



Haringey Council

Planning Sub Committee

MONDAY, 14TH OCTOBER, 2013 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Basu, Beacham, Demirci (Chair), Mallett (Vice-Chair), McNamara, Reid, Reith, Rice, Solomon and Strang

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AGENDA

1. APOLOGIES

2. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

3. DECLARATIONS OF INTEREST

A member with a 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 - 10)

To confirm and sign the minutes of the Planning Sub Committee held on 9 September.

6. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

7. 107-143 MUSWELL HILL ROAD N10 3HS (PAGES 11 - 74)

Erection of rear and side extensions to create additional retail floorspace and provision of eight residential units within a rear extension and a single storey roof extension at third floor level. Construction of new freestanding lift and stair core to rear, creation of new internal lift shaft. Public realm works including closure of existing car park entrance, slip road and short term parking, and creation of two way road access to car park from Fortis Green and hard landscaping of existing site frontage.

RECOMMENDATION: grant permission subject to conditions and a s)106 legal agreement

8. 107-143 MUSWELL HILL ROAD N10 3HS (PAGES 75 - 80)

Listed Building Consent for erection of rear and side extensions to create additional retail floor space and provision of eight residential units in third floor and rear extensions. construction of new freestanding lift and stair core to rear, creation of new internal lift shaft, closure of existing car park entrance, slip road and short term parking, and creation of two-way read access to car park and hard landscaping of existing site frontage.

RECOMMENDATION: grant Listed Building Consent subject to conditions.

9. REAR OF 600 GREEN LANES N8 0RY (PAGES 81 - 108)

Erection of part three/two storey block comprising 1 x 3 bed flat, 1 x 1 bed flat and 7 x 2 bed flats with associated landscaping, parking/cycle spaces and bin store.

RECOMMENDATION: grant permission subject to conditions and subject to a s)106 legal agreement.

10. SUNSHINE GARDEN CENTRE, DURNSFORD ROAD N11 2EL (PAGES 109 - 140)

Erection of new two-storey retail building with ancillary restaurant to replace existing building with existing restaurant.

RECOMMENDATION: grant permission subject to conditions.

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

12. DATE OF NEXT MEETING

The next scheduled meeting is 11 November.

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

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

Tel: 0208 4891512

Email: maria.fletcher@haringey.gov.uk

Thursday, 03 October 2013

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**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

Councillors: Basu, Beacham, Demirci (Chair), Mallett (Vice-Chair), McNamara, Reid, Reith, Rice, Solomon and Strang

MINUTE NO.	SUBJECT/DECISION
PC44.	<p>DECLARATIONS OF INTEREST</p> <p>The Chair identified that Bounds Green ward councillors, of which he was one, had submitted a consultation response to item 7: works to dangerous trees on Pinkham Way. Cllr Mallett would therefore take over the Chair for the duration of that item, with Cllr Demirci taking no part in determining the aforementioned application.</p>
PC45.	<p>MINUTES</p> <p>RESOLVED</p> <ul style="list-style-type: none"> • That the minutes of the special Planning Committee on 27 June and the Planning Committee on 8 July be approved and signed by the Chair.
PC46.	<p>LAND ADJACENT TO 72 LANGDON PARK ROAD AND PUBLIC TRIANGLE, MILTON PARK N6 5PZ</p> <p>The Committee considered a report on the application to grant planning permission for the land adjacent to 72 Langdon Park Road and the Public Triangle on Milton Park N6 for the provision of a glass reinforced plastic (GRP) control kiosk enclosure and low level carbon filter ventilation stack. 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 to grant permission subject to conditions.</p> <p>The Planning Officer gave a short presentation highlighting the key aspects of the report. The specified external equipment was required in order to protect wider pumping station control equipment to be installed underground. A pumping station was needed in the area to improve drainage conditions and mitigate flooding caused by storm events to a number of properties in Langdon Park Road.</p> <p>The officer advised the Committee of a proposed amendment to the wording of condition 10 relating to landscaping in recognition that the applicant had submitted a landscaping plan in advance of determination of the application as opposed to submitting to the Council for approval at a later date as stated in the original wording.</p> <p>The officer advised of an error in the committee report. The last two sentences of Paragraph 9.5.9 should read as follows: 'Although the concentrations could be slightly higher closer to the vent than at the receptor 5m from the vent, it would still be unlikely to be detectable to the public. As such, it is highly unlikely that any malodorous odours could be detected in the vicinity of the low level vent stack from the adjoining properties or parking spaces.'</p>

