



Haringey Council

Planning Sub Committee

MONDAY, 17TH DECEMBER, 2012 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

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

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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 13 below.

3. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' 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 - 8)

To confirm and sign the minutes of the Planning Sub Committee held on 12 November 2012.

6. TREE PRESERVATION ORDERS (PAGES 9 - 14)

To confirm the following Tree Preservation Order:

65 Wood Vale, N10

7. PLANNING APPLICATIONS (PAGES 15 - 16)

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.

8. LAND REAR OF 27-47 CECILE PARK, N8 (PAGES 17 - 70)

Application to replace an extant planning permission reference HGY/2009/1768 in order to extend the time limit for implementation, for demolition of 32 existing lock-up garages and erection of 4 x 2 / 3 storey three bedroom houses with associated landscaping and 8 parking spaces.

RECOMMENDATION: Grant permission to replace extant permission, subject to conditions.

9. LAND REAR OF 27-47 CECILE PARK, N8 (PAGES 71 - 74)

Conservation Area Consent for application to replace an extant planning permission reference HGY/2009/1768 in order to extend the time limit for implementation, for demolition of 32 existing lock-up garages and erection of 4 x 2 / 3 storey three bedroom houses with associated landscaping and 8 parking spaces.

RECOMMENDATION: Grant Conservation Area Consent.

10. FORRESTER HOUSE 52 BOUNDS GREEN ROAD N11 2EU (PAGES 75 - 128)

Refurbishment and conversion of existing premises to include erection of rear extension over 3 storeys from lower ground to 1st Floor. Change of use from B1 - Offices to C1 Apartment Hotel to provide 27 studio rooms with 24hr service and security including associated cycle store, plant enclosure, refuse store and 10 parking spaces.

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

11. 63 LANCHESTER ROAD 2012 0706 (PAGES 129 - 154)

Demolition of existing five bedroom two storey detached house and erection of two storey, five bedroom detached house (Amended plans).

RECOMMENDATION: Grant permission subject to conditions.

12. PEMBROKE WORKS, CAMPSBOURNE ROAD, N8 7PE (PAGES 155 - 222)

Demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class B1) with associated parking and landscaping.

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

13. LAND AT LAWRENCE ROAD, N15 4EX (PAGES 223 - 300)

Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/A2/A3/B1/D2 uses) with associated car parking, landscaping and infrastructure works.

RECOMMENDATION: Grant permission subject to conditions and subject to a section 106 legal agreement, plus Mayoral Direction.

14. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

15. DATE OF NEXT MEETING

Monday, 14 January, 2013, 7pm.

David McNulty
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and Member Services
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Friday, 07 December 2012

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 12 NOVEMBER 2012**

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

MINUTE NO.	SUBJECT/DECISION
PC233.	<p>APOLOGIES</p> <p>Apologies for absence were received from Cllr McNamara, for whom Cllr Brabazon was substituting.</p>
PC234.	<p>URGENT BUSINESS</p> <p>There were no items of urgent business.</p>
PC235.	<p>DECLARATIONS OF INTEREST</p> <p>Cllr Brabazon declared a personal interest as Chair of the children's centre area cluster which included the Welbourne Children's Centre. The Legal Advisor confirmed that this was a non-pecuniary interest which would not preclude Cllr Brabazon from participating in the discussion and decision regarding this item.</p>
PC236.	<p>DEPUTATIONS/PETITIONS</p> <p>There were no deputations or petitions.</p>
PC237.	<p>MINUTES</p> <p>RESOLVED</p> <p>That the minutes of the meeting held on 8 October 2012 be approved and signed by the Chair.</p>
PC238.	<p>WELBOURNE PRIMARY SCHOOL, STAINBY ROAD, N15</p> <p>The Committee considered a report, previously circulated, which set out the application for planning permission relating to Welbourne Primary School, Stainby Road, N15. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended that the application be granted, subject to conditions. The Planning Officer gave a presentation setting out the key aspects of the report, and proposed an additional condition relating to local labour, and the Committee then examined the plans and drawings associated with the application.</p> <p>In the absence of any objectors attending the meeting, the Chair exercised his discretion to allow the applicants to respond to questions from the Committee. The following points were raised in the course of questions from the Committee</p>

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to the applicants and planning officers.

- The Committee asked about the impact the removal of the existing mound would have on air pollution levels, given the site's proximity to Monument Way, as it was understood that such mounds played a role in mitigating pollution levels.
- The Committee also asked what measures were proposed to mitigate against pollution from particulate matter, given that the proposed new classrooms were closer to the main road than the existing classrooms.
- The applicants confirmed that the proposed design of the new building was to that the classrooms would face inwards toward the existing classrooms, with the rear of the building shielding them from the road. A 3m high boundary fence and planting were also proposed to offer protection from noise and pollution.
- In response to a question, the applicants confirmed that a desk-based air-quality survey had been submitted as part of the application, but that this was based on levels from the nearest monitoring stations, and not on site. The Committee requested that, were the application granted, a condition be added requiring an air quality survey to be undertaken on site, and a study undertaken by an expert in this field regarding the impact of the removal of the mound on levels of air pollution and the anticipated impact of the mitigation measures proposed in the application, prior to the commencement of works.
- In response to a question regarding the increase in the catchment area for the school following the expansion, it was confirmed that it was not anticipated that there would be a significant increase, as the increased number of school places was primarily to meet local demand within the existing catchment area.
- In response to a question from the Committee regarding the number of lorry-loads it would take to remove the spoil, and the route these vehicles would take, the applicant advised that their contractor estimated that it would take around 150-200 loads to remove the spoil, over a period of two to three weeks, and that the route would be directly onto the A10; access was being arranged with TfL to facilitate this.
- The Legal adviser drew the Committee's attention to proposed condition 7, which addressed some of the Committee's questions around construction issues.
- It was confirmed that at its closest point, the proposed new building would be 4-5m from the main road, and 7-8m away at its furthest point.
- In response to a question regarding the species to be planted between the building and fence, as some species were more appropriate than others for screening, it was confirmed that details such as this were covered by proposed condition 5, and would be considered in conjunction with the Council's arboriculturalist.
- In response to a question regarding the need for an archaeological condition, the applicants advised that they had undertaken borehole sampling as part of the required environmental survey, and on the basis of the findings and historical research undertaken, it was not felt that there was a need for an archaeological survey at the site.

The Chair moved the recommendation of the report, along with proposed additional conditions regarding the requirement for an air quality / particulate

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matter pollution survey being undertaken on site, the submission of a further report on the impact of the proposed pollution mitigation measures, that wheels of construction vehicles be washed prior to leaving the site and that details relating to the use of local labour in the construction process be submitted and agreed by the local planning authority prior to the commencement of the scheme and it was:

RESOLVED

That, subject to the conditions below and additional conditions regarding the requirement for an air quality / particulate matter pollution survey being undertaken on site, the submission of a further report on the impact of the proposed pollution mitigation measures, that wheels of construction vehicles be washed prior to leaving the site and that details relating to the use of local labour in the construction process be submitted and agreed by the local planning authority prior to the commencement of the scheme, planning application HGY/2012/1528 be granted.

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

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

4. Details of a scheme depicting those areas to be treated by means of hard

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

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

5. Notwithstanding any indication on the drawings submitted, details of the acoustic barrier/ fence to be erected along the Monument Way frontage, including landscaping, shall be submitted and agreed by the Local Planning Authority and shall thereafter be erected/installed and permanently retained.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development and the visual interest along Monument Way.

6. Notwithstanding any indication on the drawings submitted, details of a final landscaping scheme for the treatment of the surroundings of the proposed new school buildings 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

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.

8. 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.

Reason: To ensure the construction period of the development does not result in unreasonable disturbance for neighbouring properties and to minimise pollution.

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9. The applicant is required to submit a Stage 1 Safety Audit for the creation of the temporary construction access onto Monument Way (A10) prior to its formation.

Reason: In the interests of highway safety.

10. The proposal will require alterations to the public footway in order to cater for the new access arrangements. The applicant shall issue a memorandum of understanding that would secure payment for the required measures.

Reason: To maintain highway safety conditions for pedestrians at this location and create a safe route into the school.

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.

CYCLE PROVISION

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12. The applicant shall provide additional secure sheltered cycle storage to cater for 30 cycles as part of the development and shall review the level of provision in line with demand identified as part of the School Travel Plan.

Reason: To promote more trips by sustainable mode of transport to and from the site.

SUSTAINABILITY/ ENVIRONMENTAL PERFORMANCE

13. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the occupation of the development.

Reason: To ensure that the proposal complies with the principles of sustainable development

SECURE BY DESIGN

14. The development hereby approved shall not commence until details of the measures to show how secure by design accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the risk of crime.

15. That an air-quality particulate matter pollution survey be carried on site and that a further report carried out by an expert in this field regarding the impact of the removal of the mound on levels of air pollution and anticipated impact of the mitigation measures proposed in the application, prior to the commencement of works.

Reason: In order to protect the health of the children occupying the new school buildings.

16. That details of scheme for ensuring that all construction vehicles visiting the construction site shall not leave before their wheels have been washed to remove dirt and debris picked up from the site. That such agreed details are implemented to the satisfaction of the Local Planning Authority from the commencement to the completion of the construction works.

Reason: In order to ensure the safety of the neighbouring highway.

17. That details of a scheme for the use of local labour in the construction process shall be submitted to and approved by the Local Planning Authority prior to the commencement of the scheme.

Reason: In order to ensure that the proposed development contribute to providing local employment in the Borough.

REASONS FOR APPROVAL

The proposal will provide a high quality education facility which will increase

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the supply of school places in this part of the borough. It is considered that the layout, design and external appearance of the development will be in keeping with the setting of the site and the surrounding area. The scheme has been designed sensitively in relation to the constraints of the site, in particular its relationship with Monument Way. The proposal will have no adverse impact on the residential amenity of nearby residents. 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', G9 'Community Wellbeing', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', and supplementary planning guidance 'PG1a 'Design Guidance and Design Statements', SPG4 'Access for All - Mobility Standards', SPG5 'Safety by Design', SPG7a 'Vehicle and Pedestrian Movement', SPG7b 'Travel Plan', SPG7c 'Transport Assessment', SPG8b 'Materials', SPG8c 'Environmental Performance' and SPG9 'Sustainability Statement Guidance'.

Section 106: No

Please note that the conditions referred to in the minutes are those as originally proposed in the officer's report to the Sub-Committee; any amended wording, additional conditions, deletions or informatives agreed by the Sub-Committee and recorded in the minuted resolution, will, in accordance with the Sub-Committee's decision, be incorporated into the Planning Permission as subsequently issued.

PC239.	<p>NEW ITEMS OF URGENT BUSINESS</p> <p>There were no new items of urgent business.</p>
PC240.	<p>DATE OF NEXT MEETING</p> <p>Monday, 17 December 2012, 7pm.</p> <p>The meeting closed at 20:00hrs.</p>

COUNCILLOR ALI DEMIRCI
Chair

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Haringey Council

Report for:	Planning Committee	Item Number:	
Title:	Town & Country Planning Act 1990 Town & Country Planning (Trees) Regulations 1999		
Report Authorised by:	 Marc Dorfman Assistant Director Planning, Regeneration and Economy		
Lead Officer:	Ahmet Altinsoy – Development Management Support Team Leader 020 8489 5114 Ahmet.Altinsoy@haringey.gov.uk		
Ward(s) affected:	Muswell Hill		

1. Describe the issue under consideration

The following report recommend Tree Preservation Order be confirmed.

2. Recommendations

To confirm the attached Tree Preservation Orders.

3. Background information

Details of confirmation of Tree Preservation Orders against trees located at:

1. 65 Wood Vale N10

4. Local Government (Access to Information) Act 1985

Planning staff and application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.

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TOWN AND COUNTRY PLANNING (TREES) REGULATIONS 1999

SUMMARY

This report seeks to confirm the Tree Preservation Order placed on the tree specified in this report.

REPORT

The tree is located at: 65 Wood Vale N10

Species: T1: Weeping Willow

Location: Rear garden of property

Condition: Good

The Council's Arboriculturalist has reported as follows:

A Tree Preservation Order should be attached on the following grounds:

1. The tree is of high amenity value being clearly visible from a public place.
2. The tree appears healthy for its species and age and has a predicted life expectancy in excess of 40 years.
3. The tree is suitable to the location, significantly contributing to the character of the local area.
4. Due to the trees age and size it supports a variety of wildlife, which contributes significantly to local bio-diversity.

1 objection letter received from 36 Cophall Drive NW7

- Tree is not of sufficient amenity value, it cannot be seen from the street
- Contribution from the tree to character of local area is not significant
- Whilst tree is large there is no evidence that it contributes significantly to local bio-diversity over and above other trees and foliage in the area.

The Council Arboricultural Manager has commented on these objections as follows:

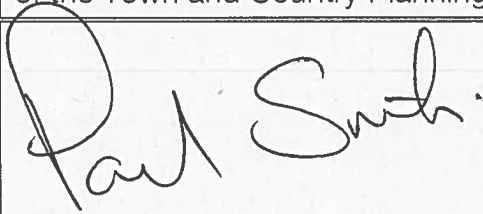
- The tree appears to be in a good condition and healthy for its species and age and has a predicted life expectancy in excess of 50 years.
- The tree is a large mature specimen of good form and is clearly visible to local residents and members of the public from the road, viewed between numbers 63 & 65 Wood Vale.

- The tree is of high landscape value and its removal would have a detrimental effect on the character of the local area.
- The tree is a native species and due to its age and size, creates an important habitat for a variety of local wildlife, including invertebrates, birds and mammals, increasing local bio-diversity
- The tree can be managed in future by regular pollarding or crown reduction, to reduce the risk of damage to nearby buildings and to allow sufficient light to reach the gardens and living spaces of the surrounding properties. Pollarding was last carried out in July 2012.

Taking into accounts the comments of the Arboricultural Manager the Planning Committee is recommended to confirm the Tree Preservation Order.

RECOMMENDATION

That the Tree Preservation Order upon the aforementioned tree under Section 198 of the Town and Country Planning Act 1990 be confirmed.



Paul Smith
Head Of Development Management



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Site plan

65 Wood Vale N10

T1. Weeping Willow

HARINGEY COUNCIL

**Directorate of
Urban
Environment**

<p>NORTH</p>	Drawn by	AA
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	Date	06/12/2012

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Haringey Council

Report for:	Planning Committee	Item Number:	
Title:	Planning applications reports for determination		
Report Authorised by:	 Marc Dorfman Assistant Director Planning, Regeneration and Economy		
Lead Officer:	Ahmet Altinsoy – Development Management Support Team Leader 020 8489 5114 Ahmet.Altinsoy@haringey.gov.uk		
Ward(s) affected:	All		

1. Describe the issue under consideration

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

2. Recommendations

See following reports.

3. Background information

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

4. Local Government (Access to Information) Act 1985

Planning staff and application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

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Planning Committee 17TH December 2012

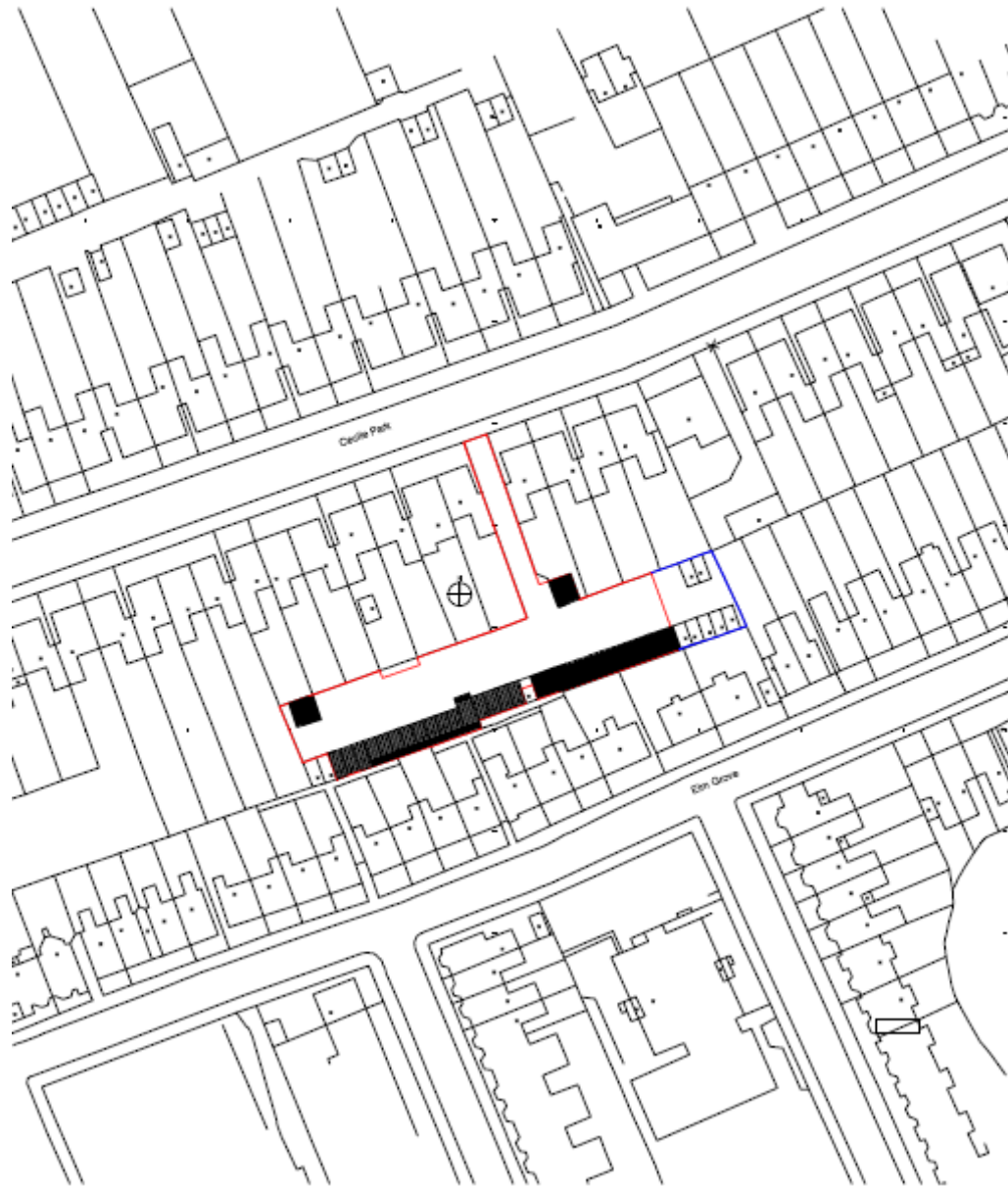
Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1801		Ward: Crouch End
Address: Land rear of 27-47 Cecile Park Cecile Park N8		
Proposal: Application to replace an extant planning permission reference HGY/2009/1768 in order to extend the time limit for implementation, for demolition of 32 existing lock-up garages and erection of 4 x 2 / 3 storey three bedroom houses with associated landscaping and 8 parking spaces		
Existing Use: Garages		Proposed Use: Residential
Applicant: Mr Guy Dudding		
Ownership: Private		
PLANS		
Plan Number	Revision	Plan Title
PL01		Proposed Site Plan
PL02		Proposed Floorplans and Elevations
PL03		Proposed Site Sections
PL05		Proposed Site Plan
Case Officer Contact: Matthew Gunning P: 0208 489 5280 E: matthew.gunning@haringey.gov.uk		

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6.0	RELEVANT PLANNING POLICY
7.0	CONSULTATION
8.0	RESPONSES
9.0	ANALYSIS / ASSESSMENT OF APPLICATION <ul style="list-style-type: none"> • Background • Planning Appeals • Loss of garages • Design, Form & Layout • Impact on the Character & Appearance of the Conservation Area • Impact on Residential Amenity • Impact on trees.
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 - HGY/2009/1768 Appendix 3 - Planning Appeal Decision – APP/Y5420/A/09/2093786</p>
<p>SUMMARY OF REPORT: The determination on this application has been made having regards to the previous consent under LPA Ref: HGY/2009/1768. The current proposal is a renewal of this previous consent. The current and previously approved application proposes the demolition of the existing garages and the redevelopment of the site for residential use, comprising of 4 x two storey three bedrooms houses and 8 no. car parking spaces. The application site has been subject to a long planning history, including numerous planning appeals, during which time the number of units has been reduced from eight to four. In the scheme approved in 2010 a fifth house had been deleted. This previously approved scheme in terms of its layout and design is still considered to be acceptable and compatible with the surrounding residential use and character of the area. This application is therefore recommended for APPROVAL.</p>	

1.0 SITE PLAN



2.0 PHOTOGRAPHS & IMAGES



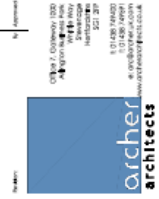
Proposed Site Layout



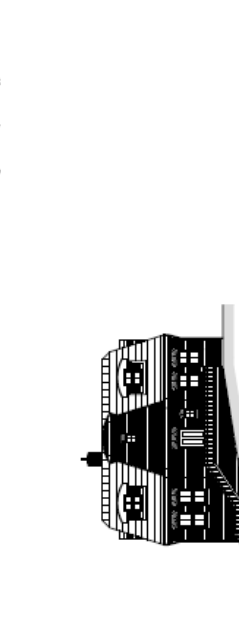
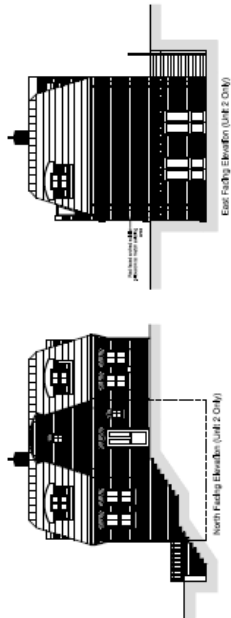
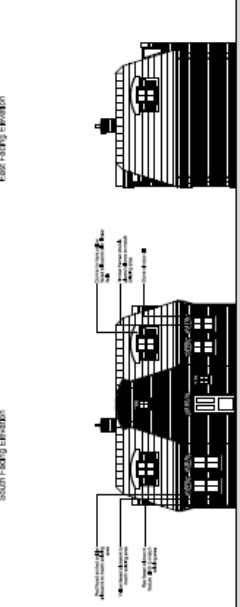
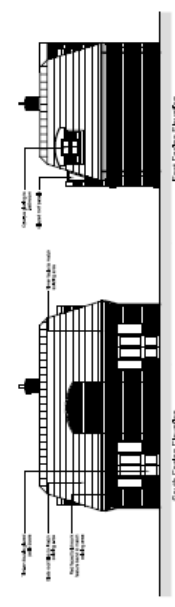
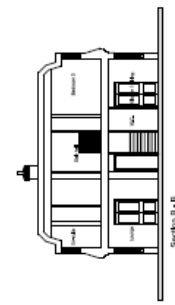
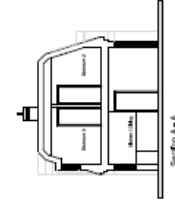
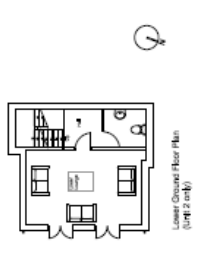
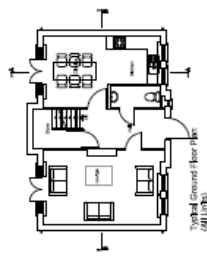
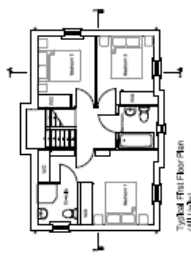
Access road to the site; in between No's 37 and 39.



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Proposed Elevations & Cross Sections



View within the site – looking eastwards



View within the site – looking westwards.

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located on land to the rear of no's 27-47 Cecile Park and consists of approximately 32 lock-up garages. The site is accessed via a gravelled access road which runs in between No's 37 and 39. The garages are situated along the southern boundary of the site.
- 3.2 Along the southern boundary the site adjoins the rear gardens of properties on Tregaron Avenue. The rear garden boundary with the properties on Cecil Park consists largely of closed boarded fencing with self seeded vegetation. The site is within The Crouch End Conservation Area with the southern edge of the site forming the outer boundary of the conservation area.

4.0 PROPOSAL

- 4.1 This application to replace an extant planning consent (LPA Ref: HGY/2009/1768) in order to extend the time limit for implementation by an additional 3 years.
- 4.2 This consent, as granted by the Planning Committee on 15th January 2010, was for the demolition of 32 existing lock-up garages and for the erection of 4 x two-storey three bedroom houses with associated landscaping and parking (8 no. parking spaces). This current consent expires on 15th January 2013.

5.0 PLANNING HISTORY

5.1 Planning Application History

OLD/1986/0974 - Erection of 17 lock up garages REFUSED 28/07/86

OLD/2000/0604 - Residential development to provide 7 x 2 storey houses and 1 self-contained flat with car ports / parking for 14 cars, also 26 lockup garages – Refused 15/12/00 - subsequent appeal dismissed

OLD/2000/0605 - Conservation Area Consent for the demolition of garages Refused 15/12/00

HGY/2000/0935 - Application to erect 7 houses and one flat and garages in basement area – Refused 05/12/00 subsequent appeal DISMISSED

HGY/2000/0933 - Conservation Area Consent to erect 7 houses and one flat and garages in basement area Refused 05/12/00 - subsequent appeal dismissed

HGY/2001/1696 - Application to erect 6 dwellings and ten garages - Refused 06/04/04 - subsequent appeal dismissed – 21st January 2005

HGY/2001/1697- Conservation Area Consent for the demolition of garages – Refused 27/07/04 - subsequent appeal dismissed

HGY/2005/1985 - Demolition of existing 35 garages and erection of 5 x 2 storey three bedroom houses with associated landscaping and 10 No parking spaces. Withdrawn 14/12/05

HGY/2005/1987 - Conservation Area Consent for the demolition of 35 garages. Withdrawn 14/12/05

HGY/2006/0580 - Demolition of existing 39 garages and erection of 5 x 2 storey three bedroom houses with associated landscaping and 10 no. parking spaces Refused 16/10/2006 - Subsequent appeal dismissed 24th January 2008

HGY/2008/1020 - Demolition of existing 39 garages and erection of 5 x 2 storey three bedroom houses with associated landscaping and 10 no. parking spaces Refused 17/12/2008 - Subsequent appeal dismissed 30th July 2009

HGY/2009/1768 - Demolition of 32 existing lock-up garages and erection of 4 x 2 / 3 storey three bedroom houses with associated landscaping and 8 parking spaces. – Approved 15/01/2010

HGY/2012/1705 - Demolition of 33 existing lock-up garages and erection of 4 x 3 storey four bedroom houses with associated landscaping and 8 parking spaces.-Pending

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.

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 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 7.8 Heritage assets and archaeology

6.3 Unitary Development Plan

- G1 Environment
- G2 Development and Urban Design
- G3 Housing Supply
- UD3 General Principles
- UD4 Quality Design
- HSG1 New Housing Development
- HSG2 Change of Use to Residential
- HSG9 Density Standards
- M10 Parking for Development
- OS17 Tree Protection, Tree Masses and Spines
- CSV1 Development in Conservation Areas
- CSV7 Demolition in Conservation Areas

6.4 Haringey's Local Plan; Strategic Policies (formerly the Core Strategy – Draft

- SP1 Managing Growth
- SP2 Housing
- SP11 Design
- SP12 Conservation

6.5 Supplementary Planning Guidance / Documents

- SPG1a Design Guidance
- SPG2 Conservation and Archaeology
'Housing' SPD October 2008
- SPG8b Materials
- SPG9a Sustainability Statement

6.6 Other

- Haringey 'Draft Supplementary Planning Document on Sustainable Design and Construction'
- Mayor of London 'London Housing Design Guide' 2010
- Haringey Basement Development Guidance Note (July 2012)
- Crouch End Conservation Area Character Appraisal

7.0 CONSULTATION

Internal	External
Transportation Cleansing Building Control Ward Councillors Hornsey CAAC Conservation Team Council Aboriculturalis	<u>Amenity Groups</u> Hornsey CAAC <u>Local Resident</u> 63a, 1 – 63 (o) Cecile Park, N8 30 – 52 (e) Cecile Park, N8 17a, 29a, 29b Cecile Park, N8 2 – 46 (e) Tregaron Ave, N8 7 – 29 (o) Elm Grove, N8

8.0 RESPONSES

Building Control

- 8.1 Further details are required to demonstrate compliance with the requirements of B5 of the Building Regulations (Access and facilities for the Fire Service), and will require an application to be submitted to this office. Please see link below:

London Fire & Emergency Planning Authority

- 8.2 The Brigade is not satisfied with the proposal for fire fighting access as it would appear to be more than 45metres from the fire brigade access point.

Local Residents

- 8.3 Letters of objection have been received from the residents of the following properties: 25, 29a, 31, 47 Cecile Park, 7, 9 Elm Grove, 35 Womersley Road, 28, 30, 44 Tregaron Avenue who object to the application on the following grounds, as summarised:

- The developers have never successfully submitted a reasonable design with respect to the size of the site;
- Site is too narrow for houses;
- The proposal fails to take account of the nature of the site as an area that is not a frontage to a wide road, but a narrow space overlooking adjacent properties
- Close proximity of the proposal to existing properties in Elm Grove and Tregaron Avenue;
- Loss of privacy to houses and gardens adjoining the site;
- Houses would block light to properties in Cecil Park;
- The houses are less than 12 metres from the houses in Tregaron Avenue whose outlook amenity and privacy will be significantly reduced;
- Habitable rooms should not be within 20 metres of habitable rooms of existing properties as per guideline 8.20 set out previously above;
- Visual character of the conservation area is not being protected;
- Not enough width for and emergency vehicle to access the new properties;
- Tree next to the garden of No 31 will be affected;
- Services in Crouch End area are all ready over-strained eg GP surgeries, schools;
- Risk to pedestrians (children in particular) of cars going in and coming out of the lead in area to the site during construction and afterwards by residents;
- Noise and disturbance in association with construction;

- 8.4 The residents of No 25 Cecile Park has asked that a petition of over 100 local residents be taken into account as evidence of the strong opposition to the principle of the development.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

Background

- 9.1 The current application is in effect a renewal of the previous 2009 consent. The details assessment of the planning issues were carried out as per the committee report prepared for planning reference: HGY/2009/1768 (attached in Appendix 2) and also discussed below.
- 9.2 The Town and Country Planning (General Development Procedure (Amendment No.3) (England) Order 2009 which amended the Town and Country Planning (General Development Procedure) Order 1995 allows extensions to extant permissions. The regulations came into effect on 1st October 2009. As of 1 October 2012 this provision has been extended further so that it applies to all planning applications that:
- are extant on 1 October 2010, and;
 - have not been commenced at the date of application, and;
 - were granted permission prior to the 1 October 2010.
- 9.3 While national planning policy has been superseded by the National Planning Policy Framework and the London Plan has been revised since this previous application has been approved, there are no overriding changes in the Council's policy position or no new material considerations to take account of. The proposal is considered to be in accordance with Haringey's emerging Local Plan: Strategic Policies (April 2012).
- 9.4 As outlined in the report on the 2009 application the various appeal decisions on the previous proposals for the site are particularly important in terms of identifying and assessing the relevant material considerations. The relevant material considerations in this case are considered to be:
- Planning Appeals;
 - Loss of garages;
 - Design, Form & Layout;
 - Effect on the Character & Appearance of the Conservation Area;
 - Impact on trees.

Planning Appeals

- 9.5 There have been numerous appeals on this site over the years. These include an appeal (APP/Y5240/A/01/1058981) on a scheme in 2001 for 7 houses, which was found to be unacceptable as it was going to result in the loss of trees due to basement excavation.

- 9.6 In 2005 a scheme for 6 houses (APP/Y5240/A/04/1149813) was dismissed on the grounds that while changes to the design and layout overcame the harm caused to the conservation area by the previous proposal, this scheme would give rise to unacceptable overlooking and would have an overbearing impact on the occupiers of some of the adjoining properties in Elm Grove and Tregaron Avenue.
- 9.7 In an another Appeal in 2007 (APP/Y5240/A/07/2037862) involving a scheme for 5 houses, the Inspector found that the scheme would provide a satisfactory living conditions for the existing and future occupiers, but felt that the changes to the elevation would result in a style and pattern of development that would detract unacceptably from the character and appearance of conservation area.
- 9.8 In he last appeal for this site in July 2009 (APP/Y5240/A/2093786) relating to a scheme for 5 houses, the Inspector considered the effect on the living conditions of neighbouring occupiers, the effect of the proposed design and layout and the effect of the loss of the existing garages. In all three it was found that the scheme would be acceptable, with the exception of Unit 5, which was considered to harm the health of the tree close to it.

Loss of Garages

- 9.9 The issue of the loss of the garages has been considered in the previous appeals for the site, both in terms of its impact on local parking conditions as well as the effect on the conservation area. In terms of the effect on local parking conditions the Inspector concluded:

“...the loss of the existing garages would cause no significant harm, nor would it conflict with any of the development plan policies identified at the Inquiry.” (para.33/ 2009 appeal decision)”.

- 9.10 In considering its impact on the conservation area, the Inspector considered that:

‘UDP Policy CSV7 seeks to resist demolition in conservation areas, where this would give rise to an adverse impact on the area’s character and appearance. In this case however, it was agreed that the existing garages make no positive contribution to the area. indeed, in my view they detract from it, due to the ugliness of their design; their lack of visual relation to the houses that give the area its special character; and the outworn condition of the buildings and site.’ (para.37).

- 9.11 Based on the Inspector’s decision then and the subsequent 2010 approval, the demolition of the existing garages are considered to be acceptable and in line with Haringey Unitary Development Plan Policy CSV7 ‘Demolition in Conservation Areas’.

Design, Form & Layout

- 9.12 This previously approved scheme is for the erection of 4 x two storey detached houses of traditional construction. The dwellings would be situated between 3.8 and 6 metres from the northern boundary of the application site and between 3.2 and 5.2 metres off the southern boundary of the site. The one end dwelling Number 1 would be situated 4.8 metres and 3.4 metres off the side boundaries of the site. The plans detailed a large amount of landscaping along the property boundaries with fencing to be erected around the boundary and large number trees planted along the boundary, the building will have a maximum height of 5.7 metres above ground level, reflecting the previous applications/ appeals on this site.
- 9.13 The design of the proposed scheme draws from both materials and forms from the surrounding buildings in Cecil Park and those in the broader conservation area. The steep pitched roofs with Dutch gabled dormer windows can be found along Cecile Park and are reflected in the front elevation of the proposed scheme. The scheme will have painted timber sash windows and the fenestration will be respectful of the proportions and rhythm of the adjacent fenestration. The development will be faced in yellow multi brick work to match the surrounding area with the use of elements of red stock brick work in the feature plinth, banding and soldier header coursing.
- 9.14 Three of the houses will have a floorspace of 113 sq.m while one will have a floorspace of 144 sq.m. The dwellings meet the floor space requirements of the London 'Housing Design Guide' 2010. Houses 1, 2, 3 and 4 will all meet the 50 square metre garden amenity space requirement.
- 9.15 All habitable rooms to the north elevation facing Cecile Park Road are over 20 metres apart. There are no first floor windows on the rear elevation at first floor level to avoid overlooking, but instead fenestration on the flank walls. The ground floor habitable rooms will have French doors opening into their own private gardens.
- 9.16 The density of the proposed development will be 153 HRH which is substantially below the density of the surrounding area, however acceptable and appropriate for a backland site of this nature. SPG 3c 'Backlands Development' states that the Council's Density Standards will not generally apply to backlands sites unless it can be shown that the scheme does not constitute town cramming and the density of the proposed development is considered consistent with this statement.
- 9.17 Access to the site for emergency vehicle and service vehicles is considered acceptable. The scheme meets the minimum 3.7 width for fire appliance access and has a sufficient turning head at the end of the site access for emergency and service vehicles to manoeuvre.

Impact on the Character & Appearance of the Conservation Area

- 9.18 The effect of the proposal on the character and appearance of the conservation area has been considered in the previous appeals. In specific the 2009 appeal considered:

“The present use of the site for garaging is itself clearly a departure from the land’s original use, and the existing buildings (garages) make no positive contribution to the area’s qualities. The Inspector continued by saying there is no reason why development pattern should not be allowed to continue to evolve in response to changing circumstances provided that the area’s special architectural and historic interest is not harmed. Given the importance that PPS3 gives to the provision of housing in urban areas, the development now proposed would reflect society’s changing needs. Consequently no harm would be cause to the area’s development pattern and the proposal would preserve the special character and appearance of Crouch End Conservation Area’ (para. 21) of July 2009 Appeal APP/Y5420/A/09/2093786

- 9.19 The Inspector considered that as the scheme proposed a less intensive development with fewer units and that “This overcame the objections that led to the dismissal of the 2007/8 appeal. also considered that the proposed 4 units would not harm the character and appearance of the local area. “(para. 19) July 2009 Appeal (ref: APP/Y5420/A/09/2093786). He also concluded,

“In all the above respects, I conclude that the proposed development would preserve the special character and appearance of the Crouch End conservation area.” (para 23) of July 2009 Appeal (ref: APP/Y5420/A/09/2093786)

- 9.20 In the Crouch End Conservation Area Appraisal adopted in September 2010 the matter of the under-used nature of the lock-up garages was noted and how they detract from the character and appearance of the conservation area and rather offer an opportunity for improvement was noted.

“There are two long narrow areas of lock-up garage courts, one to the north of Nos. 60 to 88 (even) Cecile Park accessed from a track adjoining No. 29 Gladwell Road, and the other to the south of Nos. 27 to 47 (odd) Cecile Park accessed from a drive between No.39 and No. 41. Public views of these garage courts are limited to their entrances because much of their area is hidden from view from nearby streets by the long residential terraces on either side. However, they are visible at the ends of the large maturely planted rear gardens from the rear windows of nearby properties. The semi-derelict and under-used nature of the lock-up garages detracts from the character and appearance of the conservation area and offers an opportunity for improvement. The UDP no longer supports the retention of lock-up garages and as a result the sites have

been the subject of proposals for residential development for over ten years that have resulted in several planning appeals. Planning Inspectors noted “the low level of use of the existing poorly maintained utilitarian garages” and came to the view that “their loss would not lead to an increase in parking on local roads.” They also acknowledged that “the ugly rank of semi-derelict garages adversely affecting the character and appearance of the streets of this part of the Crouch End Conservation Area.” In January 2010 both sites received planning permission for replacement of the garages with discrete, well-planned contemporary residential buildings within the generally open setting of this part of the conservation area that will not compete with the prevailing Victorian and Edwardian buildings. It is considered that the proposed developments will not have a harmful effect on the character or appearance of the Crouch End Conservation Area, which as a result would be preserved.” (Para 7.54)

Impact on Residential Amenity

- 9.21 In considering the effect on the living conditions of the surrounding occupiers, Officers are mindful of what has been said in the previous appeal decisions.
- 9.22 In the 2009 appeal decision the Inspector concurred with the view of the 2008 appeal decision that the dwellings proposed on plots 1 – 4 would not be unduly intrusive. The Inspector however was concerned in respect of the impact of the house at plot 5, which he viewed as having a significant adverse effect. Leading on from the 2010 scheme omitted house No. 5.
- 9.23 As outlined in the 2010 Officers report all the proposed dwellings would be situated between 3.8 and 6 metres from the northern boundary of the application site and between 3.2 and 5.2 metres off the southern boundary of the site. The one end dwelling Number 1 would be situated 4.8 metres and 3.4 metres off the side boundaries of the site. The plans detailed a large amount of landscaping along the property boundaries with fencing to be erected around the boundary and large number trees planted along the boundary.
- 9.24 The layout of the dwellings, with the removal of unit 5 and the fencing and tree planting proposed, results in a scheme which will not adversely affect the residential and visual amenities of neighbouring occupiers.

Impact on Trees

- 9.25 As referred to above the various schemes for this site have raised concerns in respect of their impact on trees. In specific the scheme with a house on plot No 5 raised specific issues in terms of its impact on trees. In the July 2009 Appeal the Inspector found that the future health of the trees in the close proximity to plot 5 would be likely to be put at risk; ‘in my view any such loss of a tree would be likely to harm the area’s character and appearance’ (.para. 22).

9.26 The house on plot 5 has been removed from the scheme and therefore the concerns of the Inspector in terms of the potential effect of this house were overcome.

9.27 The Council Arboriculturist commented on the 2010 application and concluded that through the use of appropriate conditions the new development could be constructed without any detrimental effects on the existing trees in adjacent gardens.

10.0 HUMAN RIGHTS

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

11.0 EQUALITIES

11.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

12.1 The determination on this application has been made having regard to the previous consent under LPA Ref: HGY/2009/1768. The current proposal is a renewal of this previous consent.

12.2 The current and previously approved application proposes the demolition of the existing garages and the redevelopment of the site for residential use, comprising of 4 x 2/3 storey three bedrooms houses and 8 no. car parking spaces. The application site has been subject to a long planning history, including numerous planning appeals, during which time the number of units has been reduced from eight to four.

12.3 In the scheme approved in 2010 a fifth house was deleted from the scheme and permission subsequently approved for a scheme of four houses. This previously approved scheme in terms of its layout and design is still considered to be acceptable and compatible with the surrounding residential use and character of the area.

13.0 RECOMMENDATIONS

GRANT PERMISSION TO REPLACE EXTANT PERMISSISON

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.

IN ACCORDANCE WITH APPROVED PLANS

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

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

PRE-COMMENCEMENT CONDITIONS

MATERIALS & EXTERNAL APPEARANCE

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

Reason: 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.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

4. 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.

BOUNDARY TREATMENT AND LANDSCAPING

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

Reason: In order for the Local 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.

CONSTRUCTION – FOUNDATIONS AND SERVICES

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

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

TREE PROTECTION

7. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority. Before any works herein permitted are commenced, all those trees shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the

branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing. The works required in connection with the protection of trees on the site shall be carried out only under the supervision of the Council's Arboriculturalist. Such works to be completed to the satisfaction of the Arboriculturalist acting on behalf of the Local Planning Authority.

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

LONDON FIRE AND EMERGENCY PLANNING AUTHORITY

8. Details of a scheme for ensuring that the proposed development complies with the requirements of the Fire and Community Safety Directorate of the London Fire and Emergency Planning Authority shall be submitted to and approved by the Local Planning Authority prior to the commencement of the works. Such agreed scheme to be implemented and permanently retained to the satisfaction of the Local Planning Authority prior to the occupation of all or any of the housing being built.

Reason: In order to ensure that the proposed development meets the required fire safety standards prior to the occupation of the properties being built.

SITE INVESTIGATION

9. 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.

RISK ASSESSMENT

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 to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

POST-COMMENCEMENT CONDITIONS

PERMITTED DEVELOPMENT RIGHTS

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

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

CONSTRUCTION HOURS

12. 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 determination on this application has been made having regards to the previous consent under LPA Ref: HGY/2009/1768. The current proposal is a renewal of this previous consent. This previously approved scheme in terms of its layout and design is still considered to be acceptable and compatible with the surrounding residential use and character of the area. As such the proposal will enhance the character and appearance of this part of the Conservation Area. The proposal will not give rise to a significant degree of overlooking or loss of privacy to neighbouring occupiers or adversely affect local residential amenities. As such the proposal is considered to be in accordance with Policies UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', CSV1 'Development in Conservation Areas', OS17 'Tree Protection, Tree Masses and Spines' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology' and the Council's 'Housing' SPD.

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
1	Building Control	Further details are required to demonstrate compliance with the requirements of B5 of the Building Regulations (Access and facilities for the Fire Service), and will require an application to be submitted to this office. Please see link below:	- Noted
2	LFEPA	The Brigade is not satisfied with the proposal for fire fighting access as it would appear to be more than 45metres from the fire brigade access point.	- Access to the site for emergency vehicle and service vehicles is considered acceptable. The scheme meets the minimum 3.7 width for fire appliance access and has a sufficient turning head at the end of the site access for emergency and service vehicles to manoeuvre. Hydrants or a sprinkler system can be used to meet requirements of B5 of the Building Regulations
3.	Local Residents	<ul style="list-style-type: none"> • The developers have never successfully submitted a reasonable design with respect to the size of the site; • Site is too narrow for houses; • The proposal fails to take account of the nature of the site as an area that is not a frontage to a wide road, but a narrow space overlooking adjacent properties • Close proximity of the proposal to 	<ul style="list-style-type: none"> - The siting and form of the buildings are considered to be acceptable and pick up on building materials and detail in the area. - The building footprint and forms sit comfortably within the constraints of the site and represent a reduction in hardsurfacing compared to the existing garages.

No.	Stakeholder	Comments	Response
		<p>existing properties in Elm Grove and Tregaron Avenue;</p> <ul style="list-style-type: none"> • Loss of privacy to houses and gardens adjoining the site; • Houses would block light to properties in Cecil Park; • The houses are less than 12 metres from the houses in Tregaron Avenue whose outlook amenity and privacy will be significantly reduced; • Habitable rooms should not be within 20 metres of habitable rooms of existing properties as per guideline 8.20 set out previously above; • Visual character of the conservation area is not being protected; • Not enough width for and emergency vehicle to access the new properties; • Tree next to the garden of No 31 will be affected; 	<ul style="list-style-type: none"> - While the buildings sit close to boundary of the site, they are positioned and designed not to adversely affect the amenities of adjoining residents. <p>It has already been found by previous Inspectors that the living conditions of adjoining residents will not be adversely affected.</p> <ul style="list-style-type: none"> - Bearing in mind the height of the proposed buildings and separation distances there will be no loss of light to neighbouring properties. - As indicated above and as noted by previous Inspector the proposal will not adversely affect the amenities of neighbouring residents. - This 20m gap between facing windows applies to first floor windows and not ground floor windows. The line of vision from ground floor windows is blocked by garden fences and vegetation. - The unsightly appearance to this site will be improved therefore enhancing the appearance of the conservation area. - Access to the site for emergency vehicle and service vehicles is considered acceptable. The scheme meets the minimum 3.7 width for fire appliance access and has a sufficient turning head at the end of the site access for emergency and service vehicles to manoeuvre. Hydrants or a sprinkler system can be used to meet requirements of B5 of the Building Regulations. - As noted previously through the use of appropriate conditions

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> • Services in Crouch End area are all ready over-strained eg GP surgeries, schools; • Risk to pedestrians (children in particular) of cars going in and coming out of the lead in area to the site during construction and afterwards by residents; • Noise and disturbance in association with construction. 	<p>the new development can be constructed without any detrimental effects on the existing trees in adjacent gardens.</p> <ul style="list-style-type: none"> - While all additional housing places additional pressure on services there is an overriding need for housing. Local services can be added to deal with additional demand. - The comings and goings in connection with these 4 additional houses are not considered to be significant and may in fact be lower than the use for lock up garages. - This would not be a reason in itself to resist or refuse permission to develop this site.

