floating support. All 16 units will be completely self contained and operate a 24 hour concierge service, a cafe and communal gardens for the use of clients and their rehabilitation which will aid the transition to independent living.
- 7.1.6 The Councils Adult & Housing Services support this scheme which will provide much needed supported housing for adults with mental health and learning disabilities in the Borough because this development is in keeping with the Council's commissioning strategy of reducing reliance on residential care homes and moving people away from an institutional setting into mainstream supported housing as part of a recovery and independent living model. In particular they welcome this scheme as it allows the commissioning of

provision that moves away from expensive residential care to more independent living which is cost effective and in line with both national and local directions.

- 7.1.7 Condition 11 of the report seeks to ensure that the development shall be occupied as supported housing units for people with mental health and learning disabilities and for no other purpose, including any purpose within Class C2 or C3 of the Use Classes Order 1987.

7.2 Design and form

- 7.2.1 Policy UD4 seeks to ensure that the height and scale of the development is addressed in a positive way and policy UD3 seeks to ensure that the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area. Policy UD4 seeks to ensure that the form, rhythm and massing of the development should be addressed in a positive way. Policy UD4 of the UDP seeks to ensure that the visual character of the development site and the surrounding area/streetscene should be taken into account in the design of schemes submitted for approval'. Paragraph 3.4 of SPG 8b seeks to ensure that any materials proposed for a building or its environs needs to be sensitive to the building in question, the adjoining buildings and any distinctness in the local character of the surrounding area.
- 7.2.2 The development fronting Lordship Lane will be 4 storeys in height and it will include accommodation at basement level. To the front elevation the proposed block will have a flat roof with lightwell and railings on ground floor level to facilitate the proposed basement accommodation and Juliette balconies are proposed on first, second and third floor level. Two entrances are proposed on either side, leading to the residential accommodation and café. To the rear the building will be significantly set back on third floor level to accommodate a large terrace serving flat 15 and 16. Balconies are proposed on ground, first and second floor level. A lightwell and private garden area is also proposed at the rear.
- 7.2.3 The building will be predominantly constructed using multistock bricks, white render is proposed at the rear elevation on ground and third floor level. The rear elevation will use timber at third and fourth floor level. The windows will be powder coated metal frame and the Juliette balcony and balconies to the rear will have a glass balustrade.
- 7.2.4 The proposal is almost virtually identical to the earlier approved scheme in 2006 and 2008; with the same footprint, height and relationship to the adjacent buildings. The only significant difference arises from the re-design internally to provide 16 supported housing units for people with mental health and learning disabilities with an A3 unit (cafe) ancillary to the building at ground floor level. The proposal will still have a modern design and compliment the materials used on the relatively newly built adjacent block. The proposal is also in proportion to the average street width as defined by building frontages. It is considered that the proposal is suited to this location and that it will not be overly bulky or out of scale in relation to the size of the site and its surroundings. The proposed

building differs vastly from the previous building that was demolished which was more similar to 663-671 Lordship Lane in visual terms, but generally matches the building to the right.

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

7.3 The layout/ standard/ mix of accommodation

7.3.1 The proposal will comprise of 16 self contained units. Flat 1 – 4 will be at basement level, flat 5 and 6 will be sited to the rear at ground floor level, flat 7 – 10 will be at first floor level, flat 11 – 14 will be at second floor level and flat 15 – 16 will be at third floor level. The units will be predominantly one bed with the exception of the x 2 x 2 bed units on the third floor.

7.3.2 The proposal will include a communal garden at the rear. The design proposes 228.2sqm of shared amenity space, as well as 154.1sqm of private amenity space; which includes balconies to the rear to serve the flats on ground, first and second floor level and the private rear garden that serves the proposed basement flats. Access to the communal garden is from the proposed ground floor café.

7.3.3 A neighbour is concerned that the quality of the accommodation at basement level is substandard as the four flats are completely below ground level. Those to the front are served by a narrow deep light well which could be hazardous as well as insecure being directly on to a busy road. The flats would be dark, without any view or sunshine or adequate daylight. In response to this a lightwell is proposed to the front and rear that will give adequate light and ventilation to the proposed basement flats. The lightwell to the front will be guarded by railings, which will make the basement flats secure. Furthermore, the crime prevention officer, in terms of secure by design has no objection to the proposed scheme

7.3.4 Overall it is considered that the unit sizes, layout and room sizes are consistent with the floorspace minima identified in the Housing SPD 2008 and the housing design layout takes on board the requirements as outlined in the Lifetime Homes Standards.

7.4 Residential Amenity;

7.4.1 The proposal has been carefully designed so that there are hardly any side facing windows. The only side facing windows proposed on second and third floor level will be conditioned to ensure that the glass will be obscure glazed. The proposal meets the requirements of SPG 3b in terms of distances required between facing principal windows and will not result in a loss of privacy from overlooking to any adjoining property.

7.4.2 It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. The proposal will not be

unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general

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

7.5 Parking and access

7.5.1 Vehicular access to the site is via Vincent road to the west. The proposal allows 5 parking spaces on the site, including one disabled bay, and it will also provide 28 secure bicycles storage spaces. This will be in keeping with the previously approved planning application in 2008. A letter of objection has been received by a neighbour who is concerned that 5 car parking spaces for 16 flats is not sufficient, as there is already a problem for local residents who often cannot park their cars, due to people from outside this road seeking parking. Specifically, there is pressure on parking in Coombe Road from the Crown Court, the Driving School, residents on Lordship Lane and people using the town centre. The lack of car park spaces will only serve to exacerbate the problem.

7.5.2 In response to the fact that the flats proposed are supported housing units for people with mental health and learning disabilities. The Councils transportation team make the following comments; as the residential use is more associated with a hostel. As such the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development.

7.5.3 In terms of emergency access the fire brigade is satisfied with the proposal.

7.6 Waste management

7.6.1 Communal refuse storage areas are incorporated close to the rear parking bays. This will be identical to the previously approved planning application in 2008. However to ensure that the Councils standard of waste management is adhered to a condition will be required with more detailed submission of a waste management scheme.

7.7 Sustainability

7.7.1 In terms of sustainability the scheme will involve;

- The scheme will seek to achieve Code level 4 under the Code for Sustainable Homes Criteria.

- 'A' rated materials based on BRE Green Guide to housing specification will be specified where practicable, including roofs, internal and external walls and boundary treatment.
- All timber will be from certified sustainable sources and the use of recycling and locally sourced materials will be encouraged
- Solar panels are proposed for the roof
- Fumes and emissions from the ground floor café are to be disposed of through ventilation system
- Recycling storage space is proposed for recyclable materials

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

7.8 Secure by Design

7.8.1 *Secured by Design* is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.

7.8.2 Features expected to be incorporated in the scheme are as follows;

- Active street frontage
- Natural surveillance to the full extent of the perimeter of the site
- Key controlled areas
- Post boxes within entrance lobbies

7.8.3 The crime prevention officer was consulted and has no objection to the scheme.

7.9 Planning Obligations/Section106

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

7.9.2 In line with SPG10a, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The transportation contribution required with this development is calculated as follows

7.9.3 The applicant agrees to enter into Section 106 agreement so that the **existing** and **proposed** "residential units are defined as 'car free' and therefore no

residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The contribution towards the amendment of the TMO is £1000.

- 7.9.4 The applicant contributes a sum of £25,000 (Twenty five thousand pounds) by way of S.106 towards the environmental enhancement of walking and cycling facilities within the vicinity of the site to Encourage the use of sustainable modes of transport to and from the site
- 7.9.5 The applicant contributes a sum of £3,000 (Three thousand pounds) by way of S.106 or S.278 agreement towards a footway resurfacing scheme, in the vicinity of this development to improve the conditions for pedestrians at this location.
- 7.9.6 As part of the S106, it is recommended that a financial contribution of £1000 is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.
- 7.9.7 The total contribution is therefore £30,000.
- 7.9.8 The Section 106 Agreement will also include a contribution towards local Employment and Construction Training initiatives

8.0 CIL

- 8.1 The proposal would be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm GIA however it maybe exempt from being charged based on the Mayor's CIL charging schedule under health provisions.

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

10.1 EQUALITIES

- 10.2 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 149 of the Equalities Act 2010. 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.

11.0 CONCLUSION

- 11.1 It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links. It is also considered that in view of the sites location, a redevelopment of the site for supported housing is wholly appropriate. The scheme will provide much needed supported housing for adults with mental health and learning disabilities in the Borough. . The proposal introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area. The position of the proposed building on the site means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The parking provided is suitable due to its location and cycle racks have also been provided. The scheme will provide adequate bin storage and a recycling area and it will take into account sustainable design and construction.
- 11.2 The Section 106 Agreement that has been agreed as part of the planning permission includes transportation as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme, towards the highway enhancement to promote sustainable forms of transport and footway re-surfacing scheme
- 11.3 As such the proposal would be in accordance with policies; UD2 Sustainable Design & Construction, M10 Parking for Development, HSG1 New Housing Development, HSG7 Housing for Special Needs, UD3 General Principles and UD4 Quality Design of the Adopted Haringey Unitary Development Plan and The Councils SPG 1a Design Guidance, within the UDP HSG 5 Hostel Accommodation and M10 Parking for Development of the Haringey Unitary Development Plan and the Councils SPG 1a Design Guidance, Housing SPD, SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight, SPG8b Materials, SPG4 Access for All – Mobility Standards and SPG5 Safety by Design SPG10a The Negotiation, Management and Monitoring of Planning Obligations, SPG7c Transport Assessment and SPG7a Vehicle and Pedestrian Movement.
- 11.4 It is therefore appropriate to recommend that planning permission be granted.