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

A number of objectors addressed the Committee and raised the following points, supported by a supplementary document circulated with the permission of the Chair:

- The Committee's attention was drawn to reported evidence of the failure level of pumping stations across the UK and details of the impact of subsequent ecological damage and nuisance caused to local people.
- The specified external equipment would be out of keeping with existing street furniture in the local Conservation Area, with the kiosk in particular a considerable size and significantly larger than standard electric or telecom kiosks.
- Concerns were raised over the risk of odour emissions from the short vent stack proposed.
- The siting of the equipment was out of line with DEFRA guidance, particularly the proximity to nearby properties.
- It was considered that the applicant had not given sufficient consideration to alternative, more permanent solutions to mitigate the flooding issues in the area, with the current solution appearing to constitute a temporary fix.

Officers clarified that the application solely covered installation of the GRP control kiosk enclosure and low level vent, with the underground pumping station equipment constructed under permitted development rights. Therefore the functionality of the wider pumping station equipment which was not subject to planning permission was outside of the scope of consideration for the application.

A representative for the applicant, Thames Water, addressed the Committee and made the following points:

- The equipment installation proposed under the application, in conjunction with the underground pumping station, would constitute a permanent solution to the serious flooding issues affecting a number of properties in the area.
- Expert reports had been commissioned on potential odour and noise issues associated with the equipment and which identified that any impact would be within acceptable thresholds.
- The applicant had agreed to six monthly maintenance checks of the carbon filtered ventilation stack.
- In response to the concerns raised by the objectors regarding the failure rate of pumping station equipment, the backup safety features to the underground equipment were outlined including warning system, secondary pump, overflow capacity etc.
- As part of the application, the Milton Road triangle would be improved through a new planting scheme.
- In response to a question, confirmation was provided that Thames Water had considered alternative options through a feasibility study to address the flooding issues in the area. The option contained within the report including the location selected for the equipment siting, had been considered to be the most appropriate technically and in terms of value for money considerations.

A resident addressed the Committee in support of the application and raised the following points;

- The resident lived in one of the properties on Langdon Park Road at risk from the flooding problems in the area and explained the impact of previous flooding events involving raw sewage flooding into the ground floor of the property, causing a significant health hazard and requiring an extensive clean

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

up operation. The risk of future flooding events was a subject of considerable ongoing stress for residents affected.

- The current solution proposed by Thames Water appeared to be reasonable and appropriate to remedy the flooding problem in the area.
- The assurances provided in terms of negligible odour and noise impact from the kiosk and vent stack were accepted.

In response to a question regarding the size of the proposed kiosk, with some variance apparent between the mock ups provided by the objectors and the applicant, the applicant's representative confirmed that those provided within the report had been professionally drawn to scale to be an accurate reflection.

The Committee requested that the condition requiring six monthly maintenance checks of the carbon filtered ventilation stack and subsequent reporting to the Council be extended to impose the same maintenance requirements on any future operator of the equipment should ownership be transferred from Thames Water at any point.

It was also requested that an informative be added for the applicant to consult local residents in the choice of paint colour selected for the GRP control kiosk enclosure and ventilation stack.

The Chair moved the recommendation of the report including the amended conditions covering maintenance checks and landscaping and additional informative above and it was

RESOLVED

- That planning application HGY/2013/0662 be approved subject to conditions:
 1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.
 2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to avoid doubt and in the interests of good planning.
 3. The GRP control kiosk enclosure and low level ventilation stack forming part of the development hereby approved shall be painted black and retained thereafter in perpetuity.
Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the conservation area consistent with Policies 7.5 and 7.8 of the London Plan 2011 and Policies SP11 and SP12 of the Haringey Local Plan: Strategic Policies 2013.
 4. Where noise emitted from any mechanical plant or machinery within the

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

development hereby approved, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential property, unless and until a fixed maximum noise level is approved by the Local Planning Authority. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

Reason: In order to protect the amenities of nearby residential occupiers and in accordance with Policy 7.15 of the London Plan 2011 and Policies UD3 and ENV6 and ENV7 of Unitary Development Plan (post Local Plan Adoption 2013)

5. The 'GRP control kiosk enclosure and Sewerage Pumping System (SPS)' hereby approved shall not transmit vibration to adjoining or other premises or structures that would cause a vibration dose value of greater than 0.4 m/s (1.75) 16 hour day-time nor 0.23 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential property.