APPENDIX 2:- COMMITTEE REPORT - HGY/2009/1768

**APPENDIX 3 - PLANNING APPEAL DECISION –
APP/Y5420/A/09/2093786**

Planning Committee 11 January 2010

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/1768

Ward: Crouch End

Date received: 19/10/2009

Last amended date: N / A

Drawing number of plans: PL01 - PL05 incl.

Address: Land rear of 27 - 47 Cecile Park N8

Proposal: Demolition of 32 existing lock-up garages and erection of 4 x 2 / 3 storey three bedroom houses with associated landscaping and 8 parking spaces

Existing Use: Garages

Proposed Use: Residential

Applicant: Mithril Homes

Ownership: Private

PLANNING DESIGNATIONS

Conservation area

Road Network: Borough Road

Officer Contact: John Ogenga P'Lakop

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

Approximately 42 lock-up garages currently occupy the site. The garages are situated along the southern boundary of the site. Vehicle access is gained between numbers 37 and 39 Cecile Park. Much of the site is gravelled. The site is within The Crouch End Conservation Area; the southern edge of the site forms the boundary of the Conservation Area.

PLANNING HISTORY

9 applications for the erection of lock up garages were submitted between 1967 and 1984 following the granting of permission for 39 garages in 1967.

- OLD/1986/0974 - Erection of 17 lock up garages REFUSED 28/07/86
- OLD/2000/0604 - Residential development to provide 7 x 2 storey houses and 1 self-contained flat with car ports / parking for 14 cars, also 26 lockup garages REFUSED 15/12/00 subsequent appeal DISMISSED
- OLD/2000/0605 - Conservation Area Consent for the demolition of garages REFUSED 15/12/00
- HGY/2000/0935 - Application to erect 7 houses and one flat and garages in basement area REFUSED 05/12/00 subsequent appeal DISMISSED
- HGY/2000/0933 - Conservation Area Consent to erect 7 houses and one flat and garages in basement area REFUSED 05/12/00 subsequent appeal DISMISSED.
- HGY/2001/1696 - Application to erect 6 dwellings and ten garages REFUSED 06/04/04 subsequent appeal DISMISSED.
- HGY/2001/1697- Conservation Area Consent for the demolition of garages REFUSED 27/07/04 subsequent appeal DISMISSED.
- HGY/2005/1985 - Demolition of existing 35 garages and erection of 5 x 2 storey three bedroom houses with associated landscaping and 10 No parking spaces. WITHDRAWN 14/12/05
- HGY/2005/1987 - Conservation Area Consent for the demolition of 35 garages. WITHDRAWN 14/12/05
- HGY/2006/0580 - Demolition of existing 39 garages and erection of 5 x 2 storey three bedroom houses with associated landscaping and 10 no. parking spaces REFUSED subsequent appeal DISMISSED
- HGY/2008/1020 - Demolition of existing 39 garages and erection of 5 x 2 storey three bedroom houses with associated landscaping and 10 no. parking spaces REFUSED subsequent appeal DISMISSED

DETAILS OF PROPOSAL

The application proposes the demolition of 32 existing lock-up garages situated on the site and erection of 4 x 2/3 storey three bedroom houses with associated landscaping and the formation of 8 no. parking spaces. 3 units would contain a ground floor level with combined kitchen and dining room with a first floor level of three bedrooms one with ensuite. The one other unit referred too as unit 2

would contain the same layout at the first floor level but with the living room at lower ground level.

CONSULTATION

Internal

Transportation
Cleaving
Building Control
Ward Councillors
Hornsey CAAC
Conservation Team
Council Arboriculturalist

Local Residents

63a, 1 – 63 (o) Cecile Park, N8
30 – 52 (e) Cecile Park, N8
17a, 29a, 29b Cecile Park, N8
2 – 46 (e) Tregaron Ave, N8
7 – 29 (o) Elm Grove, N8

RESPONSES

Conservation Officer

This site has had a succession of 3 planning applications and 3 planning appeals for residential development on this backland site. In response to the Refusals the applicants have reduced the number of houses from 7 to 6 to 5.

In this application the number has been reduced further to 4 detached houses.

In para. 21 of the most recent Planning Appeal, Ref APP/Y5420/A/09/2093786 & /2093789, the Inspector's affirmed the principle of residential development on this backland site; 'the appeal would now involve only a small number of buildings, of relatively low height, and its visual impact would be slight. Consequently I do not consider that harm would be caused to the area's development pattern.'

The Planning Inspector had concerns regarding the siting of the house on Plot 5 and considered that its effect on trees would be harmful to the character and appearance of the Conservation Area.

The current application deletes the previously proposed house on Plot 5, which addresses the basis of the previous reason for refusal for the scheme, and accordingly there is no Design & Conservation objection to the current proposals.

Waste Management - If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be

accessed by users. Applicants can seek further advice about housings from Waste Management if required.

Transportation - Transportation has raised several objections to previous applications HGY/2008/1020 and HGY/2008/1021 on the basis of the loss of available parking space due to the loss of the garages and the potential for an increase in on street parking in an area which has been defined as being within the “Crouch End Restricted Conversion Area” as having high on street parking demand.

These applications have been subject to the Planning Appeal Process and previous highway inspectors have dismissed the transportation and highways objections saying “The loss of the existing garages would cause no significant harm, nor would it conflict with any of the development policies identified in the inquiry”. And as such it would not be prudent to raise an objection to the development on the grounds of loss of parking or an increase in on street parking stress.

Aboriculturalist - There are no trees on the site that will be affected by the development. However, there are two significant trees in the rear gardens of adjacent properties, where consideration is necessary.

Located to the rear of 38-40 Tregaron Avenue is a mature Horse chestnut (T1) protected by a Tree Preservation Order (TPO). This tree has been subject to regular heavy crown reduction. Its has a thin canopy and has been infected by *Cameraria ohridella*, an insect pest that causes degradation of the foliage and leads to it falling prematurely.

Located in the rear garden of 31 Cecile Park is a mature Sycamore (T2). It also has a thin canopy but this condition on both trees is probably the result of them suffering from drought stress.

Tree Protection

B.S. 5837:2005 Trees in relation to construction recommends a minimum Root Protection Area (RPA) for trees on development sites. The RPA is an area around each tree to be left undisturbed.

For T1 and T2 this distance is 12m square. However, the assessment of the RPA must take into consideration many factors, including the soil type and structure and the distribution of roots when influenced by past or existing site conditions.

The site is presently used for lock-up garages. The land in front of the garages has been subject to regular vehicle traffic. This would lead to the assumption that the soil is compacted. These conditions are not favourable to root growth, as poor soil structure and the availability of oxygen and water is greatly reduced.

The poor rooting environment of this site would indicate that the majority of the trees roots will be located within the residential gardens where conditions are more favourable.

Hornsey CAAC – We still feel that there are too many houses for this site, which is narrow and unsuitable for housing. But if this is still to be considered there should be only four houses, not five. We reiterate our earlier comments about the design: the detailing is fussy, the dormers are heavy and the mansard roofs are unsuitable on houses of this size. We also regret the loss of lock-up garages, which will increase the pressure on roadside parking and lead to more parking in front gardens.

To the **initial** consultation, a **petition** with 106 signatures and other letters of objection was received. The objections that have been raised can be summarised as follows:-

- Would disrupt the visual outlook between Cecile park and Tregaron Avenue
- Noise levels would increase as well as vulnerability to crime
- Concern regarding loss of property values
- Site is a backlands property and there is already too much development on sites such as this
- Would have an adverse impact on the conservation area
- Would result in loss of privacy and overlooking
- Loss of valuable open space
- Narrow entrance to site will create difficulties for refuse collection & emergency vehicles
- Amounts to overdevelopment of the site
- Overlooking from first floor side window of No. 11 Elm Grove
- Would result in loss of light to surrounding properties including gardens
- Lack of landscaping details
- Concern that the front elevation of the dwellings does not accurately reflect the relationship with the houses located to the rear. Is it proposed to reduce the level of the site to achieve the low height of the houses? And if so what effect will the lowering of the houses have on the trees?
- Development would have a significant impact on adjoining properties fronting Tregaron Ave. These Tregaron Ave properties have shorter gardens.
- Further housing in an area already densely populated with many existing problems.
- Concern at proximity of the proposed houses to existing neighbouring housing.
- Impact on trees.
- Loss of existing garages / parking on the site would exacerbate existing parking issues in the area

A letter was also received from Member of Parliament Lynne Featherstone regarding a petition about the proposal asking that careful consideration should be taken particularly in view of the long history of the site.

One other objection was received from a Mason Associates highlighting issues such as effect of the proposal on trees, overlooking and unacceptable harm due to overbearing.

Building Control - 'The proposals have been checked under Regulation B5 – access for the fire service, and we have no observations to make'.

RELEVANT PLANNING POLICY

National Policy

PPS1 'Sustainable Development'
PPS3 'Housing'
PPG15 'Planning and the history environmental'

Unitary Development Plan

UD 3 'General Principles'
UD 4 'Quality Design'
CSV 1 'Development in Conservation Areas'
CSV 7 'Demolition in Conservation Areas'
HSG 1 'New Housing Developments'
HSG 2 'Change of Use to Residential'
HSG 9 'Density Standards'
M3 'New Development Location and Accessibility'
M10 'Parking for Development'

Supplementary Planning Guidance

SPD 'Housing' - 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes'
SPG 1a 'Design Guidance and Design Statements'
SPG 3b 'Privacy / Overlooking / Aspect / Outlook and daylight / Sunlight'

ANALYSIS/ASSESSMENT OF THE APPLICATION

During the appeal into the most recently refused scheme, the Inspector considered in detail all the issues relevant to the scheme in the light of the comments of the Inspectors at the previous appeals. While the current application has to be considered on its own merits the Planning Inspectors Appeal decisions on the previous proposals for the redevelopment of the site provide important guidance in terms of the relevant planning issues that need to be considered. The main issues relevant to this application are:

1. Planning Appeal History
2. Effect on the living Conditions
3. Effect of design and layout on the Crouch End Conservation Area
4. Impact on Trees
5. Demolition of Existing Garages
6. Density
7. Sustainability
8. Refuse and Emergency Access

9. Comments on the objections raised

1). Planning Appeal History

There have been numerous Appeals on the site over the years. A scheme for 7 houses and 1 flat in 2001 (APP/Y5240/A/01/1058981) was found to be unacceptable as it was going to result in loss of trees due to basement excavation.

In 2005 another scheme this time for 6 houses (APP/Y5240/A/04/1149813) it was found that the changes to the design and layout overcame the harm caused to the conservation area by the previous proposal but could give rise to unacceptable overlooking and overbearing impact on the occupiers of some of the properties in Elm Grove and Tregaron Avenue.

In another Appeal in 2007 (APP/Y5240/A/07/2037862) involving a scheme for 5 houses, the Inspector found that the scheme would provide a satisfactory living conditions for the existing and future occupiers but that the changes to the elevation would result in a style and pattern of development that would detract unacceptably from the character and appearance of conservation area.

In a most recent Appeal July 2009 (APP/Y5240/A/2093786) involving a scheme for 5 houses, the Inspector considered the effect on the living conditions of neighbouring occupiers, the effect of the proposed design and layout and the effect of the loss of the existing garages. In all three it was found out that the scheme would be acceptable if it was not for unit 5 which he considered would harm the health of the tree close to it.

2). Effect on the living Conditions

In considering the effect on the living conditions of the surrounding occupiers, the Inspector concurred with the view of the Inspector at the 2008 appeal that the dwellings proposed on plots 1 – 4 would not be unduly intrusive. He was however concerned at the impact of the house at plot 5 which he considered would have a significant adverse effect. As a result, the current scheme omits the house at plot No. 5.

All the proposed dwellings would be situated between 3.8 and 6 metres from the northern boundary of the application site and between 3.2 and 5.2 metres off the southern boundary of the site. The one end dwelling Number 1 would be situated 4.8 metres and 3.4 metres off the side boundaries of the site. The plans detail a large amount of landscaping along the property boundaries with fencing to be erected around the boundary and large number trees planted along the boundary. The fencing and tree planting would screen the development and if permission is granted it is recommended that landscaping conditions be attached requiring details of the fencing and planting prior to work on the site commencing. It is considered that the current layout of the dwellings, with the removal of unit 5 and the proposed landscaping measures would prevent the issues of overlooking and loss of privacy.

3). Effect of design and layout on the Crouch End Conservation Area

In considering the impact of the proposal in terms of the effect on the conservation area, the Inspector found that:

'The present use of the site for garaging is itself clearly a departure from the land's original use, and the existing buildings (garages) make no positive contribution to the area's qualities. The Inspector continued by saying there is no reason why development pattern should not be allowed to continue to evolve in response to changing circumstances provided that the area's special architectural and historic interest is not harmed. Given the importance that PPS3 gives to the provision of housing in urban areas, the development now proposed would reflect society's changing needs. Consequently no harm would be caused to the area's development pattern and the proposal would preserve the special character and appearance of Crouch End Conservation Area' (para. 21) of July 2009 Appeal APP/Y5420/A/09/2093786

The Inspector considered that as the scheme proposed a less intensive development with fewer units and that

"This overcame the objections that led to the dismissal of the 2007/8 appeal. also considered that the proposed 4 units would not harm the character and appearance of the local area. "(para. 19) July 2009 Appeal (ref: APP/Y5420/A/09/2093786)

He also concluded,

"In all the above respects, I conclude that the proposed development would preserve the special character and appearance of the Crouch End conservation area."(para 23) of July 2009 Appeal (ref: APP/Y5420/A/09/2093786)

4). Impact on Trees

The Inspector did however express concern over the potential impact of plot No. 5 on the surrounding trees. In the July 2009 Appeal (APP/Y5420/A/09/2093786), the Inspector found that the future health of the trees in the close proximity to plot 5 would be likely to be put at risk; *'in my view any such loss of tree would be likely to harm the area's character and appearance'....paragraph 22.*

The Council Arboriculturist has commented on the application and concluded that through the use of appropriate conditions the new development can be constructed without any detrimental effects on the existing trees in adjacent gardens.

The house on plot 5 has now been removed from the scheme and therefore the concerns of the Inspector in terms of the potential effect of this house have been overcome.

5). Demolition of Existing Garages

The Inspector considered the issue of the loss of the garages in detail, both in terms of its impact on local parking conditions as well as the effect on the conservation area. In terms of the effect on local parking conditions the Inspector concluded:

“For these reasons, I conclude that the loss of the existing garages would cause no significant harm, nor would it conflict with any of the development plan policies identified at the Inquiry.” (para.33).

In considering its impact on the conservation area, the Inspector considered that;

‘UDP Policy CSV7 seeks to resist demolition in conservation areas, where this would give rise to an adverse impact on the area’s character and appearance. In this case however, it was agreed that the existing garages make no positive contribution to the area. indeed, in my view they detract from it, due to the ugliness of their design; their lack of visual relation to the houses that give the area its special character; and the outworn condition of the buildings and site.’ (para.37).

Based on the Inspector’s decision then, it is considered that the demolition is therefore acceptable and in line with Haringey Unitary Development Plan Policy CSV7 ‘Demolition in Conservation Areas’ above.

6). Density

The recommended density in Policy HSG 9 ‘Density Standards’ states that residential development in the borough should normally be provided at a density of between 200 – 700 habitable rooms per hectare (hrh) and should have regard to the density ranges set out in Table 4B.1 of the London Plan.

The application site is 0.17 hectares in area including the access road and the proposed development would have a total of 26 habitable rooms. The density of the proposed development would therefore be 153 hrh.

Given that the application relates to a backland site situated within the Crouch End Conservation Area a density of 153 habitable rooms per hectare is considered appropriate. A development with higher density is unlikely to be compatible with the existing pattern of development in the area. SPG 3c ‘Backlands Development’ states that the Council’s Density Standards will not generally apply to backlands sites unless it can be shown that the scheme does not constitute town cramming and the density of the proposed development is considered consistent with this statement.

7). Sustainability

A Sustainability checklist has not been submitted with the application. The design and access statement and the application introduced many materials to be use for the proposed development. It is considered that the use of conditions would be vital to cover the subject of sustainability.

8).Refuse and Emergency Access

The Council's Building Department has assessed the proposed development and confirmed that the proposal has been checked under Regulation B5 – access for the fire service, and stated that they had no further observations make.

The Councils Waste Management Department has also provided comments on the application. They have recommended a number of conditions that would have been attached were permission was to be granted.

Proposed houses 1, 2, 3 and 4 would all meet the 50 square metre garden amenity space requirement. The detached layout of the proposed dwellings and spacing of the dwellings along the width of the site would avoid issues of overlooking and loss of privacy between the new dwellings. The proposed development would create a satisfactory environment for the future owners / occupiers of the dwellings.

8). Comments on the objections received

As pointed above, there has been a **petition** with 106 signatures and other letters of objections that was received during the cause of the time for the proposal. While most of the issues raised has been dealt with in the different section of this report, I would reiterate here that it has already been decided by the Inspector that the living conditions for existing and future occupiers would be acceptable in relation to plot 1-4. That the proposal would not detract from the character and appearance of Crouch End Conservation Area. The Inspector also noted in paragraph 33 of the decision that the loss of the existing garages would cause no significant harm, nor would it conflict with any of the development plan policies and as a result of this deliberations, Conservation Area Consent for demolition of the garages has already been granted by the Inspector of the July 2009 Appeal. (ref: APP/Y5420/A/09/2093789).

SUMMARY AND CONCLUSION

The application site comprises the lock up garage court at the rear of 27-47 Cecile Park. The current application proposes the demolition of the existing garages and the redevelopment of the site for residential use, comprising the erection of 4 x 2/3 storey three bedrooms houses and 8 no. car parking spaces. Each house has 2 parking spaces. Access is from Cecile Park via the existing access way for the garage court.

The site is located within the Crouch End Conservation Area and has been subject to a number of applications for change of use to residential in recent years. During that time the number of units proposed has reduced from eight to four. The Inspector in the most recent appeal decision noted the reduction in the number of units proposed and the consequent reduction in the intensity of the use of the site.

The current scheme has been revised to address the issues identified by the Inspectors in dismissing previous planning appeals. It must also be noted that the Inspector granted Conservation Area Consent for the demolition of the garages in July 2009.

In the most recent appeal decision the Inspector considered in detail all the issues raised by the proposal, including the loss of the existing garages, and concluded that the proposed development would not result in significant harm being caused to the conservation area or the locality, with the exception of the impact of plot No. 5. This house has now been deleted from the scheme, resulting in four units in total, and as a result, the harm caused by that unit has been overcome. As such, no issues remain that mean the scheme should not be granted planning permission subject to conditions.

With the latest Inspector's decision in mind therefore, it is considered that the current scheme is acceptable and is now in compliance with the aims of relevant national guidance, the relevant policies of the Unitary Development Plan 2006 and the requirements of PPG15 and the scheme is therefore recommended for approval.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2009/1768

Applicant's drawing Nos. PL01 - PL05 incl.

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

Reason: 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.

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

Reason: To avoid overdevelopment of the site.

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

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

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.

6. 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.

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

Reason: In order for the Local 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.

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

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

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

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

INFORMATIVE: That the applicant agrees with London Fire Brigade the best suitable way of entering the site by providing dimensions of the ramp including length width and ratio.

REASONS FOR APPROVAL

It has already been decided out by the Inspector that the living conditions for existing and future occupiers would be acceptable and that the proposal would not detract from the character and appearance of Crouch End Conservation Area. The Inspector also noted in paragraph 33 of the decision that the loss of the existing garages would cause no significant harm, nor would it conflict with any of the development plan policies.

With the latest Inspector's decision in mind therefore, it is considered that the current scheme is acceptable and is now in compliance with the aims of policy UD3(c) of the Unitary Development Plan 2006 which states that development should not significantly affect the public and private transport networks, including highways or traffic conditions and the requirement of PPG15 and policy CSV1 of the Unitary Development Plan 2006 and is therefore recommended for approval.



Appeal Decisions

Inquiry held on 9 and 10 June 2009

Site visit made on 19 June 2009

by **John Felgate BA (Hons), MA, MRTPI**

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

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
email: enquiries@pins.gsi.gov.uk

Decision date:
30 July 2009

Appeal 'A' Ref: **APP/Y5420/A/09/2093786**

Land to the rear of 27-47 Cecile Park, Hornsey, London N8 9AX

- 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 Mithril Homes Limited against the decision of the Council of the London Borough of Haringey.
- The application Ref HGY/2008/1020, dated 1 May 2008, was refused by notice dated 17 December 2008.
- The development proposed is "to demolish 39 no. existing garage lock-ups and construct 5 no. two/three storey 3 bed houses with associated landscaping and 10 no. parking spaces".

Appeal 'B' Ref: **APP/Y5420/A/09/2093789**

Land to the rear of 27-47 Cecile Park, Hornsey, London N8 9AX

- The appeal is made under sections 20 and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 against a refusal to grant conservation area consent.
- The appeal is made by Mithril Homes Limited against the decision of the Council of the London Borough of Haringey.
- The application Ref HGY/2008/1021, dated 1 May 2008, was refused by notice dated 17 December 2008.
- The application proposes the demolition of the 39 existing garages on the site.

Decision

1. I dismiss Appeal A.
2. I allow Appeal B, and grant conservation area consent, for the demolition of the existing garages at the rear of 27-47 Cecile Park, Hornsey, London N8 9AX, in accordance with the terms of the application Ref HGY/2008/1021, dated 1 May 2008 and the relevant details contained in the submitted plans.

Application for costs

3. Following the Inquiry, an application for costs was made by the appellant against the Council. That application is the subject of a separate Decision.

Procedural matter

4. Further submissions were also received after the close of the Inquiry, from the appellant and from the Hornsey Conservation Areas Advisory Committee (HCAAC), regarding the status of the Council's SPG11a, and clarifying the nature of HCAAC's original comments on the appeal application. Whilst all such matters should normally be raised during the inquiry itself, in this case I consider that these late representations should be accepted, in the interests of fairness to all parties.
-

Planning background

5. In 2001, a scheme for 7 houses and one flat, with 14 parking spaces or car ports and 26 lock-up garages, was dismissed on appeal (APP/Y5240/A/01/1058981). The Inspector in that appeal found that the mass and bulk of the terraced arrangement, and the likely loss of trees due to basement excavations, would cause unacceptable harm to the character and appearance of the Crouch End Conservation Area.
6. In 2005 a scheme for 6 detached houses, 9 parking spaces and 12 garages (APP/Y5420/A/04/1149813) was also dismissed. On that occasion, the Inspector found that the changes to the design and layout overcame the harm caused to the Conservation Area by the previous proposals. However, she considered that these changes would give rise to unacceptable overlooking and overbearing impacts on the occupiers of some of the neighbouring properties in Elm Grove and Tregaron Avenue.
7. In December 2007, a third appeal was heard, relating to a scheme of 5 houses with 10 parking spaces (APP/Y5420/A/07/2037862). The scheme involved further changes to both the layout and design compared to the 2005 proposals. In her decision, dated January 2008, the Inspector found that the scheme would now provide satisfactory living conditions for existing and future occupiers. But she also considered that the changes to the elevational treatment would result in a style and pattern of development that would detract unacceptably from the Conservation Area's character and appearance.

Main issues

8. In the light of this background, and all of the submissions now before me, I consider that the main issues in the present appeals are as follows:

Appeal A

- the effects on the living conditions of neighbouring occupiers, and those of the future occupiers of the proposed development itself;
- the effects of the proposed design and layout on the character and appearance of the Crouch End Conservation Area;
- the effects of the loss of the existing garages on the supply of car parking spaces in the area; and any consequent effects in terms of congestion, highway safety or visual impact due to additional on-street parking.

Appeal B

- the effects of the proposed demolition on the character and appearance of the Conservation Area.

APPEAL A

Relevant Planning Policies

9. In the UDP¹, Policy UD3 requires new developments (amongst other aims) to protect the amenity of residential occupiers; complement the character, nature and scale of the local area; and not to significantly affect the local highway network or traffic conditions. In addition, Policy UD4 seeks a high quality of design, including regard for the spatial and visual character of the site and the

¹ Haringey Unitary Development Plan, adopted July 2006

local street scene. In Conservation Areas, Policy CSV1 seeks to ensure that developments preserve or enhance the historic character and qualities of their surroundings, and respect the area's character and appearance.

10. National policy in PPS3² encourages the most efficient use of land, in order to provide of a wide choice of housing, especially in sustainable locations. PPG13³ advocates a reduction in parking provision in urban areas in order to encourage more sustainable modes of transport. PPG15⁴ sets out advice on development in conservation areas. Similar policies are also contained in The London Plan.

Reasons for decision

Effects on living conditions

11. In the 2008 decision, the Inspector found that living conditions for existing and future occupiers would be acceptable, as noted above. In the present scheme, four of the proposed dwellings (referred to at the Inquiry as plots 1-4) would be sited almost identically to the 2007/08 proposals, and the sizes and fenestration of those units would likewise be similar to that previous scheme.
12. In so far as those four plots are concerned, I concur with the view of the 2008 Inspector. Although the existing houses in Tregaron Avenue and Elm Grove have short gardens, the new buildings would be set on lower ground; they would also be reasonably compact in their design and would have no upper floor windows facing south. Consequently, they would not be unduly intrusive to the properties beyond this boundary. In relation to the houses in Cecile Park, the dwellings on plots 1-4 would be sited some 6m from the site's northern boundary, and in the circumstances, I consider that their effects would be acceptable.
13. However, in the case of plot 5, the new dwelling would be sited only about 2m from the boundary of No 47 Cecile Park. This siting would be significantly closer to the boundary than in the 2007/08 proposals. Given its proximity and higher ground level, it seems to me that in this position the proposed dwelling would have an unacceptably overbearing and over-dominant visual impact on the outlook from No 47 and its garden. Although there are trees on the boundary, these would not screen the new building all year round. And in any event, there is no proper evidence before me as to whether those trees would be likely to survive building works in such close proximity.
14. The new dwelling would also have main windows on both ground and first floors facing this boundary. Those at first floor level would overlook No 47's garden from such close range that a significant loss of privacy would occur. Indeed, at this range, serious overlooking would still be likely in my view, even if the lower panes were to be obscured, as suggested at the Inquiry. Whilst it might be possible to overcome the this problem by minor changes to the design, no such alternative details are before me. And in any event, a condition to that effect would not overcome the dwelling's visual impact. I appreciate that the siting now proposed would maximise the spacing from Elm

² Planning Policy Statement 3: Housing (2006)

³ Planning Policy Guidance 13: Transport (2001)

⁴ Planning Policy Guidance 15: Planning and the historic Environment (1994)

Grove, but for the above reasons, I consider that the impact of plot 5 on living conditions at No 47 Cecile Park would be unacceptable.

15. In addition, given their proximity to the boundary, it appears that plot 5's north-facing windows would be heavily overshadowed; either by the existing trees, if these were able to be retained, or alternatively by any new landscaping and other boundary treatments which would otherwise become necessary here. The two main bedrooms, kitchen and lounge would all suffer substantial obstruction to their light and outlook when the trees are in leaf. Any thinning to relieve this overshadowing would only worsen the other impacts that I have identified above. I therefore consider that living conditions for the occupiers of plot 5, sited as now proposed, would be likely to be unsatisfactory. This reinforces my concerns regarding the effects on the existing occupiers adjoining that plot.
16. I accept that the shape and topography of the site makes it difficult to develop, and I agree that in such circumstances compromises are sometimes justified. Consequently, although the new dwellings on plots 1-4 would also be overlooked and overshadowed, and would have little amenity space, I consider that in these cases the shortcomings are not so serious as to warrant refusal of permission, particularly in the light of previous decisions concerning the site. But this does not overcome my concerns regarding Plot 5, which follow directly from the change in the siting of the building compared to the earlier schemes.
17. I appreciate that the Council has raised no objections relating to living conditions. But the issue is before me in the submissions of a number of other parties, including HCAAC, GLC-RAG and others, and was aired at the Inquiry, including in my questions to the appellants' witness.
18. For the reasons explained above, I conclude that the siting and design of the dwelling on plot 5 would not protect the amenity of the occupiers of No 47 Cecile Park, nor would it provide acceptable living conditions for that dwelling's own future occupiers. In these respects, the appeal scheme would fail to comply with the relevant provisions of Policy UD3.

Effects of design and layout on the Conservation Area

19. The most recent of the previous appeal schemes, in 2007/08, was found to cause harm to the Conservation Area, due to the design and elevational treatment. However, the earlier 2005 scheme was judged to be acceptable in that regard. In the present appeal scheme, the design and appearance of the dwellings would be generally similar to those proposed in 2005. I concur with that Inspector's view that these aspects would be acceptable. Moreover, compared to the 2005 plans, fewer units are now proposed, and no lock-up garaging, and thus the present scheme would be less intensive and more spacious. In so far as these changes would affect the development's impact on the character and appearance of the area, I consider the changes to be unobjectionable, and indeed beneficial. Consequently it seems to me that the present appeal proposals would overcome the objections that led to the dismissal of the 2007/08 appeal.
20. I note the concerns raised by HCAAC, and by the Gladwell-Landrock-Cecile Park Residents' Action Group ('GLC-RAG') and other residents, regarding various aspects of the design and layout. I accept that the mansard roofs at first floor

level, and the Dutch-style detailing of the dormers and gables would contrast with the area's prevailing Victorian and Edwardian architecture. But even in conservation areas, there is no requirement that development should necessarily copy that which exists, indeed PPG15 specifically rejects that idea (paragraph 4.17). In my view that advice is especially pertinent on such a well contained and concealed backland site as here. In this case, it seems to me that the features that I have referred to would make for an interesting and unusual small development, with its own internal consistency and unity of design. In my view the quality of the design would be acceptable, and the overall appearance of the development would therefore be satisfactory.

21. I also acknowledge the view expressed by some parties that any development within this backland area, between the existing streets, would conflict with the area's characteristic pattern of development. But the present use of the site for garaging is itself clearly a departure from the land's original use, and the existing buildings make no positive contribution to the area's qualities. I see no reason why the development pattern should not be allowed to continue to evolve in response to changing circumstances, provided that the area's special architectural and historic interest is not harmed. Given the importance that PPS3 gives to the provision of housing in urban areas, the development now proposed would reflect society's changing needs. In any event, the appeal scheme would involve only a small number of buildings, of relatively low height, and its visual impact would thus be slight. Consequently I do not consider that harm would be caused to the area's development pattern.
22. In all the above respects, I conclude that the proposed development would preserve the special character and appearance of the Crouch End Conservation Area. However, I also note the submissions from a number of parties with regard to trees. Whilst no detailed information or assessment is before me, I have no reason to disagree with the Inspector's comments in the 2008 decision, and in so far as the trees affected by Plots 1-4 are concerned (including the TPO tree), I see no reason why these could not be adequately safeguarded by conditions. But at paragraphs 12-14 above, I have explained my concerns with regard to the proposed dwelling on Plot 5, which would be sited differently from the earlier proposals. In part those concerns relate to the proximity of that proposed unit to trees on or near the boundary. In the absence of any evidence to the contrary, it appears to me that the future health of the trees in the vicinity of Plot 5 would be likely to be put at risk by the present scheme; due to both the direct impact of the proposed construction works, and the likelihood of future pressure for their removal or reduction. In my view any such loss of trees would be likely to harm the area's character and appearance.
23. As a result of this latter consideration, relating solely to the trees affected by Plot 5, I conclude that the scheme fails to comply with the relevant provisions of Policies CSV1, UD3 and UD4.

Effects of the loss of the existing garages

24. In the 2001 appeal decision, the Inspector found that the net loss of 14 of the existing garages would not have a significant adverse impact on on-street parking. In the 2005 decision, the Inspector held that the loss of 25 garages would cause no harm. The 2007/08 proposals involved the loss of all the

garages, but the Inspector concluded that the scheme should not fail in that regard. Nevertheless, I have relied on my own observations, and on the evidence before me during the present appeal.

25. From my visits to the area, I accept that the area around Cecile Park is under considerable pressure for on-street parking. Whilst the introduction of the controlled parking zone (CPZ) has evidently reduced the level of day-time parking in nearby streets, Cecile Park is excluded. And in any event, the peak demand is in the evenings and overnight, when the CPZ does not operate. These observations are confirmed by the evidence of the Council's survey, which shows high levels of night-time occupancy in some nearby streets, and instances of parking on corners or across dropped kerbs. Although that survey pre-dated the CPZ, and excluded part of Cecile Park, its findings have some relevance, particularly in relation to the eastern part of Cecile Park itself and some of the adjoining streets. I have no doubt at all that the pressures on parking space in the area cause frequent inconvenience, and sometimes considerable stress, to residents. I accept that this reduces the quality of life in the area, and I sympathise with those who have made these points. However, it seems to me that these conditions are not unusual in an inner London Borough; indeed they appear typical of many similar areas nearby. Furthermore, whilst I acknowledge the concerns that have been expressed about safety, there is no evidence before me of any serious accident record, nor anything else to suggest that traffic or parking around the appeal site give rise to higher levels of danger or risk than other residential streets in the area.
26. The proposed development would result in the loss of 39 garages. However, the appellants maintain that they are mostly used for storage, and although there is only limited evidence to support that claim, there is also none to refute it. Local residents report that some garages are used, or have been used, for various purposes other than parking, including sawing logs and storing exhibition floats. Recent evidence regarding the Gladwell Road garages (rear of 60-88 Cecile Park) showed that the great majority on that site were used for some form of storage. *Manual For Streets* also contains survey findings that across the country between 36% and 45% of garages are used for storage. During my visits to the appeal site and the area, I saw no vehicles entering or leaving the site, nor any visible signs of any useable vehicles being kept there. If many of the garages were used for parking, given the number of properties that back onto the site, I would have expected this to be known to residents and to the Council, but there is nothing before me to that effect. Whilst I accept that the evidence is somewhat unsatisfactory, on balance it seems most likely that the number of vehicles that would be displaced from the site by the proposed development would be relatively few.
27. Furthermore, there is clear evidence that few of the garage tenants live close to the appeal site. Indeed only about six give addresses in Cecile Park or any of the adjoining streets, whereas more than half of the total are outside the Crouch End or Hornsey areas altogether. In most of these cases, it seems likely that any vehicles that might be displaced would have no obvious reason to be parked close to the appeal site once the garages were removed. Consequently, the effects would be spread over a wide area, rather than concentrated in Cecile Park or any of the adjoining streets. Whilst I accept that some existing kerbside spaces might also be lost due to the need for
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restrictions around the site access, it seems likely that these would be few in number. Overall, taking account of the likely numbers of vehicles at the site, and the geographical distribution of the tenants, I consider that the effect on parking demand and traffic in the vicinity of Cecile Park is likely to be slight.

28. I appreciate that some may feel that any increase in on-street parking, however widely dispersed, can only worsen the existing problems. But in this case there is no objection by the Highway Authority, and no technical evidence of any kind to support the view that danger or serious obstruction would be likely to result. Unlawful or dangerous parking could in any case be dealt with through the enforcement of existing controls. Consequently I see no basis on which to find that the appeal proposal would significantly affect the highway network or traffic conditions, which is the relevant criterion in Policy UD3.
29. In addition, the appeal site is close to a main bus route, reportedly carrying 26 buses an hour, and within walking distance of several railway stations, providing good access to central London and to the major transport interchange at Finsbury Park. In my view therefore, it is a highly sustainable location. The scheme would also add to the local housing stock, and would make fuller use of the land. In all these respects, the appeal proposals are in accordance with national and London-wide policy aims. I consider those policies particularly relevant in this appeal, because their underlying premise is that the intensification of housing in sustainable locations is a necessary part of an integrated solution to both housing and transport problems. In this context, it seems to me that any minor harm that might result from the appeal proposal, in terms of additional parking or congestion, would be outweighed by the scheme's contribution to sustainable transport objectives.
30. I fully understand the views of those who argue that, irrespective of their current usage, the garages could be put to better use, especially if let or sold to local residents. I accept that there is support for that view in the Council's survey. However, whilst a policy to retain garages was included in the 1998 UDP, that policy ceased to have effect in 2006. There is no equivalent policy in the current development plan, nor apparently in any emerging DPD. I note the reference by some objectors to Policy CW2, which protects community facilities, but I can see nothing to suggest that that policy is meant to apply to garages. My attention was also drawn to draft supplementary guidance in SPG3c⁵ and SPG11a⁶. However, neither of these documents was ever progressed as far as becoming formally adopted, and I note that the Council itself does not place any reliance on them in this appeal. Consequently, I consider that little weight should be given to either of these in my decision.
31. I note the Council's contention that Policy HSG11 shows the existence of extreme parking pressures in the area, but this does not change my view of the issues in this case, based on the reasoning set out above. I also note the contents of the appeal decisions relating to the Gladwell Road garages site (APP/Y5420/E/05/1181972) and Alford House (APP/Y5420/A/04/1161239). But those cases involved other sites, with their own individual circumstances, whereas my decision is based on my observations of the present appeal site and on the evidence put before me.

⁵ SPG3c: Backlands Development (Haringey Council, September 2003)

⁶ SPG11a: Car repair Workshops and Garages (Haringey Council, September 2003)

32. I acknowledge the Council's further argument that the displacement of parked vehicles, or the loss of the opportunity for off-street parking, would cause visual harm to the Conservation Area. But in my view that argument is tenuous at best. On the Council's own evidence, the area is already fully parked at times. For the reasons given already, I consider it unlikely that the proposed development would add noticeably to that existing level, even if further capacity existed. I accept that if it were possible to relieve the area of on-street parking, its appearance would be improved. But I see no realistic prospect that such an outcome could be brought about under current policies, irrespective of my decision on this appeal.
33. For these reasons, I conclude that the loss of the existing garages would cause no significant harm, nor would it conflict with any of the development plan policies identified at the Inquiry.

Other matters and conclusions on Appeal A

34. I have had regard to all the other matters raised, including those relating to access for larger vehicles, wildlife, housing policies, and the lack of an infrastructure contribution. However, I find none of these matters determinative in this case.
35. For the reasons set out above, I have concluded that the loss of the existing garages would not cause any significant harm. However, I find that the siting of the proposed dwelling on Plot 5 would give rise to unacceptable living conditions, both for its own future occupiers, and for the occupiers of No 47 Cecile Park. I also find that the same proposed dwelling would be likely to have an adverse impact on nearby trees, causing unacceptable harm to the character and appearance of the Crouch End Conservation Area.
36. Appeal A is therefore dismissed.

APPEAL B

37. UDP Policy CSV7 seeks to resist demolition in conservation areas, where this would give rise to an adverse impact on the area's character or appearance. In this case however, it was agreed that the existing garages make no positive contribution to the area. Indeed, in my view they detract from it, due to the ugliness of their design; their lack of visual relation to the houses that give the area its special character; and the outworn condition of the buildings and site.
38. I appreciate that PPG15 advises that consent for demolition should not be given unless there are acceptable plans for redevelopment, and I note the Council's concern to avoid dereliction. But in this case, it seems to me that these considerations are outweighed by the continuing visual harm caused by the garages' retention. In the circumstances, I conclude that their demolition would cause no harm, and thus would not conflict with Policy CSV7.
39. Appeal B is therefore allowed, unconditionally.

John Felgate

INSPECTOR

DOCUMENTS TABLED AT THE INQUIRY

- 1 List of conditions suggested by the Council.
- 2 Council's notification letter to interested parties, sent on 12 May 2009.
- 3 Extracts from Haringey UDP, adopted July 2006.
- 4 Details of other garages for rent in Crouch End area, tabled by Mr Chivers (on behalf of the Council).
- 5 Set of photographs of car parking in the surrounding area on 4 June 2009, tabled by Mr Groves (on behalf of the appellants).
- 6 Statement of Common Ground, signed by both parties.
- 7 Plans relating to the 2005 appeal decision (APP/Y5420/A/04/1149813).
- 8 Plans relating to the 2005 appeal decision (APP/Y5420/A/07/2037862).
- 9 Officers' report relating to application HGY/2007/1866 – Gladwell Road garages site (r/p 60-88 Cecile Park).
- 10 Refusal notice HGY/2007/1866 (as above).
- 11 Dudrich Holdings' advertisement card, offering garages to let, tabled by the appellants.
- 12 Set of photographs of the site and parking in the surrounding area, tabled by Mr Chivers (replacing those contained in Mr Chivers' Appendix 1).
- 13 Tree Preservation Order, dated 10 March 1977.
- 14 Letter from Dr W G Smith, of 31 Cecile Park.
- 15 Written statement by Councillor David Winskill (representing Crouch End Ward).
- 16 Ordnance Survey plan showing the location of Alford House site, Stanhope Road.
- 17 Written statement by Mr Bob Maltz, on behalf of Hornsey Conservation Areas Advisory Committee.
- 18 Further written submissions by Mr Maltz, on his own behalf.
- 19 Schedule of tenancies at Gladwell road garages, tabled by Mr Maltz.
- 20 Photograph and copy email relating to damage caused at Prime Zone Mews, tabled by Mr Maltz.
- 21 Extracts from Lynne Featherstone MP's web pages, tabled by the appellants.

DOCUMENTS RECEIVED AFTER THE CLOSE OF THE INQUIRY

- 22 Appellant's costs application, dated 15 June 2009 (including further representations on SPG11a: Car Repair Workshops and Garages).
- 23 Letter from Mr Maltz, dated 20 June 2009; with comments on SPG11a, and copies of HCAAC's representation and extract from Officer's report.
- 24 Council's response to costs application, dated 25 June 2009.
- 25 Appellant's final comments on costs application and SPG11a, dated 30 June 2009.



Costs Decision

Inquiry held on 9 and 10 June 2009

Site visit made on 19 June 2009

by **John Felgate BA (Hons), MA, MRTPI**

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

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
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Decision date:
30 July 2009

Costs application in relation to Appeal Ref: APP/Y5420/A/09/2093786 Land to the rear of 27-47 Cecile Park, Hornsey, London N8 9AX

- The application is made under the Town and Country Planning Act 1990, sections 78, 320 and Schedule 6, and the Local Government Act 1972, section 250(5).
- The application is made by Mithril Homes Limited, for a full award of costs against the Council of the London Borough of Haringey.
- The inquiry was in connection with an appeal against refusals of planning permission and conservation area consent for the demolition of 39 existing garages and the construction of 5 two- and three-storey, 3-bedroom houses.

Summary of Decision: The application is allowed in the terms set out below in the Formal Decision and Costs Order.

Submissions for the Appellant

1. The Council had taken seven months to determine the application. No proper reason had ever been given for that delay. Prior to determining the application, the Council had failed to respond to requests for information about the application's progress, or to engage in discussions about objections.
2. The planning officer's report had given incorrect and incomplete information to the committee regarding the Council's surveys and other information which related to the wrong site. The report also failed to refer to the findings of the previous appeal decisions at the present site relating to parking issues, although it dealt at length with decisions relating to other sites. The Committee was also not informed about the legal advice submitted by the appellants. Consequently, the Council's decision was inconsistent with previous inspectors' decisions, and with the Council's own position in previous appeals.
3. Prior to the Inquiry, the Council had again failed to discuss relevant matters, or to cooperate in producing the statement of common ground.
4. In the appellants' submission, the Council's refusal of permission was unreasonable because it had been based on faulty information and advice. The appeal should therefore not have been necessary. In addition, unnecessary expense had been incurred in chasing the Council for responses, and in obtaining Counsel's opinion, prior to the committee meeting.

Response by the Council

5. The length of time taken to deal with the application was not unduly long given the complexity of the matter, the number of objectors, and the previous planning history. There was insufficient evidence to confirm whether the appellants' account of the negotiations was accurate. But in any event, the
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appellants had certainly been aware of the likely recommendation since October 2008, and an appeal could have been lodged against non-determination to shorten the timescale.

6. Despite the admitted cutting and pasting of some sections of the officer's report, it was clear which site the report referred to, and no confusion had resulted. The previous decisions and surveys relating to the Gladwell Road garages site were pertinent, because the parking issues were closely related. The previous decisions relating to the appeal site itself were referred to elsewhere in the report, but in those cases the Council had not objected to the loss of parking, and the Inspectors had been given less information about that issue. They were therefore less relevant than the Gladwell Road case, and the latter was also more recent.
7. The surveys of parking stress and the demand for garages were new information that justified the Council's change of stance on those issues. Members had also taken account of residents' concerns and relevant policies. There had been no obligation on officers to comment on the appellants' legal opinion, but in any event the appellants acknowledge that members were aware of it in reaching their decision.
8. The statement of common ground had been dealt with properly and was agreed before the start of the Inquiry. The Council had behaved reasonably throughout.

Reasoning

9. I have considered this application for costs in the light of Circular 8/93 and all the relevant circumstances. The Circular advises that, irrespective of the outcome of the appeal, costs may be awarded against a party who has behaved unreasonably and thereby caused unnecessary expense.
10. Although of the report presented to the planning committee on 8 December 2008 was not intentionally misleading, I agree that Section 5, dealing with the existing garages, was confusing and ambiguous. In my view that section of the report failed to make any clear distinction between the information that related to the Gladwell Road site, which was copied from an earlier report, and that relating to the present appeal site. Whilst I accept that the parking and garage surveys have some relevance to this site, their main focus and purpose related to Gladwell Road, and that should have been made clear. In addition, the report also contained some completely erroneous information, such as the reference to the Drivers Jonas letter, and comments from HCAAC which related to a different application. In all these respects there was an unreasonable lack of care in the Council's handling of the application, which is likely to have had a bearing on the committee's decision to refuse planning permission.
11. But in my view the most serious flaw in the officer's report was that Section 5 also failed to refer to the three previous appeal decisions on the site itself. Although these decisions were referred to elsewhere in the report, committee members could not have been expected to know that those decisions had dealt with the garage issue. In all three cases, whilst the Inspectors accepted that the area was subject to parking pressures, they nevertheless concluded that the loss of garages should not prevent redevelopment from taking place. In

none of those three cases did the Inspectors express reservations due to any lack of information. Whilst I agree that the Gladwell Road decision was relevant too, in omitting all of the appeal decisions that related directly to the present appeal site, I consider that the officer's report lacked the required degree of balance and objectivity on that issue. In the circumstances, this was unreasonable. From all that I have seen and heard, it seems to me that this failing is likely to have been especially instrumental in influencing the Council's eventual decision.