12.0 RECOMMENDATIONS

That Planning Permission be granted in accordance with planning application reference number HGY/2011/1597, subject to a pre-condition that DrS L Dato DRS Domiciliary Agency Ltd and [the owner (s)] of the application site shall have first entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure £28,000 towards Transportation Contribution, £1000 towards the amendment of the

TMO, a contribution towards local Employment and Construction Training initiatives and £1000 towards recovery costs; i.e. a total of £30,000.

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

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2011/1597 be refused for the following reason:

The proposal fails to provide an Transportation Contribution in accordance with the requirements set out in Supplementary Planning Guidance 10a attached to the Haringey Unitary Development Plan, a contribution towards the amendment of the TMO, contribution towards local Employment and Construction Training initiatives and contribution towards recovery costs.

12.1 **RECOMMENDATION 2**

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2011/1597

GRANT PERMISSION subject to 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.

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

MATERIALS & SITE LAYOUT

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before

any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

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

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

5. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

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

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

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

CONSTRUCTION

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

OTHER

8. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood.

9. The side facing windows on second and third floor level shall be glazed with obscure glass only and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties

10. The structures and areas shown to house recycling facilities and refuse and waste storage on the drawing LRLN-L101 within the site shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

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

11. The development shall be occupied as supported housing units for people with mental health and learning disabilities and for no other purpose, including any purpose within Class C2 or C3 of the Use Classes Order 1987.

Reason: In granting this permission the Local Planning Authority has had regard to the impacts arising on the residential amenity of adjoining occupiers by the proposed use and wishes to ensure that such impacts are not exacerbated by the implementation of other uses, falling within Class C2 or C3, by having the opportunity of requiring appropriate mitigation measures to mitigate such impacts as may be required by any such subsequent use.

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

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

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

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

INFORMATIVE: The applicants are advised to contact the Council's Waste Management Team to make appropriate arrangements for the handling of refuse and recycling bins and their collection via the rear access road.

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

REASONS FOR APPROVAL

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with strong public transport links. It is also considered that in view of the sites location, a redevelopment of the site for supported housing is wholly appropriate. The scheme will provide much needed supported housing for adults with mental health and learning disabilities in the Borough. . The proposal introduces a carefully conceived and designed scheme that provides a sympathetic development, in keeping with the surrounding area. The position of the proposed building on the site

means surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The parking provided is suitable due to its location and cycle racks have also been provided. The scheme will provide adequate bin storage and a recycling area and it will take into account sustainable design and construction.

The Section 106 Agreement that has been agreed as part of the planning permission includes transportation as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme, towards the highway enhancement to promote sustainable forms of transport and footway re-surfacing scheme.

As such the proposal would be in accordance with policies; UD2 Sustainable Design & Construction, M10 Parking for Development, HSG1 New Housing Development, HSG7 Housing for Special Needs, UD3 General Principles and UD4 Quality Design of the Adopted Haringey Unitary Development Plan and The Councils SPG 1a Design Guidance, within the UDP HSG 5 Hostel Accommodation and M10 Parking for Development of the Haringey Unitary Development Plan and the Councils SPG 1a Design Guidance, Housing SPD, SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight, SPG8b Materials, SPG4 Access for All – Mobility Standards and SPG5 Safety by Design SPG10a The Negotiation, Management and Monitoring of Planning Obligations, SPG7c Transport Assessment and SPG7a Vehicle and Pedestrian Movement.

13.0 APPENDICES

13.1 Consultation responses

No.	Stakeholder	Question/Comment.	Response
	STATUTORY		
1	THE London Fire Brigade	The brigade is satisfied with the proposal	Noted
2	Thames Water	<p>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 Water pipes. The developer should take account of the minimum pressure in the design of the proposed development.</p> <p>On this basis of information provided. Thames Water would advice that with regard to water infrastructure they would not have any objection to the above planning application.</p>	Noted in the form of an informative
3	Crime Prevention Officer	They have no objection to the scheme	Noted
	INTERNAL		
1	Haringey Transportation	This proposed development is at a location with high public transport accessibility level, with Wood Green tube station a short walking distance away. We have therefore considered that majority of the prospective residents at this site would travel by sustainable travel modes for their journeys to and	Noted and financial contribution in the form of a Section 106 contribution

		<p>from the site. There is also the presence of the Wood Green controlled parking zone operating from Monday to Sunday, between 8:00am to 10:00pm, which provides an adequate on-street car parking control at this location. In addition, our interrogation with TRAVL trip database has revealed that, based on comparable London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1), a development of this magnitude (939sqm. GFA) would only generate a combined in and out movement of 3 and 2 vehicles in the morning and evening peak hours respective. We have subsequently considered that this level of generated car trips would not have any significant traffic or indeed car parking demand on the adjoining roads.</p> <p>Also, notwithstanding that this area has not been identified within the Council's Adopted 2006 UDP as that suffering from high car parking pressure, the applicant has proposed 5 off-street car parking spaces together with 28 secure cycle racks, in line with the parking standard stated in Appendix 1 of the Council's Adopted 2006 UDP. It is intended that the parking area be accessed from the existing vehicle access off Vincent Road, as detailed on the proposed block plan (dwg no. LRLN-L101).</p> <p>Notwithstanding the proposed car parking provision, the characteristics of this site fulfil the criteria set out in the Council's adopted 2006 UDP Policy M9, for dedication as a car-free development. In order to encourage the use of sustainable modes of transport, the development should be designated as car-free to prevent prospective occupants from applying for residents on-street parking permits. In order to encourage</p>	
--	--	--	--

		<p>the prospective residents of this development to use sustainable modes of transport for journeys to and from the site, the highway and transport authority will require a financial contribution towards environmental enhancements within the vicinity of the site. The improvements will enable the improvement of walking and cycling facilities in the Lordship Lane area and the LCN + Links 78, 79, 83 and Greenways Link 04 cycle routes. Furthermore, we feel that the adjoining footway on Lordship Lane has uneven surface at the western periphery of the recycling to the rear site and would require some upgrade. There is also the need for relocation or removal of the bollards which restrict the width of this section of the footway.</p> <p>Additional comments</p> <p>It has been noted that the amendment to the intended use has changed the nature of the development from a purely residential use to that more associated with a hostel. As such the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development.</p>	
2	Haringey Building Control	<p>Fire fighting access appears in accordance with Requirement B5. With regards to B1 the following comments have been raised.</p> <ol style="list-style-type: none"> 1. Ventilation to single stair 2. Reception within single stair building generally unsatisfactory 3. Lobby not shown between rear of shop 	Noted

		<p>unit and corridor serving residential units</p> <p>Lobby not shown between flat and stair on ground floor</p>	
3.	Haringey Commercial Environmental Health	<p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using</p>	Noted in the form of a condition

		<p>information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial</p>	
--	--	---	--

		<p>monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason</p> <p>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>Control of Construction Dust:</u></p> <p>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</p>	
--	--	--	--

		works being carried out on the site.	
5.	Haringey's Housing design and major projects	<p>Supported Housing</p> <p>Adult & Housing Services support this scheme which will provide much needed supported housing for people with mental health and learning disabled adults in the Borough.</p> <p>The scheme & dwelling mix</p> <p>This development will bring forward 16 self contained flats which will incorporate an on call system. The mix comprises of 3 x 2 bed roomed flats and 13 x 1 bed flats over four floors inclusive of a basement level. It will operate a 24 hour concierge service, a cafe and communal gardens for the use of clients and their rehabilitation which will aid the transition to independent living.</p> <p>Consultation</p> <p>There has been detailed pre-application consultation by the applicant with Adults and Housing Services this has been in relation to design and the recommendations have been taken into account. Consultation has not been extended to the local community by the applicant.</p> <p>CONCLUSION:</p> <p>This development is in keeping with</p>	Noted in assessing the principle of supported housing units for people with mental health and learning disabilities

		<p>the Council’s commissioning strategy of reducing reliance on residential care homes and moving people away from an institutional setting into mainstream supported housing as part of a recovery and independent living model.</p> <p>In particular we welcome this scheme as it allows the commissioning of provision that moves away from expensive residential care to more independent living which is cost effective and in line with both national and local directions.</p>	
	NEIGHBOURS CONSULTED		
1.		2 objection letters received	
		<ul style="list-style-type: none"> Concerns that 5 car parking spaces for 16 flats is not sufficient, as there is already a problem for local residents who often cannot park their cars, due to people from outside this road seeking parking. Specifically, there is pressure on parking in Coombe Road from the Crown Court, the Driving School, residents on Lordship Lane and people using the town centre. The lack of car park spaces will only serve to exacerbate the problem. The quality of the accommodation at basement level is substandard as the four flats are completely below ground level. Those to the front are served by a narrow deep light well which could be hazardous as well as insecure being directly on to a 	<p>In response to the fact that the flats proposed are supported housing units for people with mental health and learning disabilities. The Councils transportation team make the following comments; as the residential use is more associated with a hostel. As such the prospective residents are unlikely to use private vehicles to travel to and from the site, particularly given the sites high PTAL level. It is considered that the level of on-site parking provision is adequate for the purposes of serving this specific development</p> <p>In response to this a lightwell is proposed to the front and rear that will give adequate light and ventilation to the proposed basement flats. The lightwell to the front will be guarded by railings, which will make the basement flats secure. Furthermore, the crime prevention officer, in terms of secure by design has no objection to the proposed scheme</p>

		busy road. The flats would be dark, without any view or sunshine or adequate daylight. This is not an acceptable standard.	
		1 letter of support received	
2		The resident from 2 Temple Terrace supports this planning application and has no comments	Noted

13.3 Flyer for public exhibition held

HGY/2011/1597

Adult Culture and Community Services

Adult Learning, Libraries and Culture

Central Library, High Rd, Wood Green,

London, N22 6XD

LOCAL Neighbourhood Consultation Meeting to discuss the proposal at 673 Lordship Lane.