Reason: To ensure that the development is designed to prevent structural transmission of noise or vibration and in accordance with Policy 7.15 of the London Plan 2011 and Policies UD3 and ENV6 and ENV7 of Unitary Development Plan (post Local Plan Adoption 2013)

6. The GRP hereby permitted shall not, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential property, unless and until a fixed maximum noise level is approved by the Local Planning Authority. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The GRP noise level should be expressed as LAeqTm, and shall be representative of the GRP operating at its maximum.

Reason: To ensure that the development is designed to prevent structural transmission of noise or vibration and in accordance with Policy 7.15 of the London Plan 2011 and Policies UD3 and ENV6 and ENV7 of Unitary Development Plan (post Local Plan Adoption 2013)

7. The SPS pumps hereby permitted shall be installed on 'Anti-Vibration mountings'

Reason: To ensure that the development is designed to prevent structural transmission of noise or vibration and in accordance with Policy 7.15 of the London Plan 2011 and Policies UD3 and ENV6 and ENV7 of Unitary Development Plan (post Local Plan Adoption 2013)

8. The carbon filter of the low level ventilation stack hereby approved shall be inspected one month after commissioning, and thereafter inspected and maintained every six months.

Reason: In order to protect the amenities of nearby residential occupiers and in accordance with Policy 7.15 of the London Plan 2011 and Policies UD3 and ENV6 and ENV7 of Unitary Development Plan (post Local Plan Adoption 2013).

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

9. The applicant is required to provide the Local Planning Authority with written confirmation of the outcome of each six-monthly inspection and maintenance assessment.

Reason: In order to protect the amenities of nearby residential occupiers and in accordance with Policy 7.15 of the London Plan 2011 and Policies UD3 and ENV6 and ENV7 of Unitary Development Plan (post Local Plan Adoption 2013).

10. No development shall take place until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. Soft landscape works shall include (planting plans, written specifications - including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, and implementation programme and thereafter retained in perpetuity.

Reason: In order to provide a suitable setting for the proposed development in the interest of visual amenity and the appearance of the conservation area consistent with Policies 7.5 and 7.8 of the London Plan 2011 and Policies SP11 and SP12 of the Haringey Local Plan: Strategic Policies 2013.

Informatives:

A. The applicant is required to provide the Local Planning Authority and local residents with an emergency contact number, for reporting malodorous emissions, giving rise to complaints of nuisance.

B. In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to work with the applicant in a positive and proactive manner. As with all applicants, we have made available detailed advice in the form of our statutory policies, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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.

PC47. PINKHAM WAY N11 3PW

[Cllr Mallett in the Chair].

The Committee considered a report on the application to undertake works to dangerous trees on the site boundary of Pinkham Way N11. 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 to grant permission subject to conditions.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

The Planning Officer gave a short presentation highlighting the key aspects of the report which was seeking permission to undertake work to trees and branches on the boundaries of the site determined as posing a public safety risk, including potential hazard to nearby sections of highway and the railway network. The proposed schedule of works incorporated a number of remedial measures including felling, pollarding and crown reduction to those trees considered to be in a dangerous condition. Assurances had been provided by the applicant that the works proposed were not intended to clear the site of trees and were not connected with any future redevelopment of the site.

Confirmation was provided by the Planning Officer that a condition requiring the applicant to undertake a bat inspection prior to any works being carried out was proposed.

A number of objectors addressed the Committee with regard to the application and raised the following points:

- Significant concerns were expressed on the negative impact the proposed works could have on bat habitats, with a majority of the trees on site classified as having high potential for bat roosting. It was emphasised that bats and their habitats were highly protected, with stringent associated legislative provisions in place including requirements around the undertaking of bat surveys, which it appeared had yet to be undertaken for the site. A comprehensive survey would allow any bat roosts to be isolated and protected prior to any tree works being undertaken.
- Although the landowners statutory duties to landusers was acknowledged, it was considered that alternative means to secure the dangerous trees should have been explored.