12. In the light of that flawed report, the planning committee made a decision to refuse permission, relying wholly on the issue of the loss of the garages. As such, that decision was directly contrary to the conclusions of the three Inspectors regarding this site, and contrary to the Council's own position at all of those previous appeals. It was also contrary to the advice of the Highway Authority. The only reasons given for that change of stance were the 2006 Gladwell Road appeal decision, and the Council's subsequent surveys relating to parking and garage demand. However, it seems to me that the survey results provided little information that was not already obvious. Indeed, all of the previous Inspectors had acknowledged the parking problems. I accept that the evidence of the potential demand for garages was new, but in my view the Council failed to properly weigh that information against the lack of any garage policy in the development plan. Similarly, for the reasons give above, the Gladwell Road decision should have been viewed in a more balanced way, alongside the decisions relating to the present site.

Conclusions

13. As a result, I conclude that the Council's action in refusing planning permission was an unreasonable one, based on a reason that could not be, and was not, substantiated. Although my decision is to dismiss the appeal in respect of planning permission, my reasons for so doing are quite different from those relied on by the Council. I am therefore satisfied that the appeal would not have been necessary had it not been for the Council's unreasonable behaviour. Consequently, I agree that the appellants should be awarded their full costs in connection with the appeal.
14. I agree that the delay in determining the application, and the Council's failure to keep the appellant informed of the reasons, or to engage in meaningful discussions, were also unreasonable. But in view of my conclusion above, these do not affect my decision.

Formal Decision and Costs Order

15. In exercise of my powers under section 250(5) of the Local Government Act 1972 and Schedule 6 of the Town and Country Planning Act 1990 as amended, and all other powers enabling me in that behalf, I HEREBY ORDER that the Council of the London Borough of Haringey shall pay to Mithril Homes Limited, the costs of the appeal proceedings, such costs to be assessed in the Supreme Court Costs Office if not agreed. The proceedings concerned an appeal under section 78 of the Town and Country Planning Act 1990 as amended, and sections 20 and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990, against the refusal of planning permission and conservation area

consent for the demolition of 39 existing garages and the construction of 5 houses, on land at the rear of 27-47 Cecile Park, Hornsey, London N8 9AX.

16. The applicant is now invited to submit to the Council of the London Borough of Haringey, to whom a copy of this decision has been sent, details of those costs with a view to reaching agreement as to the amount. In the event that the parties cannot agree on the amount, the enclosed guidance note gives details of how to apply for a detailed assessment by the Supreme Court Costs Office.

John Felgate

INSPECTOR

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Planning Committee 17th December 2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1802	Ward: Crouch End
Address: Land rear of 27-47 Cecile Park N8	
Proposal: Conservation Area Consent for application to replace an extant planning permission reference HGY/2009/1768 in order to extend the time limit for implementation, for demolition of 32 existing lock-up garages and erection of 4 x 2 / 3 storey three bedroom houses with associated landscaping and 8 parking spaces	
Existing Use: Garages	Proposed Use: Residential
Applicant: MrGuy Dudding Verisma Managment Ltd	
Ownership: Private	
Date received: 18/09/2012	
Drawing number of plans: PL01,PL02 PL04 and PL05	
Case Officer Contact: Matthew Gunning	
RECOMMENDATION: GRANT CONSERVATION AREA CONSENT	

1.0 SITE AND SURROUNDINGS

1.1 As per HGY/2012/1801

2.0 PLANNING HISTORY

As per HGY/2012/1801

3.0 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.

4.2 London Plan 2011

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

4.3 Haringey Unitary Development Plan (2006)

G10 Conservation
CSV1 Development in Conservation Areas
CSV5 Alterations and Extensions in Conservation Areas
CSV7 Demolition in Conservation Areas

4.4 Supplementary Planning Guidance

SPG2 Conservation and Archaeology

4.0 CONSULTATION

As per HGY/2012/1801

5.0 RESPONSES

As per HGY/2012/1801

6.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

6.1 As outlined in the report for the accompanying planning application HGY/2012/1801, a previous Planning Inspector considered the existing garages make no positive contribution to the character and appearance of the conservation area. The Inspector went onto say that indeed, in his view they detract from it due to the ugliness of their design; their lack of visual relation to the houses that give the area its special character.

- 6.2 Based on the Inspector's decision then and the subsequent 2010 approval, the demolition of the existing garages are considered to be acceptable and in line with Haringey Unitary Development Plan Policy CSV7 'Demolition in Conservation Areas'.

13.0 RECOMMENDATIONS

GRANT CONSERVATION AREA CONSENT

Applicant's drawing No.(s) PL01,PL02 PL04 and PL05

Subject to the following condition

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.

REASONS FOR APPROVAL

The demolition of the existing garages are considered to be acceptable as they do not make a neutral or positive contribution to the character and appearance of Crouch End Conservation Area. As such this application accords with policy CSV7 'Demolition in Conservation Areas' of the adopted Haringey Unitary development Plan 2006 and SPG2 'Conservation & Archaeology'.

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Planning Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1373	Ward: Bounds Green
Address: Forrester House 52 Bounds Green Road N11 2EU	
Proposal: Refurbishment and conversion of existing premises to include erection of rear extension over 3 storeys from lower ground to 1st Floor. Change of use from B1 - Offices to C1 Apartment Hotel to provide 27 studio rooms with 24hr service and security including associated cycle store, plant enclosure, refuse store and 10 parking spaces.	
Existing Use: B1 (Office) - Vacant	Proposed Use: C1 (Apartment Hotel)
Applicant: Mr Nicholas Charalambous Empyrean Developments Ltd	
Ownership: Private	

DOCUMENTS
Title
Design and Access Statement – Dexter Moren Associates – (Revised November 2012)
Planning Statement
Travel Plan
Transport Statement
Energy Statement
BREEAM Pre-Report
Daylight, Sunlight and Internal Daylighting Report – Anderson Wilde & Harris – July 2012
Marketing Report
Haringey Sustainability Checklist

PLANS		
Plan Number	Revision	Plan Title
PL-000	-	Survey - Location Plan
PL-001	-	Survey - Site Plan
PL-002	-	Survey - Lower Ground Floor Plan
PL-003	-	Survey - Ground Floor Plan
PL-004	-	Survey – First Floor Plan
PL-005	-	Survey – Second Floor Plan
PL-006	-	Survey – Loft Floor Plan
PL-020	-	Survey – SW and NE Elevations
PL-021	-	Survey – NW Elevations
PL-022	-	Survey – SE Elevations
PL-050	-	Demolition – Site Plan
PL-051	-	Demolition – Lower Ground Floor Plan
PL-052	-	Demolition –Ground Floor Plan
PL-053	-	Demolition – First Floor Plan
PL-054	-	Demolition – Second Floor Plan
PL-055	-	Demolition – Loft Floor Plan
PL-100		
PL-100	-	Proposed – Site Plan

PL-101	P1	Proposed – Lower Ground Floor Plan
PL-102	P1	Proposed –Ground Floor Plan
PL-103	P1	Proposed – First Floor Plan
PL-104	P1	Proposed – Second Floor Plan
PL-105	P1	Proposed – Loft Floor Plan
PL-120	P1	Proposed – Loft Floor Plan
PL-121	P1	Proposed – Loft Floor Plan
PL-122	P1	Proposed – Loft Floor Plan
PL-130	P1	Proposed – Section AA

Case Officer Contact:

Michelle Bradshaw

P: 0208 489 5280

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

Tube Lines

Road Network: C Road

RECOMMENDATION

GRANT PERMISSION subject to conditions and section 106 legal agreement

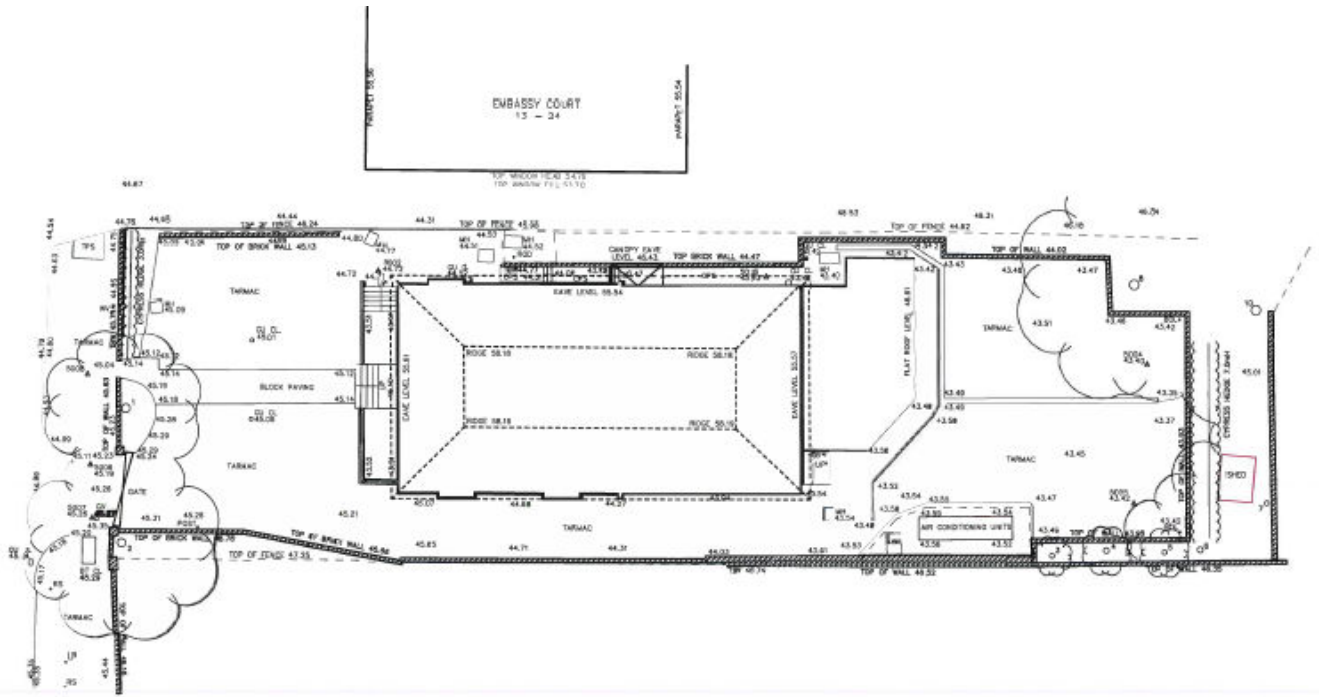
SUMMARY OF REPORT:

That the Planning Committee be minded to grant planning permission for application HGY/2012/1373 subject to conditions and s106 legal agreement. The report summary and conclusion are set out at section 12.0 of this report. It is considered that the scheme is consistent with planning policy. The principle of the proposed use is acceptable. The proposed extension and use will preserve the character of the building, street scene and locality generally. The proposed development will have no significant adverse impact on the amenity of neighbouring residents or occupiers. The resulting development will provide a high standard of accommodation for future occupiers of an apartment hotel use. Therefore, subject to appropriate conditions and s106 legal agreement, the application is considered acceptable and in accordance with relevant planning policy. On this basis, it is recommended that the application be granted planning permission.

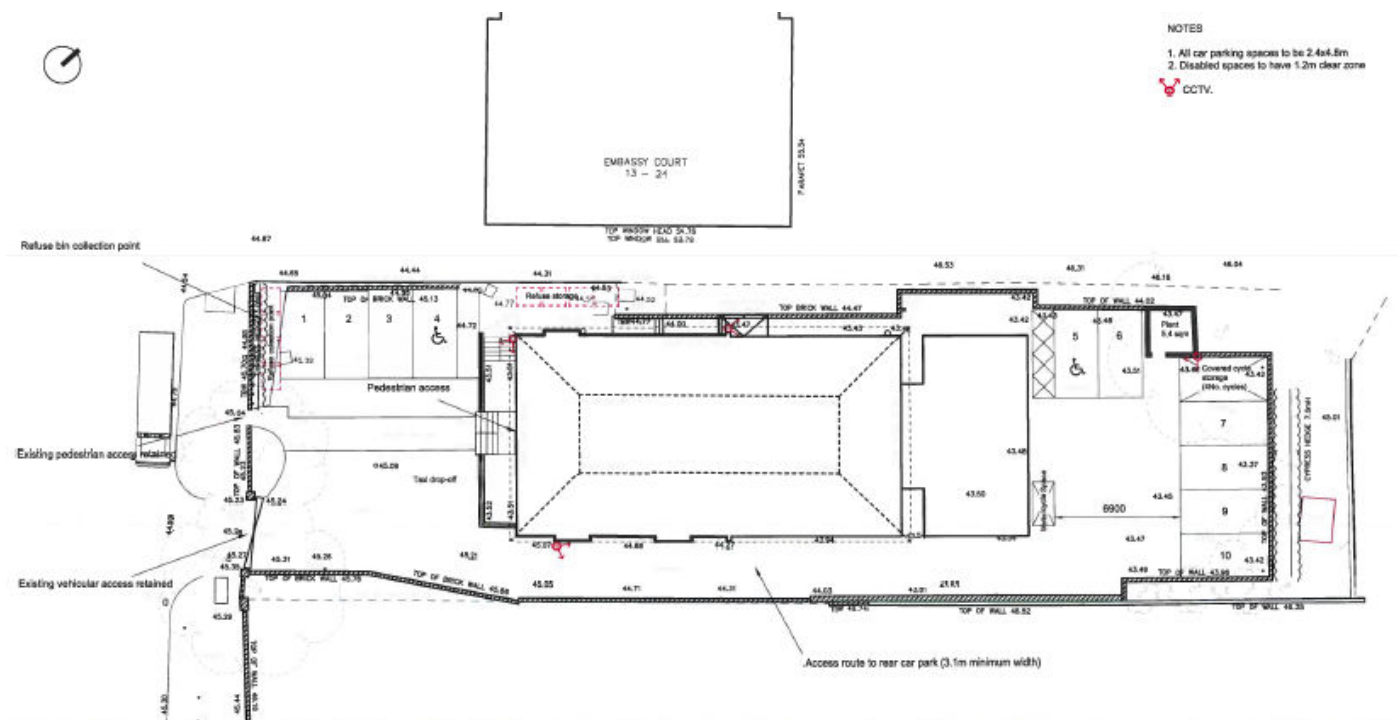
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9.0	PLANNING OBLIGATIONS
10.0	HUMAN RIGHTS
11.0	EQUALITIES
12.0	CONCLUSION
13.0	RECOMMENDATION

1.0

EXISTING SITE PLAN

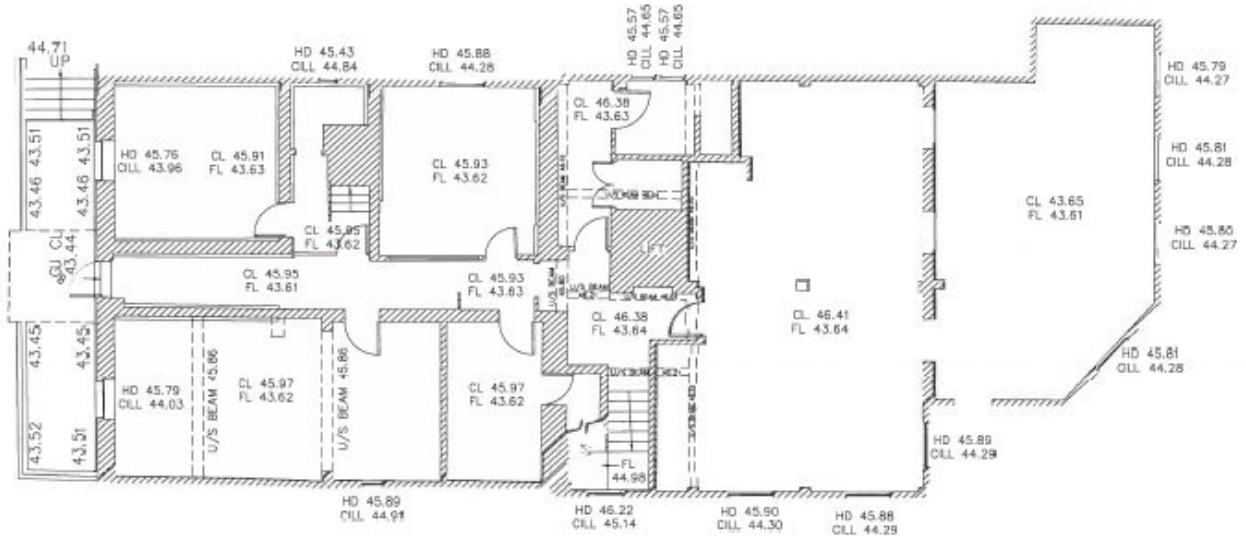


PROPOSED SITE PLAN

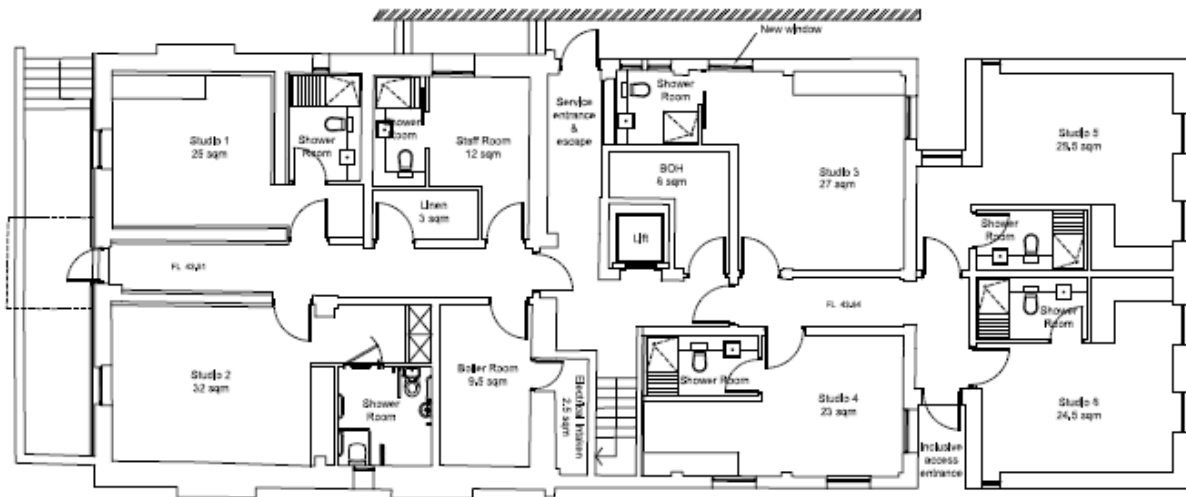


2.0 IMAGES

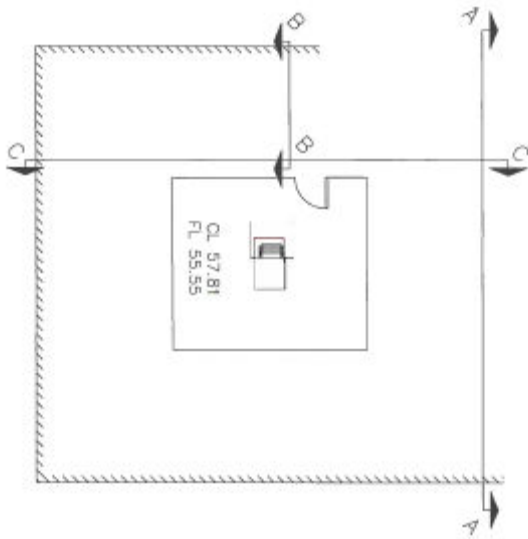
EXISTING LOWER GROUND FLOOR PLAN



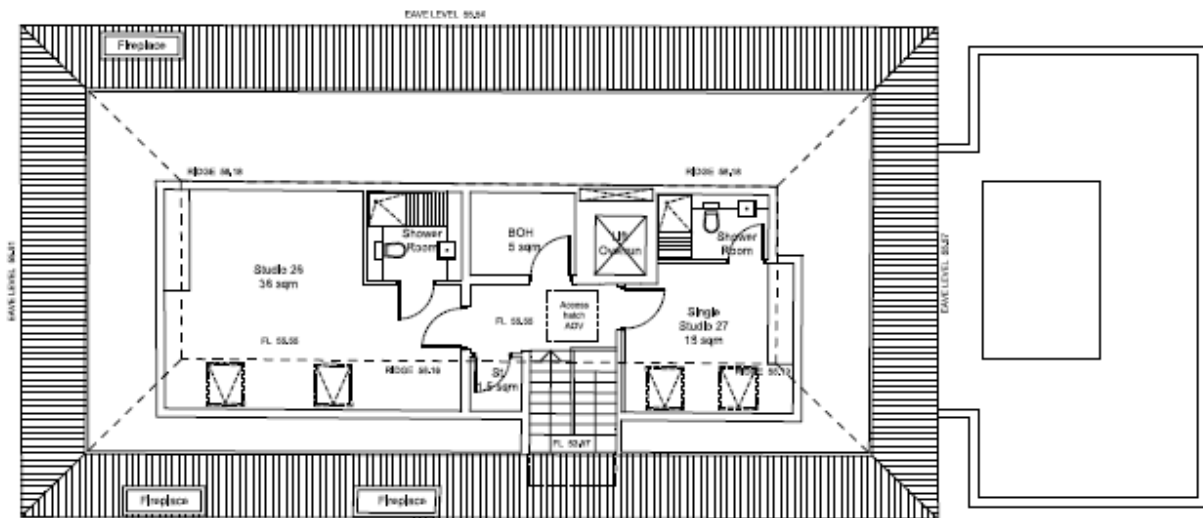
PROPOSED LOWER GROUND FLOOR PLAN



EXISTING LOFT FLOOR PLAN



PROPOSED LOFT FLOOR PLAN



EXISTING FRONT AND REAR ELEVATIONS

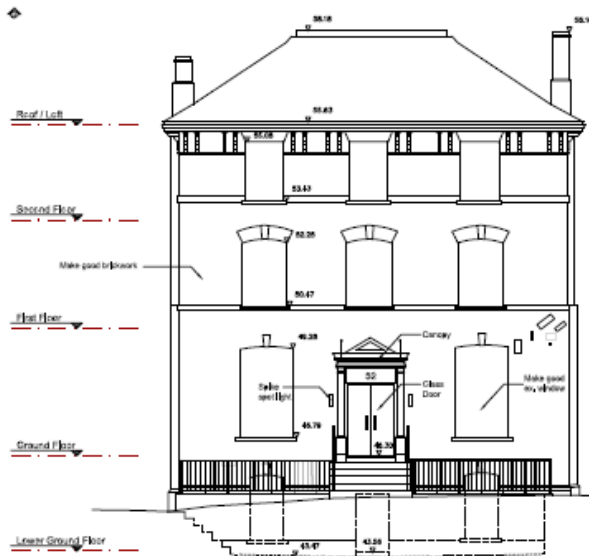


Elevation A:
(South-West Elevation)

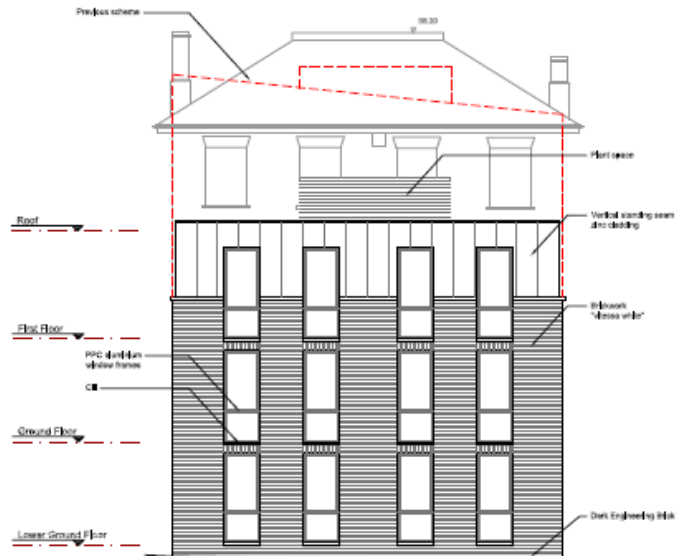


Elevation C:
(North-East Elevation)

PROPOSED FRONT AND REAR ELEVATIONS



Elevation A:
(South-West Elevation)



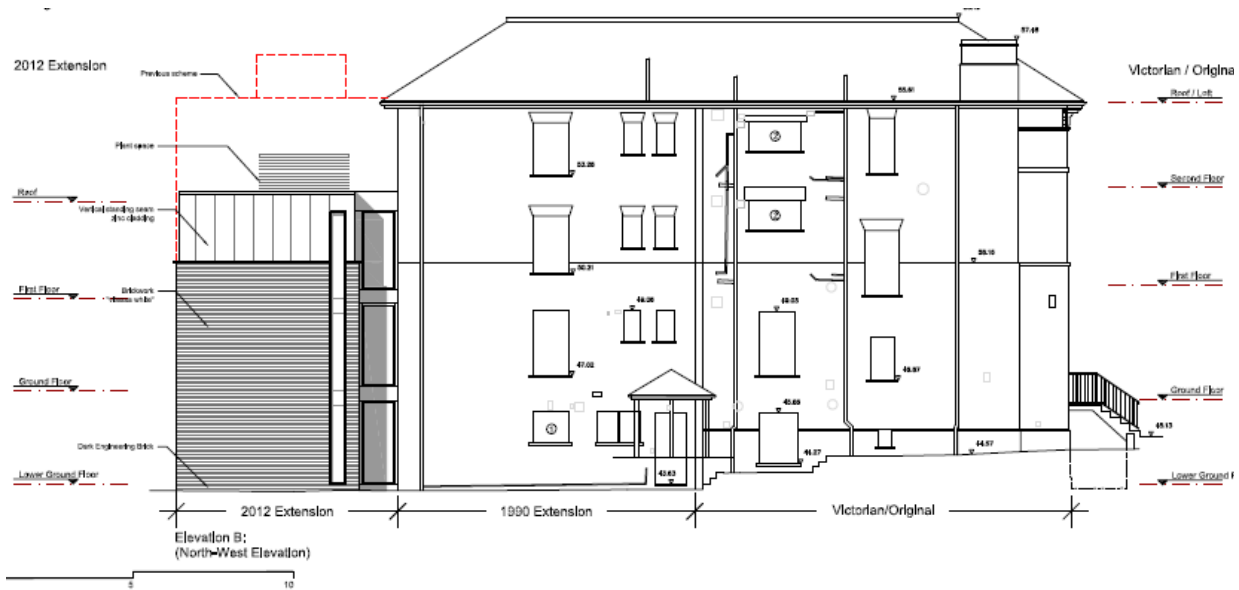
Elevation C:
(North-East Elevation)

EXISTING NORTH – WEST ELEVATION



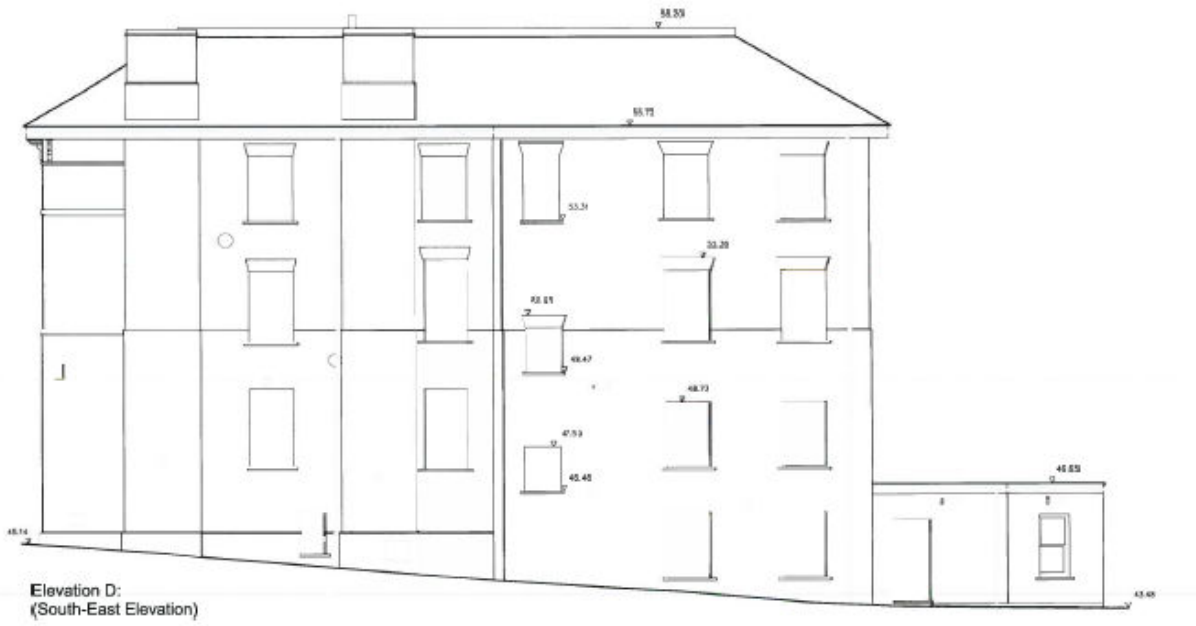
Elevation B:
(North-West Elevation)

PROPOSED NORTH – WEST ELEVATION



Elevation B:
(North-West Elevation)

EXISTING SOUTH EAST ELEVATION



PROPOSED SOUTH EAST ELEVATION



3D VISUALS

FRONT ELEVATION – EXISTING & PROPOSED



EXISTING SIDE AND REAR VIEWS



[04] photograph from Rounde Green Court communal gardens



[05] photograph from Embassy Court's communal gardens and parking court with the application property and Rounde Green Court in the background

[06] photograph from the rear yard at 52 Rounde Green Rd



PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED REAR ELEVATION



INTERIOR DESIGN CONCEPT



3.0 SITE AND SURROUNDINGS

- 3.1 The site is located at 52 Bounds Green Road N11 2EY in the Bounds Green ward. The property is a part three and part four storey building with a single storey rear extension. It is a attractive detached period building of yellow brick and render construction with traditional copings and window detailing and a slate pitched roof. The building is sited on a rectangular plot of approximately 1038sqm (17.4m wide and 59.7m deep). An existing vehicular access drive to the south-eastern boundary leads to a hard standing area to the rear of the building used for parking along with tree planning beds to the north-eastern boundary. The existing building was formally in office use but is currently unoccupied and has been recently subject to squatting.
- 3.2 The property has been previously extended on three occasions. The original building was built over lower and upper ground, first and second floor and consisted of a roughly square plan layout (11.5m x 11.5m). A large full width, full height (four storey) and 9.5m deep extension was carried out in 1989/90 (Planning permission reference: OLD/1989/0118). The extension includes a secondary staircase and passenger lift. In 1999 (Planning reference: HGY/1999/0961) a single storey flat roof rear extension was constructed.
- 3.3 The site is within close proximity (2 minute walk) of Bounds Green Underground Station connecting to the city and Heathrow airport. A number of local buses also service Bounds Green Road and Brownlow Road/Durnsford Road.
- 3.4 The site is not located within any specific designation within the Unitary Development Plan and Proposals Map. The site is not located within a Conservation Area and the property is not a Statutory or Locally Listed Building.

4.0 PLANNING HISTORY

4.1 Planning Application History

- Planning OLD/1972/0062 – GTD - 04/02/1972 – 52 Bounds Green Road N22
Removal of existing front bays & erection of new portico
- Planning OLD/1989/0118 – GTD - 28/02/1989 – 52 Bounds Green Road N2
Erection of 4 storey rear addition for use as offices
- Planning HGY/1990/0775 – WDN - 06/07/1990 - 52 Bounds Green Road N11
Approval of details of lift motor room enclosure pursuant to planning permission granted 28 February 1989 (HGY/38221)
- Planning OLD/1990/0982 – WDN - 06/07/1990 – 52 Bounds Green Road N22
Approval of details of lift motor room and enclosure pursuant to - Planning Permission granted 28 Feb 89 (HGY/38221)
- Planning HGY/1990/1086 – GTD - 05/02/1991 – 52 Bounds Green Road, N11 –
Installation of additional windows to south east elevation, air-cooled chiller unit to car park, repositioning of vehicular access and alterations to car park.
- Planning HGY/1999/0961 – GTD – 07/09/1999 – 52 Bounds Green Road, N11 –
Erection of a single storey rear extension.

4.2 Planning Enforcement History

- No Planning Enforcement History

5.0 RELEVANT PLANNING POLICY

National Planning Policy

National Planning Policy Framework

Regional Planning Policy

The London Plan 2011

Local Planning Policy

Haringey Unitary Development Plan (2006)

G1 Environment
G2 Development and Urban Design
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD8 Planning Obligations
CLT4 Hotels, Boarding Houses and Guest Houses
EMP4 Non-Employment Generating Uses
M3 New Development Location and Accessibility
M10 Parking for Development

Haringey Supplementary Planning Guidance and Documents

SPG1a Design Guidance and Design Statements
SPG4 Access for All – Mobility Standards
SPG7c Transport Assessment
SPG8a Waste and Recycling
SPG8b Materials
SPG8c Environmental Performance
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
SPD Housing
Draft Sustainable Design and Construction SPD (October 2010)

Draft Local Plan (Formerly Core Strategy) and Proposals Map

SP1 Managing Growth
SP4 Working Towards Low Carbon Haringey
SP8 Employment
SP11 Design
SP15 Culture and Leisure

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

6.0 CONSULTATION

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

Haringey Building Control
Haringey Transportation Team
Haringey Waste Management Team
Haringey Noise and Pollution
Ward Councillors
Local Residents

6.2 The consultation process included 302 local residents. A full list of residents consulted can be found in Appendix 3 of this report.

6.3 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received may rise further after the officer's report is finalised but before the planning application is determined. Any additional comments received will be reported verbally to the planning sub-committee.

7.0 RESPONSES

7.1 Internal Responses

7.1.1 Haringey Building Control - This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office. Please see link below: <http://www.haringey.gov.uk/buildingcontrol/>. You may also wish to take advantage of our pre-application advice service to discuss your proposals for compliance with the Building Regulations.

7.1.2 Haringey Transportation Team – No objection subject to conditions and s106

7.1.3 Haringey Waste Management – No objection

7.2 External Responses

7.2.1 During the consultation period 12 letters were received.

7.2.2 A summary of all Statutory Consultee's, Internal Consultee's and Amenity Groups/Residents comments and objections can be found in Appendix 1.

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

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of the Development
- Design/Bulk/Massing/Amenity
- Transportation/Parking and Waste Management
- Sustainability

8.2 Principle of the Development

8.2.1 This application seeks planning permission for the refurbishment and conversion of existing premises to include erection of rear extension over 3 storeys from lower ground to 1st Floor. Change of use from B1 - Offices to C1 Apartment Hotel to provide 27 studio rooms with 24hr service and security including associated cycle store, plant enclosure, refuse store and 10 parking spaces.

8.2.2 The first issue to consider is the principle of the change of use from B1 (Offices) to C1 (Apartment Hotel). While the site does not fall within a defined employment area (DEA), policy EMP4, which outlines criteria for the change of use of land and buildings previously in employment generation, applies in this case. The policy states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:

- a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; &
- b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
- c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.

8.2.3 The site has been vacant since June 2011 and over that period has been occupied by squatters and vandalised. As a result the existing building is in a poor state of repair. The application site has been marketed by agents Cushman & Wakefield (C&W) and Geddes Associates on behalf of the property owner. Details of the marketing campaign are set out in the applicants Marketing Report.

8.2.4 Geddes Associates have been marketing the property leasehold since June 2011 and have been seeking to find a new B1 tenant. C&W have been marketing the property freehold for sale since September 2011. The marketing campaign is continuing however the marketing agents have advised that there is very little demand for office space at this property. To date there have been no offers by office occupiers nor have negotiations on lease terms ever been pursued. The weakness of the current building include: a) the location of the property is in a predominantly residential area; b) the dated floor plan layouts do not meet modern office requirements; c) the extensive damage to the property due to vandalism. As such, it is considered that the proposal fulfills the requirements of part a) and b) of policy EMP4. Furthermore, the NPPF paragraph 22 encourages planning policy to avoid the long term protection of employment floorspace. It states that applications for alternative uses should be treated on their merits and the need for different land uses.

8.2.5 The proposal is for a change of use to C1 (Apart Hotel). The apart-hotel scheme's serviced studios is designed to meet the needs of those looking for short term self-catering accommodation in London. The apart-hotel will be managed as short-term accommodation by providing:

- 24 hour servicing;
- telephone lines in the rooms with no opportunity for personal lines installed by the occupier;
- management will ensure rooms will not be occupied for periods of 90 days or more (max. 90-day Assured Shorthold Tenancy contracts);
- management will ensure rooms will be charged out at weekly rates;
- the use will be secured in the form of a licence, not a lease;
- the occupants of the room will not have exclusive possession of the room; and
- management will have access to the room for the provision of services, including room cleaning.

8.2.6 In terms of the principle of C1 use the London Plan (2011) and Haringey Unitary Development Plan (2006) are broadly in support of accommodation of this nature. Policy 4.5 of the London Plan and particularly part (e) are relevant to this application. The policy states:

The Mayor will, and boroughs and relevant stakeholders should:

- a. support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London
- b. seek to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible
- c. ensure that new visitor accommodation is in appropriate locations
- d. support provision for business visitors, including high quality, large scale convention facilities in or around the CAZ
- e. recognise the need for apart-hotels in the context of the broader policies of this Plan.
- f. promote, enhance and protect the special characteristics of major clusters of visitor attractions including those identified in Strategic Cultural Areas in Map 4.2.

8.2.7 The Haringey Unitary Development Plan, Policy CLT4 states: "Applications for hotels, boarding houses and guest houses will be permitted provided that:

- (a) the proposal does not result in the loss of housing stock contrary to any of the policies in the housing chapter,
- (b) the proposal is located within an existing town centre or at a location well served by public transport; and
- (c) the proposal does not have an adverse impact on the amenity of nearby residential properties or other uses.

8.2.8 The proposal complies with policy CLT4 as it will not result in the loss of housing stock, is located in a location with high public transport accessibility and will not have an adverse impact on the amenity of existing residential properties or other uses. On this basis, the principle of the proposed use is deemed to be acceptable as the proposed development is in line with the objectives of the NPPF, London Plan and Haringey Unitary Development Plan.

8.3 Design, Bulk, Massing, Scale and Amenity

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

8.3.2 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping.

8.3.3 UDP Policy G2 states that “Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment”. Similarly policy UD4 “Quality Design” states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a “Design Guidance” supports the intent of policy UD4.

8.3.4 The London Plan (2011) policy 7.6 “Architecture” states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy UD3 and SPD Housing seek to protect the amenity of nearby neighbours and occupiers.

8.3.5 The proposal involves the refurbishment and re-use of the existing building and the erection of a three storey rear extension replacing the existing single storey extension to the rear. The exterior of the building will be cleaned, made good and re-used whilst others require minor refurbishment work such as re-pointing of brickwork, replacement of certain windows and painting of the rendered lower and upper ground floor walls.

8.3.6 In term of the rear extension, the original submission proposed a four storey rear extension over the lower ground, ground, first and second floors. The extension was to have a sharply angled mono-pitch roof and be constructed of two types of insulated rainscreen cladding. The outline of this previously proposed extension is shown outlined in red on the amended plans for the benefit of comparison. Officers considered the design and materials to be unsympathetic to the character of the

building and location. Also officers raised concern regarding the impact of the bulk and scale of the extension on the residential amenity of occupiers of the adjacent flat building Embassy Court. In response to these concerns from officers and similar concerns raised by residents and the local amenity group the applicants have amended the design of the rear extension.

- 8.3.7 The current extension under assessment has been reduced in mass and scale from 4 storeys to three storeys and a flat roof substituted for the previously proposed mono-pitched roof. Furthermore, the materials to be used in the construction of the extension would be brickwork and standing seam zinc cladding. A condition of consent will require submission and approval of material samples to ensure they are of a high quality and complement the existing building. On this basis, the proposed extension (as revised) is considered to provide a good design outcome which would be subordinate to and in keeping with the character of the existing building, in accordance with policy UD4 and SPG1a.
- 8.3.8 Furthermore, the reduced bulk and scale of the extension will lessen the impact on the residential amenity of occupiers of Embassy Court to an extent that is deemed to be acceptable. It is not considered that the extension (as revised) would pose any significant detrimental impact to the amenity of neighbours by reason of overlooking, overshadowing, loss of outlook or noise. On this basis, the scheme is in accordance with policy UD3 and SPG1a.
- 8.3.9 With regards to the internal alternations the plan layouts will be re-arranged to provide better proportioned rooms suitable for the purpose of apart-hotel studios comprising living/bedroom space, kitchenette and shower rooms, while the circulation spaces including corridors, stairs and lifts will be refurbished, redecorated and used again. The loft is proposed converted into two studios within the portion of the loft with sufficient clear head height and with light from proposed 'Velux-style' windows facing south.
- 8.3.10 The proposed apart-hotel would consist of 27 rooms/units which would range in size from 18sqm to 38sqm. As the proposal is a C1 use class commercial development the residential room/unit size standards do not apply. The room/unit sizes proposed are in accordance with industry standards for this type of use. The units will be served by 24h on site concierge and security which will operate from the main reception area at ground floor. The facility is to be occupied by guest on a short term basis (less than 90 days) and a condition of consent will reflect this to ensure the development is not used as long term residential accommodation.
- 8.3.11 Within the apart-hotel all possible measures will be taken to ensure the principles of inclusive design have been followed. Of the 27 guest rooms, 3 (11%) will be fully wheelchair accessible and easily accommodate 1500mm turning circles for wheelchair users to manoeuvre. All other areas of the apart-hotel except the loft conversion and 2 rooms on the upper ground floor will be designed to enable wheelchair users to visit people in other rooms. Management will offer choice of rooms for those checking in along with a disabled guest to ensure that rooms can be visited. All of the wheelchair accessible rooms will have fully accessible bath/shower rooms of which the layout comply with Approved Documents Part M. All accessible bedroom doors will be compliant with Approved Documents Part M with appropriate minimum clear opening width, where approached at right angles from a 1200mm wide access route. There will be a 300mm clear space at the leading edge of public access and accessible bedrooms doors on the side of the swing unless the door is powered. All switches,

sockets and controls will be positioned within the building to comply with the latest Part M Building regulations, pertaining to the access and use of buildings, unless restricted by the historic building fabric. On this basis, the scheme is in accordance with UD2, UD4 and SPG1a and SPG4.

8.4 Transportation/Parking and Waste Management

- 8.4.1 The application proposes access and parking as follows: the forecourt comprises 4 car parking spaces, taxi drop-off, and vehicular access via the south-eastern boundary to the rear of the property. This access is proportioned to allow for emergency vehicles as well. At the rear are a further 6 car spaces a service bay, motorcycle space and space for cycle parking in numbers appropriate to the proposed development. Of the total 10 parking spaces 2 would be accessible spaces.
- 8.4.2 The application site falls within an area that has a high public transport accessibility level of 5 and is within a short walking distance of Bounds Green underground station. The site is served by the 102, 184 and 299 bus routes, which run with a two-way frequency of 38 buses per hour. It is likely that the majority of the prospective residents of this development would use sustainable transport for journeys to and from the site.
- 8.4.3 The TRAVL database indicates that this development would generate just one vehicle movement (in/out of this development combined) during the morning peak hour and one vehicle movement during the evening peak hour, using comparable sites (48-50 Camden High Street-NW1, Grand Depot Road –SE18, Station Road-N22) as the basis for assessment.
- 8.4.4 The site does not fall within an area identified within the Haringey Council adopted UDP as that suffering from high on-street parking stress. Notwithstanding this, the proposal includes 10 on-site parking spaces, with two parking spaces designated for disabled badge holders in line with Haringey Council standards. However, in order to meet standards set out within the London Plan, 20% of the parking spaces should be provided with charging points to encourage the uptake of electric vehicles. There is also an additional requirement for 20% passive provision for electric vehicles in the future.
- 8.4.5 The application includes the provision of secure storage for four cycles, as detailed in the proposed site plan (drawing no. PL-100), which meets the standard set out within the London Plan. 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.
- 8.4.6 Therefore, the highway and transportation authority do not wish to raise any objections subject to the imposition of conditions and s106 obligations.
- 8.4.7 In terms of refuse & recycling, UDP Policy UD7 refers to Waste Storage and states that the Council will require all development to include appropriate provision for the storage and collection of waste and recyclable material. The council sets out specific guidance in their SPG8a 'Waste and Recycling' (Adopted 2006): This seeks the inclusion of provision for refuse and recycling storage internally and/or externally as appropriate. The refuse bin store is located on the western side of the building within a secure area and within easy reach of the site frontage. The maximum pushing

distance for wheeled bins is 25 metres from the public highway, so a separate bin storage area is located on the site frontage at the south-western corner of the site. Bins will be wheeled from the side bin store to the collection area which will be used only on refuse collection day. Overall the development is deemed to comply with policy UD7 and SPG8a.

8.5 Environmental & Sustainability Issues

- 8.5.1 The Mayor supports a more sustainable approach to the way the tourism industry operates in London, seeking to reduce carbon dioxide emissions, water use and waste generation through his Green Tourism for London programme. All aspects of sustainability should be considered and incorporated into the proposed scheme where possible (passive solar design, renewable energy, insulation, glazing, water efficient taps/showers, sustainable materials, local suppliers etc). A sustainability checklist will need to be completed as part of any planning application submission.
- 8.5.2 The scheme has been designed to achieve BREEAM “Very Good” rating. The application package includes a BREEAM Pre-Assessment which provides details on the proposed sustainability measures, as covered by the Council’s SPG on Environmental Performance. The application package also includes an Energy Statement which considers the reduction in CO2 emissions achievable by the proposal, which is in accordance with the intent of London Plan policy 2.5 which seeks to minimise carbon emissions in new developments. The measures identified in the Energy Statement relate to energy savings measures related to materials, heating, ventilation and hot water systems as well as lighting. A combined heat and power (CHP) systems is proposed. The Energy Statement concludes that overall a total of 14% CO2 reduction is achievable. On this basis, the development is in accordance with the intent of the London Plan, and G1 and UD2 of the Haringey Unitary Development Plan (2006).