DRS Care Homes Ltd has an existing well-established relationship with Haringey Council for over 25 years. During that time they have provided an exceptional high standard of care. They have developed innovative residential care and supported housing for Mental Health and Learning Disabled clients within the Borough of Haringey.

DRS Care homes Ltd have consistently provided innovative care and support services at a competitive rate and as a result were given

The DRS Care scheme at 673 Lordship Lane is fully supported by Haringey Council as it meets the demand for quality supported housing as an alternative to traditionally commissioned residential care. This model of support meets all the requirements of the Government's personalisation agenda as it actively promotes independence and choice for the vulnerable adults of Haringey as well as striving to integrate these clients fully into the wider community.

Existing Care Homes Owned and Run by DRS Care Homes in Haringey

Number Residential Care Home 45/47 Pembury Road Tottenham London N17 6SS

DRS Care Home 41 Pembury Road Tottenham London N17 6SS

DRS Annexe Care Home 2-4 New Villas Baronet Road Tottenham London N17 0LT

Lansdowne Care Home 39 Lansdowne Road Tottenham London N17 0LS

Room: Business Lounge, 30th May 2012, at 6:30pm

This page is intentionally left blank

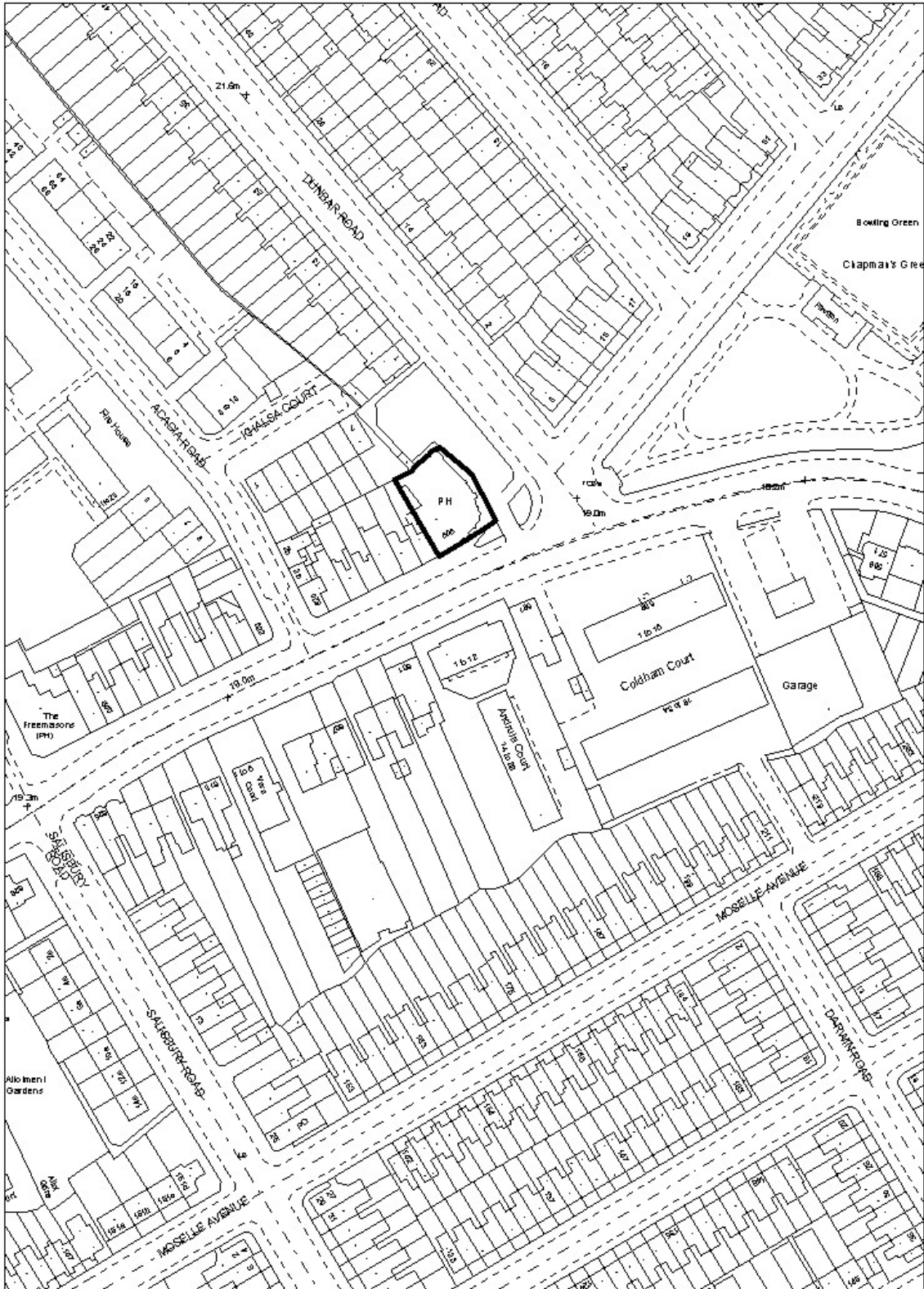
REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0491		Ward: Noel
Address: 606 Lordship Lane N22 5JH		
Proposal: Erection of 4 storey block comprising 8 x two bed flats with x 2 dormer windows at the rear (amended description) (amended plans)		
Proposed Use: Residential		
Applicant: MrSimon Oliver Magic Drinks Ltd		
Ownership: PRIVATE		
DOCUMENTS		
Title		
Design Statement		
PLANS		
Plan Number	Revision	Plan Title
04	A	Proposed third floor plan
03	C	Proposed front/rear/side se/side nw elevations

Case Officer Contact:
 Valerie Okeiyi
 P: 0208 489 5120
 E: valerie.okeiyi@haringey.gov.uk

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	ANALYSIS/ASSESSMENT OF APPLICATION
7.2	Principle of a residential use;
7.3	Design and form;
7.4	The layout/standard/mix of accommodation of the proposed residential units
7.5	Residential Amenity;
7.6	Loss of car park
7.7	Transportation and access;
7.8	Waste management;
7.9	Sustainability
7.10	Planning Obligation/Section 106
8.0	CIL
9.0	HUMAN RIGHTS
10.0	EQUALITIES
11.0	CONCLUSION
12.0	RECOMMENDATION
13.0	APPENDICES
13.1	Consultation responses
<p>SUMMARY OF REPORT: This application is a resubmission for erection of 4 storey block comprising 8 x two bed flats with x 2 dormer windows at the rear</p> <p>The proposal which is an amendment to the previous approval is considered acceptable for the following reasons; the principle of residential use on this site is considered to be acceptable as this site is surrounded by residential use and the site is not a protected open space and does not fall within a defined employment area. The position, scale, mass and design of the proposed building has been carefully considered to create a built form that will have a sympathetic relationship with the adjoining properties. The building after amendments will remain a 3 storey residential block from the front and four storey block when viewed from the rear. The overall layout and unit/room sizes are acceptable. While parking will not provided with the scheme this will not adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network.</p> <p>The development will provide an education contribution secured by way of S106 agreement and contribution towards the amendment of the TMO</p>	