A representative for the applicant, the North London Waste Authority (NLWA), addressed the Committee and raised the following points:

- The dangerous trees had been identified in a survey following an emergency felling of a number of trees in November 2012. The need was emphasised to carryout works as a matter of urgency to mitigate the risks to public safety and in recognition of the landowner's duty of care to land users.
- Confirmation was provided that the deadwood from the tree works would remain on site.
- The NLWA was in dialogue with Transport for London regarding the logistical considerations in undertaking the works.
- The NLWA had a large, ongoing bat survey running on site.

The Committee queried as to whether any alternative means of risk reduction had been considered for the trees in question such as physical containment measures. The Council's Arboricultural Officer confirmed that a conservative approach had been taken, inline with best practice, in determining the schedule of works, with a focus on the immediate works necessary and predominantly based on pruning. Felling was only proposed for the trees in the worst condition due to significant structural defects.

The Committee asked that proposed informative covering the retention of deadwood on the site be converted to a condition to make it more binding. It was also requested that the condition requiring the undertaking of a bat inspection prior to the

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

works being undertaken be extended to require this to be carried out in consultation with representatives from Natural England and the Pinkham Way Alliance.

The Chair moved the recommendation of the report including the amended condition covering bat inspection and the additional condition covering the retention of deadwood and it was

RESOLVED

- That planning application HGY/2013/0847 be approved subject to conditions;
 1. The development hereby authorised shall be carried out only in accordance with the schedule of works and specifications received on 22 August 2013, submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to avoid doubt and in the interests of good planning.
 2. All works must be undertaken by qualified and experienced tree work contractors and be in accordance with BS 3998:2010 recommendations for tree work and details of the works hereby approved shall be submitted and be approved in writing by the Local Planning Authority prior to the first commencement of works. Works shall be carried out in accordance with the approved details.
Reason: To achieve good arboricultural practice and protect TPO trees on the site.

INFORMATIVES:

Dead wood from the proposed works should be retained in-situ in accordance with wildlife protection best practice.

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

PC48. 37-39 STANHOPE GARDENS, N6 5TT

[Cllr Demirci back in the Chair. Cllr McNamara was absent from the meeting for the remainder of proceedings]

The Committee considered a report on the application to grant planning permission for 37-39 Stanhope Gardens N6 for the partial demolition and rebuilding of two storey rear extensions and the formation of rear dormers. 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 to grant permission subject to conditions. The Planning Officer gave a short presentation highlighting the key aspects of the report. It was identified that the applicant had submitted an indicative landscaping plan for the site.

The Planning Officer set out that new plans had been submitted clarifying the

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

dimensions of the proposal and the relationship to surrounding properties.

The Committee raised the following issues in discussion of the application:

- In response to a question, officers confirmed that construction work had started on site without planning permission and as such had been subject to planning enforcement action.
- Members questioned the impact of the application on the character of the local Conservation Area. On balance, officers considered that the works would enhance the area by virtue of improving the condition of the properties, with the majority of changes concentrated to the rear elevations, leaving the existing front façade relatively unchanged.
- Officers confirmed that the applicant had the ability to extend the properties within certain parameters without requiring permission from the Council under permitted development rights.

A number of objectors addressed the Committee and raised the following points:

- Improvements to the condition of both properties were welcomed but it was felt that those proposed did not complement and indeed were out of keeping with the character of the local Conservation Area.
- The proposed first floor balconies would result in a potential loss of privacy to neighbouring properties.
- The scale of the ground floor extension was of concern, being out of proportion to neighbouring boundaries and not set in, thereby risking causing overshadowing to neighbouring properties.
- The solid wall proposed between the properties was bulky and would reduce light to neighbouring properties.

Cllr Weber addressed the Committee and raised the following points:

- The bulk and scale of the works proposed was of concern, with potential impact on neighbouring properties in relation to noise, drainage issues, loss of light and privacy
- The design was not sympathetic to the character of the Conservation Area.

The applicant's representative addressed the Committee and raised the following points:

- The works proposed would secure the restoration of both properties and rear gardens from their current neglected state thereby benefiting the local area
- Considerable amendments had been made to the design in light of comments from the Council and local residents in response to a previous application submitted which had subsequently been withdrawn.
- Any trees removed from the rear gardens would be replaced, with a final landscaping plan to be submitted for Council approval.
- The site was located on a bend of the road thereby reducing the impact of the scheme on the local area.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2013/0918 be approved subject to 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

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

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 accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to avoid doubt and in the interests of good planning.