9.0 **PLANNING OBLIGATIONS**

- 9.1 The proposed development will not trigger requirements for s106 obligations for education or affordable housing as set out in Haringey Planning policy and Supplementary Planning Guidance. The scheme does not provide more than 5 family sized units and therefore does not trigger education contributions and the scheme does not provide 10 or more units and therefore does not trigger the need for affordable housing.
- 9.2 However the Council is seeking the following s106 obligations:
- 1) Contribution of £6,200 (six thousand two hundred pounds) towards an improvement scheme aimed at assisting pedestrians and cyclists, along the sites frontage onto Bounds Green Road
 - 2) Contribution of £4040 (four thousand and fourty pounds) towards supporting the function and role of the Council in providing employment and training opportunities (previously known as the Work Placement Co-ordinator) (WPC).
 - 3) (a) That all reasonable endeavours are made to employ not less than 2 equivalent full-time staff from the onsite operational workforce (excluding managers and supervisors) that are ‘local residents’ of the London Borough of Haringey and employed through the Council’s Jobs for Haringey programme in liaison with the

Council's Economic Development Unit or

(b) In the event that following all reasonable endeavours to comply with part (a) it is not possible to satisfy that requirements a monetary contribution equivalent to that set out in clause 2 (£4040 – four thousand and fourty pounds shall be made to the local planning authority in lieu of clause (a)

- 4) That all reasonable endeavours are made by the contractor to co-operate with the Council's Economic Development Unit to give opportunities to local suppliers and businesses to tender for such works during the construction phase as may be appropriate for them to undertake.
- 5) Administration and Monitoring fee of £1000
- 6) Total Amount of s106 monetary contribution equal to £11,240 (eleven thousand two hundred and forty pounds)

or

Total Amount of s106 monetary contributions equal to £15,240 (in the event of non-compliance with part (a) of clause 2 above)

- 9.3 The proposal will be liable for the Mayor of London's CIL, as the additional floor space exceeds 100sqm. Based on the Mayor of London's CIL charging schedule the London Borough of Haringey is set at a rate of £35 per square metre). This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

10.0 HUMAN RIGHTS

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

11.0 EQUALITIES

- 11.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

- 12.1 The principle use is acceptable in principle and is supported by the intent of National, Regional and Local planning policy. The proposed development would preserve the character of building, street scene and locality. There would be no adverse impact on the amenity of neighbouring owner/occupiers as a result of the proposal. The resulting development would be of a high standard of design. The development is acceptable in terms of impact on traffic and parking and waste management and sustainability. The application is in accordance with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', EMP4 'Non-Employment Generating Uses', M3 'New Development Location and Accessibility', M10 'Parking Development', and CLT4 'Hotels Boarding Houses and Guest Houses' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG8a 'Waste and Recycling', SPG4 – Access for All – Mobility Standards and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents and SP8, SP11 and SP15 of the Draft Local Plan (Formerly Core Strategy) and Proposals Map. On this basis it is recommended that planning permission be GRANTED subject to conditions and s106 legal obligations.

13.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

Applicant's document and drawing No's:

DOCUMENTS
Title
Design and Access Statement – Dexter Moren Associates – (Revised November 2012)
Planning Statement
Travel Plan
Transport Statement
Energy Statement
BREEAM Pre-Report
Daylight, Sunlight and Internal Daylighting Report – Anderson Wilde & Harris – July 2012
Marketing Report
Haringey Sustainability Checklist

PLANS		
Plan Number	Revision	Plan Title
PL-000	-	Survey - Location Plan
PL-001	-	Survey - Site Plan
PL-002	-	Survey - Lower Ground Floor Plan
PL-003	-	Survey - Ground Floor Plan
PL-004	-	Survey – First Floor Plan
PL-005	-	Survey – Second Floor Plan
PL-006	-	Survey – Loft Floor Plan
PL-020	-	Survey – SW and NE Elevations
PL-021	-	Survey – NW Elevations
PL-022	-	Survey – SE Elevations
PL-050	-	Demolition – Site Plan
PL-051	-	Demolition – Lower Ground Floor Plan
PL-052	-	Demolition –Ground Floor Plan
PL-053	-	Demolition – First Floor Plan

PL-054	-	Demolition – Second Floor Plan
PL-055	-	Demolition – Loft Floor Plan
PL-100		
PL-100	-	Proposed – Site Plan
PL-101	P1	Proposed – Lower Ground Floor Plan
PL-102	P1	Proposed –Ground Floor Plan
PL-103	P1	Proposed – First Floor Plan
PL-104	P1	Proposed – Second Floor Plan
PL-105	P1	Proposed – Loft Floor Plan
PL-120	P1	Proposed – Loft Floor Plan
PL-121	P1	Proposed – Loft Floor Plan
PL-122	P1	Proposed – Loft Floor Plan
PL-130	P1	Proposed – Section AA

Subject to the following conditions:

EXPIRATION OF PERMISSION

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

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

IN ACCORDANCE WITH APPROVED PLANS

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

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

PRE – COMMENCEMENT CONDITIONS

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 (including but not limited to, brick, cladding, windows and roofing materials) to be used in connection with the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Furthermore, full details of the window treatment and internal features to be retained shall be 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 and to preserve the historic character of the building and conservation area.

BOUNDARY TREATMENT AND LANDSCAPING

4. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments including fencing and gates, to the entire site and landscaping including soft and hard landscaping and trees to be retained and removed, shall 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.

TREE PROTECTION

5. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority. Before any works herein permitted are commenced, all those trees shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

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

EXTERNAL LIGHTING

6. 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.

CONSIDERATE CONSTRUCTOR SCHEME

7. The site or contractor company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

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

BREEAM – DESIGN STAGE ASSESSMENT

8. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

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

POST-COMMENCEMENT CONDITIONS

BREEAM CERTIFICATE

9. The development hereby permitted shall be built to a minimum standard of "Very Good" under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the "Very Good" BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

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

ELECTRIC VEHICLE CHARGING POINTS

10. The applicant must ensure that 20 per cent of all parking spaces must be equipped with electrical charging points and reserved for the use for electric vehicles, with an additional 20 per cent passive provision for electric vehicles in the future and full details submitted to the local planning authority prior to the commencement of the use.

Reason: In order for the development to comply with the London Plan 2011 and to reduce emissions.

TRAVEL PLAN

11. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

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

USE CLASSES

12. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the premises shall be used as an Apartment-Hotel only and shall not be used for any other purpose including any purpose within Class C1 unless formal approval is sought from the Local Planning Authority by way of a full planning application.

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

SHORT TERM TENANCY

13. The C1 Apartment Hotel use hereby approved shall be managed in a way to ensure that each individual room/unit is occupied by any individual customer(s)/tenant(s) for a period of not more than 90 days (maximum. 90-day Assured Shorthold Tenancy contracts hereby approved).

Reason: To ensure the property is not used as long term residential accommodation.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

14. Notwithstanding the details provided on the plans full details of the waste and recycling management, storage and collection provisions for the proposed site shall be submitted to and approved by the local planning authority prior to the commencement of the use.

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

SATELLITE AERIALS

15. 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.

SIGNAGE

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

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

CONSTRUCTION HOURS

17. The 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.

INFORMATIVE: NAMING AND NUMBERING

The new development may 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.

REASON FOR APPROVAL:

The principle use is acceptable in principle and is supported by the intent of National, Regional and Local planning policy. The proposed development would preserve the character of building, street scene and locality. There would be no adverse impact on the amenity of neighbouring owner/occupiers as a result of the proposal. The resulting development would be of a high standard of design. The development is acceptable in terms of impact on traffic and parking and waste management and sustainability. The application is in accordance with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', EMP4 'Non-Employment Generating Uses', M3 'New Development Location and Accessibility', M10 'Parking Development', and

CLT4 'Hotels Boarding Houses and Guest Houses' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG8a 'Waste and Recycling', SPG4 – Access for All – Mobility Standards and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents and SP8, SP11 and SP15 of the Draft Local Plan (Formerly Core Strategy) and Proposals Map.

APPENDIX 1
CONSULTATION RESPONSES

No.	Stakeholder	Question/Comment	Response
Statutory and Internal Responses			
1	Haringey Building Control	<p>Comments: ¿ This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office. Please see link below:</p> <p>http://www.haringey.gov.uk/buildingcontrol/</p> <p>You may also wish to take advantage of our pre-application advice service to discuss your proposals for compliance with the Building Regulations.</p>	
2	Haringey Transportation Team	No objection subject to conditions and s106 obligations.	
3	Haringey Waste Management Team	No objection	
External Responses			
1	8 Gordon Road N11	<p>Comments: Before I comment on the application I would like further information which I am hoping you are going to supply. On the planning statement made by Indigo Planning it states a consultation event was undertaken in June 2012. Would you please advise who the invitation to this event went to. Neighbours in Gordon Road have not received this and were unaware of the application until you letter dated 16 July of the change of use. My concern is this consultation did not go widely enough.</p> <p>Would you also advise what Haringey Council planning consider a town centre and how Bounds Green meets the definition.</p>	<p>The applicants at the pre-application stage under took their own community consultation which took place on 12th June 2012</p> <p>Haringey Council undertook their own consultation as part of statutory requirements. A total of 302 local residents in immediate proximity of the site were consulted. The full list of consultees is provided in appendix 3 of this report.</p> <p>The application site is not located within a Town Centre or Local Shopping Parade. A local shopping parade is however located in close</p>

No.	Stakeholder	Question/Comment	Response
		<p>Would you please advise how I can obtain more information on the management of the apartment-hotel and who they market to.</p>	<p>proximity to the site beginning at number 44-50 Bounds Green Road.</p> <p>Information regarding the Management of the premises is contained within the Planning Statement and Design and Access Statement</p>
2	7 Rhys Avenue New Southgate, N11	<p>The area concerned is already highly populated with many blocks of flats and houses that have been converted into individual letting rooms. This includes the very large site that replaced the Middlesex Polytechnic where a huge amount of flats have been built.</p> <p>That alone brought much additional traffic to Bounds Green Road an already very busy road for heavy vehicles and which is also a bus route. Traffic and pedestrians are brought to the area as there are 2 doctors surgeries along with Scout Park in Gordon Road (opposite Forrester House). There are 2 schools nearby as well as all the commuters using to Bounds Green Underground Station.</p> <p>We have many delivery vehicles unloading and delivering to the many local shops -----2 of which are open unnecessarily for 24 hours.</p> <p>The noise issue alone may cause a problem---29 individual flats is that really warranted in one building and in such a small area of space. This is bound to increase the traffic, cause more disruption and more noise. Who is going to monitor who lives in this building.?</p> <p>It is with the above reasons I feel very strongly that the proposal is most unsuitable for this area. If you view the area as a whole you will realise that we are already well overwhelmed with blocks of flats.</p>	<p>The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy.</p> <p>The proposed development is not considered to result in significant adverse harm to the amenity of neighbours including in terms of noise.</p> <p>The proposal is for an Apartment Hotel rather than a residential block of flats.</p>
3	23 Embassy Court, 54 Bounds Green Road, N11	<p>Comments: I am a director of the Embassy Court Management Company (the residents' association which manages the Embassy Court block). We strongly object to the proposal owing to the blocking of light arising from the proposed rear extension. This rear extension would be the second rear extension added to Forrester House and it would severely affect the amount of light going to the kitchens of Flats 23,20,17. The change of use is not a problem, but the rear extension most definitely is.</p>	<p>The application has been amended to reduce the height, bulk and scale of the rear extension – in response to concerns raised by Officers and Residents. The rear extension (as amended) is considered to be acceptable and would not have a significant adverse impact on the</p>

No.	Stakeholder	Question/Comment	Response
			amenity of residents of Embassy Court by reason of loss of light, privacy or outlook.
4	Flat 25, Bounds Green Court	Comments: This development has one serious problem that with the number of dwellings proposed there is insufficient parking. This will mean that residents will seek parking nearby which will probably mean that in my block we will be required to introduce expensive CPZ. The noise and nuisance that this development will cause should not be underestimated again with the Bounds Green Court Residents car park being used for traders as previously and work starting early at weekends. I also trust the mature trees at the back will not be destroyed because they are probably all that remain of the pre war house. Depending on the nature of the customers there could be a noise problem with such a transient population.	The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy.
5	38 Parkdale Bounds Green Road	Comments: My overriding concern is the clear lack of adequate parking provisions, bearing in mind that there are planned to be 29 units and the equivalent of 12 permanent employees. Parking provisions in the Bounds Green area are already overstretched. Whilst I acknowledge that there are extremely good transport links in the area, it must be recognised that the very nature of the proposed business will attract motorists from outside London. If sufficient parking is not provided on site at 52 Bounds Green Road, where will these people park?	The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy.
6	20 Embassy Court, Bounds Green Road	Comments: I derive a great deal of pleasure from looking out of my lounge window and seeing the beautiful trees which will be 80% obliterated if the proposed extension is granted. The existing building can be renovated for the studio apartments.	The application has been amended to reduce the height, bulk and scale of the rear extension – in response to concerns raised by Officers and Residents. The rear extension (as amended) is considered to be acceptable and would not have a significant adverse impact on the amenity of residents of Embassy Court by reason of loss of light, privacy or outlook.
7	1 Park Avenue Wood Green N22	Comments: Is this a hotel? Is this a block of minute studios flatlets? I have never heard of an Apartment-Hotel outside resorts. It looks like an attempt to get around proper planning control by calling an overdevelopment of studios, either for sale or to let, something that in practice it would not be - a hotel. Is there a planning use class 'apartment hotel'? If not this is sui generis and must be assessed as such if the description is accepted and appropriate conditions devised so	The proposed use is for an Apartment Hotel and would fall within the C1 use class. Conditions of consent will restrict the length of tenancy/occupancy of

No.	Stakeholder	Question/Comment	Response
		<p>that it cannot be used as permanent dwellings because as such it is clearly not in accordance with the authorities policies. For example dwelling mix, space standards, mobility standards, private open space.</p> <p>The proposal is overdevelopment with respect to the significant rear extension, complete taking over of green space for hard surface, cramming substandard living accommodation. The massing is unacceptable and its relation to neighbours.</p> <p>It does not seem from the drawing that the parking, even at the number of spaces shown, could actually work in practice - the turning space is not possible if all spaces ,either front or back, are taken up with parked vehicles. There is no garden -this is not acceptable.</p> <p>An alternative proposal for the site is needed. First option should be a use which retains some employment space. Should that not be feasible a proper mix of flats/apartments which meet the authorities planning standards should be brought forward.</p> <p>I urge that this poor scheme be refused permission</p>	<p>the units.</p> <p>The application has been amended to reduce the height, bulk and scale of the rear extension – in response to concerns raised by Officers and Residents. The rear extension (as amended) is considered to be acceptable and would not have a significant adverse impact on the amenity of residents of Embassy Court by reason of loss of light, privacy or outlook.</p> <p>The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy.</p> <p>The level of outdoors space is appropriate for the proposed use. Hotel type uses do not generally have gardens.</p> <p>The issue of employment is addressed in the report. Also the proposed use will retain some employment on the site (approximate equivalent of 10 full time staff).</p>

No.	Stakeholder	Question/Comment	Response
		<p>I wish to add the following to my earlier comment in further objection.</p> <p>The design statement clearly describes the application as a hotel - but that is not as the application form which calls the proposal 'apartment hotel'.</p> <p>The design statement says that the rooms will be let on three month tenancies and implies visiting business use. This could be a 'hostel' or a managed block of bedsits on the basis of three month tenancies renewed at each end date.</p> <p>The applicant states that hard marketing of the existing office use produced no result. Where is the research to indicate that there is a demand in this location for 29 business people to occupy on the basis of three month tenancies? Does the Local Authority have any information of demand for such use at this location? If there is no need for an office here will there be a demand by businessmen and women on the basis of three month tenancies. If that is the proposition any permission granted should be so limited and the premises not be available for other use. The applicant says that the proposal can provide some employment use - not if the premises take on 29 claimants housed in inadequate conditions.</p> <p>In the Use Class C1, which other types of occupancy could be created, other than the business occupancy which the Design Statement asserts? Also what changes are potentially permitted by provisions of the Use Class Order? Should there be permissible or 'manouvreable' shifts in the way that the proposed business occupancy can change over time or by constructive vacancy then that should be prevented by any Permission should a Permission be given.</p> <p>There are questions which need to be addressed and appropriate controlling conditions devised. The application also states that trees and shrubs at the site should be removed for security! Amenity of the area would suffer from such treatment. If there is to be development the authority's policies require Good Design - not erosion of amenity.</p> <p>To the rear of the site the landscape is also taken over completely by hard surface, removing the amenity, including the downward aspect from all the adjoining dwellings. Neighbours will have a much reduced amenity especially those whose aspect would be limited by the extension so that there is no side glancing aspect from their windows - the existing rooms will feel very different and the existing neighbours will suffer significant loss. This is not purely about Daylight Factors and No Sky Line as examined in the Daylighting Report. The enclosing effect must also be considered.</p>	<p>Further comments noted.</p> <p>Addressed via conditions of consent</p> <p>Addressed via conditions of consent</p> <p>Issues of impact on residential amenity as above.</p>

No.	Stakeholder	Question/Comment	Response
8	23 Maidstone Road, N22	<p>Comments: I object to this proposed planning application. Firstly the rear of the property borders the rear of my garden. At the moment the trees at the site provides me with a sense of privacy and so these trees must not under any circumstances be demolished. Secondly, the proposed planning application does not provide enough parking spaces for the occupants of the supposed Apartment Hotel. This will only cause more parking problems in the nearby area. Thirdly there are already enough blocks of residences in the Bounds Green area without requiring another one. It is also unclear what kind of business the owner of the site is hoping to gain given that Bounds Green is a residential area.</p>	<p>The application has been amended to reduce the height, bulk and scale of the rear extension – in response to concerns raised by Officers and Residents. The rear extension (as amended) is considered to be acceptable and would not have a significant adverse impact on the amenity of residents of Embassy Court by reason of loss of light, privacy or outlook.</p> <p>The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy</p> <p>The proposed use is an Apartment Hotel (C1) and not permanent residential accommodation (C3).</p>
9	25 Maidstone Road, N22	<p>Comments: I object to the proposed planning application for the following reasons:</p> <ol style="list-style-type: none"> 1. The erection of the rear extension over 4 storeys will affect and reduce my privacy as the rear of the site borders the rear of my garden. The trees at the rear of the site must also not be demolished for the same reason. 2. Bounds Green is not a tourist attraction or a busy centre in which to attract or require an apartment hotel. The proposed change of use is therefore not necessary. 3. There will be increased traffic to the area and increased competition for off street parking as the proposed application does not provide enough parking spaces for 29 studio rooms. 	<p>The application has been amended to reduce the height, bulk and scale of the rear extension – in response to concerns raised by Officers and Residents. The rear extension (as amended) is considered to be acceptable and would not have a significant adverse impact on the amenity of residents of Embassy Court by reason of loss of light, privacy or outlook.</p> <p>The viability of the proposed use is a commercial consideration and outside the remit of the planning application assessment.</p>

No.	Stakeholder	Question/Comment	Response
			<p>The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy</p>
10	60 Blake Road	<p>Comments: apartment/hotel with 29 studio flats? sounds very much like a bedsit to me. and with only 10 parking spaces? what a nightmare for the local residents. There should be enough parking for each room. We object the the current building application. Mr Charalambous, why not renovate the building in to lovely Victorian flats and add value to the area?</p>	<p>The application is for an Apartment Hotel and not permanent residential accommodation such as bedsits.</p> <p>The site is located within a High PTAL area. Haringey Transportation Team raise no objection to the level of parking or traffic anticipated. The application is in line with relevant policy</p>
11	58 Blake Road	<p>Comments: 1-In the marketing statement it is said, this planning application is looking to preserve employment in the area? What kind of employment, how many? 2- Bounds green area is a residential area,in the last 17 years I have not seen any tourists around here. So why do we need an "apartment-hotel"? 3-This is over-development and has nothing to do with employment or needs of local residents, "bedsits" are the cheapest and quickest way for developpers to have big returns on their investment. 4-Having a population of transient people is going to be harmful for the community living around here. Who is going to monitor the residents?</p>	<p>The proposed use is anticipated to employ the equivalent of approximately 10 full time staff.</p> <p>The viability of the proposed use is a commercial consideration and outside the remit of the planning application assessment. The application is for an Apartment Hotel and not permanent residential accommodation such as bedsits.</p>

No.	Stakeholder	Question/Comment	Response
12	Bounds Green and District Residents Association	<p>We are in favour of the proposed use of Forrester House.</p> <p>We object, however, to the appearance of the proposed extension which is out of character with the existing building. We would like this extension to be brick built to match the present building or for there to be an acceptable alternative.</p> <p>We are pleased that the front of the building will not change. Also we would like the trees at the rear of the property to be retained. Indeed, all of the existing trees should be left standing.</p> <p>It has to be stated that we were not invited to the consultation meeting in June at Bounds Green School and were totally unaware of it.</p> <p>We would appreciate your contacting the planning applicant in regard to our concern about the extension and preservation of the trees.</p>	<p>The application has been amended to reduce the height, bulk and scale of the rear extension – in response to concerns raised by Officers and Residents. The rear extension (as amended) is considered to be acceptable and would not have a significant adverse impact on the amenity of residents of Embassy Court by reason of loss of light, privacy or outlook.</p> <p>The materials have also been changed to be more compatible with the character and materials of the existing building.</p> <p>A condition of consent will require full details of landscaping and trees to be retained and removed to be submitted to and approved by the local planning authority.</p>

APPENDIX 2
BUILDING FOR LIFE ASSESSMENT

Integrating into the neighbourhood	
1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	Green
2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	Green
3. Does the scheme have good access to public transport to help reduce car dependency?	Green
4. Does the development have a mix of housing types and tenures that suit local requirements?	n/a
Creating a place	
5. Does the scheme create a place with a locally inspired or otherwise distinctive character?	Green
6. Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	Green
7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	Green
8. Is the scheme designed to make it easy to find your way around?	Green

Street & Home	
9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	Green
10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	Green
11. Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	Green
12. Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	Green

APPENDIX 3 CONSULTATION LIST

Documents produced for Planning Application Reference HGY/2012/1373

Forrester House 52 Bounds Green Road N11 2EU

9ACKMAJ HGY/2012/1373

Acknowledgement Major

9ACKMAJ

1

9CNBR1A	HGY/2012/1373	The Owner / Occupier 1 2EX	Bounds Green Court Bounds Green Road London N11
9CNBR1A	HGY/2012/1373	The Owner / Occupier 10 2EX	Bounds Green Court Bounds Green Road London N11
9CNBR1A	HGY/2012/1373	The Owner / Occupier 11 2EX	Bounds Green Court Bounds Green Road London N11
9CNBR1A	HGY/2012/1373	The Owner / Occupier 12 2EX	Bounds Green Court Bounds Green Road London N11
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat B	159	Bounds Green Road London N11 2ED Wood Green
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9CNBR1A	HGY/2012/1373	The Owner / Occupier	161	Bounds Green Road London N11 2ED
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat A	169	Bounds Green Road London N11 2ED
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9CNBR1A	HGY/2012/1373	The Owner / Occupier 2	Shop	Latham Court Brownlow Road London N11 2ES Wood Green
9CNBR1A	HGY/2012/1373	The Owner / Occupier 3	Shop	Latham Court Brownlow Road London N11 2ES Wood Green
9CNBR1A	HGY/2012/1373	The Owner / Occupier 4	Shop	Latham Court Brownlow Road London N11 2ES Wood Green
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat 10		Latham Court Brownlow Road London N11 2ES
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Upper Flat	5 Brownlow Road London N11 2ET Wood Green
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat B	7 Brownlow Road London N11 2ET
9CNBR1A	HGY/2012/1373	The Owner / Occupier Shop	7 Brownlow Road London N11 2ET Wood Green
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Ground Floor Shop	1 Maidstone Road London N11 2TR Wood Green
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat A	3 Maidstone Road London N11 2TR
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat B	11 Maidstone Road London N11 2TR Wood Green
9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat C	11 Maidstone Road London N11 2TR Wood Green
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Ground Floor Flat	13 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier Upper Flat	13 Maidstone Road London N11 2TR Wood Green
9CNBR1A	HGY/2012/1373	The Owner / Occupier	13 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier First Floor Flat	15 Maidstone Road London N11 2TR
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Second Floor Flat	15 Maidstone Road London N11 2TR
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat 1	17 Maidstone Road London N11 2TR Wood Green

9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat 2	17 Maidstone Road London N11 2TR Wood Green
9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat 3	17 Maidstone Road London N11 2TR Wood Green
9CNBR1A	HGY/2012/1373	The Owner / Occupier	17 Maidstone Road London N11 2TR
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9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat B	19 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat C	19 Maidstone Road London N11 2TR
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9CNBR1A	HGY/2012/1373	The Owner / Occupier	31 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	31A Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	31B Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier Flat A	33 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	33 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	35 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	37 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	39 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	41 Maidstone Road London N11 2TR
9CNBR1A	HGY/2012/1373	The Owner / Occupier	1 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	2 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	3 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	4 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	5 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	6 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	7 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	8 Rhys Avenue London N11 2EG
9CNBR1A	HGY/2012/1373	The Owner / Occupier	9 Rhys Avenue London N11 2EG

General Neighbour consultation**9CNBR1A****302**

9CON2	HGY/2012/1373	Bounds Green Ward 2	Councillor Ali Demirci C/O Members Room N22 4HQ River Park House
9CON2	HGY/2012/1373	Bounds Green Ward 3	Councillor Joanna Christophides C/O Members Room N22 4HQ River Park House
9CON2	HGY/2012/1373	Bounds Green Ward 1	Councillor Matthew Cooke C/O Members Room N22 4HQ River Park House

Consulting Councillor Re: Planning Application**9CON2****3**

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REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0706		Ward: Fortis Green
Address: 63 Lanchester Road N6 4SX		
Proposal: Demolition of existing five bedroom two storey detached house and erection of two storey, five bedroom detached house (Amended plans)		
Existing Use: Residential		Proposed Use: Residential
Applicant: Miss Justine Bell Carmody Groarke		
Ownership: Private		
DOCUMENTS		
Title		
Design and Access Statement		
Sustainability Statement		
PLANS		
Plan Number	Revision	Plan Title
132_P_00_01	P2	Proposed location plan
132_P_10_01	P3	Proposed site plan
132_P_20_20	P2	Proposed ground floor plan
132_P_20_30		Proposed ground floor area plan
132_P_20_21	P2	Proposed first floor level
132_P_20_22	P3	Proposed roof plan
132_P_20_31		Proposed first floor area plan
132_P_20_14	P1	Proposed amended plan
132_P_20_13	P1	Proposed setting out plan
132_X_00_01		Existing location plan
132_X_00_02		Existing location plan
132_X_10_01		Existing site plan
132_X_20_12		Existing roof plan
132_X_20_13	P1	Existing eucalyptus tree plan
132_X_20_20		Existing ground floor plan
132_X_20_21		Existing first floor plan
132_X_20_22		Existing roof plan
132_X_20_30		Existing ground floor area plan
132_X_20_31		Existing first floor area plan

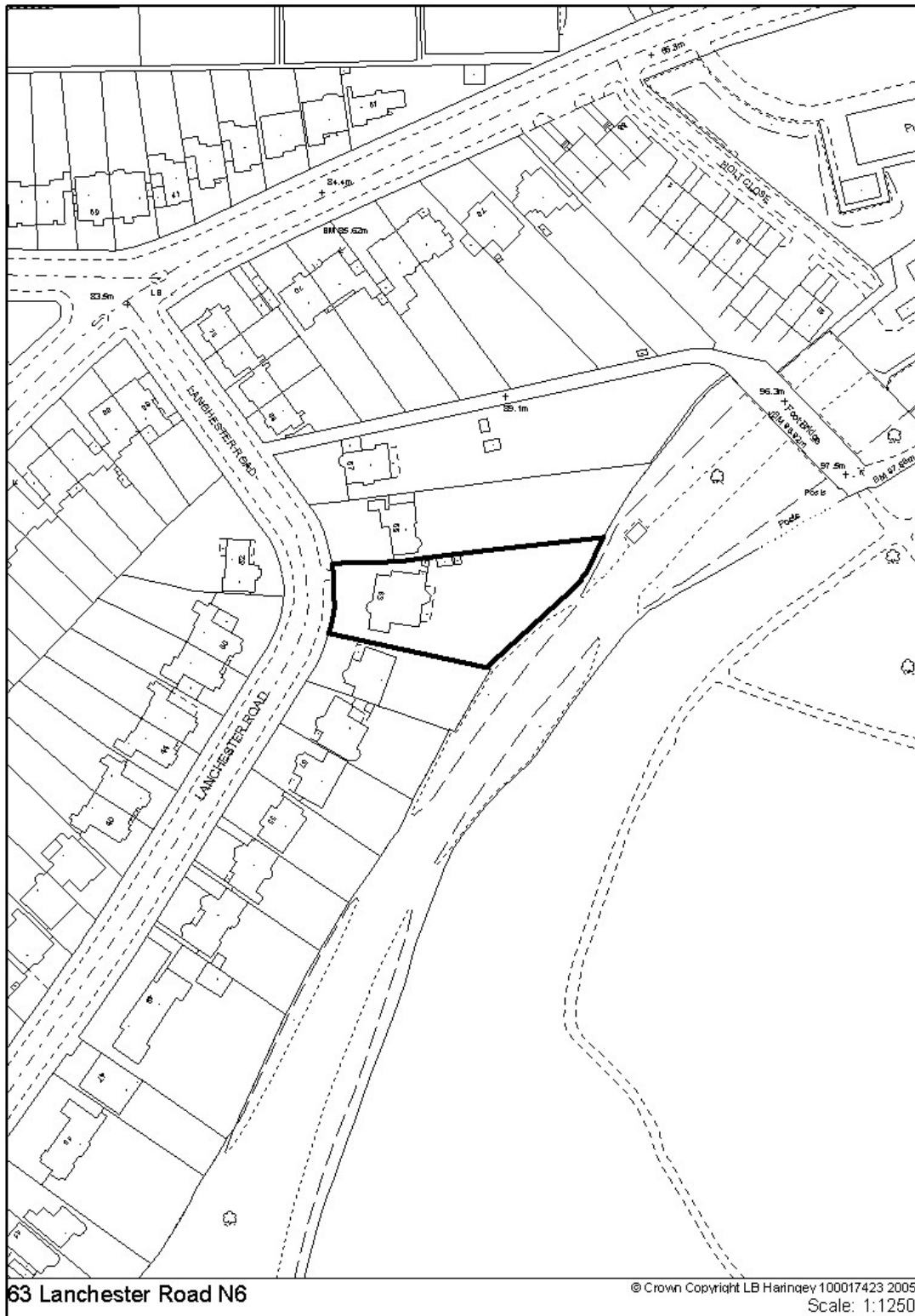
Case Officer Contact:

Valerie Okeiyi

P: 0208 489 5120

E: valerie.okeiyi@haringey.gov.uk

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7.3	Sustainability and environmental issues
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<p>SUMMARY OF REPORT: The demolition of the existing five bedroom two storey detached house and erection of two storey, five bedroom detached house would be of a modern contemporary design of a high design standard. It is considered that the footprint, bulk, mass and design of the replacement building would be in keeping with the streetscene and make a positive contribution to the diversity of architectural styles found in the broader Highgate Area. The proposed building would respect the gaps that exist between the existing building and the site boundaries. The external facing materials of the proposed building are considered acceptable as they refer to the materials of the surrounding properties and are of a natural palate and the replacement building after amendments would not have a significant affect on the neighbouring properties.</p>	



63 Lanchester Road N6

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Scale: 1:1250

2.0 IMAGES

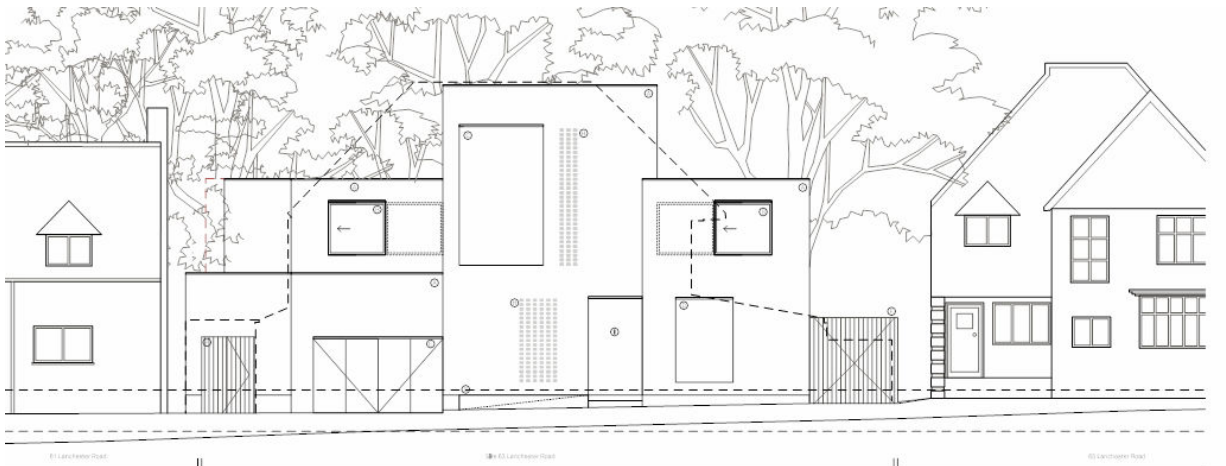
Existing view of house from Highgate Woods



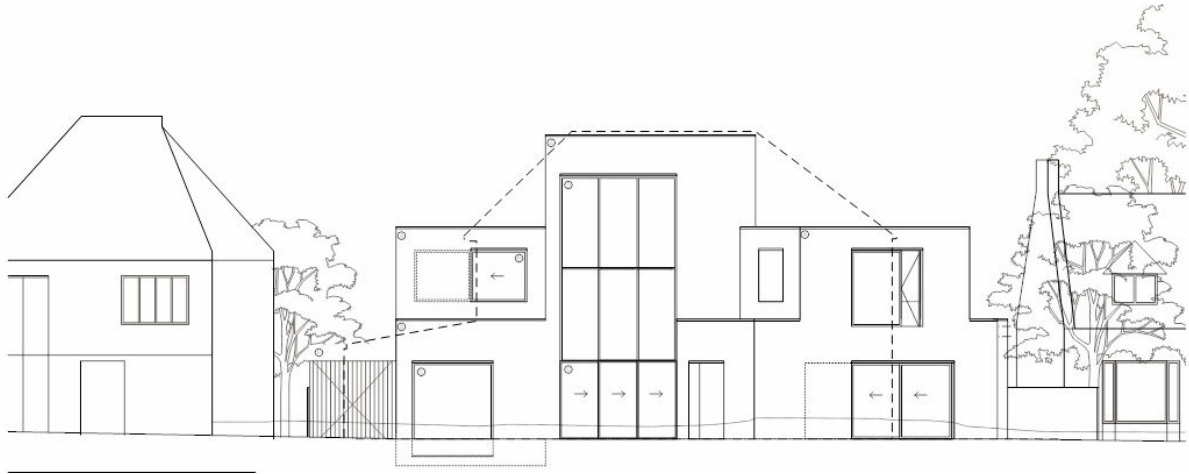
Front of house



Rear of house



Front elevation



Proposed rear elevation



Montage of front of proposed house

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is situated at the northern end of Lanchester Road outside any conservation area. The site comprises of a large two storey detached house built in the 1920s. The building is fronted by a concrete-paved driveway and forecourt and it comprises of a two-storey bay, capped by a pitched roof followed by two further pitches towards the southern end. A single storey enclosed entrance portico is located centrally on the elevation. On the northern side of the building there is a single-storey enclosed single garage which was a later addition to the original building. On the southern edge of the building there is a brick wall which provides security to a covered garage behind, which is also a later addition. To the rear on first floor level is an existing balcony which encloses the existing patio area with steps leading into the main garden. On the side of the building facing no. 65, there is an existing outbuilding and greenhouse.
- 3.1 The existing building is of masonry construction, with a hard clay face brick base and a first floor of white stucco with decorative inset black 'mock Tudor' timbers. The roof is red clay tiled. The entire building has been re-glazed with white aluminium framed windows with imitation lead beading. None of the original windows remain.
- 3.2 The majority of the properties on this side of the street are detached in nature, however, there are some semi-detached and terraced houses located near the subject site. The rear boundary of the houses on the eastern edge of the site borders with a publicly inaccessible decommissioned railway that previously connected Finsbury Park with Alexandra Palace. This disused railway to the rear of the back garden is now part of Highgate Wood, previously known as Gravelpit Wood.

4.0 PLANNING HISTORY

4.1 Planning Application History

Planning-OLD/1950/0313-GTD-18-05-50-63 Lanchester Road -Erection of a garage.

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 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

G1 Environment

G2 Development and Urban Design

UD2 Sustainable Design and Construction

UD3 General Principles

UD4 Quality Design

OS17 Tree Protection, Tree Masses and Spines

UD7 Waste Storage

5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements

SPG8a Waste and Recycling

SPG8b Materials

SPG9 Sustainability Statement

SPG 3b Privacy/Overlooking, Aspect, Outlook and Daylight/Sunlight

SPG8c Environmental Performance

SPD Housing

5.5 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'

6.0 CONSULTATION

Statutory	Internal	External
London Fire Brigade	Transportation Group Cleaving Building Control Ward Councillors CIL monitoring officer	<u>Amenity Groups</u> Muswell Hill/Fortis Green Residence Association <u>Total No of Residents</u> <u>Consulted: 74</u>

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- 7.1 Design, form & layout of the replacement building
- 7.2 Impact on residential amenity
- 7.3 Proposed swimming pool
- 7.4 Sustainability and environmental issues
- 7.5 Waste management
- 7.6 Trees and landscaping.
- 7.7 Parking/Access

7.1 Design, form & layout of the replacement building

- 7.1.1 The NPPF 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”.
- 7.1.2 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings.
- 7.1.3 UDP Policy G2 states that “Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment”. Similarly policy UD4 “Quality Design” states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a “Design Guidance” supports the intent of policy UD4.
- 7.1.4 The proposal which has been amended seeks to demolish the existing five bedroom two storey detached house and erect a two storey, five bedroom detached house. In terms of the existing and proposed dimensions; the existing building has a total site area of 1682sqm, the ground floor area is 300 sqm, first floor area 165 sqm and total built area of 465 sqm. The proposed building would have a ground floor area of 290 sqm, first floor area of 220sqm and total built area of 510 sqm.
- 7.1.5 The exterior of the building would be faced in brickwork, masonry and hardwood detailing and steel framed window and doors. The new house would

be of a flat roofed contemporary form and it has been designed with a strong vertical and horizontal emphasis. The massing of the proposed dwelling has been broken into three elements arranged with a taller mass to the centre of the composition and lower volumes to the side.

- 7.1.6 The first element (northern end) which has been revised is on the western side. It would have a strong horizontal emphasis comprising of the double garage, utility room, kitchen/living room and dining room on ground floor level and guest and master bedroom with ensuite bathroom and master dressing suite on first floor level. To the front elevation it would have a automatic steel garage door and timber gate on ground floor and aluminium framed double glazed sliding window on the upper floor. To the rear elevation it would have aluminium framed double glazed sliding windows.
- 7.1.7 The second element would consist of the tallest part of the house which would line up with the ridge line of the existing house. It would have a strong vertical emphasis and comprise of the large hallway/entrance, WC and storage/plant room on ground floor level and study/library and gallery on first floor level with void below. To the front elevation the house would have a a recessed facing brick portico on ground floor level with a frameless double glazed fixed pane window on the upper level. To the rear elevation it would comprise of a sliding glass door on ground floor level and feature window on upper level.
- 7.1.8 The third element (southern end) would be the same height as the first element and it would also have a strong vertical emphasis similar to the second element and comprise of the pool area and gym on ground floor level and three bedrooms including family bathroom on first floor level. To the front elevation the house would have a frameless double glazed fixed pane window on ground floor and aluminium framed double glazed sliding window on the upper floor. To the rear elevation it would comprise of a frameless double glazed fixed panel window on ground floor and aluminium framed double glazed sliding window to the upper floor.
- 7.1.9 The amendments would include the following; the window on the northern rear side has been reduced and moved further away from the neighbour. The outbuilding located to the north of the site has been removed and the building has been set further in away from the existing Eucalyptus tree located in the neighbouring property of no. 65.
- 7.1.10 There are concerns that the form, rhythm and massing of the proposed building is not sympathetic to the existing houses on the street and it would be dwarfed by the new house which would be unduly prominent in the street scene and damaging to it. In response to the concerns raised, it is considered that the height of the proposed dwelling matches that of the existing building and the neighbouring buildings, and it would align with the established front and rear building line of the properties on the southern end and the first element would align the existing rear projection of no. 65. The ground floor footprint would almost remain the same as existing. The proposed massing on first floor level which has been amended would not increase significantly, although it would extend closer to no. 65. The bulk of the building on the side facing no. 61 would

not extend closer, however the bulk would increase on first floor compared to the single storey garage that exist. It is considered that the proposal is suited to this location and that it would not be overly bulky or out of scale in relation to the size of the site and its surroundings.

7.1.11 The replacement house would be partially obscured by vegetation when viewed from the street as the existing planter would be replaced with new planting, new trees would be planted on the side facing no. 61 and an existing tall tree exist in front of no. 65. There are concerns that the proposed house would disrupt the extensive green view towards Highgate Woods due to the large gaps between houses. In response to this, it is considered that the extensive green views would not be disrupted because the mass of the building is arranged with the taller mass to the centre, aligning the height of the existing ridge and lower volumes to the side, which allow adequate views of greenery above and too the side of the building.

7.1.12 There are concerns that the house would be totally out of keeping with the other houses on this part of the road and it would set a precedent for similar developments on Lanchester Road similar to the numerous re-developments on Grange Road. It is considered that the existing house is a modern building of high design standards that would be sympathetic in form, scale and proportions, grain and materials and could be sympathetic to the road making a significant contribution to the streetscene in this location.

7.2 Impact on residential amenity

7.2.1 Policy UD3 requires that developments proposals demonstrate that there is no significant adverse impact on residential amenity.

7.2.2 Even though the plans have been amended the neighbour from no. 65 is concerned that the proposed dwelling would significantly reduce light and sunlight entering their house and no. 61. In response to this the scheme has been revised so that the first floor has been set in further away from no. 65; reducing its overall bulk and scale and furthermore, the house would be predominantly obscured by the existing Eucalyptus tree that already causes some degree of overshadowing to no. 65. The proposed house would not extend any closer to the side facing no. 61 and furthermore, four new trees would be planted on the boundary shared with no. 61 to provide screening.

7.2.3 In terms of addressing visual amenity; the solar thermal panels and photovoltaic panels would be concealed by the low parapet around this area of the roof as it provides minimal visual intrusion when compared to an equivalent traditional pitched roof used in conjunction with similar equipment.

7.2.3 It is considered that the scale, massing, height and alignment of the replacement house after amendments has been designed to ensure there is no significant impact on the residential and visual amenities of neighbouring

occupiers. Furthermore, the architects have confirmed that the new 2 storey extension due south and to the east of the house at No. 65 would not throw increased shadow over their habitable rooms – particularly the ground floor south east .

7.3 Proposed swimming pool

7.3.1 The proposal seeks to erect a swimming pool located on the southern side of new house. It would have approximate dimensions 2.8m wide, by 10m long, by a maximum of 2m deep. There are concerns that the plans do not contain a hydrology survey as there are a number of underground streams flowing from Highgate Wood through Lanchester Road. The main concern is that the rebuilding of no. 63, with deep foundations required for the swimming pool may have an adverse impact on the flow of water from Highgate Woods and impact nearby properties and trees. In response to this the architects have pointed out that the swimming pool presents a relatively shallow and narrow intrusion into the ground, situated at high elevation and surrounded by relatively impermeable London Clay geology, through which water would not flow quickly.

7.3.2 However, in order for the implications of the swimming pool in this case to be fully understood (and which would need to be done for construction stage) a condition requiring an assessment of the hydrological and hydro-geological impact of the development should be submitted to the LPA prior to the commencement of the development. In addition a construction management plan would also need to be submitted.

7.4 Sustainability and environmental issues

7.4.1 In terms of sustainability, measures have been proposed in terms of its layout, form of glazing and insulation. The building would be heated from a ground source heat pump. Solar thermal panels for domestic hot water heating and top-up heating for the internal swimming pool would be located in concealed locations on the highest flat roof of the building. The same area would be used to accommodate photovoltaic panels to generate electricity and mechanical ventilation would be incorporated into internal areas of the house and would incorporate highly efficiency heat recovery equipment.

7.4.2 The building would be heated from a ground source heat pump. Individual control of the heating in each area would be provided with the provision for potential remote control to minimise energy use when the building is unoccupied. Solar thermal panels for domestic hot water heating and top-up heating for the internal swimming pool would be located in concealed locations on the highest flat roof of the building. The same area would be used to accommodate photovoltaic panels to generate electricity. Mechanical ventilation would be incorporated into internal areas of the house and would incorporate highly efficiency heat recovery equipment. Particular emphasis in this respect would be given to the internal swimming pool area.

7.5 Waste management

- 7.5.1 The proposal would locate the bin stores through the garden access adjacent to the proposed family room. The applicants point out that high quality timber refuse stores would be provided to include enough space for household waste, general waste, recycling and composting.
- 7.5.2 A condition of consent would require full details of proposed waste storage and collection arrangements.

7.6 Trees and landscaping

- 7.6.1 The existing planter to the public pavement border would be replaced with a new high quality brick planter. This would improve the quality of the existing boundary conditions of stained concrete pavers, and planters that are at the end of their service life.
- 7.6.2 The existing mature landscape to the rear garden would be maintained in its entirety. An arboriculturist report has been carried out to illustrate that the proposals do not negatively affect the existing mature trees. As previously mentioned the additional new trees would be provided to increase screening and privacy to the south of the site. A new soft landscaping feature is proposed to the rear of the house.
- 7.6.3 The proposal would be conditioned so that details of landscaping referred to in the application, a scheme of hard and soft landscaping including the existing trees to be retained and replacement trees are submitted to and agreed before the development is commenced.