1.0 PROPOSED SITE PLAN



606 Lordship Lane N22

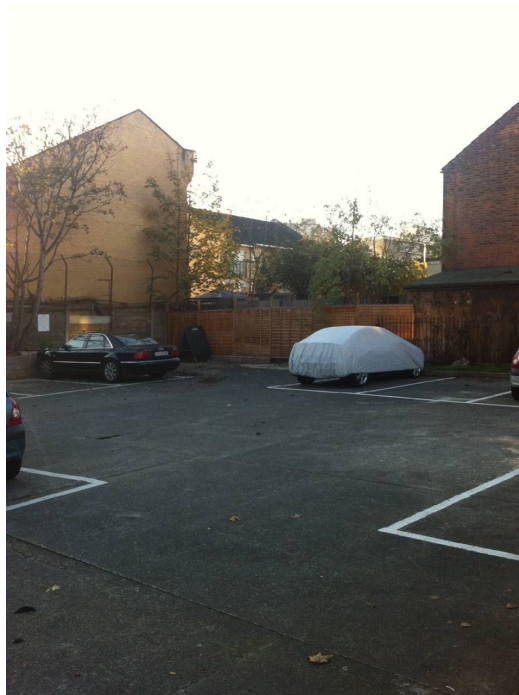
2.0 IMAGES



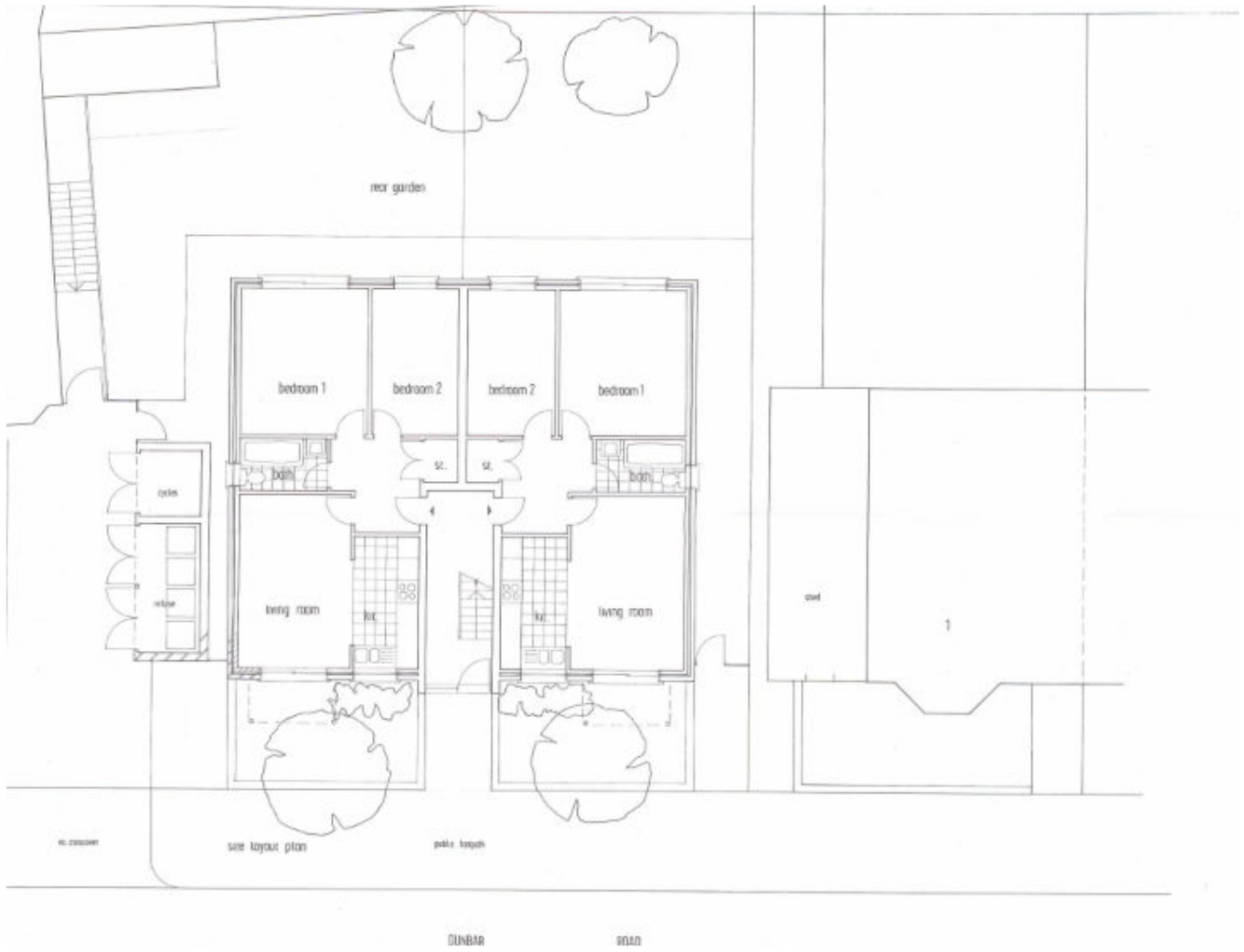
The shed to the side of 1 Dunbar Road



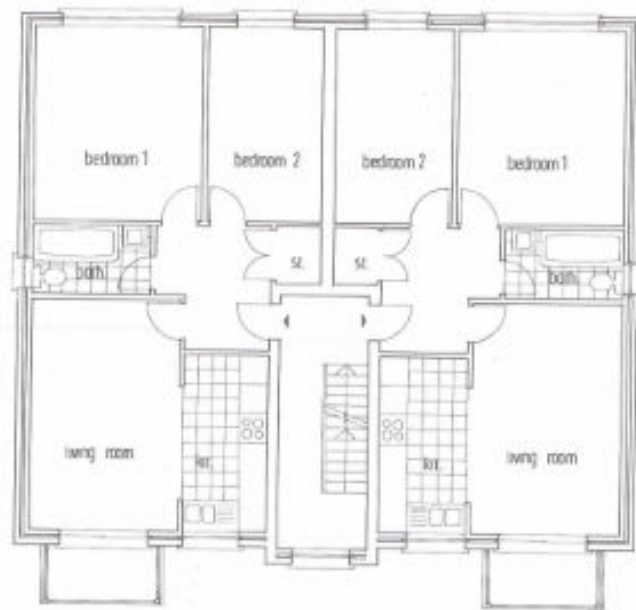
The 3 storey block at Khalsa Court, Acacia Road viewed from the carpark



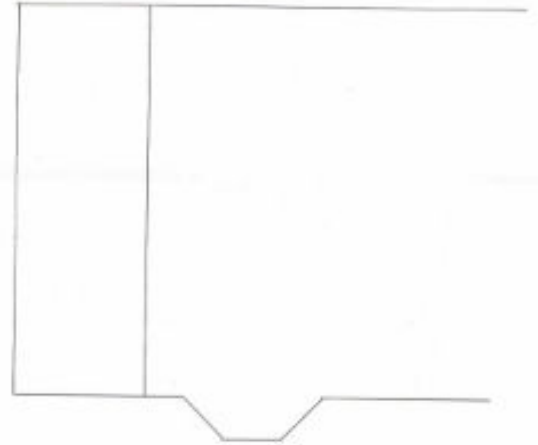
Existing car park including side boundary of 1 Dunbar Road



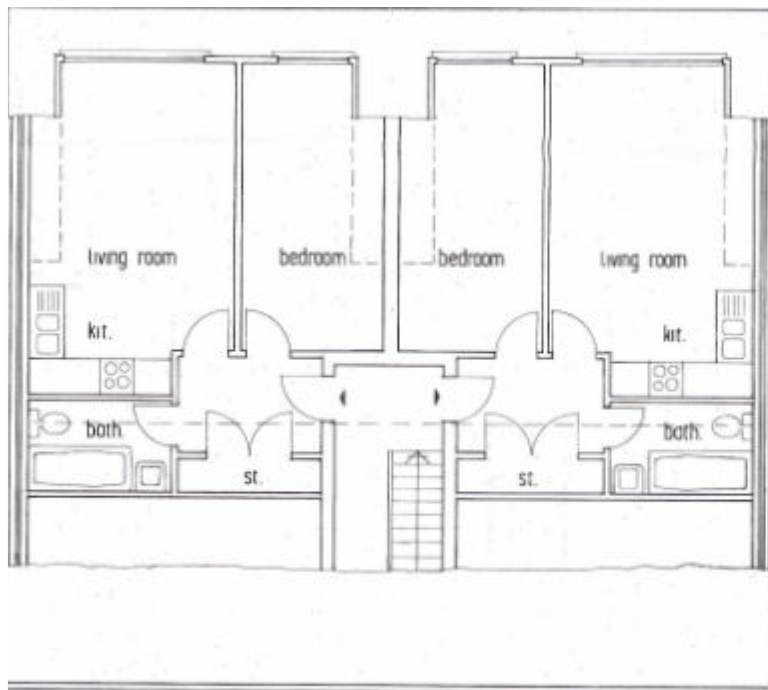
Proposed ground floor plan



first floor plan
(second floor similar)



Proposed first and second floor plan



Proposed third floor



front elevation



side elevation - se



rear elevation



side elevation - nw

THIS DRAWING IS CONTROLLED AND ALL RIGHTS RESERVED BY THE ARCHITECT. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

Proposed front/rear/side se/side nw elevations



Approved elevation under planning ref: HGY/2011/1189

3.0 SITE AND SURROUNDINGS

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

4.0 PLANNING HISTORY

- 4.1 Planning Application History
Planning-**HGY/1991/0943**-GTD-20-09-91-606 Lordship Lane London -Erection of 1.5m satellite dish.
Planning-**HGY/1998/0842**-GTD-25-08-98-The Lordship 606 Lordship Lane London -Formation of two additional fire exits to front elevation.
Planning-**HGY/1998/0999**-GTD-25-08-98-606 Lordship Lane London - Installation of various non-illuminated and illuminated signage at ground and first floor level
Planning-**HGY/2007/0433**-WDN-16-04-07-The Lordship Pub, 606 Lordship Lane Wood Green London -Upgrading of existing radio base station comprising of addition of three antennas, two dish antennas, one Node B equipment cabinet and development ancillary thereto (Part 24).
Planning-**HGY/2009/1041**-GTD-15-09-09-606 Lordship Lane London - Conversion of upper floors into eight self contained flats (1 x 3 bed, 2 x 2 bed, 5 x 1 bed).
Planning-**HGY/2009/1640**-GTD-01-12-09-606 Lordship Lane London -Approval of details pursuant to condition 9 (materials) attached to planning reference HGY/2009/1041.
Planning-**HGY/2011/1889**-GTD-05-12-11-606 Lordship Lane Wood Green London -Erection of 3 storey block comprising 6 x 2 bedroom flats
- 4.2 Planning Enforcement History
- No planning enforcement history

5.0 RELEVANT PLANNING POLICY

5.1 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.