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

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

4. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping to the rear of the two dwellings shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include the details of the size, species and location of replacement trees.

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

5. Notwithstanding the provisions of Class A of Part 2 of the Town & Country Planning General Permitted Development Order 1995 details of the boundary treatment to separate the gardens of two dwellings and the adjoining gardens (35 and 41 Stanhope Gardens) shall be submitted to and approved in writing by the Local Planning Authority, prior to the completion of the extensions hereby approved and thereafter implemented in accordance with such approved details.

Reason: To safeguard the amenities of neighbouring occupiers and the general Locality

6. Notwithstanding the approved plans in specific the roof terrace approved, the rest of the roof of the extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, terrace, roof garden or similar amenity or sitting out area without the benefit of the grant of further specific permission in writing from the Local Planning Authority.

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

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to work with the applicant in a positive and proactive manner. As with all applicants, we have made available detailed advice in the form of our statutory policies, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 SEPTEMBER 2013**

	The next scheduled meeting will be on 14 October.
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COUNCILLOR ALI DEMIRCI

Chair

Planning Committee 14th October 2013

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/1169	Ward: Muswell Hill
Address: 107-143 Muswell Hill Road N10 3HS	
<p>Proposal: Erection of rear and side extensions to create additional retail floorspace and provision of eight residential units within a rear extension and a single storey roof extension at third floor level. Construction of new freestanding lift and stair core to rear, creation of new internal lift shaft. Public realm works including closure of existing car park entrance, slip road and short term parking, and creation of two way road access to car park from Fortis Green and hard landscaping of existing site frontage.</p> <p>Existing Use: Mixed Use – Residential and Commercial</p> <p>Proposed Use: Mixed Use – Residential and Commercial</p> <p>Applicant: Henderson UK Property Unit Trust</p> <p>Ownership: Private/LBH Highways</p>	
Date received: 20/06/2013	Last amended date: 19/09/2013
Drawing number of plans: 20858 P(--), 003 H, 004 F, 005 F, 006, F, 007 C, 008, 009, 010 B, 011 B, 12 A, 13 B, 14 A, 015 A, 018, 050 E, 060 A	
Case Officer Contact: Robbie McNaugher	
<p>PLANNING DESIGNATIONS:</p> <p>Retrieved from GIS on 21/06/2013 Muswell Hill Conservation Area Road Network: C Road Grade II Listed Buildings</p>	
<p>RECOMMENDATION</p> <p>GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement</p>	

SUMMARY OF REPORT:

The application site is a 1930's 3 storey building with shops at ground floor and two floors of residential above. The site adjoins the Odeon cinema located on the western side of Muswell Hill Road next to the junction with Fortis Green Road. The application site is a Grade II listed building while the adjoining Odeon Cinema is a Grade II* listed building.

The principle of the proposal is considered acceptable with improved retail floorspace and public realm considered to enhance the vitality and viability of Muswell Hill Town Centre. An additional floor of residential accommodation has previously been accepted in an application approved in 2007.