7.7 Parking/Access

- 7.7.1 Vehicular access to the proposed building would maintain the two existing dropped curb locations and the location of the existing driveway. A new double garage is proposed in the location of the existing garage. In terms of parking the Council consider that the proposal would not result in any increase in the parking requirement for the site. Further to this the applicant intends to retain the current level of parking provision.
- 7.7.2 In terms of access the proposed building would improve the accessibility of the existing site by providing step free access to the front door. The front door is of a generous size to allow easy and safe access to wheelchair users. An accessible toilet is provided at ground floor level, as well step free access to all the main living areas, including the garden terrace. All thresholds from public pavement to front door are flat and level to allow easy access. The visitor car parking space complies to wheelchair accessible parking. All living, and circulation areas are generous enough for wheelchair users. There is potential for an entrance level bed space, which could be easily provided in the family room, as there are two living areas provided. A through-floor lift could be easily retrofitted in the location of the proposed storeroom adjacent to the proposed stairs.

8.0 CIL APPLICABLE

- 8.1 The proposal will not be liable for the Mayor of London's CIL as the additional floorspace does not exceed 100sqm.

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 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

- 12.1 To conclude, the demolition of the existing five bedroom two storey detached house and erection of two storey, five bedroom detached house would be of a modern contemporary design of a high design standard. It is considered that the footprint, bulk, mass and design of the replacement building would be in keeping with the streetscene and make a positive contribution to the diversity of architectural styles found in the broader Highgate Area. The proposed building would respect the gaps that exist between the existing building and the site boundaries. The external facing materials of the proposed building are considered acceptable as they refer to the materials of the surrounding properties and are of a natural palate and the replacement building after amendments would not have a significant affect on the neighbouring properties.
- 12.2 The proposal would therefore be in accordance with policies; UD4 Quality Design, UD3 General Principles, UD2 Sustainable Design & Construction, M10 Parking for development of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG 3b Privacy/Overlooking, Aspect, Outlook and Daylight/Sunlight .

12.1.1 Given the above this application is recommended for APPROVAL subject to condition.

13.0 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.

PRE-COMMENCEMENT CONDITIONS

MATERIALS & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the extensions 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 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. Notwithstanding the details of landscaping referred to in the application, a scheme of hard and soft landscaping including details of existing trees to be retained and replacement trees and appropriate safeguard measures are put in place shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

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

6. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

WASTE

7. 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

8. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall include identification of potential impacts of basement developments methods of mitigation of such impacts and details of ongoing monitoring of the actions being taken. The approved plans should be adhered to throughout the construction period and shall provide details on:

- i) The phasing programming and timing of the works.
- ii) The steps taken to consider the cumulative impact of existing and additional basement development in the neighbourhood on hydrology.
- iii) Site management and access, including the storage of plant and materials used in constructing the development;
- iv) Details of the excavation and construction of the swimming pool;
- v) Measures to ensure the stability of adjoining properties,
- vi) Vehicle and machinery specifications

Reason: In order to protect the residential amenity and highways safety of the locality

9. Prior to the commencement of the development hereby permitted an assessment of the hydrological and hydro-geological impacts of the development and any necessary mitigation measures found to be necessary shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the details approved.

Reason: To ensure the development provides satisfactory means of drainage on site and to reduce the risk of localised flooding.

10. The site or contractor company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: In the interests of residential amenity.

11. 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.

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

12. Prior to the commencement of the development a recycling plan should be submitted to the LPA to show a method statement to maximise recycling of the existing materials in the new building and how they would use recyclable materials from other sources and green/renewable materials

Reasons: To reduce the embodied energy impact of demolishing the old building to build a new one.

POST-COMMENCEMENT

SURFACE WATER DRAINAGE

13. Prior to the occupation of the development hereby permitted the applicant shall install surface water drainage channels at the boundary of the existing crossovers with the adjacent footway.

Reason: To ensure surface water from the site is not discharged onto the public highway.

CONSTRUCTION

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.

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

REASONS FOR APPROVAL

The demolition of the existing five bedroom two storey detached house and erection of two storey, five bedroom detached house would be of a modern contemporary design of a high design standard. It is considered that the footprint, bulk, mass and design of the replacement building would be in keeping with the streetscene and make a positive contribution to the diversity of architectural styles found in the broader Highgate Area. The proposed building would respect the gaps that exist between the existing building and the site boundaries. The external facing materials of the proposed building are considered acceptable as they refer to the materials of the surrounding properties and are of a natural palate and the replacement building after amendments would not have a significant affect on the neighbouring properties

The proposal would therefore be in accordance with policies; UD4 Quality Design, UD3 General Principles, UD2 Sustainable Design & Construction, M10 Parking for development of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG 8b Materials, SPG 3b Privacy/Overlooking, Aspect, Outlook and Daylight/Sunlight.

13.0 APPENDICES

13.1 Consultation Responses

No.	Stakeholder	Question/Comment.	Response
	INTERNAL		
1	Transportation	Notwithstanding that the application site is not located within an area that has not been identified within the Haringey adopted UDP (2006) as that suffering from a high level of on-street parking pressure, the proposal will not result in any increase in the parking requirement for the site. Further to this the applicant intends to retain the current level of parking provision. Therefore the highway and transportation authority do not wish to raise any objections to the above proposal subject to condition:	As noted in para. 7.71 of the report vehicular access to the proposed building will maintain the two existing dropped curb locations and the location of the existing driveway. A new double garage is proposed in the location of the existing garage. The transportation team therefore have no objection to the proposal
2	Waste Management	The proposal will locate the bin stores through the garden access adjacent to the proposed family room. The applicants point out that high quality timber refuse stores will be provided to include enough space for household waste, general waste, recycling and composting.	Noted condition 7 would require full details of proposed waste storage and collection arrangements.
3	Commercial Environmental Health	<u>Control of Construction Dust:</u> No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and	Noted condition 11 attached to the recommendation would ensure the risk on site is limited

		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.	
	AMENITY GROUP	Question/Comment	Response
1	Muswell Hill/Fortis Green Residence Association	<p>The proposed new building is design as a group of blocks with strong vertical and horizontal lines which emphasise its bulk and height in relation to nos. 61 and 65 Lanchester Road. These buildings would be dwarfed by the new house which will be unduly prominent in the street scene and damaging to it.</p> <p>The views from the road between the houses through to Highgate Woods will be restricted.</p>	<p>As noted in para. 7.1.10; it is considered that the height of the proposed dwelling matches that of the existing building and the neighbouring buildings, and it would align with the established front and rear building line of the properties on the southern end and the first element would align the existing rear projection of no. 65. The ground floor footprint would almost remain the same as existing. The proposed massing on first floor level which has been amended would not increase significantly, although it would extend closer to no. 65. The bulk of the building on the side facing no. 61 would not extend closer, however the bulk would increase on first floor compared to the single storey garage that exist. It is considered however that the proposal is suited to this location and that it would not be overly bulky or out of scale in relation to the size of the site and its surroundings</p> <p>As noted in para. 7.1.11 it is considered that the extensive green views would not be disrupted because the mass of the building is arranged with the taller mass to the centre, aligning the height of the existing ridge and lower volumes to the side, which allow adequate views of greenery above and too the side of the building.</p>

<p>2.</p>	<p>The Highgate Society</p>	<p>The 38% embodied energy in the existing structure could be maintained and be useful for many years to come. The embodied energy in the new structure could not be offset in the lifetime of a new building unless it were a net contributor by means of renewable energy production to replace the embodied energy lost by demolition.</p> <p>The scheme is of a high design standard</p> <p>The proposal is not appropriate for this site and it would have a detrimental impact on the immediate neighbours. We do not consider the alterations are sufficient to address the major concerns raised in our previous letter of objection. Our particular concern is the proximity of 2 storey side extensions to the boundary which break down the existing rhythm of the street and the open suburban character of the neighbourhood.</p> <p>In addition the swimming pool is not deemed to be problem in terms of basement guidance. We</p>	<p>Noted condition 12 attached to the recommendation would ensure the scheme reduces the embodied energy impact of demolishing the old building to build a new one.</p> <p>Noted in para. 7.1.12, it is considered that the modern scheme would be of a high design standard</p> <p>Noted in para. 7.1.10; it is considered that the height of the proposed dwelling matches that of the existing building and the neighbouring buildings, and it would align with the established front and rear building line of the properties on the southern end and the first element would align the existing rear projection of no. 65. The ground floor footprint would almost remain the same as existing. The proposed massing on first floor level which has been amended would not increase significantly, although it would extend closer to no. 65. The bulk of the building on the side facing no. 61 would not extend closer, however the bulk would increase on first floor compared to the single storey garage that exist. It is considered however that the proposal is suited to this location and that it would not be overly bulky or out of scale in relation to the size of the site and its surroundings. As noted in para. 7.1.11 it is considered that the extensive green views would not be disrupted because the mass of the building is arranged with the taller mass to the centre, aligning the height of the existing ridge and lower volumes to the side, which allow adequate views of greenery above and to the side of the building.</p> <p>Noted condition 9 attached to the recommendation requiring an assessment</p>

		would dispute this as the section shows an unrealistic construction for the base of the pool which indicates that the impact will be less than is likely to be the case. The applicant should provide further structural details on this so the true depth of the basement and its impact can be assessed	of the hydrological and hydro-geological impact of the development to be submitted prior to the commencement of the development.
	NEIGHBOUR CONSULTED	objection letters received including letters received after amendments made	Response
		<p>The house will be totally out of keeping with the other houses on this part of the road.</p> <p>The proposed solar panels may further restrict the views of trees behind the house</p> <p>Impact on wildlife and environment</p> <p>The plans contains significant inaccuracies</p> <p>The proposed dwelling even after amendments would significantly reduce light and sunlight entering the adjoining house at nos. 61 and 65</p>	<p>It is considered that the existing house is a modern building which has a limited contribution to the character and appearance of this part of Lanchester Road. It is accepted that a modern building sympathetic in form, scale and proportions, grain and materials would be acceptable and could be sympathetic to the road making a significant contribution to the streetscene in this location.</p> <p>It is considered that the solar panels that would be concealed entirely behind the brick parapets would not restrict the views of trees behind the house.</p> <p>It is not considered that the scheme would impact on wildlife and the environment; as the existing mature trees would be retained, further landscape improvements are proposed, including, new planting to the south.</p> <p>The architects have confirmed that the plans have been revised to address any inaccuracies.</p> <p>Noted in para. 7.2.2 the scheme has been revised so that the first floor has been set in further away from no. 65; reducing its overall bulk and scale and furthermore, the house would be predominantly obscured by the existing Eucalyptus tree that already causes some degree of overshadowing to no. 65.</p>

		<p>The proposed house will disrupt the extensive green view towards Highgate Woods due to the large gaps between houses. the proposed house will have much higher double storey wings which considerably close the gap between it and the adjacent houses and blocks the views from the street to the trees beyond the house.</p> <p>The plans do not contain a hydrology survey. There are a number of underground streams flowing from Highgate Wood through Lanchester Road. The rebuilding of no. 63, with deep foundations required for the swimming pool may have an adverse impact on the flow of water from Highgate Woods and impact nearby properties and trees</p> <p>The proposal does not include specific project management measures to minimise pollution from dust and noise. Building pollution could become a significant health risk</p> <p>The proposal would set a precedent for development on Lanchester Road similar to the re-developments on Grange Road</p>	<p>The proposed house would not extend any closer to the side facing no. 61 and furthermore, four new trees would be planted on the boundary shared with no. 61 to provide screening. It is considered therefore that the scale, massing, height and alignment of the replacement house after amendments has been designed to ensure there is no significant impact on the residential and visual amenities of neighbouring occupiers</p> <p>As noted in para. 7.1.11 it is considered that the extensive green views would not be disrupted because the mass of the building is arranged with the taller mass to the centre, aligning the height of the existing ridge and lower volumes to the side, which allow adequate views of greenery above and too the side of the building.</p> <p>Noted condition 9 attached to the recommendation requiring an assessment of the hydrological and hydro-geological impact of the development to be submitted prior to the commencement of the development.</p> <p>Noted condition 11 attached to the recommendation would ensure the risk on site is limited.</p> <p>As noted in para. 7.1.12; it is recognised that the house is a modern building which has a limited contribution to the character and appearance of this part of Lanchester Road. It is considered that a modern building sympathetic in form, scale and proportions, grain and materials would be acceptable and could be sympathetic to the road making a significant contribution to the streetscene in this location.</p>
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REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1190	Ward Hornsey	
Address Pembroke Works Campsbourne Road N8 7PE		
Proposal: Demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class B1) with associated parking and landscaping		
Existing Use: Light industrial including car wash and valeting Centre		
Proposed Use: New development comprising 42 residential dwellings (use class C3) and 562 sqm of commercial floor space (use class B1).		
Applicant: MrOleg Chulkov Energoseti Ltd		
Ownership: Private development		
DOCUMENTS		
Title		
1. Design & Access Statement	5. Planning Statement	
2. Lifetime Homes Report	6. Tree protection Plan & Tree Survey	
3. Sustainability statment Report	7. Toolkit Viability Assessment	
4. Energy Statement Report	8. Transport Statement and Travel Plan	
PLANS		
Plan Number	Revision	Plan Title
0100,		Existing site plan
PL_0102,		Existing site plan
PL_0300,		Exisiting street elevations
PL_1001B,	Rev: B	Proposed ground floor plan
PL_1002		Proposed first floor plan
PL_1003		Proposed secound floor plan
PL_1004		Proposed third floor plan
PL_1005		Proposed roof plan
PL_2000		Proposed section
PL_3000		Proposed west elevations
PL_3001		Proposed north elevations
PL_3002		Proposed east elevations
PL_3003		Proposed south elevations
PL_3004		Proposed interm east elevations
PL_3005		Proposed interm west elevations
PL_3006		Proposed street elevations
Case Officer Contact:		
Awot Tesfai		
P: 0208 489 5506		
E: awot.tesfai@haringey.gov.uk		

SUMMARY OF REPORT:

This application is for the redevelopment of the existing Light industrial car repair & car wash centre to include the erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class B1) with associated parking and landscaping.

This proposed scheme would include one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. There will also be free 'car club' membership for 42 units for one year, which equates to £2,100.

This proposed scheme has made provision for a total of 24 car parking spaces. These are provided as 14 secure off-street car parking spaces, including two disabled car parking spaces. Access to these car parking spaces is from Campsbourne Road. The proposals also retain 10 on-street car parking spaces, including two for disabled users.

The proposed development is considered to be in accordance with Policies within Haringey's Unitary Development Plan (2006)'. UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

1.0	PROPOSED SITE PLAN
2.0	IMAGES
3.0	SITE AND SURROUNDINGS
4.0	PLANNING HISTORY
5.0	PROPOSAL DESCRIPTION
6.0	RELEVANT PLANNING POLICY
7.0	CONSULTATION
8.0	ANALYSIS / ASSESSMENT OF APPLICATION
	<p>The main issues in respect of this application are considered to be:</p> <ul style="list-style-type: none"> • Application Background • The principle of mixed/residential use on site & density; • Loss of existing employment & Creation of new employment; • Density; • Size/Bulk/Appearance; • The layout/ standard/ mix of accommodation of the proposed; • Affordable Housing; • Residential Amenity; • Parking and access; • Sustainability; • Waste management;
9.0	SUSTAINABILITY
10.0	HUMAN RIGHTS
11.0	EQUALITIES
12.0	PLANNING OBLIGATIONS
13.0	SUMMARY AND CONCLUSION
14.0	RECOMMENDATIONS
15.0 – 19.0	APPENDICES Appendix 1: Consultation Responses Appendix 2: Applicants statement of Consultation Appendix 3: Planning Policies Appendix 4: Development Management Forum Minutes Appendix 5: Design Panel Review Appendix 6: Building for Life assessment

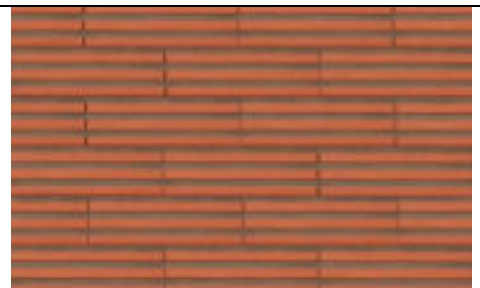
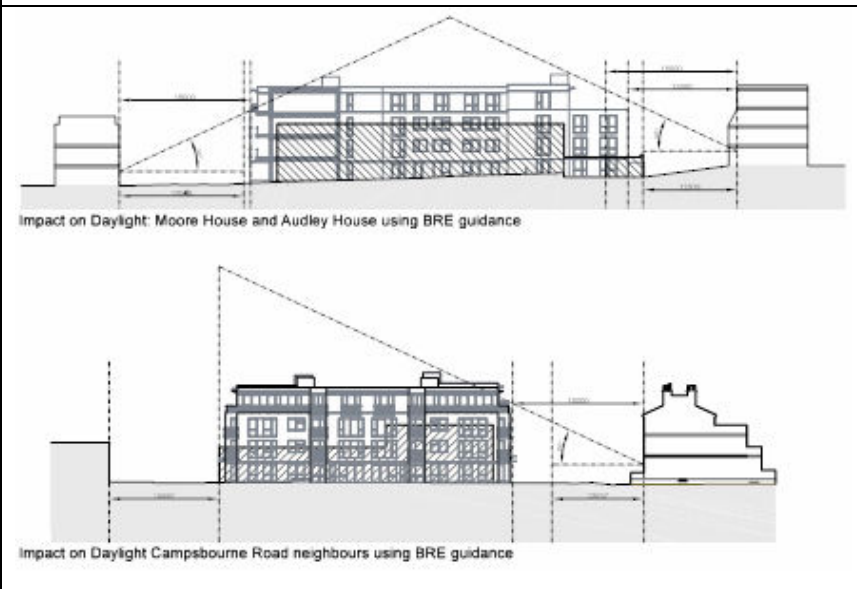
2.0 IMAGES



Above: Fibre C Slat Cladding



Above: Smooth Brick type 1



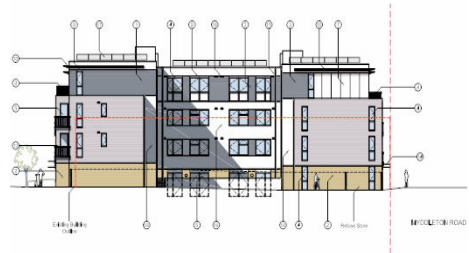
Above: Smooth Brick type 2



Above: Impact on day light Campsbourne Road neighbours using BRE Guidance.



Above: View of U – shaped internal courtyard.



Above: View along Campsbourne Road incorporating a new tree lined Street.



3.0 SITE AND SURROUNDINGS

- 3.1 This application site is a light industrial unit which comprises of a car wash and mechanics centre including office space. This site is also known as Pembroke Works and lies on a corner plot bounded by Campsbourne Road to the west, Pembroke Road to the north and Myddelton Road to the east, consisting of site coverage of 0.25 hectare. The large unit comprises of part one & part two storey building with the ground floors used for vehicle repair and car washing and the first floor as office accommodation.
- 3.2 The forecourts to the car repair and car wash activities run along Campsbourne Road and Pembroke Road, a blank building frontage runs along Myddelton Road and an open works yard runs along the southern boundary with a neighbouring residential building (Audley House). The only access to the site is from the Hornsey High Street (A504) via Campsbourne Road as Myddelton Road is closed to traffic. Pembroke works is surrounded on three sides by residential buildings and because the only access is via Campsbourne Road it is effectively set within a larger residential neighbourhood that runs northwards up to Alexandra Palace park.

4.0 PLANNING HISTORY

4.1 Planning Application History

HGY/1990/0570 - Land adjacent to Pembroke House Campsbourne Road London - Erection of single storey pre-cast structure for storage purposes - Granted - 27-06-90.

HGY/2005/1811 - Pembroke Works, Campsbourne Road London - Demolition of existing buildings and erection of a part 3 storey/ part 4 storey block comprising 8 x 1 bed, 23 x 2 bed and 2 x 3 bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard – Withdrawn - 24-11-05.

HGY/2006/0007 - Pembroke Works, Campsbourne Road London Demolition of existing buildings and erection of a part 3 / part 4 storey block comprising 8 x one bed, 23 x two bed and 2 x three bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard – Withdrawn - 21-03-06.

Pre-Application: PRE/2008/0011 - Pembroke Works Campsbourne Road London - Mixed use development comprising 7 No 4 bed single family dwelling houses, 7 x 3 bed flats, 7 No 2 bed flats and a B1 commercial unit over two storeys.

HGY/2009/0105 - Pembroke Works, Campsbourne Road London - Demolition of existing buildings and erection of mixed use development of 21 residential units, comprising of 7 x 4 bedroom houses, 14 x 2 bed flats and 7 x 1 B1 units with associated ten parking spaces – Refused - 09-03-09. Dismissed on appeal (Appeal Ref: APP/Y5420/A/09/2105936).

5.0 PROPOSAL DESCRIPTION

- 5.1 This proposed application seeks to undertake works consisting of the demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class/ B1) with associated parking and landscaping.

6.0 RELEVANT PLANNING POLICY

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

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

- National Planning Policy Framework
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Draft Haringey Local Plan: Strategic Policies:

Haringey's 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. Following the EiP the Planning Inspectorate recommended 58 modifications. The majority of these were proposed by Haringey to ensure consistency with the NPPF and the London Plan. The consultation period for these amendments closed on the 12th of October.

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.

7.0 CONSULTATION

7.1.1 Statutory Consultees

- Transport for London.
- London Fire and Emergency Planning Authority.

- Crime Prevention Officer.

7.1.2 Internal Consultees

- LBH Transportation
- LBH Cleansing
- Building Control
- LBH Arboriculturalist
- Environmental Health (food & hygiene).
- Environmental Health (noise & hygiene).

7.1.3 External Consultees

- Ward councillors
- Amenity Groups

7.1.4 Local Residents

- Consultation letters were sent to the residents of 109 properties

7.1.5 A summary of statutory consultees and residents/stakeholders comments and objections can be found in Appendix 1. Local Resident responses raised the following broad issues:

7.1.6 Development Management Forum

7.1.7 A Development Management Forum was held on 23rd/July/2012 at St Mary's CE Junior School, Rectory Gardens, Hornsey, London, N8 7QN. Approximately 8 local residents and businesses attended. At the end of the table in Appendix 4 is a summary of the questions asked and responses given. Furthermore, below outlines the concerns that were raised at the Development Management Forum.

7.1.8 Concerns

- Loss of employment
- Parking stress
- Building height
- Loss of amenity

7.1.9 Support

- Design is in keeping with the character and appearance of the area.

7.1.10 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report. In response to these concerns the

scheme is providing new employment floor space, the design of the scheme is in keeping with the area and there is no significant overlooking or loss of amenity

7.1.11 Design Panel Review & Response

7.1.12 In response to the design panel review and comments from the Highways department; the building line on Campsbourne Road has been set back from the road to effectively allow the road to be widened by creating on street parking bays and a new pavement along the edge of the site. Furthermore, the scheme has also incorporated new tree planting along the road to improve the local environment and scenery. The building line will also be set back from the pavement edge on Pembroke and Myddelton Road in order to create a defensible zone for planting to introduce greenery and soften the public realm.

7.1.13 The work space has been consolidated into a single building on Myddelton Road at the southern end of the site. Residential accommodation is arranged at ground floor for the remainder of the building frontage thereby reinforcing the residential street character and providing passive surveillance. These include several larger family maisonettes with their own garden space within the courtyard.

7.1.14 Parking will be provided within the site at the southern end accessed from Campsbourne Road. Additional on street parking spaces are provided on Campsbourne Road and Pembroke Road.

7.1.15 The proposed layout of the site is orientated to ensure that the courtyard takes advantage of the south facing view; this would provide a good level of sunlight and daylight in to the courtyard. Thus providing a perimeter block that is in keeping with overall character and appearance of the residential neighbourhood.

7.1.16 Further to the Planning Design Panel it was suggested that top floor should be setback creating terraces for the top floor apartments instead of the mansard roof approach previously considered. The built form takes a perimeter block form characteristic of the area. The proposed buildings will be 3 - 4 storeys in height in keeping with the scale of buildings in the immediate and wider local context.

7.1.17 Applicant's consultation

7.1.18 The applicants have undertaken their own extensive consultation in order to engage with the local residential community and business users. The responses received show that the majority of respondents were in favour of the proposals for Campsbourne Road, with only one respondent saying they were not in favour. 93% of those who returned feedback forms were in favour (either 'broadly' or 'strongly').

7.1.19 The applicants consulted a total of 43 local residents, existing tenants of Pembroke Works, local businesses, community and Ward Councillors attended the exhibitions. 19 attendees returned completed feedback forms. In addition, nine emails and three phone calls were received.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Application Background
- The principle of mixed/residential use on site & density;
- Loss of existing employment & Creation of new employment;
- Density;
- Size/Bulk/Appearance;
- The layout/ standard/ mix of accommodation of the proposed;
- Affordable Housing;
- Residential Amenity;
- Parking and access;
- Sustainability;
- Waste management;

8.1 Background

8.1.1 This application follows on from a previous refused application. A previous proposal for residential development was submitted for planning in 2006 but subsequently withdrawn and in 2009 another mixed use scheme of houses, flats and office space was submitted and subsequently refused on the grounds of a loss of employment space and lack of a legal undertaking to meet planning obligations.

8.1.2 Although not a reason for refusal the level of parking provision was also felt by objectors to be insufficient. However on appeal the Inspector found that the principle of a mixed uses development of residential and office space was acceptable. This proposed development has improved the design merit of this current scheme responding to the issues raised at the design panel as discussed further on in this report.

8.1.3 The inspector recognised the loss of employment and the community and economic benefits associated with the existing established local employer. However, the inspector also found that the office element of the proposed scheme would support a significant number of jobs and the office and residential mix was considered to be more compatible with a residential setting than the existing business uses. The inspector further noted that the development of the site would help to address the existing housing shortfall in Haringey, would be more efficient use of 'Brownfield Land', in sustainable location, and with good access to community services and public transport. Finally the inspector stated that these were substantial planning benefits and, on balance found that the principle of replacing the existing employment use of the site with a mixed residential/office development would be acceptable and

that the proposal would generally satisfy Haringey's Unitary Development Plan Policy EMP4.

8.1.4 In this current scheme the applicants have established a relocation plan for the existing tenant Automerc. Furthermore, the landlord (applicant), Energoseti Ltd has offered the sub-tenant some rent-free periods.

8.2 The principle of mixed/residential use on site

8.2.1 The site is not designated within a Defined Employment Area. Policy EMP4 "Non Employment Generating Uses" states that "proposals for redevelopment of sites currently in employment generating use to a non-employment generating use will be considered against the criteria set out in Policy EMP4.

8.2.2 The London Plan sets housing targets for individual Boroughs for the period up to 2016. A London Housing Capacity Study published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan's target. The new target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. These targets are generally reflected in Unitary Development Plan Policy G3.

8.2.3 The redevelopment of this site will bring about the re-use of a brown-field land in line with The National Planning Policy Framework 'Delivering sustainable development', The London Plan and G3 Housing Supply of Haringey Unitary Development Plan (2006).

8.2.4 It is considered that the provision of serviced business units on the site will maintain the employment generating potential on the site and regeneration benefits and as such the proposal is in accordance with the aims of policy EMP4.

8.3 Loss of existing employment & Creation of new employment

8.3.1 Campsbourne Road is not designated within a Defined Employment Area (DEA). However, as it is currently within employment generating use, Policy EMP4 of the adopted Haringey Unitary Development Plan applies. Under that policy, planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:

- a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
- b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
- c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.

8.3.2 The proposals have been developed in accordance with criterion c) of UDP Policy EMP4 which supports proposals seeking a change of use from employment generating uses provided that the redevelopment or re-use would retain or increase the number of jobs on site and result in wider regeneration benefits.

8.3.3 The applicants have provided evidence within their supporting statement that the proposed redevelopment of site which includes B1 affordable office space would generate an increase in the number of jobs permanently provided on the site from circa 25-30 to circa 47 employees. Therefore, it is expected that the number of people employed on the site at any one time would be significantly higher.

8.3.4 This current planning application would have a floor area of approximately 562sqm, although this amounts to a reduced floor space in comparison to the existing floor space the provision of less but modern floor space would provide the same or more jobs density.

8.4 Creation of new employment

8.4.1 The 562 sqm of new, affordable employment space would be managed by the London Youth Support Trust (LYST), providing purpose-built, flexible accommodation for up to 25 businesses, creating jobs and increasing employment provision on site for local young people.

8.4.2 The creation of new employment on site (circa 47) has been estimated by London Youth Support Trust (LYST) based on an evaluation from similar schemes that LYST have been involved in as shown below:

8.4.3 The Enterprise Building at the Bernie Grant Arts Centre (BGAC)

8.4.4 Tottenham Green Enterprise Centre (TGEC)

8.5 Density

8.5.1 The London Plan sets a density of 200 - 450 habitable rooms per hectare for developments, consisting terrace houses and flats, in urban areas within 10 minutes walking distance of a town centre. However, matters such as the character of the local area, quality of the design, amenity standards, range and mix of housing types should also form part of the assessment to ensure proposed development relates satisfactorily with the site.

8.5.2 The scheme is 568 habitable rooms per hectare. Although this would be over the benchmark density the scheme's design, bulk, massing and scale has no significant impact to neighbouring properties and meets the Mayors London Housing Design Guidance 2011.

8.6 Size/Bulk/Appearance

8.6.1 Policy UD3 'General Principles' & UD4 'Quality Design' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area.

8.6.2 Materials

8.6.3 The use of materials consisting of two types of brick, aluminium panels and rain screen cladding, which will be used along with architectural detailing work for the treatment of the proposed elevation is considered to link in with neighbouring buildings. A condition of consent will be attached requiring full details, specifications and submission of material samples.

8.6.4 Balcony railings shall have fixed obscured glazing panels to the balustrade railings, details of which shall be submitted to the Local Planning Authority and approved in writing, and implemented in accordance with the approved plans.

8.6.5 Amenity

8.6.6 Amenity space is provided in the form of an internal communal courtyard space and individual gardens.

8.6.7 The proposed scheme has undertaken an assessment of separation distances and application of BRE guidelines for daylight which show that the proposed scheme would not have a significant detrimental effect on the amenity of neighbouring residential properties.

8.6.8 The built form takes a perimeter block form characteristic of the area. The proposed buildings will be 3 - 4 storeys in height in keeping with the scale of buildings in the immediate and wider local context. The internal floors are arranged in order to express a vertical rhythm to the street which is in keeping with the local residential character. The 'terrace' blocks also step down to follow the sloping topography in a similar manner as the Victorian terrace's opposite to the proposed development.

8.6.9 The building line on Campsbourne Road is set back from the road to effectively allow the road to be widened by creating on street parking bays and a new pavement along the edge of the site.

8.6.10 New tree planting along the road is also proposed to improve the local environment. The building line will also be set back from the pavement edge on Pembroke and Myddelton Road in order to create a defensible zone for planting to introduce greenery and soften the public realm. A condition would also be attached in planning consent was provided relating to soft and hard landscaping.

8.6.11 The proposed residential building is arranged in a 'U' shaped layout, providing residential dwellings at all levels. Within the 'U' shaped site the scheme proposes an internal courtyard and amenity space which is open to the south in order to maximise sunlight penetration. The proposed scheme seeks to provide a mix of office /studio work space, residential flats and maisonettes.

8.6.12 A range of dwellings are proposed which will include 9 x 1 bedroom (2 persons), 6 x 2 bedroom (3 persons), 10 x 2 bedroom (4 persons), 11 x 3 bedroom (4 persons), 2 x 3 bedroom (5 persons) and 4 x 4 bedroom maisonettes (7 persons).

8.6.13 As part of this proposal the proposed scheme also seeks to provide a non-for profit organisation known as LYST (London Youth Support Trust) with a range of small 10 to 30m² self-contained office units with natural light in order to cater for a wide variety of occupiers. The types of occupier they cater for include small service and owner maker type companies. In response to the Design Panel comments and the London Youth Support Trust requirement for dual aspect units the work space has been consolidated into a single building on Myddelton Road at the southern end of the site.

8.6.14 **Lifetime Homes**

8.6.15 The proposed residential mix, which includes a high proportion of family sized (3+ bedrooms) accommodation, is in accordance with national, regional and local planning policy. The proposed scheme also provides 10% of all units to be wheelchair accessible in line with the emerging Core Strategy, delivered to the Lifetime Homes Standards and comply with the London Housing Design Guide.

8.6.16 Floor space Standards

8.6.17 The proposed residential units would consist of adequate circulation space and separate storage space. The proposed internal storage spaces are appropriate in size and scale in accordance with Haringey's Housing SPD (2008).

8.6.18 Housing Mix

8.6.19 The proposed development seeks to deliver 4 x 4-bedroom (7 person) maisonettes and 2 x 1 bedroom (2 person) units as affordable housing, which equates to 20% by habitable room. This provision has been developed in response to the borough's acute need for family-sized accommodation as identified in the emerging Core Strategy.

8.7 **Affordable Housing**

8.7.1 Policy HSG4 of Haringey's UDP (2006) states that housing developments providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. A viability assessment has been submitted which will provide: -

- 26% on-site affordable housing by habitable room comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms and, 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable rooms.

8.8 Residential Amenity

- 8.8.1 Policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight' seeks to protect existing residential amenity and avoid loss of light and overlooking issues.
- 8.8.2 The scale, design and position of the proposed buildings on the site means that, the surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The distances between windows within the development are adequate to maintain a level of privacy enjoyed by occupants within the properties and would not create new problems of overlooking.
- 8.8.3 The distance of rear facing habitable windows directly opposite one another would be a minimum of 19 meters, although the Housing SPD (2008) states that the minimum distance should be 20 meters it is considered that the proposal would be merely 1m short of the required distance, however, to this degree the scheme would still maintain a level of privacy enjoyed by adjoining neighbouring properties and would not create new problems of overlooking. Furthermore, the proposed new development is sufficiently distanced from the neighbouring adjoining properties situated on the opposite side of the road and would not result to any additional levels of overlooking from the new residential or commercial units.
- 8.8.4 The retention and reinstatement of trees along the Southern Boundary furthermore ensure current levels of privacy are maintained. The siting and form of the proposed development have also been considered carefully to ensure there will be no significant levels of overshadowing to neighbouring properties. As such, the proposed development is not considered to demonstrate any significant loss of privacy for neighbouring properties. Overall, the proposal is deemed to comply with Haringey's UDP (2006) Policy UD3 and SPG3b and the Housing SPD (2008).

8.9 Parking and access

- 8.9.1 Policy M10 'Parking for Development' states that development proposals will be assessed on an individual basis and measured against the parking standards set out within 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.
- 8.9.2 However some parking facilities will be provided within the site at the southern end accessed from Campsbourne Road. Additional on-street parking spaces are provided on Campsbourne Road and Pembroke Road. There will therefore be an overall increase in on-street parking as a result of the scheme along with a reduction in parking demand currently generated by the vehicle related business uses currently on the site.
- 8.9.3 The planning application includes provision for a total of 24 car parking spaces. These are provided as 14 secure off-street car parking spaces, including two

disabled car parking spaces. Access to these car parking spaces is from Campsbourne Road. The proposals also retain 10 on-street car parking spaces, including two for disabled users. These spaces will be set back from the street edge on Campsbourne Road. The parking provision is in line with that required by Haringey's adopted UDP.

- 8.9.4 Comments from the LBH Transportation team reveals that the site in question lies within a reasonably good public transport and accessibility level 3 showing that the site is well accessed via bus and train.
- 8.9.5 A parking survey was conducted by the applicant and submitted as part of a supporting document. The survey was carried out over three days between; Wednesday 8th February to Friday 10th February, which looked at the levels of legal on street parking available verse the number of vehicles parked within 200m walking distance of the site. On analysing the surveys, the results demonstrated that Campsbourne Road and The Campsbourne suffer from high parking pressures during the day, with over 80% of all the available spaces being utilised. However over night when it is expected that the demand for parking would increase, the number of cars parked on street verses available parking spaces decreases by some 10%. This is the reveres for the other roads surrounding the site, which all have an increase in the demand for on street parking overnight.
- 8.9.6 The Transportation teams interrogation with TRAVL database suggests that based on comparable sites (Albion Wharf SW1, Coopers Court W3, Green Dragon House WC2, Tysoe Ave EN3 Winchester Mews NW3), that the residential element of this development, some 42 residential units and 142 habitable rooms, would only generate a combined in and out movement of some 8 in/out vehicles during the critical morning peak hour. Likewise, the commercial aspect of this development (562sqm GFA), would only generate a maximum of 2 vehicles in the same crucial peak period. It is therefore deemed that this level of vehicular trips (10 in/out vehicle movement) in the morning peak hour would not have any significant adverse effect on the adjacent roads. It is to be noted that the proposed generated trips of this site is far less than that of the site's existing use which is estimated to generate some 361 In/out trips over the course of the day compare to the proposed combined commercial and residential development which will generate some (97) in/out tips over a day.
- 8.9.7 The applicant has proposed providing some 42 sheltered secure cycle parking spaces for the above development, this is below the standard required by the 2011 London Plan which requires the applicant to provide 2 spaces for 3 and 4 bed units. The applicant will be required to provide a total of 59 sheltered secure cycle parking spaces, which will be applied as a condition to this consent. The scheme would also incorporate one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. There will also be free 'car club' membership for 42 units for one year

9.0 SUSTAINABILITY

9.1.1 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.

9.1.2 Residential

9.1.3 The proposal aims to achieve a Code Level 4.

9.1.4 A feasibility study was carried out to determine the energy strategy for the proposed development. Photovoltaics were considered to be the most feasible Zero Carbon energy solutions considered to be a suitable technology for this development for the following reasons.

- The availability of roof space to mount the PV panels;
- The ease of installing PV arrays on the roofs;
- Limited visual impact from ground level.

9.1.5 Commercial

9.1.6 The commercial element of the scheme has been designed to achieve a BREEAM rating of VERY GOOD. The main features contributing to this include:

- Low energy equipment and appliances.
- Sustainable transport location and cycle provision.
- Low water consumption fittings.
- Use of green construction materials.
- Reduction and recycling of construction waste.
- Living roof to increase biodiversity and attenuate surface water runoff.
- Low Carbon Energy.

9.2 Amenity space

9.2.1 Within the site a courtyard area of gardens and amenity space is proposed which is open to the south in order to maximise sunlight penetration.

9.2.2 The following mixes of dwellings and room sizes have been proposed for this development scheme.

Type	No.	rate	requirement
1 Bedroom -	2 Person	9 x 5m ²	45m ²
2 Bedroom -	3 Person	6 x 6m ²	36m ²
2 Bedroom -	4 Person	10 x 7m ²	70m ²
3 Bedroom -	4 Person	11 x 7m ²	77m ²
3 Bedroom -	5 Person	2 x 8m ²	16m ²

Total: 244 m2

9.2.3 Communal amenity provided: 292 m2

9.2.4 4 Bedroom - 7 Person 4 have private gardens of 24m2. The majority of other flats also have private balconies & terraces.

9.2.5 The commercial space / units will need to make arrangements for scheduled collections with a Commercial Waste Contractor. The plans show a storage area for the commercial part of the development.

9.2.6 This application has been given RAG traffic light status of AMBER for waste storage and collection arrangements.

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

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

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

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

12.0 PLANNING OBLIGATIONS

12.1.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), 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.

12.1.2 Mayoral CIL will be payable on this development amounting to approximately £75,530.

12.1.3 The recommended principal terms for a s106 agreement, representing the maximum the scheme can support while still remaining viable, are therefore:

Affordable Housing

- 26% on-site affordable housing by habitable rooms comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms, and 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable rooms.

Education Contribution

- The education contribution associated with this development is calculated to amount to £232,000 to be paid to the Council.

Highway Contribution

- Prior to the start of development the applicant needs to enter in to a S.38 Highways Act agreement with the council as Local Highway Authority in order to dedicate a strip of land between 1.95 and 2.24 metres in width from the proposed site entrance to the junction with Pembroke Road to widen the carriageways on Campsbourne Road and provide inset parking bays. Therefore an agreement should be made to dedicate that land as adopted public highway on satisfactory completion of works. (These highway developments are estimated to cost in the region of £60,000).

Administration and Monitoring fee

- £1,500 to be paid to the Council for monitoring the agreement; and

Legal

- The landowner to pay the Council's legal costs in preparing and completing the agreement.

Car Club

- The S106 to secure one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents

of the new development. The S106 to also secure free 'car club' membership for 42 units for one year, which equates to £2,100.

Affordable Commercial space

- The S106 to secure affordable commercial space no more than 50% of market rates in perpetuity.

TRAVEL PLAN

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

a) The developer must appoint 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.

d) Adequate residential cycle provision, in line with the 2011 London Plan for the residential development

13.0 SUMMARY AND CONCLUSION

13.1.1 The proposal is for a development on a current light industrial space to provide a mixed use residential / office development. The surrounding area is mainly residential and borders with the Hornsey Depot potential Sainsbury's site, part of the "Haringey Heartland" Area of Intensification. The proposal is a 'U' shape comprising 40 residential units, mainly dual aspect, designed to a vertical rhythm. The ground floor will be adaptable office space, with an off street parking court for residents, and 4 town houses at the southern ends.

13.1.2 The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use would unlock the full potential of the site, providing a better frontage onto Campsbourne Road.

13.1.3 The scale, bulk and massing of the proposed development will not be significantly greater to that of the adjoining building. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties fronting High Street. The density of the proposed development is considered appropriate for

a built up site located in close proximity to good transport links and a town centre.

13.1.4 The proposed development is considered to be in accordance with Policies within Haringey's Unitary Development Plan (2006). UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

14.0 RECOMMENDATIONS

a) **GRANT PERMISSION** subject to:

- conditions set out below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- in accordance with the approved plans and documents in the tables below

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission is granted in accordance with planning application no. HGY/2012/1190, subject to a precondition 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) 26% on-site affordable housing by habitable rooms comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms, and 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable rooms.

(1.2) A contribution of £232,000 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.

(1.3) The applicants need to enter in to a S.38 Highways Act agreement with the council as Local Highway Authority contribution of £60,000 is being sought in order to dedicate a strip of land between 1.95 and 2.24 metres in width from the proposed site entrance to the junction with Pembroke Road to widen the carriageways on Campsbourne Road and provide inset parking bays.

(1.4) Plus a monitoring fee which equates to £1,500.

(1.5) The S106 to secure one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. The S106 to also secure free 'car club' membership for 42 units for one year, which equates to £2,100.

(1.6) The S106 to secure affordable commercial space no more than 50% of market rates in perpetuity.

(1.7) A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, the following measure must be included in order to maximise the use of public transport.

a) The developer must appoint 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.

d) Adequate residential cycle provision, in line with the 2011 London Plan for the residential development

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed by 17th/December/2012, planning application reference number HGY/2012/1190 shall be refused for the following reason: In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contributions referred to in resolution (1) above the proposed scheme would therefore be considered 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 resolution (1) above, planning permission be GRANTED in accordance with planning application no HGY/2012/1190 and Applicant's drawing No's 0100, PL_0102, PL_0300, PL_1001B, PL_1002 - PL_1005 incl.; PL_2000 and PL_3000 - PL_3006 incl.

Subject to the following condition(s)

EXPIRATION OF PERMISSION

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

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

IN ACCORDANCE WITH APPROVED PLANS

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

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

PRE-COMMENCEMENT CONDITIONS

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 (including but not limited to, brick, cladding, windows and roofing 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 and to preserve the historic character of the building and conservation area.

BALCONY DESIGN

4. Notwithstanding the details submitted in the approved drawings, no development shall commence until full details and specifications of the balconies (which shall consist of fixed obscured glazing panels) have been

submitted to and approved in writing, by the local planning authority and implemented in accordance with those details approved under this condition.

Reason: In order to safeguard the visual amenity of the proposed new building and the area generally.

PHOTOVOLTAIC EQUIPMENT

5. Prior to the commencement of the development full details and design of the photovoltaic equipment shall be submitted to and approval by the Local Planning Authority and implemented in accordance with those approved details.

Reason: To ensure the development is sustainable.

BOUNDARY TREATMENT AND LANDSCAPING

6. Notwithstanding the details of landscaping referred to in the application, no development shall commence until a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

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

HARD LANDSCAPING

7. Notwithstanding details shown in the proposed application, no development shall commence until details of a scheme depicting those areas to be treated by means of hard landscaping have been submitted to, approved in writing by the local planning authority and implemented in accordance with the approved details. Such a scheme shall include detailed drawing(s) of those areas of the development to be so treated, a schedule of proposed materials and samples and details of those areas which are permeable surfaces, 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.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

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

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

CONSTRUCTION MANAGEMENT PLAN

9. Prior to the commencement of the development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to and approved by the local authority's. The plans shall contain details of how construction work (inc. demolitions) are to be undertaken to minimise disruption to traffic and pedestrians on Hornsey High Street, Campsbourne Road and the road surrounding and vehicle movements 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

CONTAMINATED LAND

10. 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:-

- 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.

CONTROL OF CONSTRUCTION DUST

11. Prior to commencement of the development, 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.

Reason: To protect the amenities of nearby properties.

EXTERNAL LIGHTING

12. 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.

CONSIDERATE CONSTRUCTOR SCHEME

13. The site or contractor company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

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

BREEAM – DESIGN STAGE ASSESSMENT

14. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

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

POST-COMMENCEMENT CONDITIONS

BREEAM CERTIFICATE

15. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

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

USE CLASS ORDER RESTRICTION

16. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the premises shall be used as Class B1 only and shall not be used for any other purpose including any purpose within Class A1 unless approval is obtained to a variation of this condition through the submission of a planning

CYCLE PARKING

17. Notwithstanding the existing 42 sheltered secure cycle parking spaces currently provided for the proposed site, the applicant will be required to provide a total of 59 sheltered secure cycle parking spaces in line with the standard required by the 2011 London Plan which requires the applicant to provide 2 spaces for 3 and 4 bed units. Such a scheme shall include a detailed drawing of the allocated sheltered secure cycle parking spaces to be submitted for written

approval on request from the Local Planning Authority, prior to the occupation of the development.

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

SECURED BY DESIGN

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

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

SATELLITE AERIALS

19. 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.

SIGNAGE

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

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

CONSTRUCTION HOURS

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

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

INFORMATIVE:

The development requires naming / numbering. Please contact Local Land Charges (tel. 0208 489 5573) at least weeks 8 weeks before completion of the development to arrange allocation of suitable addresses.

INFORMATIVE:

The Council will wish to see that in respect of both external finish and internal standards of finish, the affordable housing and the private housing elements shall be completed to the same standards; and that this requirement shall be contained within the Section 106 Agreement.

INFORMATIVE:

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

REASONS FOR APPROVAL

The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use would unlock the full potential of the site, providing a better frontage onto Campsbourne Road.