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

Policy 3.5 Quality and design of housing developments
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy

5.3 Unitary Development Plan (2006)

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

5.4 Supplementary Planning Guidance / Documents

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

6.0 CONSULTATION

Internal	External
Transportation Group Building Control Commercial Environmental Health Thames Water	<u>Local Residents</u>

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 7.2 Principle of a residential use;
- 7.3 Design and form;
- 7.4 The layout/standard/mix of accommodation of the proposed residential units
- 7.5 Residential Amenity;
- 7.6 Loss of car park
- 7.7 Transportation and access;
- 7.8 Waste management;
- 7.9 Sustainability
- 7.10 Planning Obligation/Section 106

7.2 Principle of a residential use

7.2.1 Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan (2011) set housing targets for individual Boroughs for the period up to 2021. These targets are generally reflected in Unitary Development Plan policy HSG 1 New Housing Developments. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development.

7.2.2 The principle of residential use on this site is considered to be acceptable as this proposal is an amendment to the previous approval under planning ref: HGY/2011/1889. The proposal therefore accords with Policy HSG2.

7.3 Design and form

- 7.3.1 Policy UD4 seeks to ensure that the height and scale of the development is addressed in a positive way and policy UD3 seeks to ensure that the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area. Policy UD4 seeks to ensure that the form, rhythm and massing of the development should be addressed in a positive way. Policy UD4 of the UDP seeks to ensure that the visual character of the development site and the surrounding area/streetscene should be taken into account in the design of schemes submitted for approval'. Paragraph 3.4 of SPG 8b seeks to ensure that any materials proposed for a building or its environs needs to be sensitive to the building in question, the adjoining buildings and any distinctness in the local character of the surrounding area.
- 7.3.2 As noted above the proposal is for the erection of a four storey block with x 2 dormer windows at the rear on the former car park to the side of the public house at 606 Lordship Lane. The previously approved application was for a three storey block, in this case however an additional two units is included in the scheme with two dormer windows at the rear to create 8 units, making the building proposed three storey at the front and four storey when viewed from the rear. This proposal has been further revised, in that the front dormers have now been omitted from the scheme.
- 7.3.3 The design of the scheme is of traditional appearance, and it will be constructed in London Stock facing brick, mid grey coated UPVC framed double glazed windows and doors. The roof will be dark grey natural on externit slates to roofs and stained timber privacy slabs. Balconies will be inserted on first and second floor at the front elevation. The overall height of the block will be 7.8m to the eaves and 11.5m to the ridge, 13.1m in width and 11.24m in depth. The x 2 dormers will have a width of 5.5m, depthn of 3.9m and height of 2.4m
- 7.3.4 The overall siting and coverage of the former car park would not represent a cramped form of development and it would not have an unsympathetic relationship to the adjoining blocks in that; the proposed block will be set back from the front and align with the shed to the side of 1 Dunbar Road and row of terraces. It will also be set away from the shed to the side of 1 Dunbar by 2.89m. The block is well set back from the rear by 7.5m to provide amenity space and the height will be similar to the residential block that backs onto the site at Khalsa Court on Acacia Road. The x 2 dormers proposed at the rear will be modest in size and it will preserve the dominance of the main pitch and its silhouette and will be in keeping with the character size and scale of the proposed building as a whole.
- 7.3.5 Overall the siting, form and design of the proposed scheme is considered acceptable in terms of its scale, bulk and massing.

7.4 The layout/ standard/ mix of accommodation of the proposed residential units

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

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

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

7.5 Residential Amenity

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

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

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

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

7.6 Loss of car park

7.6.1 The principle of loss of the car park is considered to be acceptable as this proposal is an amendment to the previous approval under planning ref: HGY/2011/1889. The loss of the car park is considered acceptable because the site is in an area with a medium transport accessibility level and is located in the

Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station. As site visit conducted on the 22/11/2011 observed that the car park was not heavily parked.

- 7.6.2 The concerns however relating to the loss of the car park is that condition 4 of the previous application under planning reference HGY/2009/1041 required that the applicant provides no less than 5 car parking spaces for the use of the 8 approved residential units. To address this issue the applicant has agreed to enter into a section 106 agreement so that the existing and proposed "residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.

7.7 Transportation and access

;

- 7.7.1 Car parking will not be provided with the scheme. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds for the resurfacing of the footway fronting the site to improve conditions for pedestrians and cyclists.
- 7.7.2 The application site is located in an area with a medium transport accessibility level and is located in the Wood Green outer CPZ which operates from 0800 hours to 1830 hours. The site is also within walking distance of Wood Green underground station.
- 7.7.3 The transportation team have considered that the development proposal of some 8 additional units will not result in any significant increase in the generated traffic or parking demand to have any adverse impact on the transportation and highways network. In addition, the characteristics of this site fulfil the criteria set up in the UDP Policy M9, for dedication as a car-free development. Consequently the transportation and highways authority would not object to this application

7.8 Waste Disposal

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

7.8 Sustainability

7.8.1 In terms of sustainability the scheme that has already been approved will involve;

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

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

7.9 Planning Obligation/Section 106

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

7.9.2 In line with SPG10c, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution associated with this development is calculated to amount to £43,912.50.

7.9.3 The applicant has agreed to contribute through a Section 106/278 agreement £3,000 (three thousand pounds) towards an improvement scheme aimed at

assisting pedestrians and cyclists, to the sites frontage onto Dunbar Road.

- 7.9.4 The applicant has also agreed to enter into Section 106 agreement so that the the existing and proposed "residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The contribution towards the amendment of the TMO is £1000.
- 7.9.5 The Section 106 Agreement will also include a contribution towards local Employment and Construction Training initiatives.
- 7.9.6 As part of the S106, it is recommended that a financial contribution of £1000 is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.
- 7.9.7 The total contribution is therefore £48,912.

8.0 CIL

- 8.1 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm/ the scheme provides one or more residential units. Based on the MoL's CIL charging schedule and the information given on the plans the charge is likely to be £5,144.37. This would be collected by Haringey after implementation (if permission were 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.

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

10.0 EQUALITIES

- 10.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 149 of the Equalities Act 2010. 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.

11.0 CONCLUSION

- 11.1 The proposal which is an amendment to the previous approval is considered acceptable for the following reasons; in view of the site's location, a development that incorporates residential use is wholly appropriate and it will provide an attractive environment. The proposed residential units will provide a valuable contribution to housing provision within the borough. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking the building form the detailing and materials of the proposal, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. The overall layout and unit/room sizes are acceptable.
- 11.2 The proposal will not have an adverse impact on the surrounding neighbouring properties and furthermore a condition will be imposed to ensure soft landscaping at the boundary and obscure glazing on all side facing windows to mitigate any overlooking of overshadowing issues. The proposed scheme is in an area with a medium public transport accessibility level. The waste storage and collection arrangement for bins is satisfactory. The scheme takes into account sustainable design and construction and the Section 106 Agreement that has been agreed as part of the planning permission includes education as a Planning Obligation to be provided by the developer and a contribution towards the amendment of the TMO for a car free scheme.
- 11.3 As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, HSG1 New Housing Development, Change of Use to Residential, UD2 Sustainable Design & Construction, M9 Car Free Residential Developments and UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG10c Educational Needs Generated by New Housing and Housing SPD (2008). It is therefore appropriate to recommend that planning permission be APPROVED.

12.0 RECOMMENDATIONS

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2012/0491, subject to a pre-condition that Simon Oliver Magic Drinks Ltd and [the owner (s)] of the application site shall have first entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure £43,912.50 as an Educational Contribution, £3000 contribution towards a Section 106/278 agreement , £1000 towards the amendment of the TMO, a contribution towards local Employment and Construction Training initiatives and £1000 towards recovery costs; i.e. a total of £48,912.

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

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2012/0491 be refused for the following reason:

The proposal fails to provide an Education Contribution in accordance with the requirements set out in Supplementary Planning Guidance 12 'Educational Needs Generated by New Housing Development' attached to the Haringey Unitary Development Plan, a contribution of £3000 towards a Section 106/278 agreement, a contribution towards the amendment of the TMO, a contribution towards local Employment and Construction Training initiatives and contribution towards recovery costs

12.1 **RECOMMENDATION 2**

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2012/0491

GRANT PERMISSION subject to 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.

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

MATERIALS & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the new building hereby approved (including front

boundary treatments) have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

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

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

5. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

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

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

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

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

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

CONSTRUCTION

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

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

WASTE

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

Reason: In order to protect the amenities of the locality

OTHER

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

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

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

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

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

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

13. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the neighbourhood

14. All side facing windows on ground, second and third floor level shall be glazed with obscure glass only and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties

INFORMATIVE

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

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

REASONS FOR APPROVAL

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

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

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

13.0 APPENDICES

13.1 Consultation Responses

13.2

	INTERNAL	Question/Comment.	Response
1	Haringey Transportation	<p>The application site has a good public transport accessibility level of 4 and is served by the 144, 243 and W3 bus routes, which operate with a two-way frequency of 63 buses per hour. Further to this, Wood Green underground station and bus interchange are within reasonable walking distance. It is therefore likely that the majority of the prospective residents of this development would use sustainable transport for journeys to and from the site.</p> <p>Furthermore, the site is located within the Wood Green (outer) controlled parking zone, which operates from Monday to Saturday 8:00am – 6:30pm and offers a good level of on-street parking control. Although the application does not include any off-street parking provision the development meets the criteria for designation as car free. It will therefore be necessary for the applicant to secure the developments car-free status by entering into a S106 legal agreement.</p> <p>The application includes the provision of secure storage for six cycles. However, to accord with standards set out within the London plan, the applicant will need to provide secure storage for eight cycles. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds for the resurfacing of the footway fronting the site to</p>	<p>Noted and financial contribution in the form of a Section 106/278 contribution and amendment of the Traffic Management Order (TMO)</p>

		<p>improve conditions for pedestrians and cyclists.</p> <p>Therefore, the highway and transportation authority do not wish to raise any objections subject to condition</p>	
2	Waste Management	<p>The proposed development of 8 x 2 bedroom flats will require 2 x 1100 residual waste bins, and 1 x 1100 recycling bins.</p> <p>The waste bins must not be located further than 10m from the point of collection. The plans show a waste storage area suitable for five 1100 waste bins.</p> <p>Managing agent will be required to maintain the bin storage area ensuring that the storage area is kept free of any uncontained refuse</p> <p>The application has been given RAG traffic light status of GREEN for waste storage and collection arrangements</p>	Noted and further details are required as set out in condition 9
3.	Haringey Commercial Environmental Health	<p>Before development commences other than for investigative work:</p> <p style="padding-left: 40px;">a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants</p>	Noted in the form of condition 9

		<p>that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to 	
--	--	--	--

		<p>be undertaken,</p> <ul style="list-style-type: none"> ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides</p>	
--	--	---	--

		<p>verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason</p> <p>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>Control of Construction Dust:</u></p> <p>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.</p>	
	NEIGHBOURS CONSULTED	1 letter received	
1.		There have been problems in the road	In response to this it is considered that the proposal will improve the surrounding environment in terms of noise, pollution and safety in the area because at present the car park has caused problems in the area. It is considered that the proposed scheme will be a positive contribution for adjoining/ nearby residents in terms of amenity.

Planning Committee

Item No.

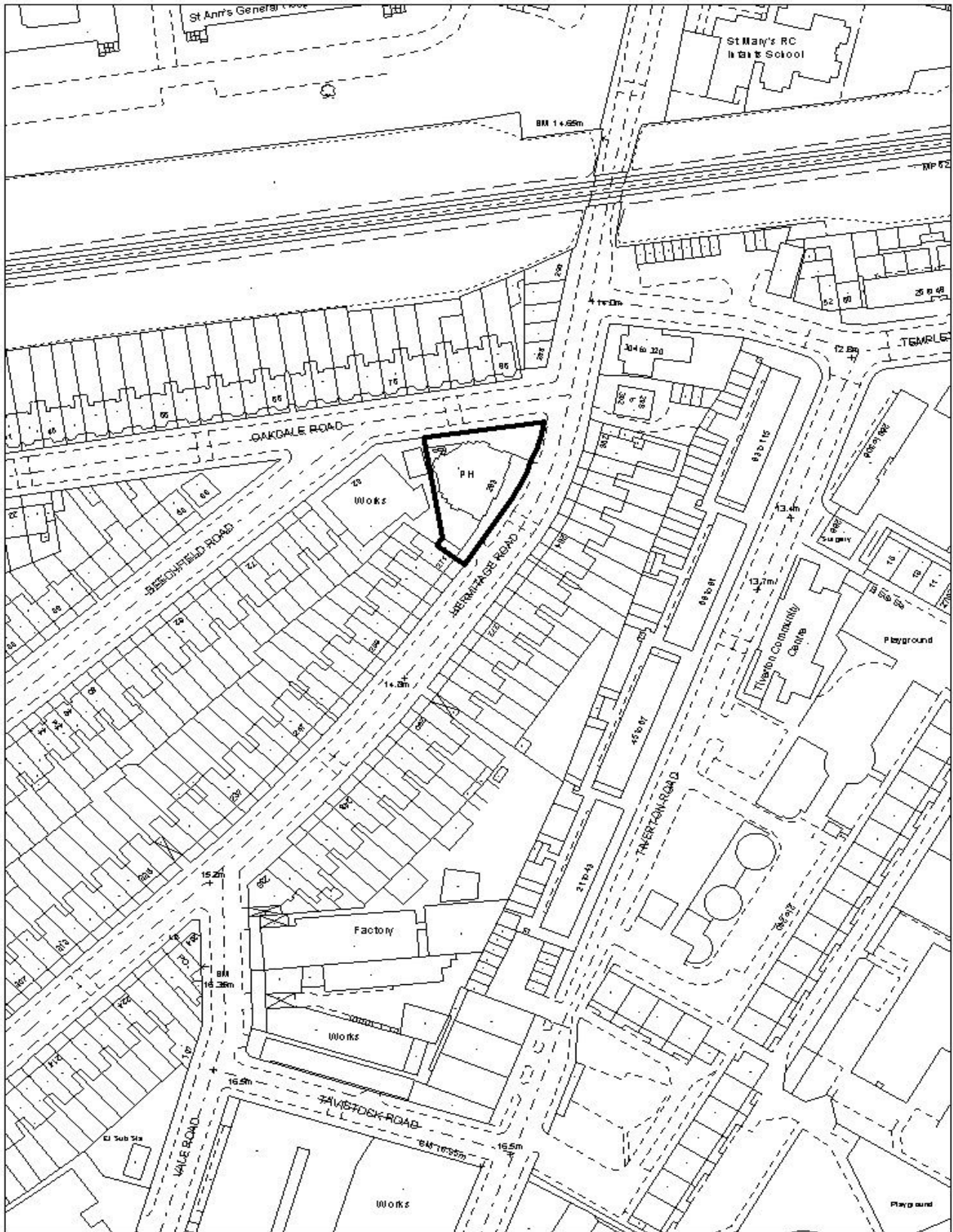
REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2011/2138	Ward: Seven Sisters
Date received: 15/11/2011	
Address: 283 Hermitage Road N4 1NP	
Proposal: Erection of a three storey building comprising 4 x 1 beds, 3 x 2 beds, 2 x 3 bed self contained flats.	
Existing Use: Vacant site	Proposed Use: Residential
Applicant/Owner: Mr Ajay Sumal C and S Builders Merchants (Stamford Hill) Ltd	
Drawing number of plans: P021B, P022, P023, P024, S001 and S002	
Case Officer Contact: John Ogenga P'Lakop P: 0208 489 5120 E: john.plakop@haringey.gov.uk	
PLANNING DESIGNATIONS: Road Network: C Road	
RECOMMENDATION GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement /	
SUMMARY OF REPORT: Planning permission reference number HGY/2005/0734 was granted on Appeal in May 2006 (APP/Y5420/A/06/1197720). This permission has now expired. The current application seeks planning permission for the erection of a three storey building comprising 4 x 1 bed, 3 x 2 bed, and 2 x 3 bed self contained flats. A basement was proposed in the previous permission however it is no longer proposed in this development. It is considered that the site makes a contribution to housing supply and provides an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed and accessible urban land for housing purposes is in the National Planning Policy Framework (2012).	

PLANS		
Plan Number	Rev.	Plan Title
S/001	-	Existing Site Plan
S/002	-	Existing Section and Elevation
P/021	B	Proposed Site Plan
P/022	-	Proposed Sections and Elevations
P/023	-	Proposed Floor Plans (3 ground, first and second)
P/024	-	Proposed Street Elevation Hermitage Road

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 APPLICATION
9.0	DESIGN ASSESSMENT
10.0	HUMAN RIGHTS
12.0	EQUALITIES
13.0	CONCLUSION
13.0	RECOMMENDATION