The scale, bulk and massing of the proposed development will not be significantly greater to that of the adjoining building. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties fronting High Street. The density of the proposed development is considered appropriate for a built up site located in close proximity to good transport links and a town centre.

The proposed development is considered to be in accordance with Policies within Haringey's Unitary Development Plan (2006). UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

14.0 APPENDICES

14.1 Appendix 1: Consultation Responses

No.	Stakeholder	Question/Comment.	Response
	INTERNAL		
1	Building Control	No objections.	Noted
2	London Fire and Emergency Planning Authority	The brigade is satisfied with the proposals.	Comments noted
4	Transport for London	With respect to the above application, I can confirm that as the site is not located on either the Transport for London Road Network (TLRN) or Strategic Road Network (SRN), and given the anticipated trip generation, the development would not result in an unacceptable impact on the local transport network.	Comments noted
5	Transportation	LBH Transportation has not objected to this proposed development, however conditions have been attached to this proposed scheme. A full transportation comment can be found within Appendix 3 of this report document.	Comments noted and a condition attached

6	Thames Water	<p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure there are no objections to this planning application and should be approved with conditions and an informative. Full comments from Thames Water can be found within Appendix 3 of this report document.</p>	<p>Comments noted and an informative attached</p>
7	Design Panel	<p>In summary the comments from the design panel were:</p> <p>The majority of the panel believed the proposal needed further development, possibly with a more bold design, fewer or differently conceived commercial units and a more innovative layout.</p>	<p>Comments noted and subsequently the design of this current scheme reflects the feedback from the design panel which is discussed in section 7.12 of this report.</p>

8	Crime prevention & Design Officer	Anti-social behaviour has featured in the estates around The Campsbourne. I have concerns regarding the "green boundary" that forms the perimeter of many of the ground floor units. A more robust treatment such as dwarf wall and railing, typically 1100mm high would provide proper defensible space whilst enhancing natural surveillance - this treatment is likely to need considerably less maintenance than planting. I recommend the standards in the Secured by Design scheme for doors and windows. We can give further advice as necessary.	Comments noted and a condition attached Furthermore, a condition has been attached to ensure that the standards for Secured by Design principles are complied within this proposed scheme.
9	Waste Management	The Waste Management team have not objected to this proposed development, however conditions have been attached to the consent of this application. Full comments can be found within Appendix 3 of this report document.	Comments noted and a condition attached

10	Existing businesses consulted	Question/Comment.	Response
	<p>Automerce Pembroke Works, Myddleton Road, Hornsey.</p> <p>Angel Racing London Ltd, Pembroke House, Hornsey</p>	<p>As an existing businesses Automerce Service Ltd have existed on this site since 1981, running a specialist car repair business within the site. The initial comments received stated that the proposal if permitted would result in the loss of business on this site (initial comment made on 21st/June/2012).</p> <p>I object to this development as my business has been situated on this site since 2005. Therefore if this development is permitted then my business would be affected.</p>	<p>29th/10/2012 Automerce have now reached an agreement for relocation of the businesses and a contractual agreement has been signed between the three parties; the existing landlord, new landlord and Automerce (the existing businesses). The intended site relocation will be to a near by location at 83 – 89 Western Road London.</p> <p>The other businesses operating from these premises are sub-tenants of Eyedea, to which the applicant has no contractual relationship with the sub-tenants. It is understood that a number of these sub-tenants are paying neither rent or business rates. Due to development plans for the building originally being brought forward by the previous owners, the sub-letting tenants have for some years been in short-term lease arrangements with three month break clauses. In return, they have been on below market rate rents, giving them the opportunity to make preparations for the future. Furthermore, the landlord (applicant), Energoseti Ltd has offered the sub-tenants a rent-free period until January 2013 as a way of giving financial assistance and sufficient time for relocation, following this date the sub-tenants will cease to operate within Pembroke Works. Campsbourne Road.</p>

11	NEIGHBOUR CONSULTED	<ul style="list-style-type: none"> • 2 objection received • 1 neutral comment received • 36 signatures of objection in a petition and 2 letters of support 	Response
	<p><u>Andrea Babini</u> <u>25 High Street</u> <u>Submission:</u> <u>Objection</u></p> <p><u>Comments by: L Ramm</u> <u>From:</u> <u>Campsfield Road, Hornsey</u> <u>Submission:</u> <u>Objection</u></p> <p><u>Comments by: Daniel Whelan</u> <u>From: 7 Campsbourne Road</u> <u>Submission:</u> <u>Neither</u></p>	<p>A summary of the objections are shown below;</p> <ul style="list-style-type: none"> ▪ The area already has a high density of housing. The site serves light industrial businesses and has always provided employment in the area. ▪ There is already a high pressure on parking for the existing businesses and residents in the area. New housing development will add to the existing demand for parking spaces. ▪ The loss of jobs for all those who work at Pembroke Works would have a detrimental impact to the local community. 	<ul style="list-style-type: none"> ▪ The LBH Transportation teams interrogation with TRAVL database suggests that based on comparable sites within the local area, It is to be noted that the proposed generated trips of this site is far less than that of the site's existing use which is estimated to generate some (361) In/out trips over the course of the day compared to the proposed combined commercial and residential development which will generate some (97) in/out tips over a day. ▪ The proposed development would create 562sqm of affordable commercial space over three floors. The applicants have also provided evidence within their supporting statement that the proposed redevelopment of site which includes B1 affordable office space would generate an increase in the number of jobs permanently provided on the site from circa 25-30 to circa 47 employees. Therefore, it is expected that the number of people employed on the site at any one time would be significantly higher.

	<p><u>Comments by: I Carbonel</u> <u>From: 7 Campsbourne Road</u> <u>Submission: Neither</u></p> <p><u>Comments by: Dennis Bradley</u> <u>From: 14 South View Road, Hornsey</u> <u>Submission: Support</u></p> <p><u>Comments by: Andrew Joakim</u> <u>29 High Street, Hornsey</u> <u>Submission: Support</u></p>	<ul style="list-style-type: none"> ▪ Concerns about the height of the building which are much taller than the current one. ▪ The plans even as they stand are much better and much more suitable for Campsbourne Rod and Pembroke Works than the existing. ▪ The design of the building looks nice, however the surrounding buildings are 2-3 storeys and in comparison the proposed development would be out of context as it would be 4 storey' ▪ Objections raised as the proposed redevelopment would result to loss of light and sun, loss of privacy, loss of light industrial unit and impact on parking and traffic conditions in the area. ▪ I support this development, although the proposed building would be greater in bulk than the existing, in character with the surrounding area. ▪ We are owners of No 29 High Street, Hornsey and we are supporting the proposal as it would liven up the area. 	<ul style="list-style-type: none"> ▪ The analysis of building heights shows the site is surrounded by 3 and 4 storey buildings. The area is characterised by a mixture of roof forms. There are flat roofed blocks of flats north and south and to the west the Victorian terrace on Campsbourne Rd and more recent buildings such as those further to the west on Pembroke Road have pitched roof forms. Therefore, the proposed development being of part 3 and 4 storeys would be in keeping with the overall character and appearance of the adjoining neighbouring residential setting. ▪ An assessment of separation distances and application of BRE guidelines for daylight show that the proposed scheme will not have any significant detrimental effect on the amenity of neighbouring residences. (see section 2 images within this report) ▪ The proposed scheme would be in keeping with the character and appearance of the overall area, sympathetic to the overall residential setting.
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16.0 APPENDICES

16.1 Appendix 2: Applicants Statement of Consultation

Campsbourne Road

Statement of Consultation

On behalf of Energoseti Ltd
March 2012

1. Introduction

Energoseti Ltd's proposals are to regenerate a dilapidated light industrial site at Campsbourne Road, around 100m north of Hornsey High Street, into a mixed-use development. The new building will house both affordable employment space and 42 new homes. More flexible, affordable, employment space will be provided suitable for a range of businesses. The new homes will be a combination of affordable and private sale homes in a mix of one to three-bed apartments as well as four family-sized maisonettes. A brick, concrete and aluminium building with a flat roof that dates from the 1970s occupies the site. It sits within a predominantly residential neighbourhood. Energoseti Ltd aims to make the best use of this site, which has struggled to attract and retain light industrial tenants required by the current planning designation. Affordable commercial space will be provided as part of the proposals. The commercial space will be managed by the London Youth Support Trust to support young entrepreneurs. As such, the commercial element is expected to attract a greater variety of businesses and help to provide more jobs for the area than at present.

The public consultation was successful in raising awareness of Energoseti's proposals for the site, engaging with local residents and stakeholders as well as identifying key issues surrounding the potential development. The consultation centred on the public exhibition, which was held in November 2011. To publicise the exhibition the following activities were undertaken:

- 2,000 newsletters distributed to residents and businesses in the local area
- 50 letters sent to residents and businesses in the immediate vicinity of the site
- Posters advertising the exhibitions were distributed to 18 local community venues

- All existing tenants of Pembroke Works were contacted and regularly updated
- The three local ward councillors and key Cabinet members were contacted.

The public exhibitions outlined the proposals for a mixed-use scheme with affordable commercial space on the ground floor, which will also provide an active street frontage and housing above. The vast majority of feedback was positive with respondents saying they would be happy to see this sort of development on site and that it would be an improvement on the existing building. Most respondents are in favour of the proposals. When asked, 50% of respondents indicated they are 'strongly in favour' and 43% 'broadly in favour'. If these are taken together, 93% of people who left comments said that they are in favour of the mixed-use scheme. There were some reservations expressed about the current tenants losing employment space. However, as the existing building is in poor condition most of it remains unoccupied. The new building would provide affordable and flexible employment space suitable for a range of commercial uses.

2. Executive Summary

Local Dialogue was commissioned by Energoseti to assist with the pre-application public consultation around proposals for the redevelopment of Pembroke Works, which is located on Campsbourne Road, Hornsey. Local Dialogue is a specialist public consultation agency with wide ranging expertise in advising on and implementing consultation programmes for both public and private sector clients. Our extensive experience includes working with local authorities, housing associations and other public sector bodies, as well as private sector organisations on consultation, facilitation and communications for masterplanning, regeneration and development proposals. Consultation is core to the planning process. It allows local communities to view and comment on proposals, and for applicants to consider this feedback as they develop their schemes. Government Planning Policy Statements (notably PPS1) and related documents encourage organisations making development proposals to engage local communities from an early stage. This policy and advice supports 'front loading' public engagement as proposals are developed and before the official submission of planning applications to the relevant local authorities. It also recognises all parties will benefit from a programme of communications ensuring all those with an interest are fully informed of proposals. The basic need for consultation in planning has been reiterated recently through the Planning Act 2008, the 2008 Killian Pretty Review, the April 2009 'Duty to Involve' and current best practice guidance. The importance of consultation has been recently elevated with the Coalition Government's localism agenda. The Localism Bill, which was published in December 2010, sets out how the Government intends to devolve decision-making down to a neighbourhood/local authority level and empower communities. Therefore, consultation and engagement with the public and local stakeholders have become even more relevant to the planning and development sector. The Localism Bill was granted royal assent in late 2011 and will be implemented from spring 2012. In its Statement of Community Involvement, Haringey Council sets down the consultation methods that it expects to be carried out for all major developments within its area. These include resident leaflets, public exhibition and a consultation website.

3. Approach to Consultation

Energoseti Ltd is proposing to regenerate the site between Campsbourne Road and Myddelton Road that is currently occupied by Pembroke Works. The proposals will see the redevelopment of the site, demolishing the existing Pembroke Works units and replacing them with 562 sq m of modern, mixed-use affordable commercial space managed by the London Youth Support Trust and 42 new apartments and family homes. The proposals will replace the existing underused light industrial units with new homes and affordable commercial space for young entrepreneurs. The aim of the proposals is to create affordable commercial space and much-needed new homes. The proposals will provide:

- 42 new apartments and family homes
- 562 sq m of new affordable commercial space at ground level
- Private gardens for the larger family units
- 24 new parking spaces
- 42 cycle storage spaces.

4. Scheme Overview

This section sets out the pre-application consultation undertaken by Energoseti Ltd and its specialist development team to engage with the local community and stakeholders on the development proposals for the Campsbourne Road.

5.1 CONSULTATION AIMS

The aims of the consultation were:

- To raise awareness within the local community about the proposals for Campsbourne Road
- To gain feedback from the local community that could be fed back into the planning process
- To demonstrate that Energoseti Ltd had taken on board previous comments
- To produce a Statement of Consultation in support of the planning application for the Campsbourne Road development proposals.

5.2 CONSULTATION OVERVIEW

Energoseti Ltd, the current owners, bought the site in September 2011 and is intending to develop the site after planning permission is granted. A consultation programme, including stakeholder meetings and two public exhibitions, was undertaken. The public exhibitions took place at a local school around 100m from the site, with members of the public invited to view the development proposals, have any questions answered by members of the development team and give their feedback on the scheme. Ahead of the exhibition, a community newsletter was distributed to local residents and businesses. This provided information on the plans, publicised the exhibitions, and gave consultation website and contact details for further information. Local community and political stakeholders were contacted and invited to view the proposals at the exhibition or to set up a briefing meeting to discuss the updated proposals.

5. Consultation

5.3 CONSULTATION ACTIVITY

5.3.1 STAKEHOLDER ENGAGEMENT

On 9 November 2011, a letter was sent to political stakeholders, to introduce Energoseti Ltd, outline the proposals and inform recipients of the public exhibitions. These letters were followed up with phone calls to see whether stakeholders wished to meet with the development team. Letters were sent to 16 political stakeholders including Hornsey ward councillors, key Cabinet members, the local GLA member and the local MP. Please see Appendix 1 for a copy. Following letters to political stakeholders, on 14 November 2011, a letter was sent to the following community stakeholders:

- Hornsey ward councillors
- Haringey Federation of Residents' Associations
- Campsbourne Community Residents' Association
- Hornsey Vale Community Association
- Warner Road Residents' Association
- Hornsey Historical Society
- Greig City Academy
- North London Rudolf Steiner School
- Campsbourne School
- 60 local businesses and community stakeholders

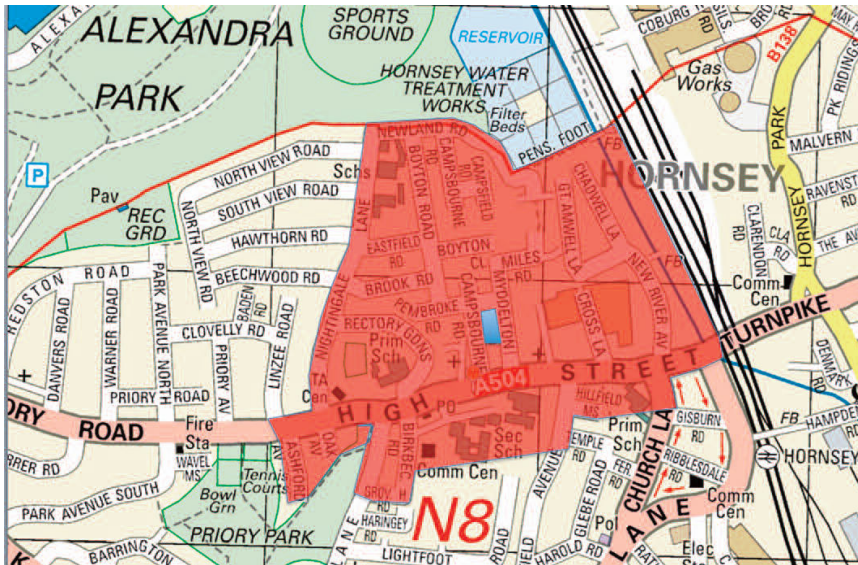
This letter outlined the proposals and gave details of the public exhibition. In addition, the letter provided a contact phone number and email address. Please see Appendix 2 for a copy.

5.3.2 PUBLIC ENGAGEMENT

Following the stakeholder letters, the team advertised a public exhibition for local residents and stakeholders by distributing a newsletter to 2,000 local residents and businesses. The public exhibitions were held on Thursday 24 November 2011 from 4pm – 7.30pm and Saturday 26 November 2011 from 10am to 2pm at Greig City Academy, Hornsey High Street. This venue was chosen because it is less than 100m from the site, has full disabled access and is close to transport links. The public exhibition allowed local residents, businesses and stakeholders the opportunity to view the proposals and ask any questions to the development team.

5.3.3 PUBLIC EXHIBITION PUBLICITY

The map below shows the distribution area for the exhibition leaflet.



The newsletter, which was hand-distributed on 15 November 2011, gave the time, date and location of the event and also provided an outline of the proposals. In addition, the leaflet showed an artist's impression of the proposed scheme and photographs of the existing Pembroke Works buildings. It also provided a contact phone number, consultation website details, email address and Freepost address.

See Appendix 3 for a copy of the newsletter. On 16 November 2011 posters to publicise the exhibition were posted to 18 community venues near the site. These included:

- Campsbourne Community Centre
- Campsbourne Children's Centre
- Greig City Academy
- Hornsey Library
- St. Mary's Community Centre
- St. Mary's Church of England Junior School.

The posters provided similar information to the newsletter. A copy is shown in Appendix 4. On the day of the exhibition, an A-board with posters publicising the event was placed outside the venue to inform passers-by what was taking place and to direct people inside.

5.3.4 THE PUBLIC EXHIBITIONS

At the exhibitions, information boards were on display explaining the location of the site, its history, the proposals, design, sustainability and layout (see Appendix 5). In total, 43 local residents, existing tenants of Pembroke Works, local businesses owners and community and political stakeholders attended the exhibitions. 19 attendees returned completed feedback forms. In addition, nine emails and three phone calls have been received. These and the comments received verbally at the exhibition, are detailed below in Section 6.

The exhibition was staffed by members of:

- Energoseti Ltd
- Architects, Kiran Curtis Associates
- Planning consultants, Savills
- Stakeholder communication consultants, Local Dialogue.

On arrival, people were asked to sign-in and leave their contact details. Having viewed the proposals, they were then asked if they would like to complete a feedback form. Attendees could either complete the form at the exhibition or return it using the Freepost address provided.

5.3.5 CONSULTATION WEBSITE

A dedicated consultation website (www.campsbourneroad.com) was created to give the local community the option to access information on the proposals and feedback online, in addition to at the public exhibitions. The website details were advertised on the stakeholder letters, newsletters and posters. The website provides similar information to that given at the public exhibitions, for example, of the proposals, transport design and layout. The website also provides several artist's impressions of the proposed scheme. The exhibition boards presented at the exhibition on 6 December were made available to download online. Please see Appendix 6 for screenshots of the website.

17.0 APPENDICES

17.1 Appendix 3: A full list of relevant planning policies

National Planning Policies

National Planning Policy Framework (March 2012)

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

The following Paragraphs are of particular relevance: 2, 7, 12, 13, 17, 49, 56, 58, 62, and 64, Annex 1, Annex 2 and Annex 3.

Regional Planning Policy

The London Plan (Adopted July 2011)

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.10 Mixed and balanced communities
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.18 Construction Excavation and Demolition Waste
Policy 6.13 Parking
Policy 7.2 Creating an inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
The Mayors Other Strategies

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

Local Planning Policy

Haringey Unitary Development Plan (2006)

G1 Environment
G2 Development and Urban Design
G3 Housing Supply
G4 Employment
UD1 Planning Statements
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD6 Mixed Use Developments
UD7 Waste Storage
UD8 Planning Obligations
HSG1 New Housing Developments
HSG2 Change of Use to Residential
HSG4 Affordable Housing
HSG10 Dwelling Mix
EMP4 Non Employment Generating Uses
M3 New Development Location and Accessibility
M10 Parking for Development

Haringey Supplementary Planning Guidance and Documents

- SPG1a Design Guidance (Adopted 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Management and Monitoring of Planning Obligations
- SPG10b Affordable Housing
- SPG10c Education Needs Generated by New Housing
- SPD Housing
- SPD Draft Sustainable Design and Construction 2010

Local Development Framework

Draft Local Plan (Formerly Core Strategy) and Proposals Map

- SP1 Managing Growth
- SP2 Housing
- SP6 Waste and Recycling
- SP8 Employment
- SP11 Design

Other Relevant Documents

- Building For Life
- Code For Sustainable Homes

18.0 APPENDICES

18.1 Appendix 4: Development Management Forum Minutes



PLANNING & REGENERATION DEVELOPMENT MANAGEMENT TEAM

MINUTES

Meeting	:	Development Management Forum - Pembroke Works Campsbourne Road, London N8 7PE
Date	:	23 July 2012
Place	:	St Mary's CE Junior School, Rectory Gardens, Hornsey, London N8 7QN
Present	:	Paul Smith (Chair), Architect Agent, Cllr Bevan, Cllr Whyte, Approx 8 Local Residents/Businesses
Minutes by	:	Tay Makoon

Distribution	:	See next page.
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1.	Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.	Action
2.	<p>Proposal</p> <p>Demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floor space (use class A1 / B1) with associated parking and landscaping</p>	
3.	<p>Presentation by Applicants Team – Kieran Curtis of KCA Architects</p> <p>We have prepared the designs for this scheme, Scott Hudson from Savills Planning Consultancy and Oli Trukoff – Clients representative and Bob Austin from London Youth Support Trust who will be running the commercial element of the scheme.</p> <p>The existing site - we have Hornsey High Street here and Campsbourne Road, Myddleton Road and Pembroke Road and the building in the red outline is the site we are looking at. This is the overall context, the New River Development down here and area in the middle with some future plans to a Sainsbury's and then the largely residential area surrounding it to the North, South and the West Side. Over here we have Alderley House which is immediately to the South of the existing Pembroke Works. Here you have the Victorian terraces on Campsbourne Road itself and to the immediate North the three storey flats.</p> <p>In November last year we held an exhibition in the academy</p>	

across the road from site and we presented our initial ideas for the scheme. This summarises the basic approach I am now going to go through how the scheme has moved on since then, a few changes after receiving feedback from the exhibition, questionnaire and a leaflet and website for vehicles for people to feedback to us their comments. We also had meeting with the Planning Department and the scheme went to the Haringey Design Panel who made some comments about the design on the scheme. Drawings of initial concept of the site, our initial thought was to create a horse shoe shape building with an opening courtyard facing south and to recreate the feeling of terrace residential housing wrapping round and creating a frontage to the building. The first idea we wanted to provide some employment office space within the scheme and well as residential flats and in this particular scheme we put it on the ground floor and raised roof garden with parking for the scheme underneath it. We went with a conventional approach with mansard roof. We got a number of points of feedback. The main thought was to do with how the office element of the scheme and the residential element of the scheme were organised and interacted, there was a design panel where they discussed how the ground floor office units would work within a largely residential scheme and whether they would end up looking dead and lifeless during the evening when people are not at work there, and the feeling was that it would be better to create a clearer separation and to try and create a scheme where on the ground floor you had front doors to houses, little gardens and have a more residential feel to the streets, people coming and going that was the aspiration. We did rethink some part of the scheme kept this idea of horse shoe shape with the central courtyard, south facing creating nice street frontages,

what we did was to create a self contained office building on one corner in Myddleton Road so that it would have its own front door and that meant we could treat the rest of the development residential like a terrace houses being not houses but they have their own front door and we do have larger family units and it they come in right off the street and that is what has been allowed us to do here is to actually have a proper courtyard and without having to put the parking under the roof garden and we have popped a bit of parking in access from Campsbourne Road up at the end here. Those are some of the key changes that we came up with in terms of the scheme, the other thing that we did do was to abandon the semi traditional mansard roof design and came up with cleaner set back top floor but we retained some of the important parts of the scheme which are kind of improved the streetscape particularly on Campsbourne Road so what we are doing is setting the scheme back creating some proper parking bays down Campsbourne Road and we still have some room for some front gardens to these residents who have their own front door and we are doing something similar on Pembroke Road, reinstating the pavements at the moment it is mostly crossovers for the various ground floor uses and same thing on Myddleton Road.

Another view of the development, it's four storeys , top floor is set back an improved public realm, the new car parking spaces we were talking about an overall to give you the statistics of the scheme, we are proposing 42 new apartments and there are a mix of 1 bedroom all the way to some four bedrooms quite large self contained maisonette's, they have their own frontage and own gardens on Campsbourne road and there is the office element here and has been designed more specifically for LYST

how they use their buildings and that is over this corner, we are creating 562 figure of affordable employment space on three and four storeys on Myddleton Road. The scheme creates some on street parking and some off street parking. On site there are 14 parking spaces and on the street we are creating 10 spaces. Lots of cycling parking space, bin stores, refuse stores, and if with all new residential development we are going for high level of sustainable design, we are meeting the codes for sustainable homes level 4, there is 1 to 6, so it is on the higher side. This is all to do with the energy efficiency , on the roof will be photo voltaic and they will be generating electricity and also to do with saving water, the materials that you use within the building being more environmentally friendly and so forth. The residential apartments will be designed to the latest London wide standards that is set by the Mayor and that dictates the minimum size of the units, room sizes, minimum balcony sizes, and it also says that 10% of those units should be designed to be wheelchair accessible, out of the 42 there are 4 units that has been designed to do that.

This is a street level view from Pembroke Road looking at the bottom end of the horse shoe and this is where we have the two main residential entrances that go into the central courtyard and you can see how we have designed it to give you that feel of series of houses got nice balconies set back, how we have the top floor in a different material and also set back.

This is a plan of the ground floor this is to show how the layout works with the different entrances and lifts, car park, and the three residential cores with out front door, bin refuse, cycling stores. Where this scheme differs from the last one is that they now have their own front doors giving the residential street feeling coming

through.

This is next floor up and you can see it is all laid out in apartments and the entrances to the car parking spaces.

The top floor is set back on all sides and we thought this fitted with the whole street and we did not want to become too imposing and the occupants of Alderley House will look out to the north.

We have tried to come up with a contemporary design for the building one of the messages we got from the feedback and the exhibition is that not to produce something that looked like the New River Development, so I want to assure you that this will not be white render, the building is largely brick but we are trying to put together an interesting collection of different materials, textures, this is glazed off white brick, it gives this kind of crisp robust finish, it is good long hard wearing finish. On ground floor we have also gone for a brick

An unusual one which is the brick has a corrugated feel to it, the colour will be dark brown grey finish to it, then we have nicely designed balconies with metal work, top floor we have a lighter weight cladding, it is not actually wood, it is a weather board which comes in these slats and light weight finish. Our intention is to create a high quality finish building in the end.

Bob Hoskings - The office component of the scheme is designed for specific use of the London Youth Sports Trust, it is going to be affordable office space. LYST provides business occupation for young businesses; it is subsidised space and business support combined. Started in Deptford in south London, Lambeth,

Hackney, Bermondsey, we run the Tottenham Green Enterprise Centre, we set up the Bernie Grant Enterprise Centre building and we have just won the contract to help set up the 639 High Road project. We know about buildings, we know about young people and we know about helping people in business and setting up in business and here we are going to do what we actually do everywhere else. The businesses are design makers, digital stuff, we also have people doing T-Shirts and we give them three years to make a living for themselves and we expect them to move on to commercial premises and we roll it over and get another set of young people and we are good at setting up a business like this and then moving on, that is what we did with the Bernie Grant Centre for example. The enterprise centre was very successful and remains so and we moved on from there after 3 years and here we are planning to keep the turn over going. It tends to be lively, productive and for young people very business like and that is what it is all about. The success of the businesses tends to be 90% in year 1 and by the 3rd year two thirds of our young people have moved on somewhere successfully. The success rate is very high.

Questions:

Q1: You have obviously done surveys on traffic flow in the area, In Tottenham for example, how many people will have cars that will use the units.

Ans: We have 45 units in Tottenham Green and we have 6 parking spaces and we lock the gates because of so many arguments about parking that we don't allow anyone to park there. Most of our people do not have vehicles, it is more of an issue of loading and unloading on occasions

Q2: I am very concerned about the number of cars that are going to park, we already have a parking problem and it will be difficult and how you given any consideration of the people living in the area and the pavements they are going to walk on?

Ans: We are very aware, it came through when we had the exhibition at the end of last year and one of the things I tried to bring across was that we are trying to create more on street parking as is currently available at the moment.

Q3: You say on Campsbourne Road there going to be parking spaces? How are people going to get there cars into those spaces, are they going to drive across the pavements? I'm very concerned that elderly people use the pavements, people with sticks and mobility scooters.

Ans: No there are side on bays, (slide showing this) You can see 6 parking bays and they are normal parking bays on the street that you would park in the normal way and what we have done – this is the line of the pavement and people park on/off the pavements and it is quite tight on Campsbourne Road, this is why we have widened the pavements. This will hopefully solve the problem.

Q4: I am concerned about parking as well, I know you said you are providing wider spaces, are those spaces for the new buildings? I'm a resident of Saxon House in Myddleton Road and already I cannot park in my road. You are providing new spaces and I am thinking of the current residents where they park their cars and not all 42 flats are going to have cars but there will still be an overspill onto the spaces you are providing and those spaces

are only for the new building and also the nearby roads have CPZ, and we have a lot of people in nearby roads parking around our area.

Ans: Those spaces I have just described over here and here Pembroke is slightly wider, so currently you cannot park on the street that is all nearly crossover for the car wash and so on. None of these will be reserved for residents so the new parking being created because you can't park along there at the moment and these actual spaces there. The only parking that will be reserved for residents will only be only for the spaces we are creating inside, It is actually increasing the capacity. The uses that is currently in the building at the moment does generate parking and trips and all be it we are creating 42 new flats we are replacing some active uses in terms of parking and trips. All of this is set out in a technical report, the Transport Assessment and they have come and done parking surveys in the middle of the night, day, midday and looked at the kind of trips and parking generated by the existing uses and compared it to what they anticipate our new development would propose and there is an overall neutral and if not slightly beneficial amount of parking. As I said we are generating more spaces on street and will not just be reserved for residents.

Q5: Is there a project number of people with cars?

Ans: The summary of the traffic study is looking at around approximately .3 to .4 spaces so it's less than half of the flats will be considered to have parking and the idea is to have a minimum of one cycle space per unit to encourage a sustainable mode of transport, so the ratio is less than half and it is in line with the Councils policy.

Comment: The Commercial units will require parking facility – The concern is that there is not enough designated parking?

Q6: I live on Campsbourne Road and directly opposite the wheel barrow garage, we are concerned about light levels, there are flat two storeys building there now and you are proposing an extra storey and half. I noticed on the submitted plans that you've done a nice diagram about light levels, what I'm concerned about is that the minimum amount of light required by the planning people could be significantly different to the amount of light there are used to.

Can you give me a difference of what the difference might be?

Ans: The guidance generally used for calculating this is by the Buildings Research Establishment and they set guidance for what day light factors, it is a measure of how much light is coming in through a window and what we simply done here is designed the building to those standards and what the standards say is that from a window at 2metre level you should be able to see the sky at an angle of 25degrees and that would ensure a good level of light coming into a property. You can see there this is the cross section that applies to you, this grey outline is your existing building and this is what we are proposing here, it is about a storey and half higher and I can't say there won't be any reduction, you will see a building rather than a certain amount of sky and the percentage of sky arc is relatively small. The way they do it is that angle going all the way up oppose to a slightly reduced one. If this is the angle that you reduce out of the overall it is a small percentage. If you go outside the standard guidelines then the Council will ask for a daylight and sunlight study to be submitted.

Q7: Statement – My wife and I are very much in favour in what you are doing and a lot of what you have said to day have put our minds at rest. I have noticed online that there are people opposing it based on the light industrial works which currently takes up a lot of space now. I want on record to rebut the idea somehow the community will be lacking in local auto repairs, I looked it up and within 2 mile radius there are 96 businesses that identifies as car repairs or garage services. 10 of them are in the N8 postcode. Also I notice there is a petition of comments of which 10 of the 36 signatories live either on Campsbourne or Myddleton Road and I would like to suggest that the majority of that have signed this petition do not have light industrial neighbours in the middle of a residential development, they do not need to put up with the noise, pollution and most of all they do not have to put up with the ugly building there now. I suggest if this is not granted that they look at doing something with the building anyway because it is really a state. I also support that Myddleton and Campsbourne Road becoming a one way system and that should happen regardless of what happens.

Q8: We have our business on Campsbourne Road, 26 Harvey House and can you tell me how this will affect my business, we do have parking problems with loading and unloading, will it improve or not?

Ans: Overall we will have beneficial effect on parking in the area and the profile of the parking will be at the different times of parking at the moment, the businesses on site at the moment have lots of people coming in the morning and I think there will be less competition for space as it will be largely residential.

Q9: Cllr Bevan – I have some serious concerns about this proposal, how much social housing being provided, I fully support residents concerns about parking some of those parking spaces will be reserved for disabled parking? For me it looks like something on New River, it has no relationship to the context surrounding residential properties.

Ans: At the moment we are looking at 20% affordable housing but that is together with affordable work space, the work space is essentially given to list at a very reduce, it is affordable workspace as well. We have done a viability study tool kit assessment and this is the most the scheme can afford in this regard. If we didn't provide the affordable work space we could look at more affordable housing, however we do need to provide a mix use development and it was felt that the affordable work space was the more appropriate model. Turning to the design I do not agree with your comments, we feel we have come up with a scheme that responds to the context in terms of scale, rhythm, materials, and the essence of a largely residential area. This scheme has been to the Design panel and we took on board some of their comments in terms of improving the design.

Q10: Cllr Whyte - What number of houses will be affordable housing? and if the office work space has not been taken up after three years, what protection do we have that the same thing that happen in new River village won't happen in this development?

Ans: We are proposing 4 bedroom, 7 person maisonette and 2x1 bed 2 person units as affordable housing, the mix of social rent versus ownership the idea is the family units will be for social housing rent and how that is dealt with is target rent or a form of social to be finalised with your housing team and most likely the

smaller units will be for shared ownership for those wanting to get on the property ladder and that works out 20% per habitable room. In relation to commercial space, it is intended that the commercial space remain affordable and rates to be set within the legal agreements of the s106. If LYST decide not to stay after 3 years then it will go to another affordable provider at the same rates and set in the s106 agreement, if that was the case then it would be subject to another planning application.

Q11: The existing businesses are there any help being given to them if this goes ahead in terms of relocation package?

Ans: There are a number of businesses already there that are at stake and we are now with the fourth landlord in the last 4 years since the last application went, we are not against moving as such, the reason for remaining there is the inability to find suitable location to move to, what we want is for the Council to allow us time to complete these negotiations in time before a decision is made.

We are trying to relocate Automerk garage and it is proving to be very difficult, we have found something and we are working with the lease holder.

Comments: I would like to say we have a garage there and no one has approached us about relocating us? We have built up customers, we have developed the business, everyone doesn't oppose the garage, we get on very well with local residents, and we get a lot of respect there give a good service like Automerk. We built up our business and developers come along say we have to move because they want to build flats, this causes loss of employment and disharmony and stress. I find that very unfair.

What is going to happen to people who make a living there? We are going to loose money, what is to happen to our future? Have you thought about that?

Ans: We bought this property a year ago and there are several people who have leases one of these people is Automerk garage, Idea is another one and the lease that we had with them is a short term lease and we had a three month break. The way it was arranged with the previous owner is that Idea was only providing short term employment, so therefore we have not considered talking to other people to ask. In legal terms they are short term leases and licence and not long term lease.

Comment from the floor: The property changed hands so many time and did not even know who the present landlord is, all we know is that we were paying our rents on time to the agents, a year ago we talked about signing an agreement and the agents the time said, just wait and see what the new developers want to do, they might want to extend it. We trusted the landlords and we have been tricked us, and this is now the position we are in. They have never done a long term agreement with us, they used us to benefit from our rent and now they just want to chuck us out. and we have been her 15years which is along time. This is unfair, you cannot treat us like this, and we have been there 15 years that is a long time.

I understand your concerns, can I ask you why did you not conclude a lease.

Ans: We did try but we have been tricked, didn't who the landlords were, we did not know was running the business all we know is they demanded the rent on time and we paid it on time.

Response from the applicant: I am very happy to talk to you outside of this meeting and we can look at this.

I agree with Ali, I also own my business on the premises and was not told not to worry all will be o k and I have been there for 9 years.

Paul Smith said he was at the last forum and last Planning Committee and the same thing happened there, he said, we understand the position you are in is a business sense and you are all in the same room today, you have heard each others points of view and will need to go away and resolve it, because if this carries on it could have an effect on the outcome of the process. It does need to be resolved one way or another and that way the thing that confounded the process before. Everyone heard in public what the issues are and therefore you need to get together and resolve it outside this meeting as it is a property matter and not planning.

Cllr Bevan: The pictures circulated in the agenda is different from the screen, can I ask what housing association you have in mind to do with the social housing?

Ans: There are no inconsistencies with the materials on the elevation in those pictures as on the screen, the pictures are smaller and the colours once copied do not match what we are showing you on the screen and we did not produce the agenda. The plans and materials are exactly the same as what we have submitted as part of the application. As yet Savills Housing Consultancy has been advising us about the social housing and

they have had a number of discussions with some of Haringey Partner Association but to date no formal agreement has been reached.

Comment from the floor. I refute that the drawings are different from the presentation being shown to us and that the building is a monstrosity, what is there at the moment is a monstrosity and as someone who has to look out of the window at it every day I think this is a vast improvement

Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting

19.0 APPENDICES

19.1 Appendix 5: Design Panel Review



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

Observers

Richard Truscott (Facilitator)..... Haringey Council
Mortimer MacSweeney Haringey Council
Sule Nisancioglu Haringey Council
Ian Pattinson Haringey Council

The following scheme was considered by the Panel:

Presentation of proposals for Pembroke Works, Campsbourne Road, N8

Kiran Curtis..... KCA Architects

Presentation of proposals for Pembroke Works, Campsbourne Road, N8

Kiran Curtis of KCA Architects presented the proposals and took questions. The proposal is for a development on a current light industrial space to provide a mixed use residential / office development. The surrounding area is mainly residential and borders with the Hornsey Depot potential Sainsbury's site, part of the "Haringey Heartland" Area of Intensification. The proposal is a 'U' shape comprising 40 residential units, mainly dual aspect, designed to a vertical rhythm. The ground floor will be adaptable office space, with an off street parking court for residents, and 4 town houses at the southern ends. Local residential consultation on the scheme has already been carried out.

Some of the group questioned the design of the building and whether its location and position could favour a bolder design. Questions were raised concerning the ground floor office accommodation in regards to its viability and location, the architect responded that they had direct access to the street and affordable work units were already let in the current development. Parking was another concern for the group as under-croft car parking within the area has had many issues and with the new Sainsbury's development parking may become more of a problem on the surrounding streets. They responded that the parking will be solely for residents and that the street parking will be broken up into pods through landscaping. The quality, materials and detailing were also questioned but this is an initial plan and these will be decided later.

Panel Observations

Concept & Site Layout

1. Concern was expressed at the proposed layout of ground floor offices, due to the potential 'dead' frontage' if offices remained vacant and in the evenings and weekends when the offices were closed. They would not remain un-shuttered plate glass due to security. Local similar developments have had shutters subsequently fixed to the windows which also cause noise disturbance to residents above.
2. Some members questioned why they were proposing any employment uses on the site; whether this was truly viable or a good idea in view of the design problems that seemed to result. The planning brief stated mixed use development for the site and the group questioned its viability. It was suggested commercial uses might be better stacked in a "block" in one corner with active residential frontages at ground level elsewhere on the site.
3. The car parking was also questioned, both the undercroft but most particularly that in front of the offices; too suburban and creating a poor security and visual environment.
4. The design was questioned as to why it was reflecting the local architecture of post war estates and not what is proposed within the Haringey Heartlands development, including the architecturally successful completed New River Village. Some liked its compactness, and the clarity and simplicity of the "U" shaped plan with private communal and private gardens in the centre and public frontages to the three streets. However, the panel disagreed whether the basic U shape had potential or was fundamentally unsound.
5. All the panel members were concerned at the suggested form of the mansard and especially of the family houses.

Consensus and Conclusions

6. The majority of the panel believed the proposal needed further development, possibly with a more bold design, fewer or differently conceived commercial units and a more innovative layout.

20.0 APPENDICES

20.1 Appendix 6: Building for Life Assessment

BUILDING FOR LIFE 12: The Sign of a Good Place to Live

12 Questions to Reflect What New Housing Developments should be: Attractive, Functional, Sustainable.

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The scheme is relatively small and therefore does not require additional connections. The scheme largely follows the street line but is set back in places.

2. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The development is close to the Hornsey High Street and well connected to local amenities, community facilities and open spaces.

3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

The scheme is located in a Public Transport Accessibility Level 3 Area (Moderate). The site is a short distance from Hornsey High Street which is served by several bus routes. Turnpike Lane Railway Station is also within walking distance of the site.

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The proposed development proposes a good mix of housing types and tenures;

- A range of dwellings are proposed which will include 9 x 1 bedroom (2 persons), 6 x 2 bedroom (3 persons), 10 x 2 bedroom(4 persons), 11 x 3 bedroom (4 persons), 2 x 3 bedroom (5 persons) and 4 x 4 bedroom maisonettes (7 persons).
- 26% on-site affordable housing by habitable room comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms and, 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable room

Creating a place

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The proposal responds to the scale and massing of the surrounding but is largely generic in character and appearance. The surrounding area is not identified as having a consistent or desirable character.

6. Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

The scheme provides a reasonable response to orientation and to the surrounding structures in terms of massing and scale. There are no notable landscape features or wildlife assets on the site.

7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The proposed development is designed within the footprint of the existing perimeter block; this proposed development takes in to consideration the general arrangement of neighbouring adjoining residential footprints. The development also incorporates trees along the public foot path adjacent the development and private gardens allocated within defensible areas to the 4 bedroom houses on the ground floor, the scheme overall is designed create an active frontage on the existing streets, interpreting the traditional pattern of development in the area in a modern way.

8. Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The scheme will not alter the overall legibility of the street layout and there is limited if any impact on way finding.

Street & Home

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Due to the relatively small scale size of this proposal, there is no new public realm created therefore street design remains largely as existing.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

The applicant proposes a mixture of on and off-street parking which breaks down the visual and physical presence of cars on the street, reducing the overall impact.

11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The proposed scheme seeks to provide public and private amenity spaces. The proposed layout of the site being U-shaped is orientated to ensure that the courtyard takes advantage of the south facing view; this would provide a good level of sunlight and daylight in to the courtyard. The proposed development is designed to improve the visual aesthetics of the area. Balconies have also been designed with sympathetic and stylistic materials for a majority of the properties, which will improve the visual character and appearance of the building and enhance the experience of living within the proposed accommodations (as shown within the image section of this report).

12. External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

The scheme has provided adequate storage space within the internal and external parts of the properties. The level of parking space provided as confirmed by LBH Transportation team is in accordance with Haringey's Adopted UDP (2006).

- The LBH Transportation team have indicated that the provision of 42 sheltered secure cycle parking spaces for the above development is below the standard required by the 2011 London Plan which requires the applicant to provide 2 spaces for 3 and 4 bed units.
- This proposed scheme would include one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. There will also be free 'car club' membership for 42 units for one year
- The applicant will be required to provide a total of 59 sheltered secure cycle parking spaces, which will be applied as a condition to this consent.
- The plan shows a waste storage area and this area needs to be of a suitable size to contain a total of 13 x 1100 litre wheeled bins for refuse and recycling, fit for purpose and provide easy access to both the occupants for disposing of their refuse and recycling waste, and for the refuse and recycling crews collecting the waste. The storage area for the refuse and recycling bins must be located no further than 25 metres from the point of collection, and the storage area must be kept clear of all litter and side waste at all times.
- The commercial space / units will need to make arrangements for scheduled collections with a Commercial Waste Contractor. The plans show a storage area for the commercial part of the development.
- This application has been given RAG traffic light status of AMBER for waste storage and collection arrangements.

Planning Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1983	Ward: Tottenham Green
Date received: 15/10/2012 Last amended date: 04/12/2012	
Address: Land At Lawrence Road N15 4EX	
Proposal: Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/A2/A3/B1/D2 uses) with associated car parking, landscaping and infrastructure works	
Existing Use: Mixed Commercial and Industrial	
Proposed Use: C3 and A1/A2/A3/D2	
Applicant: Bellway Homes (North London) Ltd	
Ownership: Private	

DOCUMENTS

Design and Access Statement by bptw Partnership
Planning Statement by Savills
Transport Statement by Transport Planning Practice
Sustainability/Energy Statement prepared by Abbey Consultants
Air Quality Assessment by Ardent
Flood Risk Assessment by Ardent
Daylight and Sunlight Assessment by Savills
Statement of Community Involvement and Equality Statement by Green Issues Communiqué
Ground Investigation Assessment by Groves
Arboricultural Method Statement by ACD Ecology
Arboricultural Impact Assessment by ACD Ecology
Tree Report by ACD Ecology
Ecological Assessment by ACD Ecology
Landscape Design Strategy prepared by ACD Ecology
Landscape Management and Maintenance Plan by ACD Ecology
Supplementary Report: Lawrence Road Design Proposals by Savills
Design Commentary by bptw Partnership

Plan Number	Plan Title
100	Location Plan - Existing
151	Site Plan
160	Contextual elevations - proposed
161	Contextual elevations - proposed
200	Courtyard house – floor plans
201	3B5P Terraced house - floor plans

202	4B7P Terraced house - floor plans
203	3B5P wheelchair house - floor plans
220	A - Terraced House - Courtyard Elevations
221	F - Terraced house - elevations
300	Block B - floor plans
301	Block B - floor plans
320	Block B - elevations
400	Block C - floor plans
420	Block C - elevations
500	Block D & E - floor plans
501	Block D & E - floor plans
520	Block D & E - elevations
521	Block D & E - elevations
600	Bay Study 01 - Block C_ West Green Rd
601	Bay Study 02 - Block C&B_ Lawrence Rd
602	Bay Study 03 - Block E_ Lawrence Rd
603	Bay Study 04 - Block A_ Mews Houses
604	Bay Study 05 - Block B_ Walkway Access
605	Bay Study 06 - Block F_ Terraced Houses

<p>Case Officer Contact: Jeffrey Holt</p>
<p>PLANNING DESIGNATIONS:</p> <p>Conservation Area Road Network: C Road</p>
<p>RECOMMENDATION</p> <p>GRANT PERMISSION ref: HGY/2012/1983 subject to conditions and subject to s106 Legal Agreement..... plus Mayoral Direction</p>

SUMMARY OF REPORT:

The application site is located at the southern half of Lawrence Road and it is proposed that all buildings on site are demolished and replaced by a mixed use development consisting of 264 new dwellings (21% affordable), 6 live/work units and flexible commercial space.

The existing buildings are large commercial and industrial buildings from the 1960s but the majority have fallen out of use and are of poor condition. Council Policy for the site seeks the comprehensive regeneration of this area through mixed-use development. The development is considered to meet these aims.

The applicant has demonstrated that proposed affordable housing and s106 offer is highest possible taking into account the financial viability of the scheme.

The development is of a high design quality and responds to the site context and is a significant improvement over the existing buildings. It is laid out in a way which minimises the impact on the surrounding Clyde Circus Conservation Area, provides a variety of housing types and improves the street environment.

The development would cause no significant harm to residential amenity, traffic and highway conditions and meets the required standards for sustainability. Where impacts will be caused, mitigation measures will be secured by condition or by s106 agreement. The applicant has engaged directly with residents and local businesses and their comments have informed the development of the scheme.

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

The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to appropriate conditions and s106 contributions the application should be approved.

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1.0 PROPOSED SITE PLAN



2.0 IMAGES



Proposed site layout



Proposed View along Lawrence Road



Proposed street frontage with live/work unit



Proposed mews houses



Proposed corner of Lawrence Road and West Green Road



Proposed new residential street

3.0 SITE AND SURROUNDINGS

- 3.1 The subject site consists of 1.576ha of land in the east of the Borough. The site is centred on the southern half of Lawrence Road which runs north-south between Philip Lane and West Green Road. Existing development consists of office / light industrial buildings typically 4-storeys high but is of larger scale than comparable residential development due to larger floor-to-ceiling heights. Most of the buildings have fallen out of use since the 1970s and 1980s and currently only two of five buildings on site are currently in use. With this decline their physical condition has also degraded and much of the site has suffered neglect. However, the character of Lawrence Road benefits from a series of mature London Plane trees along both sides of the street.
- 3.2 The application site plus the northern half of Lawrence Road comprise an industrial area which is situated in predominantly residential surroundings. The site is bounded by the Clyde Circus Conservation Area to the east, west and part of the south. Development in the conservation area consists mainly of 2- and 3-storey terrace and semi-detached properties with gardens backing onto the site. West Green Road District Centre is to the south-east and stretches east towards Seven Sisters.
- 3.3 Lawrence Road connects to both Philip Lane and West Green and benefits from good access to neighbouring commercial uses. There are local bus stops on these adjoining roads which provide frequent east and westbound services. Seven Sisters Underground and Rail station is within walking distance to the east and provides good access to central London.

4.0 PLANNING HISTORY

- 4.1 An application was submitted for the comprehensive redevelopment of the site on behalf of Galliard Homes on 02 April 2008 (ref: HGY/2008/0674). The application proposed:
- 4.2 Demolition of all buildings and structures and erection of a mixed use development comprising 835 sq. m. gross internal office space; 375sqm gross internal retail space and 388 residential units together with associated car parking; service areas; amenity spaces and landscaping.
- 4.3 The application was referred to the GLA for Stage 1 in May 2009 and officers concluded that the principle of a mixed use development was acceptable and in the interests of good strategic planning in London. However further information regarding affordable housing, access, child playspace, sustainability, air quality and transport were required before the Mayor could approve the proposal at Stage 2.
- 4.4 The application was no longer pursued by applicant and the application remains undetermined.
- 4.5 There have been a number of minor change of use applications for various sites within the site but they are of no particular relevance to the proposal considered presently.

5.0 PROPOSAL DESCRIPTION

- 5.1 The application proposes the demolition of all buildings on site and the erection of buildings in a contemporary style ranging from 2 to 7 storeys in height to provide 264 new residential units, 6 live/work units and flexible commercial space.
- 5.2 The layout and design of the proposal was developed following consideration of the site context and is arranged in a series of blocks. Four blocks of flats line either side of Lawrence Road. On the west side is 5-storey block to the north and a 5- to 7-storey block to the south with the tallest element on the corner of West Green Road. On the east side, there is a 6-storey block to the north and a 7-storey block to the south. Behind these blocks are smaller scale terrace houses. On the west side there are two terraces of 3-storey houses facing each other across a courtyard which are accessed through an archway within the flatted block on Lawrence Road. On the east side there are two terraces of 2- and 3-storey houses aligned north-south which face the larger blocks on Lawrence Road. These houses front onto a new access street off Lawrence Road.
- 5.3 The 264 residential units range in size from 1-bedroom to 4-bedroom of which 21% are designated as 'affordable'. The commercial element of the scheme consists of two flexible spaces. A 407.5m² unit is proposed at ground floor on the frontage of West Green Road. A second unit 92.5m² is proposed on the ground floor of Block 1, which is to the north on the east side of Lawrence Road. Six 'live/work' units are proposed on the ground floor of the blocks on the east side of Lawrence Road. These units have direct street access.

6.0 RELEVANT PLANNING POLICY

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

- National Planning Policy Framework
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Draft Haringey Local Plan: Strategic Policies:

Haringey's Local Plan: Strategic Policies (formerly the Core Strategy) was submitted to the Secretary of State in March 2011 and following a number of consultations and rounds of amendments, the Plan was found to be 'sound' in November 2012 subject to some modifications. Adoption is expected in February 2013.

As a matter of law and due to the advanced stage of development, weight should be attached to the Local Plan policies however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- Haringey Draft Development Management Development Plan Document:

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

- Haringey Draft Site Allocations Development Plan Document:

The Site Allocations DPD forms part of the Local Plan and identifies some of the sites the Council seeks to be developed over the next 15 years. The DPD was consulted in May/June 2010 and the results of which are informing the next draft of the document.

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

7.0 CONSULTATION

7.1.1 Statutory Consultees

- GLA
- LB Hackney
- LB Waltham Forest
- London Development Agency
- Transport For London Road Network
- London Underground
- English Heritage - London Region
- English Heritage - GLAAS
- Natural England
- Environment Agency
- Thames Water Utilities
- British Waterways – London
- Met Police Crime Prevention Officer - Andrew Snape
- London Fire Brigade - Edmonton Fire Station
- Greater London Archaeology Advisory Service
- London Waste Ltd
- Network Rail
- The Highway Agency
- North London Chamber Of Commerce

7.1.2 Internal Consultees

- Building Control
- Transportation
- Waste Management/Cleansing
- Food and Hygiene
- Strategic and Community Housing
- Environmental Health – Noise and Pollution
- Policy
- Housing
- Conservation and Design

7.1.3 External Consultees

- Ward Councillors
- Lynne Featherst

- David Lammy MP
- Tottenham Civic Society
- Tottenham CAAC
- Bridge Renewal Trust

7.1.4 Local Residents

- Consultation letters were sent to the residents/owners of 2,705 properties

7.2 A summary of statutory consultees and residents/stakeholders comments and objections can be found in Appendix 1. Local resident responses raised the following broad issues:

- Design and massing – the scheme is too high and/or bulky
- Negative impact on Conservation Area
- Increased parking pressure
- Loss of employment land/buildings
- Overlooking
- Energy and sustainability
- Increased population and impact on school places

7.3 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report.

7.4 A Development Management Forum was held 8th November at Tottenham Leisure Centre. Approximately 100 local residents and businesses attended. At the end of the table in Appendix 1 is a summary of the questions asked and responses given.

7.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer's report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

Design Panel

7.6 The scheme was presented to the Haringey Design Panel 22nd March 2012. The panel considered that the overall scale, size and massing of the proposals suited the site. There was disagreement within the panel over the height of the buildings, some asking for lower and others for higher but all agreed that buildings heights should be the same on both sides. They commended the use of brick as the dominant material, the 'saw tooth' roof design to the terraces houses to the east, the use of multiple residential cores and short corridors. Concerns or questions were raised about the possibility using the flat roofs for solar panels or green roofs, some inactive frontages, the risk of the new street being dominated by car parking, the lack of detail on an energy strategy. Overall the panel were encouraged by the scheme.

7.7 Design is discussed in more detail in Section 8.16 however officers views on these comments are briefly provided below:

- Building heights on either side of Lawrence Road have been equalised
- Solar PV panels are deemed unnecessary and cost inefficient to achieve sustainability targets
- Green Roofs were considered too costly and would have a significant implication for viability. It was considered that focus should remain on delivering an energy centre
- Frontages onto Lawrence Road have been redesigned to engage more with the street. For example, the entrances to the live/work units and refuse stores have been reduced/redesigned
- The access street has been extensively redesigned with one side now having traditional front drive parking with landscaping interspersed and private front gardens on the opposite side
- A detailed energy solution is proposed consisting of high energy efficiency and a Combined Heat and Power (CHP) unit which exceeds the emissions saving target

Applicant's consultation

7.8 The applicant has undertaken their own extensive consultation

- 16th March - Website launched promoting upcoming public exhibition (below)
- 30th and 31st March 2012 – Exhibition for local residents at Marcus Garvey Library (within a half mile of the application site). A preview was held for Councillors beforehand on the 30th. Eight representatives from the development team were available over the course of the exhibition. Invitations were sent to 1572 homes and 74 businesses in the local area. Comments could be made via a comment box, freepost or through the website. 141 individuals attended the exhibition and 43 responses were received.
- 25th July 2012 – Second Exhibition at Marcus Garvey Library with a Councillor preview beforehand. Exhibition boards had multi-lingual introductions and there was an option to have the display material translated in one of 10 locally spoken languages. Invitations were sent to the same catchment area and residents had the same opportunities to provide comments. 52 individuals attended the exhibition and 22 responses were received during and after the event.

7.9 The following concerns were most frequently raised by the applicant's consultations:

- Overall support for redevelopment with a strong desire for it to come forward quickly
- A few were strongly opposed or had different ideas for redevelopment
- Height of the buildings
- It was an improvement on previous plans
- Impact on parking further afield

7.10 Full details of the applicant's consultation can be found in their Statement of Community Involvement and Equalities submitted with the application.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

- 8.1 Regeneration Policy Context
- 8.2 Regeneration and Economic Benefits
- 8.3 Mixed Use Development
- 8.4 Density
- 8.5 Dwelling Mix
- 8.6 Lifetime Homes and Wheelchair Access
- 8.7 Amenity space
- 8.8 Children's Play space
- 8.9 Affordable Housing
- 8.10 Viability
- 8.11 Design
- 8.12 Conservation
- 8.13 Trees
- 8.14 Community Safety
- 8.15 Daylight/Sunlight and Privacy
- 8.16 Traffic and Parking
- 8.17 Inclusive Design
- 8.18 Sustainability and Energy
- 8.19 Air Quality
- 8.20 Contamination
- 8.21 Construction and Demolition Impact
- 8.22 Archaeology
- 8.23 Drainage and Flood Risk
- 8.24 Environmental Impact Assessment
- 8.25 Greater London Authority
- 8.26 Mayoral Community Infrastructure Levy
- 8.27 Planning Obligations/s106 Agreement

8.1 Regeneration Policy Context

- 8.1.1 National planning policy is set by the National Planning Policy Framework (NPPF), which was published 27th March 2012 and replaces all previous Planning Policy Statements and Guidance. Within the framework there is a presumption in favour of sustainable development "which should be seen as a golden thread running through plan-making and decision-making" (NPPF para. 14).
- 8.1.2 The NPPF places great emphasis on the need for the planning system to support sustainable economic growth. This includes the need to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.
- 8.1.3 The site comes within the boundary of Site Specific Proposal 27 (SSP27) as set out in the adopted Unitary Development Plan 2006. The SSP encompasses all of Lawrence Road and seeks a mixed use development of residential and retail on this site to replace the existing office and industrial development. This designation is a departure from previous plans which identified this location as a place for employment uses only. The equivalent designation under the current UDP is 'Defined Employment Area' however Lawrence Road is not designated as such.

- 8.1.4 Haringey's emerging Local Plan is due for adoption. Policy SP1 'Managing Growth' of the Haringey Local Plan aims to manage growth by focusing it in the most suitable locations and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The draft Site Allocations DPD identifies Lawrence Road (encompassing the same area as SSP27) as a site for mixed use including retail and employment.
- 8.1.5 In 2007 a planning brief for Lawrence Road was adopted as a Supplementary Planning Document and as such it is material consideration for applications relating to Lawrence Road. The SPD seeks mixed use development consisting of residential (including affordable homes) and employment generating uses.
- 8.1.6 A supplementary planning statement was issued in 2011 which sets out more clearly certain elements of the 2007 SPD taking into account changes in policy and affordable housing funding. The statement maintains the same overall approach and seeks comprehensive mixed use development on the site to deliver housing and employment generating uses.
- 8.1.7 The principle of the proposed development is considered to be consistent with regeneration policy as it seeks to deliver a well designed mixed use scheme comprising residential (with some affordable), retail/commercial space and live/work units.

8.2 Regeneration and Economic Benefits

- 8.2.1 The proposed scheme will result in the comprehensive redevelopment of the site providing a number of physical and economic regeneration benefits for the area.
- 8.2.2 The development will result in the physical regeneration of the site through the provision of high quality housing, live/work units and employment uses and will replace the existing dilapidated buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved with more street level activity, which will also reduce the fear of crime by significantly increasing passive surveillance. This development will help to bring forward proposals for the northern half of Lawrence Road so that the policy objectives for the area and wishes of the local community can be met.
- 8.2.3 In recent years a number of regeneration schemes have been approved in the east of the Borough. These include the Tottenham Hotspur stadium redevelopment, Tottenham Town Hall, Hale Village at Tottenham Hale and Seven Sisters (Wards Corner). These developments indicate there is a general trend of regeneration in the east of the Borough to which the Lawrence Road scheme will play a complementary role.
- 8.2.4 The applicants have estimated that between 13 and 48 jobs could be provided on site. This estimate is based on employment density figures provided by the former Homes and Communities for various use classes. By calculating the floorspace of given use, an estimate of employment generated can be given. Construction of the development will also provide job opportunities and the applicant proposes a financial contribution to local employment programmes as part of the s106 agreement.

8.3 Mixed Use Development

8.3.1 The proposal is for a mixed use development consisting of residential units, flexible commercial space and live/work units.

Residential

8.3.2 It is well established that there is a need in Haringey and in London as a whole to provide new housing for a growing population. The NPPF stresses the importance of boosting the supply of housing through the delivery of sustainable development. The regeneration policies discussed in earlier sections all identify residential as an appropriate development type for the regeneration of Lawrence Road. Accordingly, this element is considered acceptable.

Commercial

8.3.3 The commercial element of the scheme consists of two flexible spaces. A 407.5m² unit is proposed at ground floor on the frontage of West Green Road. A second unit 92.5m² is proposed on the ground floor of Block 1, which is to the north on the east side of Lawrence Road.

8.3.4 The site is to the north-west of the West Green Road District Centre. Although the larger of the two proposed commercial spaces lies just outside the district centre boundary, it would form a natural and complementary addition to the centre given that a significant number of new homes will be built in the immediate area.

8.3.5 The smaller of the two spaces is located at the centre of the application site where the new access street meets Lawrence Road. This space will provide an identifiable heart to the development.

8.3.6 The commercial spaces are flexible in that a range of permitted uses are sought. This is to ensure that the most appropriate and viable use can easily be accommodated. The Use Classes sought are:

- A1 (retail)
- A2 (financial and professional services)
- A3 (restaurant/cafe)
- B1 (Business)
- D2 (Assembly and Leisure)

8.3.7 The proposed commercial elements of the scheme are considered to be in compliance with the regeneration aims for the site by providing a level of employment use with the residential development.

Live/work Units

8.3.8 Six live/work units are also proposed in the development. These will sit well within the mixed nature of the development and complement the existing live/work units present at 28 Lawrence Road. As they are outside of a Defined Employment Area, they are compliant with Policy EMP7 of the UDP 2006.

8.3.9 The proposed mixed use development is considered to be compliant with the local planning policy discussed earlier including that set out in SSP27 of the adopted UDP 2006, the Lawrence Road Planning Brief SPD 2007, Policy SP1 of the emerging

Local Plan and the draft Site Allocations DPD clearly point to residential as an appropriate type of development for Lawrence Road.

8.4 Density

- 8.4.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.
- 8.4.2 Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is in an ‘urban’ context and has a PTAL of between 4 and 6a thus development should be within the density range of 200 to 700 habitable room per hectare (hr/ha). The proposed development has a density of 532 hr/ha, which is acceptable
- 8.4.3 The proposed density is in accordance with Haringey Local Plan Policy SP2 ‘Housing’ as this policy is also based on Table 3.2 of the London Plan. . Density is closely related to design and the proposed scheme has been designed with strong consideration to its context. This is discussed in more detail in section 8.11.

8.5 Dwelling Mix

- 8.5.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. This approach is supported at the local level through UDP Policy HDG10. Policy 3.8 of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types.
- 8.5.2 The proposed mix of private dwellings to be provided is below

Dwelling Type	% proportion	% req'd by SPD
1 bed	34%	27%
2 bed	45%	30%
3 bed	11%	22%
4 bed	10%	11%

- 8.5.3 The proposed mix of affordable dwellings to be provided is below

Affordable Dwelling Type	% proportion	% req'd by SPD
1 bed	44%	19%
2 bed	30%	26%
3 bed	22%	27%
4 bed	4%	28%

- 8.5.4 Although the proposed housing mix is skewed away from larger units for the private element and to a lesser a degree for the affordable element, the applicants have worked closely with the Council’s Housing team and Sanctuary Housing Association, the registered provider, to ensure that the mix addresses current housing need. The tenure split between private and affordable has changed slightly since the application was first proposed with the proportion of affordable increasing slightly

(see section 8.10), However, the overall mix has remains the same and the Housing team consider it acceptable.

8.6 Standard of Accommodation, Lifetime Homes and Wheelchair Access

- 8.6.1 All residential units in the proposed scheme meet the space standards set out in the Mayor's Housing Design Guide, which is more onerous than Haringey's Housing SPD.
- 8.6.2 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All units in the proposed scheme are designed to Lifetime Homes standard.
- 8.6.3 These policies also require that 10% of units are wheelchair accessible. The proposed scheme falls just short of this requirement with 8.3% (22 dwellings) being fully wheelchair accessible. While this is below the target figure, the design sought to balance the number of wheelchair units against the site constraints and the requirement to provide a viable amount of housing. It should be noted that the design achieves 11% provision on a floorspace basis.

8.7 Amenity Space

- 8.7.1 The Council's Housing SPD sets the standard for amenity space under the UDP and the emerging Core Strategy.
- 8.7.2 The scheme includes a range of public, communal and private amenity spaces across the site. Communal roof terraces are provided on the sixth floors of Blocks E and C. Private amenity space consists of front and rear gardens, terraces and balconies. The private amenity space has been designed to meet the standards in the Mayor's Housing Design Guide.
- 8.7.3 The breakdown of amenity spaces is as follows:

Amenity Space	Scheme Provision	Average per Dwelling
Private Amenity Space	5,149.2 sqm	19.5 sqm
• Balconies	1,471.1 sqm	
• Terraces	288.8 sqm	
• Gardens	3,389.3 sqm	
Communal Amenity Space	719 sqm	2.7 sqm
• Terraces	240 sqm	
• Informal Play	152 sqm	
• Landscaped Areas	327 sqm	
Child Play Space	395 sqm	1.5 sqm
Total	6,263.2 sqm	23.7 sqm

- 8.7.4 The SPD requires this development to provide 1,345 m² of amenity space to meet this standard and this e above table shows that this is exceeded.
- 8.7.5 The scheme also meet the private amenity space standards set out in the Mayor's Housing Design Guide.

8.8 Children's Play space

- 8.8.1 The Mayor's London Plan SPG "Providing for Children and Young People's Play and Informal Recreation" 2011 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the current UDP and the emerging Haringey Local Plan.
- 8.8.2 Using the formula set out in the above SPG the scheme would have a child yield of 69, requiring 690sqm of play space (10sqm per child) of which 350sqm of this space should be for toddlers. The scheme provides 390sqm of playspace designed for toddlers. These areas will have high quality landscaping and play equipment. Playspace for older children is provided by Elizabeth Gardens to the north, which is at least 1300m² in area.
- 8.8.3 According to the submitted Daylight and Sunlight Study, approximately 95% of playspace achieves over 2 hours of sunlight availability on 21st March far exceeding the 50% BRE standard set out in 'Site Layout Planning for Daylight and Sunlight 1999.'
- 8.8.4 The Council's standard is less onerous than the Mayor's, requiring 3sqm per child, but specifies that children should have access to areas of children's play space of at least 100 sqm within 100m of home, local playable space of at least 300 sqm within 400m of home, and neighbourhood playable space of at least 500 sqm within 1000m of home. The site lies within close proximity to Elizabeth Gardens play area to the north, which is at least 1300sqm in area. A financial contribution of £100,00 will be sought to improve the quality of this space.

8.9 Affordable Housing

- 8.9.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 8.9.2 Similarly, The London Plan (2011), policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".
- 8.9.3 Policy HSG 4 of the UDP (2006) requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%.

This target is retained in Policy SP2 of the emerging Local Plan.

- 8.9.4 The applicants have submitted a financial viability assessment which concludes that only 17% affordable is viable on this site. Following consultation with the DVS, an arm of the Valuation Office Agency (VOA), and Jones Lang Lasalle, the applicant's viability consultants (see section 8.11 Viability)., the affordable housing offer has increased to 53 units, or 21% measured by habitable room. 47 of these units will be for shared-ownership and 8 for affordable rent.
- 8.9.5 Although a reduced level of affordable housing is provided, the greater proportion of private dwellings will help to balance the housing supply in the east of the Borough where there is currently a high proportion of social rented housing. The UDP sets out the main objectives for the east of the borough including "greater opportunity for large scale redevelopment to address the area's deprivation" and "greater housing choice" (in addition to access to jobs, improved public space, transport and environment).
- 8.9.6 The Council's Housing team has no objection to the initially proposed level and mix of affordable housing as it would meet policy aims by promoting a more balanced, mixed, sustainable and less transient community. The subsequent increase in affordable housing provision is welcomed.

8.10 Viability

- 8.10.1 In accordance with national, London and local policy, the applicants have submitted a financial viability appraisal which concluded that maximum viable offer is 17% affordable and a £950,000 combined Community Infrastructure Levy, s278 highway works and s106 offer. Following consultation with the DVS and Jones Lang Lasalle, the applicant's viability consultants, the offer has increased to 21% affordable and total financial contribution of £1.5m.
- 8.10.2 DVS did indicate that the scheme would be viable at with 50% affordable and £2.66m but only marginally. The local planning authority considers that concerns relating to demolition costs were not fully considered and that the length of time the site has been vacant, the strategic importance of the site and its key role in bring investment into Tottenham mean that a reduced contribution of £1.5m (the sum of s106, s278 and CIL contributions) is acceptable in this case. On this basis, the s106 heads of terms are detailed in section 8.28.

8.11 Design

- 8.11.1 The NPPF sets out the over-arching policy for design and emphasises its importance and indivisibility from good planning and sustainable development. Paragraph 60 states that planning decisions:
- "should not attempt to impose architectural styles or particular taste and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness."
- 8.11.2 This approach is reflected in Chapter 7 of the London Plan, Haringey UDP policies UD3 'General Principles' and UD4 'Quality Design' and Local Plan Policy SP11.

- 8.11.3 The layout of the development can be understood as having three separate areas. Along Lawrence Road itself there are four blocks of flats, two on each side, and these are the tallest buildings in the development ranging from five to seven storeys in height. On the west side is a five storey block to the north and a five to seven storey block to the south. On the east side is a six storey block to the north and a seven storey block to the south. To the west of Lawrence road are two terraces of 3-storey houses facing each other across a courtyard. To the east are two terraces of 2- and 3- storey houses.
- 8.11.4 The development has been designed following detailed analysis of the character, scale and massing of the application site and the surrounding area. In the adopted Lawrence Road planning brief, No. 28 Lawrence Road is identified as the most significant building, in architectural and design terms and that new development should not exceed the height of this building. This parameter allows for buildings of significant height and scale along Lawrence Road. However, Lawrence Road being relatively wide and having large mature Plane trees on both sides, has the character of an avenue or boulevard and as such can support buildings of significant height. This can be seen in how the trees temper the height and bulk of the existing buildings.
- 8.11.5 Accordingly, buildings of a similar height but no higher than no. 28 Lawrence Road, are proposed along Lawrence Road. Unlike the existing buildings which in some cases project 30m to 50m to the rear, the proposed block of flats are much shallower, approximately 18m deep and are arranged in a linear fashion along Lawrence Road. This keeps the tallest elements of the scheme adjacent to Lawrence Road, creating a strong frontage, and allows for smaller scale development to be located at the rear.
- 8.11.6 The tallest element of the scheme is the seven-storey element at the junction with West Green Road. The height reflects the importance of this corner as the gateway to Lawrence Road and the point at which it intersects with the busy commercial character of West Green Road.
- 8.11.7 To the west of Lawrence are two terraces of houses centred on a courtyard in a mews arrangement. Access is via an archway through one of the blocks on Lawrence Road. Smaller scale development is proposed in this area as it is closer to the two-storey houses on Bedford Road. The mews layout will create a more intimate space away from the main thoroughfare of Lawrence Road.
- 8.11.8 Development scales down in a similar way to the east. A new street is proposed behind the larger blocks with two terraces of 2- and 3-storey near the rear of the site. There is a gap between the terraces which is required to maintain access to an existing substation.
- 8.11.9 On the west side of the new street are private front gardens and entrances to the ground floor flats with communal parking perpendicular to the street. On the east side there is private curtilage parking for each house. On the west is communal parking placed perpendicular to the street. This layout serves the access and parking needs of the respective dwelling types while having the character of a residential street.
- 8.11.10 The proposed buildings are contemporary in style. Massing across the elevations of the flatted blocks is varied to break up the bulk of individual buildings. Balconies and

recesses articulate the facade with variations repeated upwards across floors to emphasise the verticality of the buildings in accordance with their residential character. The mews houses have a mansard roof form and the 3-storey terrace houses on the new street have a 'saw tooth' gable design with a traditional dual pitch roof for the 2-storey houses.

- 8.11.11 Brick is the dominant material across the development as it is prevalent in the surrounding area. Different treatments such as brown/buff, yellow/buff mixes and alternating stripes are used to add visual interest to the elevations and to identify different elements of the scheme while still maintaining a unified character.
- 8.11.12 Street frontages are designed to maximise residential amenity and maintain street activity. All ground floor units have street entrances with landscaped private forecourts or front gardens to maintain a strong buffer between private and public spaces. Communal entrances to the flat blocks are clearly defined with large canopies and integrated lighting. Refuse collection and external bikes stores are integrated into the various entrance designs.
- 8.11.13 At Block B, which is the north-western of the flatted blocks, walkway access is proposed to the upper floor flats. This arrangement allows for each of the flats to be dual aspect. Voids in the walkway are located at key windows to improve privacy by separating the walkway from habitable rooms.
- 8.11.14 Concerns have been raised by local residents about the overall height and scale of the buildings. Although the proposed buildings are 1 to 2 residential storeys higher than the existing commercial buildings, they are below the maximum parameter set by no. 28 Lawrence Road but also have much smaller building footprints. The proportion of the site covered by buildings falls from 45% to 34%. The overall bulk of the development will be reduced by this scheme.
- 8.11.15 Concerns were also raised about the character and style of the development. The design was developed following close consideration of the site and needs of future users. The applicant sought advice from Haringey and the GLA and conducted extensive consultation. With the strong use of brick, varied and articulated forms and a clear residential character, the design is considered to be appropriate to its context and the particular character of Lawrence Road.
- 8.11.16 The design, massing and layout of the proposed development are considered to be in compliance with the above policies on design.

8.12 Conservation

- 8.12.1 The application site is not in a Conservation Area but is bounded by the Clyde Circus Conservation Area to the east and west. Development in the Conservation Area consists of 2- and 3-storey terrace and semi-detached properties with gardens backing onto the site.
- 8.12.2 Under the NPPF, Conservation Areas are 'designated heritage assets' and Local Authorities are required to assess the significance of any such assets including the contribution made by assets setting. For this application, it is therefore appropriate to assess the impact the development has on the setting of the Clyde Circus Conservation Area.

- 8.12.3 Development on Bedford Road, Grove Park Road and West Green Road are the parts of the Conservation Area nearest to the application site.
- 8.12.4 The massing and layout of the development is such that the tallest elements are on Lawrence Road with buildings scaling down to 2- and 3-storey houses to east and west. This layout creates a transition between the larger elements and the scale of development in the surrounding conservation area. Brick is the dominant material in the development as it is the traditional material in the Conservation Area.
- 8.12.5 The existing commercial and industrial buildings are visible from the rear gardens of properties on the east side of Bedford Road. The applicant has provided a montage comparing the existing and proposed views from a rear garden. It shows that the flatted blocks are visibly higher than the existing buildings but the varied massing, the articulation to the facade and overall improved design quality will improve the contribution to the setting of the conservation area.
- 8.12.6 On Bedford Road itself, isolated glimpses can be caught in the gaps between buildings when however, the buildings on Lawrence Road have little bearing on the character of the conservation area as perceived from the street.
- 8.12.7 Similarly, the development would be visible from rear gardens of properties on Grove Park Road. It would also be visible from the street looking along the existing substation easement. The applicants have provided a montage of this view along the easement and it shows that there would be no increase in height relative to the existing buildings. As discussed above, the better design quality of the buildings will improve the setting of adjacent properties but as also discussed, the existing and proposed buildings little bearing on the character of the conservation area as perceived from the street.
- 8.12.8 On West Green Road, west of the southernmost block of the scheme are four pairs of semi detached Victorian Villas flanking the entrance to Bedford Road. Between the new development and these houses is a plain 3-storey brick office block built in the late 1980s. This building acts a buffer to these houses and in future could be developed into a more appropriate transition to the conservation area.
- 8.12.9 To the east is a group of 3-storey red-brick Edwardian buildings with retail units on the ground floor and residential above. The existing industrial building and the junction with Lawrence Road provides a physical and visual break to the streetscene. This break will accommodate the change in scale and style presented by the proposed development. There would be no harm to the setting of this part of the conservation area.
- 8.12.10 The Fountain Pub is an early 1920s public house on the opposite side of West Green Road. It is identified as making a positive contribution to the Conservation Area however it sits among visually unattractive residential properties and workshop units which are not in the conservation area. The proposal would not substantially alter the setting to this part of the conservation area.
- 8.12.11 Although the existing buildings do not make a substantial contribution to the public realm of the Clyde Circus Conservation Area, for the reasons above, the proposed development is considered to improve the contribution that the site makes to its setting having regard to the NPPF and Policies CSV1 of the Unitary Development Plan 2006 and Policy SP12 Conservation of the Local Plan.

8.13 Trees

- 8.13.1 Under Policy OS17 of the Unitary Development Plan 2006, The Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character.
- 8.13.2 The applicant has submitted a tree report which identifies 15 trees on or very near the site. Eleven of these are the large mature London Planes which give Lawrence Road its particular character. These trees are considered to be of moderate quality and in good health and the report recommends that they be retained. Three Sycamores located just outside the site boundary are considered to be of low quality but their retention is recommended. The final tree is another sycamore but its removal is recommended due to existing decay and a short life expectancy. 27 new trees will be planted on site as part of the landscaping scheme. These will improve the visual amenity of the site and provide screening.
- 8.13.3 The above report is accompanied by an Arboricultural Method Statement which puts forward a number of tree protection measures including restricting certain operations within identified tree protection areas and erecting tree protection fencing. A condition will be applied requiring the recommendations to be carried out in full.
- 8.13.4 The Council's Tree Section has no objection to the scheme.

8.14 Community Safety

- 8.14.1 The design was developed in accordance with the principles of Secure by Design. All public spaces benefit from passive surveillance, private ground floors entrances have clear boundaries between private and public space, communal entrances are legible and well lit. The number of residential access cores is high to reduce the numbers of flats sharing each entrance. The new street is a through street and is flanked by private gardens and overlooked public spaces. The private mews area is secured by a gate. A condition will be applied requiring compliance with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and with the aims and objectives of 'Secured By Design' and 'Designing Out Crime'. The applicant are committed to working with the Metropolitan Police to secure the award.

8.15 Daylight/Sunlight and Privacy

- 8.15.1 Policy UD3 of the UDP 2006 requires development to have no adverse impact on residential amenity through loss of daylight or sunlight.
- 8.15.2 Best practice sets out that regard be had to the Building Research Establishment (BRE) guidelines 'Site Layout for daylight and Sunlight' when determining if a proposed development will cause a material loss of daylight and sunlight to another residential property or garden. The applicants have submitted a Daylight and Sunlight Report in accordance with the BRE report 'Site Layout Planning for Daylight and Sunlight 1999'.
- 8.15.3 The report concludes that the redistribution of building mass on the site results in the residential neighbours experiencing no material change in daylight. In fact, in some instances there are minor increases in 'vertical sky component' (VSC) and daylight

distribution levels. Some residential properties to the south do experience reductions in VSC levels but these are minor, with the resulting level being more than 0.8 times their former value thus meeting BRE requirements.

Privacy

- 8.15.4 The separation distances between the new units and existing houses exceeds 20m in all instances, thereby meeting the privacy standards set out in the Council's Housing SPD
- 8.15.5 The proposal is therefore considered to cause no harm to residential amenity through loss of daylight or sunlight in compliance with Policy UD3 of the UDP.

8.16 Traffic and Parking

- 8.16.1 The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This approach is continued in Local Plan Policy SP7. UDP Policy UD3 requires development to not significantly affect private and public transport networks.
- 8.16.2 The Council's Transportation team have assessed the proposal and do not object. The application site has a medium to high PTAL level of 4/6 and is served by a frequent bus route to Turnpike Lane underground station. The site is within a 600metre walking distance to Seven Sisters underground and rail stations on High Road Tottenham. The site is also within easy walking distance of a number of local bus routes which are available on the High Road. It is therefore reasonable to assume that the majority of residents, staff and patrons would use sustainable transport for journeys to and from the site.
- 8.16.3 The applicants have submitted a Transport Assessment which estimated the number of trips generated by the maximum use of existing development compared to the proposed development. This assessment is based on data contained within the 'Trip Rate Assessment Valid for London' (TRAVL) database. The assessment concludes that the development will result in fewer trips during the morning and evening peaks compared to that generated by the maximum use of the existing buildings.
- 8.16.4 The development includes 97 car parking spaces, of which 12 are reserved for use of disabled blue badge holders. Parking provision is in line with the maximum parking standards set out within the Unitary Development Plan 2006. In line with guidance set out within the London Plan 20% of the parking bays will be equipped with electric vehicle charging points, with another 20% passive capacity available in order to cater for any increase in demand for this facility.
- 8.16.5 Cycle storage for 378 bicycles is proposed providing a level of cycle storage in excess of the minimum standards set out in the London Plan. The development will also include the provision of three Car Club bays, which would feed into the existing car club network currently operated within Haringey. It is also proposed that each residential unit will be offered two years free membership and driving credit to encourage the demand for this facility.
- 8.16.6 The site does not fall within an area that has been identified within the UDP as that suffering from high on-street parking pressure. However, the development is located

on the edge of the Seven Sisters Controlled Parking Zone (CPZ). Residents of the development will not be eligible for residents' parking permits. In order to discourage prospective residents from parking on surrounding streets not currently subject to parking restrictions, it will be necessary for the applicant to contribute towards the costs of investigating the establishment of a new CPZ in the area.

- 8.16.7 The applicant has put forward a number of travel plan initiatives to minimise the impact of the development. A member of the site management team will be appointed as Travel Plan Co-ordinator to implement, manage and promote the travel plan. The travel plan will need to accord fully with the latest Transport for London guidance and it will be necessary to secure it's delivery via a S106 agreement.
- 8.16.8 Subject to the s106 provisions above, the proposed development is considered to have no harmful impact on the highway network.

8.17 Inclusive Design

- 8.17.1 UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people
- 8.17.2 The design takes note of the Disability Discrimination Act 1995, Building Regulations Part M and Haringey Housing SPD and SPG4 in ensuring inclusive access. Level access will be provided to all buildings with lift access to all floors in the flatted blocks. A portion of homes will be fully wheelchair accessible (see section 8.6).

8.18 Sustainability and Energy

- 8.18.1 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.
- 8.18.2 The submitted Energy Statement indicates that development will achieve an overall carbon emission reduction of 43% over 2010 Building Regulations, exceeding the 25% required by Policy 5.7 of the London Plan. This is achieved through enhanced insulation, low energy lighting and a Combined Heat and Power (CHP) unit. Solar PVs were considered but were deemed too costly for the resulting carbon. However, in this way the development adheres to the 'energy hierarchy' by achieving reductions by being 'lean' and 'clean'. The opportunities for connecting to a district heating network will be secured by condition.

8.18.3 In addition the carbon emission reductions, the residential element of the proposal will achieve Code for Sustainable Homes (CSH) Level 4 and the non-residential elements of the scheme will achieve BREEAM 'Very Good' standard.

8.19 Air Quality

8.19.1 The NPPF requires planning policies to ensure pollution is minimised. London Plan Policy 7.14 requires that development proposals should minimise increased exposure to poor air quality and promote sustainable construction to reduce emissions. Similarly UDP Policy ENV7 requires developments to include measures to avoid, reduce or mitigate emissions of pollutants.

8.19.2 An Air Quality Assessment has been submitted which assess the impact from the construction and operation of the proposed development. The assessment indicates that although dust may occur from the construction of the development, it can be reduced through appropriate best practice mitigation measures. These include site planning measures such as ensuring staff are well trained and erecting solid boundaries; measures to limit and control construction traffic; appropriate demolition methods; and general site related measures such as using water as a dust suppressant and enclosing stockpiles. These measures will be secured through conditions.

8.19.3 In respect of operational impact of the completed scheme (boiler/CHP), the assessment concludes that any emissions would be imperceptible and as such no mitigation measures above Building Regulations are required. Similarly harmful exposure of the buildings occupiers to poor air quality from road traffic and boiler/CHP would not occur, and no measures other than good building insulation are recommended.

8.19.4 The proposed development is therefore considered to be in compliance with relevant planning policy.

8.20 Contamination

8.20.1 The applicants have submitted a Site Investigation Report which identifies a number of minor contaminations on the site due to the historic use of the site. A number of mitigation measures are proposed to ameliorate the risk and conditions will be applied to ensure these are carried out.

8.20.2 Asbestos is likely to be present in the existing buildings and a full asbestos survey will need to be carried. Any asbestos found will need to be disposed of by an approved contractor.

8.21 Demolition and Construction Impact

8.21.1 In order to minimise the impact of demolition and construction on adjoining residents and businesses, conditions will be applied requiring appropriate management plans detailing the method of demolition, vehicle activity, noise, dust and vibration mitigation measures and suitable measures to enhance the external appearance of the site.

8.22 Archaeology

- 8.22.1 London Policy 7.8 states that “development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site’s archaeology” and UDP Policy CSV8 restrict developments if it would adversely affect areas of archaeological importance.
- 8.22.2 The site is not within an identified area of Archaeological Importance and therefore no further investigation has been undertaken.

8.23 Drainage and Flood Risk

- 8.23.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. However, the NPPF requires that for developments on sites greater than 1 hectare a Flood Risk Assessment (FRA) is prepared to support the application.
- 8.23.2 An FRA has been submitted in support of the planning application. The proposed drainage strategy will use Sustainable Drainage Systems where possible to achieve the minimum standard of 50% attenuation of the undeveloped sites surface water runoff at peak times. This includes the provision of rear gardens and soft landscape areas to reduce the impermeable surface areas across the site and the inclusion of permeable paving to parking areas where appropriate.

8.24 Environmental Impact Assessment

- 8.24.1 The proposed development is “schedule 2 development” within the meaning of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011, being an urban development project where the area of development exceeds 0.5 hectares. The Local Planning Authority (LPA) assessed the potential environmental impact of the above development having regard to the selection criteria for screening specified in schedule 3 of the Regulations and the guidance to these regulations set out in Circular 02/99.
- 8.24.2 Having regard to the existing type and intensity of development on the site, the Council determined that the proposed development is not likely to have a significant effect on the environment and that an Environmental Impact Assessment is therefore not required.

8.25 Greater London Authority

- 8.25.1 The GLA has submitted a Stage 1 report providing their views on the proposal (report attached at Appendix 4).
- 8.25.2 They are in support of land use principle of the development, the housing mix and tenure (subject to further discussions on viability), the overall design, density, young child play space.
- 8.25.3 Confirmation or further discussions are required on the quality of space at the rear of the West Green Road Corner, level of blue badge parking, accessibility of the ‘homezone’/new street, minimising demand for cooling, showing all uses will be connected to the heat network, drainage options, green roofs, accessibility of local

bus stops, Electric Vehicle Connection Points (EVCP), car club space, delivery and service plan, construction logistics plan and car parking management plan.

8.26 Mayoral Community Infrastructure Levy (CIL)

8.26.1 The development is liable to the Mayoral CIL of £35 per sqm. For this development, the CIL liable is £300,863.

8.27 Planning Obligations/s106 Agreement

8.27.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), 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.

8.27.2 The proposed planning obligations and s106 offer is set out in the table below. The table sets out how the offer has changed following consultation with DVS and the applicant's viability consultants.

	Required by Policy	1 st offer	2 nd offer
Affordable housing	50%	17%	21%
Education	£2.44m	Part of £521k	£900k
Controlled Parking Zone investigation	£45k	£45k	£45k
Open Space contribution	£Contribution	Part of £521k	£100k
Environmental Improvements	£Contribution	Part of £521k	nil
CIL	£300k	£300k	£300k
s278 highway works	£128k	£128k	£128k
Jobs programme	£38k	Nil	£40k
Total	£2.9m	£950k	£1.5m

8.27.3 The table shows an increase in s106 offer for all elements apart from environmental improvements. No contribution is sought for this element as it is considered that proposed highway and open space improvements will contribute to quality of the local environment and that the CHP, on-site heating network and sustainable travel measures will contribute towards improved air quality.

Other Heads of Terms

Travel Plan

8.27.4 A residential travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:

- The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives

- annually.
- Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables to all new residents.
 - Establishment or operation of a car club scheme, which includes at least 3 cars spaces. The developer must offer two years free membership and £50 credit to all new residents.
 - The developer must offer all new residents cycle vouchers towards the purchase of bicycles and equipment and at least four hours of cycle training (available from the Council at a subsidised cost of £10 per person)

Parking Permits

- 8.27.5 No residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development

s278 highway works

- 8.27.6 The applicant shall be required to enter into a Section 278 Agreement securing a sum of £128, 000 for works related to the creation of two raised tables and the resurfacing of the footways both sides of Lawrence Road along the sites roadside frontage.

Use Class Restriction

- 8.27.7 The scheme allows for the establishment of A2 uses on the site however, betting shops, payday loan shops and similar uses will be restricted through a clause in the s106. This is to minimise the proliferation of such uses in the Borough.
- 8.27.8 The s106 will also include a provision where notice of prospective tenants of the commercial units must be given to the Council prior to occupation. This is to ensure appropriate commercial uses are established in the development.

9.0 HUMAN RIGHTS

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

10.0 EQUALITIES

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

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

- 10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
- 10.3 Full school place funding cannot be met due to the viability issues discussed in section 8.11. This will have an impact on school aged children.
- 10.4 The proposed development is not expected to give rise any significant impacts affecting a particular group or groups who share one or more of the above protected characteristics. The new residential dwellings are fully accessible and designed to Lifetime Homes standard. A portion of the development is fully adaptable to wheelchair users (see sections 8.6 and 8.17).

11.0 SUMMARY AND CONCLUSION

- 11.1 The application site is located at the southern half of Lawrence Road and it is proposed that all buildings on site are demolished and replaced by a mixed use development consisting of 264 new dwellings (21% affordable), 6 live/work units and flexible commercial space.
- 11.2 The existing buildings are large commercial and industrial buildings from the 1960s but the majority have fallen out of use and are of poor condition. Council Policy for the site seeks the comprehensive regeneration of this area through mixed-use development. The development is considered to meet these aims.
- 11.3 The applicant has demonstrated that proposed affordable housing and s106 offer is highest possible taking into account the financial viability of the scheme.
- 11.4 The development is of a high design quality and responds to the site context and is a significant improvement over the existing buildings. It is laid out in a way which minimises the impact on the surrounding Clyde Circus Conservation Area, provides a variety of housing types and improves the street environment.
- 11.5 The development would cause no significant harm to residential amenity and due to the site's accessibility and design, would cause no harm to traffic and highway conditions. The proposal also meets the required standards for residential design and sustainability. Where impacts will be caused, mitigation measures will be secured by condition or by s106 agreement.
- 11.6 The applicant has engaged directly with residents and local businesses and their comments have informed the development of the scheme.
- 11.7 In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

- 11.8 The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to appropriate conditions and s106 contributions the application should be approved.

12.0 RECOMMENDATIONS

a) GRANT PERMISSION subject to:

- conditions set out below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- the direction of the Mayor of London; and
- in accordance with the approved plans and documents in the tables below

DOCUMENTS
Design and Access Statement by bptw Partnership
Planning Statement by Savills
Transport Statement by Transport Planning Practice
Sustainability/Energy Statement prepared by Abbey Consultants
Air Quality Assessment by Ardent
Flood Risk Assessment by Ardent
Daylight and Sunlight Assessment by Savills
Statement of Community Involvement and Equality Statement by Green Issues Communiqué
Ground Investigation Assessment by Groves
Arboricultural Method Statement by ACD Ecology
Arboricultural Impact Assessment by ACD Ecology
Tree Report by ACD Ecology
Ecological Assessment by ACD Ecology
Landscape Design Strategy prepared by ACD Ecology
Landscape Management and Maintenance Plan by ACD Ecology
Supplementary Report: Lawrence Road Design Proposals by Savills
Design Commentary by bptw Partnership

Plan Number	Plan Title
100	Location Plan - Existing
151	Site Plan
160	Contextual elevations - proposed
161	Contextual elevations - proposed
200	Courtyard house – floor plans
201	3B5P Terraced house - floor plans
202	4B7P Terraced house - floor plans
203	3B5P wheelchair house - floor plans
220	A - Terraced House - Courtyard Elevations
221	F - Terraced house - elevations
300	Block B - floor plans
301	Block B - floor plans
320	Block B - elevations
400	Block C - floor plans

420	Block C - elevations
500	Block D & E - floor plans
501	Block D & E - floor plans
520	Block D & E - elevations
521	Block D & E - elevations
600	Bay Study 01 - Block C_ West Green Rd
601	Bay Study 02 - Block C&B_ Lawrence Rd
602	Bay Study 03 - Block E_ Lawrence Rd
603	Bay Study 04 - Block A_ Mews Houses
604	Bay Study 05 - Block B_ Walkway Access
605	Bay Study 06 - Block F_ Terraced Houses

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.