1.0 PROPOSED SITE PLAN

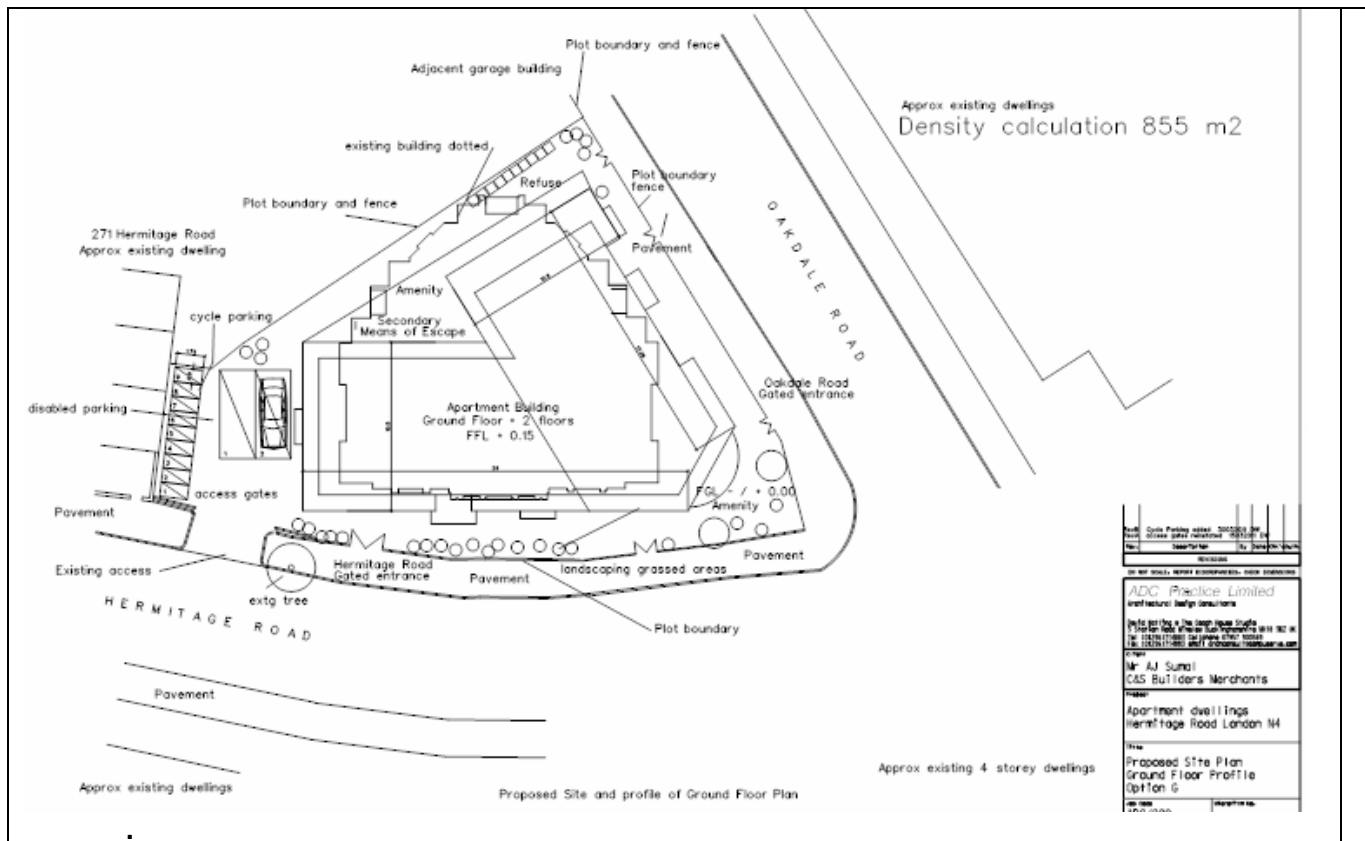


SITE VIEW FROM OAKDALE ROAD



SITE VIEW FROM THE JUNCTION OF HERMITAGE ROAD/ OAKDALE ROAD





3.0 SITE AND SURROUNDINGS

3.1 The application site is located at the corner of Oakdale Road and Hermitage Road. Opposite the site is a small block of flats referred to as Green Court. The surrounding area is predominantly residential. At the rear along Beechfield Road was located a single storey light industrial unit. This has now been demolished and replaced with a similar building to the one proposed in that it is three storeys with the top floor set back.

4.0 PLANNING HISTORY

4.1 Planning Application History

Planning permission was granted on Appeal in May 2006 (ref:1197720) for the demolition of the then existing Public House and erection of a three storey building comprising 4 x 2 bed, 3 x 2 bed, 2 x 3 bed self-contained flats and parking at basement level. The current scheme seeks planning permission for erection of a three storey building comprising 4 x 1 bed, 3 x 2 bed, and 2 x 3 bed self contained flats. The proposal no longer includes the provision of a basement level.

4.2 Planning Enforcement History

There is no enforcement record on the site

5.0 RELEVANT PLANNING POLICY

5.1 National Planning Policy

National Planning Policy Framework (2012)

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).

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

Policy 3.5 Quality and design of housing developments

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

5.3 Unitary Development Plan

G1 Environment

G2 Development and Urban Design

UD3 General Principles

UD4 Quality Design

UD2 Sustainable Design & Construction

UD7 Waste Storage

UD8 Planning Obligations

M10 Parking for Development

HSG1 New Housing Development

HSG7 Housing for Special Needs

5.4 Haringey Local Development Framework – Core Strategy and Proposals Map:

5.4.1 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.

5.5 Haringey Draft Development Management Policies:

5.5.1 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.

5.6 Supplementary Planning Guidance / Documents

- SPG1a Design Guidance
- Housing SPD (October 2008)
- SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
- SPG8b Materials
- SPG4 Access for All – Mobility Standards
- SPG5 Safety by Design
- SPG10a The Negotiation, Management and Monitoring of Planning Obligations,
- SPG7c Transport Assessment
- SPG7a Vehicle and Pedestrian Movement

6.0 CONSULTATION

Statutory	Internal	External
No statutory consultation required	Transportation Group. Design Team. Waste Management. Ward Councillors.	<u>Amenity Groups</u> <u>Local Residents</u> 265-271, 285-293, 272-320 Hermitage Road. 65-85 Oakdale Road. 53, 72-82 Beechfield Road <u>Total No of Residents Consulted: 42</u>

7.0 RESPONSES

Statutory	Internal	External
No statutory consultation Required.	Transportation Group raises no objection. (See appendix 1). Design Team raise no objection. (See appendix 2).	<u>Amenity Groups</u> <u>Local Residents</u> Ten letters of objection has been received as a result of notification. (See appendix 3). <u>Total No of Residents Consulted: 42</u>

7.1 Local Residents

Ten letters of objection has been received as a result of notification. (See appendix 3),

7.2 Design Team raise no objection. (See appendix 2).

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principles of residential use;
- Design and layout;
- The layout/ standard/ mix of accommodation of the proposed residential units;
- Residential Amenity;
- Parking and access;
- Waste management;
- CIL applicability;
- Section 106 Agreement;

8.2 Principles of residential use

8.2.1 The surrounding area is predominantly residential. The proposed building would be three storeys and provide 9 flats. The redevelopment of the site for residential purposes complies with UDP Policy HSG1 'New Housing Developments'.

8.2.2 The Council has acknowledged that the site can make a contribution to housing supply and provides an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed and accessible urban land for housing purposes is in the National Planning Policy Framework (2012). It is therefore considered that the regeneration potential of the scheme complies with UDP Policy HSG1 'New Housing Developments' above.

8.2.3 The principle of residential use and the regeneration potential of the site is acknowledged by the Appeal Decision (APP/Y5420/A/06/1197720) of May 2006 when planning permission was granted for the demolition of the then Oakdale Arms to allow for the erection of a three storey building comprising of 4 x1beds, 3 x 2beds and 2 x 3 bed self-contained flats and parking at basement level.

8.3 Design and layout

8.3.1 The site was formerly occupied by the Oakdale Arms public House. The building has been demolished and the site is open and vacant. It is considered that in view of the site location, a redevelopment of the site for residential purposes is wholly appropriate. The proposal which was previously granted planning permission. The proposed development represents an acceptable design for the site and is similar to the design of the adjoining building which is currently under construction. The building design also responds to being at a focal point in the street at the junction of Hermitage Road and Oakdale Road.

8.3.2 The main elevations are detailed in brick with metal balconies and large windows. The top storey is set back and has a metal facing finish with metal railing detail the corner junction has a circular balcony detail with stone facing panels on the corner which are also shown on the main elevations.

8.3.3 The height, bulk, massing and detailed design are considered acceptable in this location subject to detailed conditions relating to elevation and materials and including larger scale drawings of the windows/ doors/entrance canopies/roof facing. A condition has been added which would mean that samples of all facing materials would be submitted and agreed by the Council before any work on site commences.

8.3.4 The design solution meets the aims of policy UD3 'General Principles' in that the proposal contributes positively to the character of the street, amenity of neighbours and the immediate locality. The design team in the Council considers the scheme acceptable. Their comment has been included in the response above and appendix 2.

8.3.5 It is proposed that the north façade will step down to represent the street juncture at ground floor level. This would be a prominent element as viewed from Hermitage Road as well as Oakdale Road. The upper storey is set back to minimise the overall bulk.

8.3.6 At ground floor level there is a pedestrian access way fronting Hermitage Road

8.4 The layout/ standard/ mix of accommodation of the proposed residential units

8.4.1 The proposal will comprise of 9 self contained units comprising of 4 x one bed, 3 x two bed and 2 x three bed flats spread at three level with a basement level. The accommodation proposed are acceptable and in compliance with the Council's policies HGS1 'New Housing Developments, UD3 'General Principles' and UD4 'Quality Design' in terms of standard of flats proposed, amenity and design.

8.5 Residential Amenity;

8.5.1 The proposal has been carefully designed so that there is the east, north and west side facing windows which do not result in any overlooking. The proposal meets the requirements of the Housing SPD in terms of distances required between facing principal windows and will not result in a loss of privacy from overlooking to any adjoining property.

8.5.2 It is considered that there will be no significant loss of sunlight and daylight to any adjoining property as a result of the development. A similar three storey building at 82 Beechfield was approved in September 2008 (HGY/2008/0214). The proposal will not be unacceptably detrimental to the amenity of adjacent users, residents and occupiers or the surrounding area in general.

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

8.6 Parking and access

8.6.1 The current scheme would now be car free as a result of the omission of the basement car park. The site has good transport accessibility. The Council's Transportation Group is satisfied that the proposal will generate less vehicular traffic movements compared with that generated by the lawful use of the former public house. There are 2 car parking spaces provided

8.6.2 Waste management

8.7.1 The bin storage and waste collection facility would be located at the rear in a purpose made facility in line with the aims of SPG8a. The Council Waste Management team

commented that the development requires a waste storage area to store bulk bins and recycling bins and have given the development RAG traffic light status of AMBER for waste storage and collection arrangement. It is therefore considered that a condition be impose that details of waste storage should be submitted and approved in writing by the Local Planning Authority.

8.7.2 CIL applicability

8.7.3 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100m²/ 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 **969.00m² x £35 = £33,915.00**. This would be collected by Haringey after implementation (if permission were 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.

8.8 Planning Obligations/Section 106 Agreement

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

8.8.2 In line with SPG10a, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places.

8.8.3 Accordingly, it is recommended that the applicant enters into an Agreement or Agreements with the Council in order to secure £45,772.00 educational contribution because of the expected child yield from the development and environmental enhancement of the immediate locality, and an administrative/recovery cost.

8.8.4 The applicant contributes a sum of £20,000 (Twenty thousand pounds) by way of S.106 towards the environmental enhancement of the immediate locality.

8.8.5 As part of the S106, it is also recommended that a financial contribution of £4,500.00 is required from this development through a legal agreement in order to secure a contribution towards recovery/administration costs.

8.8.6 The total contribution is therefore £70,272.00 (Seventy thousand two hundred and seventy two).

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

10.0 EQUALITIES

10.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 149 of the Equalities Act 2010. 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.

11.0 CONCLUSION

11.1. The proposed development is considered appropriate for the site. Planning permission was granted on appeal in 2006. Overall, there has been no material change in the circumstances since that time apart from the omission of the basement. It is considered that the proposed development will contribute to housing provision and sustainability in the borough. It is also considered that the proposed development would relate well to its surroundings in respect of scale, massing, height, design and external materials and finishes. The proposal would not detract from the Council's housing policies in compliance with HSG1 'New Housing Developments'.

11.2. The proposed development would produce a high quality design solution that is both practical in terms of the use and accessibility whilst also having regard to the UDP design objectives and policies especially UD3 and UD4.

11.3. It is considered that the proposal has no adverse impact upon local amenity. It is therefore in compliance with the provision of policy UD3 that seeks to protect the reasonable amenity of neighbours.

11.4. The basement car parking has been omitted from the scheme however the Transportation team has raised no objection and it is considered that there will be no adverse effect upon the locality in relation to this issue. I recommend that the proposal be approved.

12.0 RECOMMENDATIONS 1

12.1. That planning permission be granted in accordance with planning application reference number HGY/2012/2138 subject to a pre-condition that C&S Builders Merchants (Stamford Hill) London Ltd shall first have entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974] in order to secure: of £45,772.00 as educational contribution, £20,000 for environmental improvement and £4,500.00 as recovery cost/administration.

12.2 That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2011/2138.

13.0 RECOMMENDATION 2

GRANT PERMISSION

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

Applicant's drawing No. (s) P021B, P022, P023, P024, S001 and S002

Subject to the following condition(s)

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

BUILDING SAMPLE

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.
Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

LANDSCAPING

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

landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

WASTE STORAGE

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

CENTRAL AERIAL/DISH

6. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.
Reason: In order to protect the visual amenities of the neighbourhood.

ENERGY EFFICIENCY/RENEWABLE ENERGY

7. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.
1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:
 2. (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.
 - (b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.
 - (c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.
 3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in

Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

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

CONSTRUCTION HOURS

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

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

REASONS FOR APPROVAL

The proposed development as amended would produced a high quality design solution that is both practical in terms of the use and accessibility whilst also having regard to the UDP design objectives and policies especially UD3 and UD4.

It is considered that the proposal has no adverse impact upon local amenity. It is therefore in compliance with the provision of policy UD3 that seeks to protect the reasonable amenity of neighbours.

It is also considered that the proposal would have no adverse impact on the local environment and traffic conditions. The Council's Transportation group does not think that the proposal would lead to parking pressure.

APPENDICES:

Appendix 1: Transportation Comments

Appendix 2: Design Team Comments

Appendix 3: Letters of Objections Received/Response to Objections Received

13.0 APPENDICES

No.	Stakeholder	Question/Comment.	Response
1	Transportation Group	<p>The application site is located in an area with a low public transport accessibility level (PTAL). Therefore, the majority of the prospective residents of this development are likely to use private vehicles for their journeys to and from the site. It has been noted that this proposal has previously been submitted under planning application HGY/2005/0734 and that the current amendments to the proposal will result in a fall from the previous number of off-street parking spaces from 9 to 2 spaces.</p> <p>However, the site falls within the Green Lanes (B) controlled parking zone, which operates between 8:00am and 6:30pm, Monday to Friday and provides a good level of on-street parking control. Furthermore, this area has not been identified within the Council's Adopted 2006 UDP as that suffering from on-street car parking pressure. Furthermore, the applicant has provided 9 covered and secure cycle racks as part of the new development.</p> <p>We have considered that the proposed development is unlikely to adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network. Therefore, the</p>	No objection

		<p>highway and transportation authority would not wish to raise any objections to the above proposal, providing that the Local Planning Authority impose a condition requiring that the applicant remove the redundant crossover and re-instate to footway.</p> <p>1. Prior to the commencement of the development hereby permitted the redundant section crossover shall be removed and the footway re-instated. Reason: In the interests of highway safety</p> <p>Informative: The new development will require numbering. The applicant should contact 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.</p> <p>Informative: The proposed development requires a redundant crossover to be removed. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.</p>	
2	Design Team	<p>It is considered that the site is well placed for redevelopment in planning terms, being a previously used site. It is also considered that in view of the site location, a redevelopment of the site for residential purposes is wholly appropriate. The proposal introduces a carefully conceived and design scheme that provides a sympathetic development. The position of the proposed building on the site means surrounding occupiers will not suffer loss of amenity.</p> <p>The main elevations are detailed in brick with</p>	No objection

		<p>metal balconies and large windows. The top storey is set back and has a metal facing finish with metal railing detail the corner junction has a circular balcony detail with stone facing panels on the corner which are also shown on the main elevations.</p> <p>The height bulk and detailed design are considered acceptable in this location subject to detailed conditions relating to elevation and materials and including larger scale drawings of the windows/ doors/entrance canopies/roof facing. Also samples of all facing materials should be submitted and agreed by the Council before any work on site commences.</p>	
3	Neighbours Consultation	<p>Comments by: Lutz Marten From: 79 Oakdale Road</p> <p>Thank you for your letter informing me of the proposed development of 238 Hermitage Road. I am grateful for the opportunity to comment on this and would like to note the following:</p> <p>1) By the time your letter was sent demolition of the public house on the property had already been completed. It would appear that the demolition work was undertaken before consultation had taken place, and before planning permission was granted. I would like to note that this is regrettable both in terms of the absence of residents' consultation, and in terms of the loss of an architecturally attractive public building.</p> <p>2) The proposed new building will have negative impact on access to street parking. Both residents' parking and metered parking currently available on Oakdale Road in front of the site of the proposed building are being used to capacity,</p>	<p>1) Planning permission was granted on Appeal in May 2006 appeal ref: APP/Y5420?A/1197720.</p> <p>2) Parking requirement of site has been carefully looked at. The Council's Transportation Group commented that the proposed development is unlikely to adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network.</p>

	<p>and any new development needs to ensure that additional, on-site parking is provided. Without this, the new development would detrimentally affect residents' access to parking.</p> <p>3) The proposed new building does not sufficiently address the current architectural context of the area. Hermitage Road and Oakdale Road consist predominantly of Victorian/1930s terraced buildings of two-storey height. The proposed development has potentially a negative effect on surrounding buildings with respect to access to light and privacy, and on the architectural coherence of the adjacent area. I suggest that the new development should be restricted to a height not exceeding the height of surrounding buildings.</p> <p>Comments by: Gillian Price From: 70 Beechfield Road</p> <p>I am also very concerned about the fact there is no provision for extra cars needing to be parked. I pay for a residents parking permit and expect to be able to park near my house.</p> <p>Comments by: Jo-Anne Rampling From: 20 Beechfield Street</p> <p>I think that the neighbourhood has lost its character with the demolition of the pub. I will be devastated if the company do not stick to their original plans to have underground/off street parking. They should be able to disintegrate the character of our neighbourhood as well as create parking and congestion problems - to maximise their profits.</p> <p>Comments by: Andrzej Jastrzebski From: 47 Beechfield Road</p>	<p>3) It is considered that the proposed development represents an acceptable design for the site and is similar to the design of the adjoining building which is currently under construction.</p> <p>The Council's Transportation Group have been consulted and they see no adverse effect the proposed development would create.</p>
--	---	---

		<p>Will there be additional parking space provided for the residents of the new development at 283 Hermitage Road?</p> <p>Comments by: Alex O'Dea From: 45 Oakdale Road</p> <p>I object to the proposed development on the grounds that it will have a detrimental affect on the local area, due to the removal of the underground parking facilities.</p> <p>There is no parking available at this point on Hermitage Road, while this section of Oakdale Road is for much needed pay and display parking. Clearly, the addition of another nine flats will have an impact on parking for residents on Oakdale, Beechfield and Hermitage Roads.</p> <p>The applicant has justified his proposal on the grounds that it is adjacent to another similar development, which has already been approved (82 Beechfield Road). It is my understanding that this is to be a car free development. It is unrealistic to expect that two new developments in this area will have no impact on current parking facilities and as such I think that underground parking facilities are essential.</p> <p>Comments by: Keith Flett From: 38 Mitchley Rd</p> <p>Loss of community use; I also note that while permission is pending the public house has already been demolished.</p>	<p>There has been no objection from the Council's Transportation Group.</p> <p>As noted above</p> <p>As mentioned above, permission was granted on Appeal in May 2006. In making his decision, the Inspector noted that a Public House is not a community facility.</p>
3			

--	--	--	--

This page is intentionally left blank