Pre-commencement Conditions

Materials

3. Notwithstanding the description of the materials in the application, no development of the relevant part shall be commenced until precise details of the materials, to be used in connection with the development hereby permitted, including samples of all materials to be used for the external surfaces, 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

Thresholds and Boundary Treatment

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

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

Waste storage and recycling

5. The scheme for refuse, waste storage and recycling be implemented in accordance with the approved plans and permanently retained thereafter to the satisfaction of the Local Planning Authority.

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

Logistics

67. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's

approval prior to construction work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Lawrence Road, West Green Road and Philip Lane 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 and highways network.

7. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy of the non-residential elements of the proposed development. The Plans should provide details on how servicing and deliveries will take place. It is also requested that servicing and deliveries should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce traffic and congestion on the transportation and highways network.

Control of Construction Dust:

8. 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.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

Contaminated land:

9. 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.

Piling Method Statement

10. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Water Supply Infrastructure

11. No development shall be commenced until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).

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

Trees

12. No tree works other than those specified in the submitted Tree Report October 2012 and Landscape Specification October 2012 prepared by ACD shall be carried out and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard the trees in the interest of visual amenity of the area in accordance with Policy OS17 of the Unitary Development Plan 2006.

13. The tree protection measures recommended in the submitted Arboricultural Method Statement October 2012 prepared by ACD must be carried out in full. A pre-commencement site meeting must be arranged and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees.

Reason: In order to safeguard the trees in the interest of visual amenity of the area in accordance with Policy OS17 of the Unitary Development Plan 2006.

Flood Risk Assessment

14. Development shall not begin until a detailed surface water drainage scheme for the site, based on the approved Flood Risk Assessment (FRA) Lawrence Road FRA (N260-001A) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Heat Network

15. The development shall have a communal onsite heat network, and connect to an area wide decentralised energy network if an offer of connection is forthcoming between the date of this approval and three months after the start of construction. Prior to commencement of the development full details of the decentralised energy solution should be submitted to and approved in writing by the Local Planning Authority. The details should include:

- **How the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;**
- **Plan of the development showing the energy centre, connection to the decentralised energy network, and the onsite communal network.**
- **Details of the energy centre, and demonstration of compliance with area wide decentralised network design guidance as regards temperature and pressure design parameters for the flow and return pipes and heat exchangers, arrangements for connections and heat metering;**

- An outline of details for the proposed Street works Licence application; and
- The reduction in carbon emissions achieved through these building design and technology energy efficiency and supply measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s), and achievement of the required Code for Sustainable Homes/BREEAM

If an offer is not forthcoming in the nominated timeframe, prior to commencement of the development, full details of the single plant room/energy centre, CHP and Boiler specifications, communal network and future proofing measures should be submitted to and approved in writing by the Local Planning Authority. The details should include:

- how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
- Technical specifications for the energy centre, and proposed plant and buffer vessels, and its operation;
- Evidence showing that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided
- Full details of the location and appearance of the flues, including height, design, location and siting;
- Plan showing the energy centre and pipe route for the communal network for the development ;
- An outline of details for the proposed Street works Licence application;
- An assessment of the opportunity for the energy centre to connect and supply hot water to other regeneration sites in the area;
- Details of the design of building services to future proof to connect to an area wide DE network in the future;
- Details of other future proofing measures to enable connection to an area wide DE network, such as provision in the building fabric, external buried pipework routes from the plant room to Lawrence Road, and space allocation for a heat exchanger; and
- The reduction in carbon emissions achieved through these building design and technology energy efficiency and supply measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s), and achievement of the required Code for Sustainable Homes/BREEAM

The energy centre and onsite network shall be installed and maintained as approved.

Reason: To maintain the opportunity for the development to connect to a district heating scheme and contributes to a reduction in overall carbon dioxide emissions in line with G1, UD1, and UD2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006 and London Plan Policy 5.6.

Shopfront Design

16. Detailed plans of the design and external appearance of the shopfronts, including details of the fascias, shall be submitted to and approved in writing by the Local Planning Authority before any shopfront is installed.

Reason: In the interest of visual amenity of the area.

Hours of Construction

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

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

Accessibility

18. In order to ensure that the shops are accessible to people with disabilities and people pushing double buggies, the door must have a minimum width of 900mm, and a maximum threshold of 25mm.

Reason: In order to ensure that the shop unit is accessible to all those people who can be expected to use it in accordance with Policy RIM 2.1 'Access For All' of the Haringey Unitary Development Plan.

Secured by Design

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

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

Satellite Aerials

20. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / 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.

Lifetime Homes

21. That all the residential units with the proposed development with the exception of these referred to directly in the Design and Access Statement as not being able to be compliant shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of Lifetime Homes.

22. That at least 22 flats within the proposed development shall be wheelchair accessible or easily adaptable for wheelchair use.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings.

Cycle Parking

23. That the proposed development shall provide service covered storage for 378 cycle spaces.

Reason: In order to promote a sustainable mode of travel and improve conditions for cyclists at this location.

Parking

24. A minimum of 12 disabled car parking spaces shall be provided on site.

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired in accordance with policies UD3, M3 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

25. The applicant/developer is required to submit a Parking Management Plan for the local authority's approval prior to occupation of the proposed development. The plans should provide details on how spaces are to be allocated between uses and purposes, such as maintenance, the monitoring of EVCP use to assess whether there is a growing demand and establish when passive spaces need to be brought into use.

Reason: In order to ensure that parking is allocated and management adequately to minimise parking impacts.

Commercial Opening Hours

26. That the commercial uses shall not be operational before 0700 or after 0100 hours on any day.

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

Electric Vehicle Charging Point

27. 20% of all residential parking spaces hereby authorised shall be fitted with electric vehicle charging points (EVCP's), with a further 20% having passive provision.

Reason: To encourage the uptake of electric vehicles in accordance with London Plan Policy 6.13.

INFORMATIVES

- A 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.
- B 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
- C In accordance with Section 34 of the Environmental Protection Act and the Duty of, Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.

REASONS FOR APPROVAL

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

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The scheme is considered to be of a high-quality design in respect of the local area and the surrounding conservation area. It would be a well designed replacement for the existing buildings and will enhance the public realm and community safety.
- c) The Planning Application has been assessed against and on balance is considered to comply with the:
 - o National Planning Policy Framework;
 - o London Plan Policies 3.3 'Increasing housing supply', 3.4 'Optimising housing potential', 3.5 'Quality and design of housing developments', 3.6 'Children and young people's play and informal recreation facilities', 3.8 'Housing choice', 3.9 'Mixed and balanced communities', 3.12 'Negotiating affordable housing on individual private residential and mixed use schemes', 4.7 'Retail and town centre

development', 4.8 'Supporting a successful and diverse retail sector', 4.9 'Small shops', 4.12 'Improving opportunities for all', 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and Construction', 5.7 'Renewable energy', 5.10 'Urban greening', 5.14 'Water quality and wastewater infrastructure', 5.15 'Water use and supplies', 5.21 'Contaminated land', 6.3 'Assessing effects of development on transport capacity', 6.5 'Funding Crossrail and other strategically important transport infrastructure', 6.9 'Cycling', 6.10 'Walking', 6.12 'Road network capacity', 6.13 'Parking', 6.14 'Freight', 7.1 'Building London's neighbourhoods and communities', 7.2 'An inclusive environment', 7.3 'Designing out crime', 7.4 'Local character', 7.5 'Public realm', 7.6 'Architecture', Policy 7.8 'Heritage assets and Archaeology', 7.9 'Heritage-led regeneration', 7.15 'Reducing noise and enhancing soundscapes'; and

o London Borough of Haringey Unitary Development Plan (UDP) 2006 Policies G2 'Development and Urban Design', G3'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD9 'Locations for Tall Buildings', HSG1 'New Housing Developments', HSG4 'Affordable Housing', HSG7 'Housing for Special Needs', AC3 'Tottenham High Road Regeneration Corridor', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M9 'Car- Free Residential Developments', M10 'Parking for Development', CSV1 Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', CSV7 'Demolition in Conservation Areas', EMP3 'Defined Employment Areas - Employment Locations', EMP5 'Promoting Employment Uses', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 'Water and Light Pollution', ENV11 'Contaminated Land' and ENV13 'Sustainable Waste Management'.

APPENDICES

12.1	Appendix 1:	Consultation Responses
12.2	Appendix 2:	Planning Policies
12.3	Appendix 3:	Building for Life Assessment
12.4	Appendix 4:	GLA Stage I Report

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
1	The Mayor of London	See section 8.25	
	Environment Agency	<p>No objection</p> <p>The Flood Risk Assessment meets the minimum requirements of the London Plan and the National Planning Policy Statement (NPPF).</p> <p>Condition advised for a detailed surface water drainage scheme for the site to be submitted.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
	Metropolitan Police	<p>The majority of the scheme features good defensible space and natural surveillance. I would be keen that the developer addresses the "central social/meeting area" to limit any opportunities for problematic congregation issues and anti-social behaviour.</p> <p>The play areas will also need careful design to avoid these issues.</p> <p>The in curtilage parking on the east side of the scheme is well designed and the best option here. I am keen that the alley between the east side of the proposed scheme and Grove Park Road is addressed. I do not see the need for such access when good access is already provided on nearby roads.</p> <p>I urge the Developer to seek early consultation especially if a Secured by Design award will be sought.</p>	<p>Noted.</p> <p>Final design to be secured by condition</p> <p>The alleyway is required for access to the substation but it does not allow for public access.</p> <p>Condition applied requiring Secured by Design certification</p>
	London Fire Brigade	The Brigade is not satisfied with the proposals for fire fighting access as it would appear to be more than 45m from the fire brigade access point	The applicant states that generally the scheme has been designed in accordance with the Building Regulations requirements for Means of Escape. In areas where this may not have been the developers have considered the use of dry risers and engineered solutions although the planning drawings are not detailed enough to show this. It is not clear

No.	Stakeholder	Question/Comment	Response
			from the LFEPA letter which element they consider to fall short of the 45 metre rule however we are confident that it will be possible to address these issues through an engineered solution that can be reached in consultation with the Fire Brigade during the detailed design process
	DESIGN PANEL	See sections 7.6-7.7	See sections 7.6-7.7
	INTERNAL		
	Environmental Health	<p>Conditions recommended for land contamination remediation and control of construction dust</p> <p>Informative advised for asbestos removal</p> <p>Contribution of £72,750 sought towards the cost of environmental improvements in the vicinity of the site</p>	<p>Noted. Conditions added.</p> <p>Noted. Informative Added</p> <p>Contribution not sought due to viability issues</p>
	Tree Section	<p>The Tree report including tree protection plan must be made a planning condition to ensure all proposed works are carried out in accordance with</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees.</p>	<p>Condition Added</p> <p>Condition Added</p>
	LBH Building Control	Further details are required to demonstrate compliance with the requirements of B1 (means of escape - in particular for the tower blocks) and B5 of the Building Regulations (Access and facilities for the Fire Service), and will require an application to be submitted to this office.	Noted
	LBH Transportation	<p>No objection.</p> <p>S278 agreement required for highway works costing £128,000.</p> <p>S106 agreement required for parking permit restriction, Travel Plan, contributions toward CPZ investigation (£45,000).</p> <p>Conditions required for Construction Management Plan(CMP), Construction Logistics Plan (CLP) and Service and Delivery Plan (SDP)</p>	<p>Noted</p> <p>S278 agreement proposed accordingly</p> <p>S106 agreement proposed accordingly</p> <p>Conditions added</p>

No.	Stakeholder	Question/Comment	Response
	LBH Housing	<p>The scheme in its current form complies, principally on the grounds that it promotes the area's regeneration; current UDP policy HSG4 promotes higher proportions of private sale and intermediate housing in the east of the borough as part of the housing challenge facing the council.</p> <p>This position is supported by paragraphs 4.21 and 4.22 of the UDP and 5.28-5.30 of the Housing SPD</p> <p>The enabling team does not object to this scheme in terms of the proportion of affordable housing delivered due to the reasons outlined above.</p>	Noted
	LBH Children's and Young People Service	<p>The development will have an estimated child yield of 195.77. In accordance with the formula set out in SPG10C (Educational Needs Generated by New Housing Development). The formula also allows for the monetary calculation of the educational contribution required to meet the additional demand for school places as a result of the development. The contribution is calculated to be £2.44 million.</p> <p>Without this financial contribution the Council will be very challenged in funding the additional school places that will be required in the local area as a result of the development meaning that the development may give rise to a demand for school places that cannot be met. The LA has a statutory duty to provide sufficient school places to meet demand.</p>	<p>Noted.</p> <p>The applicant has demonstrated that due to viability issues, the full contribution cannot be met.</p>
	LOCAL RESIDENTS/BUSINESSES		
	12 comments/objections from local residents/businesses	<p>Some welcome the principle of the development</p> <p>Development will bring more children to the area. Funding should be sought to ensure school places are provided</p> <p>There is no social housing in the development</p> <p>The development is too high given the surrounding context of 3-storey Victorian/Edwardian development in the CA</p>	<p>Noted.</p> <p>A portion of the s106 contribution will be allocated to school place funding</p> <p>At least 53 units will be affordable (21% of the scheme)</p> <p>The flatted blocks are 5-7 storeys and are no higher than the no. 28 Lawrence Road, have a smaller footprint than existing buildings. Development is small scale towards the residential parts of the CA. See sections 8.11 and 8.12</p>

No.	Stakeholder	Question/Comment	Response
		<p>The ground floor entrances are unattractive and uninviting</p> <p>Additional retail space will be un-let</p> <p>Additional residents will add to pedestrian and vehicle traffic congestion on West Green Road.</p> <p>Will blight the area with overcrowding and devalue local buildings and houses.</p> <p>How tall will terraces be on east side?</p> <p>When and how long will building work take place?</p> <p>On street parking conditions on local streets will be worsened</p> <p>Lighting on Bedford Road should be improved</p> <p>The s106 offer is unclear</p> <p>The scheme will cause overlooking to properties on Bedford and Grove Park Road</p> <p>The design is unsatisfactory</p> <p>The planning brief should be reviewed</p>	<p>Ground floor entrances will have private forecourts and communal entrances will be clear and well lit. See section 8.11.</p> <p>Commercial risk is noted but additional population will bring more spending power to local area LBH Transportation consider vehicle traffic will be minimised by access to public transport and that pavements can accommodate the increase in pedestrians. See section 8.16.</p> <p>Development is considered improvement over existing concrete offices and light industrial buildings. Density is within acceptable range. See sections 8.4 and 8.11.</p> <p>2- and 3-storeys</p> <p>Construction estimated at 2 to 3 years. Hours restricted to between 0800 and 1800 weekdays and 0800 and 1200 Saturdays.</p> <p>Parking provision is in line with Council standards. Measures will be put in place to reduce travel by car. Money will be put towards establishing a CPZ in the local area. See section 8.16.</p> <p>This cannot be accommodated within the proposed s106 due to viability issues.</p> <p>The applicant has proposed a s106 offer as outlined in this report.</p> <p>Separation distances are far in excess of the 20m required by Council standards.</p> <p>The design is considered to be of sufficient quality, responding to the site context while meeting requirements of a viable scheme. See section 8.11.</p> <p>The planning brief continues to hold weight in the planning process so it must be a material consideration for this</p>

No.	Stakeholder	Question/Comment	Response
		<p>The development should be 100% live/work</p> <p>The West Green Road frontage should be a Victorian pastiche</p> <p>The housing should be of higher energy standard</p> <p>Poor consultation with bias shown by the council</p> <p>Demolition and construction will cause air quality and noise issues, harming local businesses</p> <p>Construction congestion will affect deliveries to businesses</p> <p>The development should not be housing-led</p> <p>Planning Policy does not support housing on this site</p> <p>Impact on drainage</p> <p>The flats might not sell or the company might go bust</p> <p>The future development of no. 69 Lawrence Road may be hampered by this development</p> <p>D2 use is unlikely to be established as it less profitable</p>	<p>application.</p> <p>There is an imperative to deliver housing on this site as well as employment uses</p> <p>This corner location outside the conservation area is considered appropriate for a contemporary style</p> <p>The proposal exceeds the Building Regulation minimum</p> <p>The proposal was subject to extensive consultation by the applicant prior to submission</p> <p>Conditions will be in place to minimise impact</p> <p>Lawrence Road will remain open to traffic during construction</p> <p>The brief recognises the poor quality of the existing employment spaces. The new development will provide flexible commercial spaces will provide employment and deliver much needed housing</p> <p>See section 8.1</p> <p>Drainage assessment required by condition</p> <p>The development is backed up by extensive market research. The developers would not invest if the development is unlikely to succeed</p> <p>The planning approach for Lawrence Road is set out in the planning brief</p> <p>A1, A2 and A3 uses are also included</p>

No.	Stakeholder	Question/Comment	Response
	2 comments in support	<p>Bellway have been proactive with their consultation process from the beginning</p> <p>Consultation with Studio 28 led to the incorporation of welcome live/work units</p> <p>The design is a matter of taste</p> <p>The development is only half a floor higher than the top of floor Studio 28</p>	Noted.
	DM Forum 8 th November 2012	<p>How affordable will the live/work units be?</p> <p>Can the energy centre be extended to other buildings?</p> <p>Can people access the easement to Grove Park Road?</p> <p>Will the easement become a dumping zone?</p> <p>Will there be solar panels?</p> <p>What is the construction method?</p> <p>Has a reduction of units been considered to reduce the impact on local infrastructure?</p> <p>What type of affordable housing is proposed?</p> <p>Will the commercial units end up being vacant?</p> <p>Will there be an impact on 1 Lawrence Yard?</p>	<p>They will be for private sale</p> <p>Current capacity for the proposed development only but it can be expanded</p> <p>No it will be gated.</p> <p>There will be a management company to deal with such issues</p> <p>The design of the buildings and the energy centre negate the need for on-site renewable energy</p> <p>Concrete frame, which is suited to this building type</p> <p>Impact on infrastructure is mitigated through s106 contributions</p> <p>A mixture of affordable rent and shared-ownership</p> <p>There is always a risk but there is no intention to leave these untenanted.</p> <p>No, this neighbouring property will not be affected by the</p>

No.	Stakeholder	Question/Comment	Response
		Will heating be charged at a flat rate?	development Heating will be charged in the conventional way
		How was the parking supply calculated?	Parking was based on assessment of the public transport accessibility level (PTAL) and advice from LBH and TfL
		Is this a loss of employment land?	LBH has designated this land for mixed residential development in the 2006 UDP, which was subject to consultation. Employment uses are being protected in more strategic locations closer to major infrastructure The developer does not own the land.
		Why isn't the northern half of Lawrence being developed?	The applicant does not own the land
		Won't there be disruption from construction?	Inevitably there will be some disruption but conditions will be applied to minimise this.
		How long will construction last?	Construction will last 2-3 years, which is normal for a development of this size.
		How is s106 money spent?	Money is put into a pool to be spent where needed.
		How does traffic flow on the new street?	It will be 2-way
		Why are the buildings as high as they are?	The buildings meet the height limits of the planning brief and secure maximum viability for the site
		What is the future for buildings to the north (such as 69 Lawrence Road)?	LBH's intentions are set out in the Lawrence Road planning brief and other policy.
		There should have been a more artistic approach to the building design.	Design is subjective and the architects have presented a well considered scheme
		What is the proportion of affordable housing?	21%
		Are balconies transparent?	Currently there is a mixture of glass and opaque balconies
		Has the London Housing Design Guide been followed?	Yes

No.	Stakeholder	Question/Comment	Response
		<p data-bbox="595 169 987 199">Why were live/work units added?</p> <p data-bbox="595 260 1238 320">The buildings are too high and do not blend in with the conservation area</p> <p data-bbox="595 416 1263 446">There is a potential for supported housing to be included</p> <p data-bbox="595 477 1072 507">Were alternative design ideas explored?</p>	<p data-bbox="1357 169 2047 229">The live/work units were added following consultation with existing successful live/work studios</p> <p data-bbox="1357 260 2078 384">The buildings are built to the height specified in the planning brief. The site is not in the conservation area but the chosen massing and materials are intended to provide a sympathetic setting</p> <p data-bbox="1357 416 1883 446">Such needs are being addressed elsewhere</p> <p data-bbox="1357 477 1980 537">Variations were presented during the pre-application consultation phase</p>

Planning Policies

NATIONAL POLICY

National Planning Policy Statements and Framework

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Transport Strategy (May 2010)

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

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

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

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

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

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

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG

The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG

The Mayor's Accessible London: Achieving an Inclusive Environment SPG

The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

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

- G1 Environment
- G2 Development and Urban Design
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution

- ENV11 Contaminated Land
- HSG1 New Housing Developments
- HSG2 Change of Use to Residential
- HSG4 Affordable Housing
- HSG10 Dwelling Mix
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M10 Parking for Development

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing
- SPD Sustainable Design and Construction
- SPD Open Space and Recreation SPD

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

Haringey Local Plan (adoption due February 2013)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP6 Waste and Recycling
- SP7 Transport
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP11 Design
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP1 New Housing Developments
- DMP7 Homes of Different Sizes
- DMP9 New Development Location and Accessibility
- DMP10 Sustainable Transport
- DMP11 Car-free Residential Developments
- DMP12 Parking for Development
- DMP13 Vehicle and Pedestrian Movement
- DMP14 Flood Risk, Water Course and Water Management
- DMP16 Development within and Outside of Town and Local Shopping Centres
- DMP19 Employment Land and Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP23 Commercial Design: Advertisements, Shopfronts, Signs and Security
- DMP25 Haringey's Heritage
- DMP32 Pre-school and Educational Needs Generated by New Housing

Draft Sustainable Design and Construction SPD (October 2010)
Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

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

Building for Life Assessment

Building for Life (BfL) Assessment

“Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.”

BfL is designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders. It also helps local planning authorities assess the quality of proposed developments.

BfL comprises 12 questions organised under three themes. The questions are based on a simple ‘traffic light’ system (red, amber and green) and it is intended that new developments secure as many ‘greens’ as possible.

A red light gives warning that an aspect of a development needs to be reconsidered. A development proposal might not achieve 12 greens for a variety of reasons. Where a proposal is identified as having one or more ‘ambers’, which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a green.

Integrating into the neighbourhood	
1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	<p>The development is centred on Lawrence road with a subordinate pedestrian friendly new street created to allow for access into the site. This street is a 2-way through street with two connections to Lawrence Road. Development scales down to smaller surrounding development</p> <p>Green</p>
2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	<p>The development is highly accessible and is close West Green Town Centre and local schools. A s106 contribution will be sought for school places. New flexible commercial space and a residents gym is proposed.</p> <p>Amber (due to below-policy s106 offer for education funding)</p>
3. Does the scheme have good access to public transport to help reduce car dependency?	<p>The site benefits from excellent access to bus, tube and rail services</p> <p>Green</p>
4. Does the development have a mix of housing types and tenures that suit local requirements?	<p>A variety of housing types of proposed including starter homes to family houses. An element of affordable housing is included but with a focus on shared ownership to address the housing balance in the area. The level of affordable housing is determined by the scheme's viability.</p> <p>Amber (due to below target affordable housing offer)</p>
Creating a place	
5. Does the scheme create a place with a locally inspired or otherwise distinctive character?	<p>The development capitalises on the avenue or boulevard character created by the large London Plane trees and scales down towards the smaller buildings of the surrounding conservation area. Brick is used as dominant material following established development. Different elements of the scheme have different characters (mews house, new street, flat blocks)</p> <p>Green</p>
6. Does the scheme take advantage of existing	<p>The London Plane trees are retained and will underpin the central character of the</p>

topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	development on Lawrence Road. The rest of the site is already developed and there are few features to take advantage of. Green
7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	The buildings create a strong sense of enclosure on Lawrence Road, the new street and the mews area. The junction with West Green Road is well defined. Separate ground floor entrances are provided for all ground floor units. Streets are overlooked and active. Green
8. Is the scheme designed to make it easy to find your way around?	The street layout is legible and connected. Entrances to residential units and commercial units are clearly defined. Access is level for wheelchair users and buggies. Green
Street & Home	
9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	Raised tables at junctions and repaved surfaces for Lawrence will improve pedestrian conditions. The new street is small in scale and has playspaces adjoining it. This will require drivers to slow down and be more careful. It will easily function as a social space. Green
10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	Parkign levels are set by Council standards. Parking on Lawrence Road is limited. Parking on the new street is hybrid of private curtilage parking and communal spaces. Site constraints limit the extent of full curtilage parking. Parking is well overlooked and close to homes. Amber (due to design constraints of the new street)
11. Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	A variety of open spaces are provided throughout the development including landscaped areas and roof terraces. Playspace is provided for young children and older children have access to a local play area. Amber (due to off-site provision of older child play space)
12. Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	Waste, recycling and cycle storage is integrated into the scheme and is convenient to residents

	Green
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GREATER LONDON AUTHORITY
Development & Environment Directorate

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk
Our ref: PDU/2054a/EW01
Your ref: HGY/2012/1983
Date: 3 December 2012

Jeffrey Holt

Planning, Regeneration & Economy
Haringey Council
Civic Centre, High Road
Wood Green
London
N22 8LE

Dear Jeffrey Holt,

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Land at Lawrence Road, N15 4EX
HGY/2012/1983

I refer to the copy of the above planning application, which was received from you on 1 November 2012. On 3 December 2012 the Mayor considered a report on this proposal, reference PDU/2054a/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order

The Mayor considers that the application is broadly acceptable in strategic policy terms however the matters set out in paragraph 69 require further discussion before it can be confirmed that the proposal complies with the London Plan.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Gordon Adam, telephone 020 7126 2180, email Gordon.adam@tfl.gov.uk.

Yours sincerely,



Colin Wilson

Senior Manager- Planning Decisions

cc Joanne McCartney, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Alex Williams, TfL
Scott Hudson, Savills, Lansdowne House, 57 Berkeley Square, London W1J 6ER

GREATER LONDON AUTHORITY

planning report PDU/2054a/01

5 December 2012

50-80 & 83-113 Lawrence Road, Seven Sisters

in the London Borough of Haringey

planning application no. HGY/2012/1983

Strategic planning application stage 1 referral (new powers)

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The proposal

Demolition of existing buildings and erection of seven buildings extending up to seven storeys in height, 264 new residential dwellings, 500 sq.m. of commercial/retail floorspace to deliver A1/A2/A3/B1/D2 with associated car parking, landscaping and infrastructure works.

The applicant

The applicant is **Bellway Homes**, and the architect is **BPTW Partnership**.

Strategic issues

The proposal raises the following strategic issues: land use principle, housing and affordable housing, density, urban design, inclusive access, child playspace, climate change and transport.

Recommendation

That Haringey Council be advised that the application is broadly acceptable in strategic policy terms however the matters set out in paragraph 69 require further discussion before it can be confirmed that the proposal complies with the London Plan.

Context

1 On 1 November 2012 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 12 December to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 1B of the Schedule to the Order 2008:

"Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside central London and with a floorspace of more than 15,000 sq.m".

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The site is located in the southern section of Lawrence Road on both east and west sides of the road. It is bounded to the north by other commercial properties fronting onto Lawrence Road, these are also identified for redevelopment; to the south by West Green Road which contains various uses including retail, a public house, commercial and residential and to the east and west by residential properties that are situated in conservation areas.

6 The site is currently an industrial estate comprising early 1970s pre-cast multi-storey slab blocks with the predominant uses being B1, B2 and B8 and the surrounding properties are predominately Victorian and Edwardian. At their tallest the buildings are six storeys in height. The site is predominately 1.45 hectares with 0.61 hectares to the west of Lawrence Road and 0.83 hectares to the east. There are four buildings to the east and three to the west.

7 Lawrence Road connects with West Green Road 50 metres to the south, which links with the A10 Tottenham High Road, part of the Transport for London road network. The nearest strategic road network, the A107 Amhurst Park is more than 1 kilometre away.

8 Seven Sisters underground and national rail station is 600 metres east of the site. It provides Victoria Line services and National Express East Anglia services. Bus routes 230 and 341 are accessible from Philip Lane, located around 350m from the northern boundary of the site, as well as route 41 from West Green Road. A further 10 bus services are available from the A10 Tottenham High Road, 600m east of the site. As a result, the site records a good public transport accessibility level (PTAL) of 4 (out of a range of 1 to 6 where 6 is excellent).

Details of the proposal

9 Demolition of existing buildings and erection of seven buildings extending up to seven storeys in height, 264 new residential dwellings, 500 sq.m. of commercial/retail floorspace to deliver A1/A2/A3/B1/D2 with associated car parking, landscaping and infrastructure works.

10 27 houses are proposed together with 16 maisonnettes (including 2 affordable). Overall the proposed residential accommodation comprises 44 (17%) affordable units (8 affordable rented and 38 shared ownership).

Case history

11 A full planning application was submitted by Galliard Homes for this site in April 2008 and it was referred to the GLA in May 2009 (PDU 2054/01). The description of development was as follows: demolition of existing buildings and erection of a mixed use development comprising 835 sq.m. office, 375 sq.m. retail and 338 residential units. Whilst the land-use principle was accepted in the stage I report there were a number of outstanding issues. This application remains undetermined.

12 A pre-application meeting was held regarding the current proposal in June 2012 and the proposal was felt to be acceptable in principle subject to further discussions on detailed matters.

Strategic planning issues and relevant policies and guidance

13 The relevant issues and corresponding policies are as follows:

- Housing *London Plan; Housing SPG; Housing Strategy; Providing for Children and Young People's Play and Informal Recreation SPG;*
- Affordable housing *London Plan; Housing SPG; Housing Strategy;*
- Density *London Plan; Housing SPG;*
- Urban design *London Plan;*
- Mix of uses *London Plan*
- Regeneration *London Plan; the Mayor's Economic Development Strategy*
- Transport *London Plan; the Mayor's Transport Strategy*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy*
- Parking *London Plan; the Mayor's Transport Strategy*
- Retail/town centre uses *London Plan*
- Employment *London Plan; Land for Industry and Transport SPG*
- Access *London Plan; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)*
- Equal opportunities *London Plan; Planning for Equality and Diversity in London SPG; Equal Life Chances for All (Mayor's Equalities Framework); Equalities Act 2010*
- Air quality *London Plan; the Mayor's Air Quality Strategy;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Haringey Unitary Development Plan 2006 and the 2011 London Plan.

15 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework.
- The Haringey Core Strategy Submission Stage document 2011 for which the Inspector's report is expected shortly.
- Haringey Council's Lawrence Road planning brief 2007 and additional planning statement 2011.
- The Revised Early Minor Alteration to the London Plan.
- Upper Lee Valley Opportunity Area Planning Framework (draft).

Land use principle

16 The Haringey UDP sets out that land in commercial use should be protected and enhanced although redevelopment may be permissible in defined circumstances. These being where land or buildings are no longer suitable for employment use on environmental, amenity and transport grounds and there is evidence of an unsuccessful marketing/advertisement campaign over a period of 18 months or the redevelopment or re-use of employment generating land and premises would retain or increase the number of jobs permanently provided on the site as a result of wider regeneration benefits. The area has also been identified in the Haringey UDP as an area suitable for mixed-use development. The Core Strategy policy SP8 seeks to protect employment land.

17 There is a planning brief for the site, which was adopted for development control purposes in October 2007. The brief addresses the economic and employment changes affecting the area, the lack of investment, the rise of crime in the road, the environmental problems and the need to change the restraint on the use of the land. An approach of maximising potential and making more efficient use of previously developed land by introducing mixed uses is proposed. It is envisaged, therefore, that there will be residential and live/work developments together with more intensive employment uses.

18 The planning brief area is 3.76 hectares and runs along both sides of Lawrence Road. The development site therefore comprises 40% of the area of the planning brief. The aspiration is for the number of jobs within the planning brief area to remain constant and therefore each site will be expected to contribute to the creation of new employment uses.

19 Two commercial/retail spaces are proposed: one of 407.5 sq.m. on West Green Road and a 92.5 sq.m. commercial unit on the east of Lawrence Road. These are proposed as flexible employment/retail spaces. Six live/work units are also proposed on the ground floor of blocks 4 and 5. A residents' gym is proposed on the ground floor of block 5. The applicant should set out the number of jobs it expects to generate from this proposal.

20 The provision of residential accommodation on the site is further supported by London Plan policy 3.3 which seeks provision of at least an annual average of 33,400 additional homes across London up to 2015/16. Table 3.1 sets annual average housing provision monitoring targets for London boroughs, of which Haringey's is 8,200 additional homes per year between 2011 and 2021. The proposed development represents 3% of Haringey's annual housing target, and is welcomed.

21 The application site is also located in the Upper Lee Valley Opportunity Area for which an indicative employment capacity of 15,000 is identified together with the opportunity to deliver a minimum of 9,000 new homes. A growth point is identified in Tottenham Hale and the entire High Road is also identified as a focus for housing and jobs growth.

22 Together with Croydon, Tottenham bore the brunt of the August 2011 disturbances in London with serious damage to buildings and businesses. Now that the physical environment has been repaired, the aim is to restore the confidence of local businesses and people. Working closely with Haringey and local partners, the GLA has set up a taskforce, led by Sir Stuart Lipton, Tottenham's business ambassador and by Haringey's Cabinet Member for Regeneration. The taskforce will ensure that the funding on offer delivers effective regeneration and growth. The taskforce is working to bring forward opportunities for long term growth by removing the barriers to private sector investment and ensuring local people have the skills to benefit from the opportunities this will bring.

23 The GLA and Haringey Council are working on a programme which will:

- Stimulate investment at key locations in Tottenham, and build on the momentum of the 2012 Games, by bringing back into use vacant and damaged sites and working with developers to bring forward high quality developments;
- Ensure Tottenham makes a good first impression by improving the physical realm. Examples include removing railings and clutter on The Green, High Road and Northumberland Park, improving shop fronts and signage, better traffic management and enhancing the walking environment and open spaces;
- Help young people in Tottenham fulfil their potential by promoting positive activities, supporting families, reducing re-offending and enabling youngsters to stay in education or take up training and job opportunities including apprenticeships;
- Enhance Tottenham's transport by improving Tottenham Hale and the gyratory, working to increase capacity on the West Anglia line between Liverpool Street and Cambridge, upgrading the Seven Sisters interchange and ensuring the station and those at Bruce Grove and White Hart Lane are fully accessible.

24 Given the poor quality of the existing employment uses, the need for regeneration and the need for housing and in the context of the retention of the rest of the employment area the proposed regeneration of this site is welcome and the loss of employment use does not raise any strategic issues.

Housing and affordable housing

25 The residential unit and tenure split is set out as follows:

Unit type	Private	Affordable Rent	Shared Ownership	Total	%
1 bed	78		17	95	36
2 bed	97		14	111	42
3 bed	24	6	5	35	13
4 bed	21	2		23	9
Total	220	8	36	264	

26 As such 44 (17%) of units are affordable. These are split 19% affordable rented: 81% shared ownership. 22% of all units are 3 bed plus and all of the affordable rented units are 3 bed plus. It is understood that the tenure split has been agreed with the Council and is justified through the desire to create a mixed and balanced community given the high level of social rented accommodation already existing in the area. This is acceptable subject to further discussions with the Council and the applicant regarding affordability of the shared ownership units. As such the mix and tenure split is acceptable in the strategic context.

27 Haringey Council has commissioned an independent appraisal of the viability assessment and the results of this are needed before it can be determined that the maximum reasonable

amount of affordable housing has been provided. Further discussion is also needed regarding whether grant is being applied to the scheme.

Housing quality

28 All the units meet the London Plan space standards. A high proportion of the units are dual aspect and the number of units per core have been minimised. The overall quality is of a high standard.

Design

29 The proposed development is for the most part well designed. Consideration has been given to the wider area and surrounding sites providing a clear steer as to how they can be coherently developed in the future. The approach of turning Lawrence Road into a simple yet good quality urban street is welcomed and will ensure it will not only add to the permeability and legibility of the area but will become a well used social space.

30 The layout and height of proposed buildings provide good enclosure over all streets and spaces as well as creating a clear threshold between the public and private realm. All publicly accessible spaces are flanked by active frontages with a good distribution of entrances at street level ensuring they feel safe, attractive and well used which is also welcomed. The layout also responds well to the surrounding terraced houses.

31 However, the applicant needs to confirm that the parking court behind West Green Corner will be a private and secured space, as this location lacks overlooking and animation. Officers are also concerned that the entrance to this court is very wide, and has a disproportionate presence on the streetscape. Consideration needs to be given to reducing the gap between the building on this corner and the terrace to the north and ensuring this is secure.

32 The proposed residential typologies are all supported. Terraced housing meets most of the standards in the London Housing Design guide and ensures a high proportion of family housing. The apartment buildings have a high number of vertical circulation cores, a low proportion of signal aspect units and have ground floor units accessed directly from the public realm, which is all welcomed.

Heritage

33 The Clyde Circus Conservation Area is adjacent to the site and this consists of predominantly two-storey Victorian terrace properties. The proposal responds to this by providing two and three-storey terrace and mews style houses adjoining the conservation area. The taller massing is set well back from the site boundaries. The high quality design, with its brick facades, will improve on the relationship the site currently has with the conservation area. As such the proposal will have a positive impact on the conservation area and is acceptable.

Conclusion

34 In conclusion, other than potential concerns with the space at the rear of West Green Corner as set out above, the design of the scheme is of a high quality. The applicant is advised to address this only issue so that the overall design of the scheme is not compromised.

Density

35 The London Plan sets out a guidance range of 450-700 habitable rooms per hectare for urban sites such as this site with a public transport accessibility level of 4.

36 GLA officers calculate that the density, based on the net residential area, is 542 habitable rooms per hectare. This is within the density range set out in the London Plan.

Child playspace

37 The anticipated child yield for the development using the calculation set out in the GLA Child Playspace SPG is 69. As such 690 sq.m. of child playspace should be provided.

38 395 sq.m. of doorstep play is provided on-site to cater for 0-5 year olds. The applicant sets out that there are several open spaces within the vicinity of the development. The applicant should consider whether contributions are needed to upgrade these spaces to deal with increased usage.

Inclusive design

39 All of the units meet Lifetime Homes Standards and 22 (8% by unit and 9.21% by habitable room, and 11.12% by area) of the units have been designed to be wheelchair accessible or easily adaptable. These are split as follows: 14 x 1 bed, 5 x 2 bed and 6 x 3 bed and 12 blue badge bays are provided. 12 of these units are affordable with six being shared ownership and six affordable rented. The locations of the wheelchair units have been distributed around the site as requested at the pre-application stage and this is welcomed. The applicant has set out that where wheelchair units are located on upper floors, these floors will be served by two lifts.

40 The level of wheelchair accessible housing and the unit mix and tenure split is acceptable. Further discussion is needed on the level of blue badge parking proposed. There should be one blue badge bay for each fully accessible unit as per the recently published Housing SPG and a car parking management plan should be put in place such that the marking out of bays is flexible enough such that further spaces can be provided in future should additional wheelchair units be fitted out.

Sustainable development

Climate change mitigation

Energy efficiency

41 A range of passive design features and demand reduction measures are proposed to reduce the carbon dioxide emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting. The applicant should confirm how the demand for cooling will be minimised for both dwellings and non-domestic building uses.

42 The development is estimated to achieve a reduction of 8 tonnes per annum (2%) in regulated carbon dioxide emissions compared to a 2010 Building Regulations compliant development.

District heating

43 The applicant should investigate whether there are any existing or planned district heating networks in the vicinity of the development and provide a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

44 The applicant is proposing to install a site heat network. However, the applicant should confirm that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the route of the heat network linking all buildings on the site should be provided.

Combined Heat and Power (CHP)

45 The applicant is proposing to install a 236 kW_t gas fired CHP unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. The applicant should provide heat load profiles and/or heat load duration curves to confirm this.

46 A reduction in regulated carbon dioxide emissions of 145 tonnes per annum (42%) will be achieved through this second part of the energy hierarchy.

Renewable energy technologies

47 The applicant has investigated the feasibility of a range of renewable energy technologies but is not proposing to install any renewable energy technology for the development.

Overall carbon dioxide savings

48 A reduction of 145 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 43%. As such these savings exceed the targets set within Policy 5.2 of the London Plan.

Climate change adaptation

49 The applicant has set out that water use will be reduced to 105 litres of water per day through the use of efficient fittings and that rainwater harvesting is proposed and this is welcomed. The applicant has discounted the inclusion of green roofs on viability grounds. The applicant sets out that the inclusion of green roofs on the flatted blocks would cost in the region of £300,000. The applicant should set out what the implication of the inclusion of green roofs would be on the level of affordable housing proposed.

50 The Flood Risk Assessment states that the impermeable areas will be reduced from 100% to 74% through the introduction of gardens and landscaping. It has ruled out the use of infiltration drainage on ground condition reasons however it proposes to use lined permeable parking areas and on site storage using oversized pipes and restrictions on outfalls.

51 Whilst the surface water management strategy has been accepted by Thames Water it is not in line with the London Plan Sustainable Drainage Hierarchy as set out in London Policy 5.13 because the development has not taken other readily available measures to further reduce the surface water discharge.

52 The use of sub surface storage under parking, access road or landscaped areas could move this development to near greenfield run-off rates at minimal additional cost.

53 The applicant should consider these measures as well as reconsidering the inclusion of green roofs particularly as there are areas of surface water flood risk nearby and as such this development should aim for a high level of surface water attenuation.

Transport

54 97 parking spaces are proposed which equates to a parking ratio of 0.37 spaces per unit and is therefore in line with London Plan policy 6.13 "Parking". In view of the good PTAL and to avoid overspill parking, TfL would however recommend that future residents should not be eligible for applying for on-street car parking permits and this should be secured by way of condition. It is also proposed that 20% of the parking spaces will have active provision for electric vehicle charging points (EVCP) and 20% will have passive provision. This is in line with the London Plan and is therefore acceptable.

55 Additionally, TfL would recommend that a car parking management plan be developed to understand how spaces are to be allocated between uses and purposes, such as maintenance. TfL would also recommend that included in this, should be the monitoring of EVCP use to assess whether or not there is a growing demand and establish when passive spaces will need to be brought into use. TfL recommends that this management plan should be subject to a planning condition.

56 The proposal to include the three car club spaces is welcomed by TfL and this similarly should be secured by condition.

57 The proposal to provide cycle spaces in line with the Revised Early Minor Alterations June 2012 is welcome. For the staff spaces, TfL would recommend that these should be made accessible, secure and well lit, including lockers and showers to be provided and secured through the section 106 agreement.

58 TfL considers the approach to trip rates and modal split presented within the transport assessment to be compliant with London Plan Policy 6.3 'Assessing effects of development on transport capacity' and this approach is therefore acceptable.

59 Given the nature and location of the proposal, it is subsequently accepted that there will be no impact on the highway and passenger transport networks.

60 However, TfL would have expected to see within the pedestrian environment review system (PERS) audit an assessment of the nearest bus stops in each direction on West Green Road and Philip Lane to assess whether or not they meet TfL's Bus Stop Accessibility Guidance. In the absence of this audit and until being carried out, TfL would request a capped sum of £20,000 per bus stop to be secured within the s106 agreement together with any improvements identified in the audit.

61 TfL also requests that Legible London signage be introduced through this development to improve wayfinding. This signage should not only cover key routes, such as from the development site to public transport nodes, but also potential improvements between Seven Sisters Underground and South Tottenham Overground Stations, and this should be secured through section 106 agreement at a cost of £16,000.

62 The proposal is supported by a framework travel plan for the entire development, which is welcomed. The content of the plan has been reviewed in accordance with the ATTrBuTE assessment tool and regrettably has failed. A revision is therefore required to include baseline modal splits (actual numbers and percentage) to make the travel plan acceptable. To ensure

conformity with London Plan Policy 6.3, the travel plans are expected to be secured, monitored, reviewed, and enforced through the section 106 agreement.

63 Additionally, the proposals should be supported by a delivery servicing plan (DSP) and a construction logistics plan (CLP), in line with London Plan Policy 6.14. Given the location, they should be secured through the section 106 agreement in consultation with TfL.

64 In accordance with London Plan policy 8.3 '*Community Infrastructure Levy*', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is in the Borough of Haringey, where the charge is £35 per square metre.

Summary

65 Further work is needed on the travel plan, the accessibility of the nearby bus stops should be assessed, contributions are requested towards bus stop accessibility improvements and Legible London signage and the cycle parking and EVCP provision should be secured by condition together with the car club spaces, a delivery and servicing plan and construction logistics plan and a car parking management plan.

Local planning authority's position

66 It is understood that local planning authority officers support this application in principle subject to discussion on details, in particular viability.

Legal considerations

67 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

68 There are no financial considerations at this stage.

Conclusion

69 London Plan policies on land use principle, housing and affordable housing, urban design, inclusive design, density, child playspace, sustainable development and transport are relevant to this application. The application is broadly acceptable in strategic policy terms however the following matters require further discussion before it can be confirmed that the proposal complies with the London Plan.

- **Land use principle:** Given the poor quality of the existing employment uses, the need for regeneration and the need for housing and in the context of the retention of the rest of the

employment area the proposed regeneration of this site is welcome and the loss of employment use does not raise any strategic issues.

- **Housing and affordable housing:** The housing mix, tenure split and housing quality is acceptable, however further discussion is needed on affordability and viability.
- **Design:** Overall the scheme is of a high quality which will have a positive impact on the adjacent conservation area. However, there are concerns regarding the quality of space at the rear of West Green Corner and the applicant should confirm whether this will be a private and secure space.
- **Density:** The proposal falls within the guidance range for urban sites with a PTAL of 4.
- **Child playspace:** sufficient playspace is provided to cater for 0-5 year olds play. The applicant should consider whether contributions are needed to upgrade nearby older children's play spaces.
- **Inclusive design:** Further discussion is needed on the level of blue badge parking and the accessibility of the proposed home zone.
- **Sustainable development:** Confirmation is needed regarding how the demand for cooling will be minimised for all uses and that all uses will be connected to the site heat network and a drawing should be supplied showing the network. Heat load profiles and/ or heat duration curves for the CHP should also be supplied. Further consideration of the sustainable drainage options and the inclusion of green roofs is needed.
- **Transport:** Further work is needed on the travel plan, the accessibility of the nearby bus stops should be assessed, contributions are requested towards bus stop accessibility improvements and Legible London signage and the cycle parking and EVCP provision should be secured by condition together with the car club spaces, a delivery and servicing plan and construction logistics plan and a car parking management plan.

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