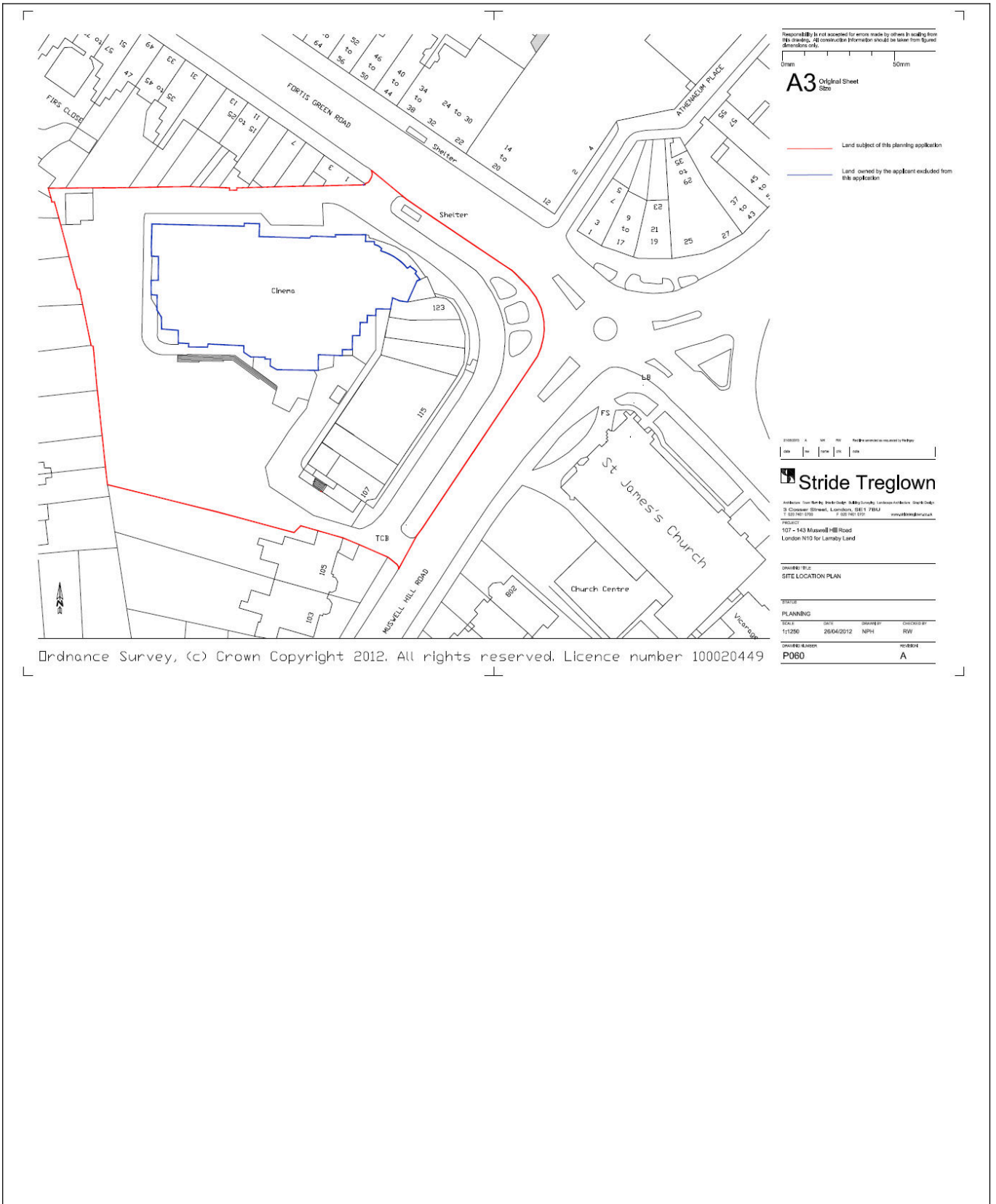
Since the initial submission the proposal has been amended to improve the design of the side and rear extension and landscaping works to the front of the building. The proposal now also includes residents parking, stop and shop parking spaces within the rear car park and improvements to the rear car park in terms of lighting, CCTV and soft landscaping.

The proposal was broadly supported by the Haringey Design Review Panel and the amended proposal is considered to be of a high design quality which is considered acceptable in terms of the impact on the Listed Buildings and the Conservation Area.

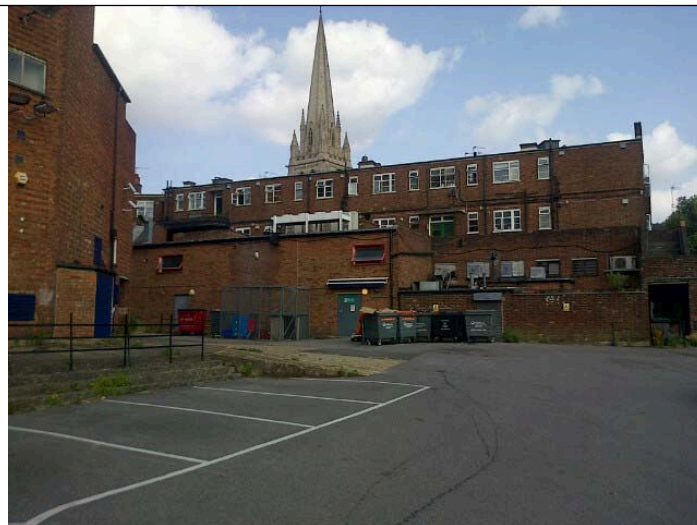
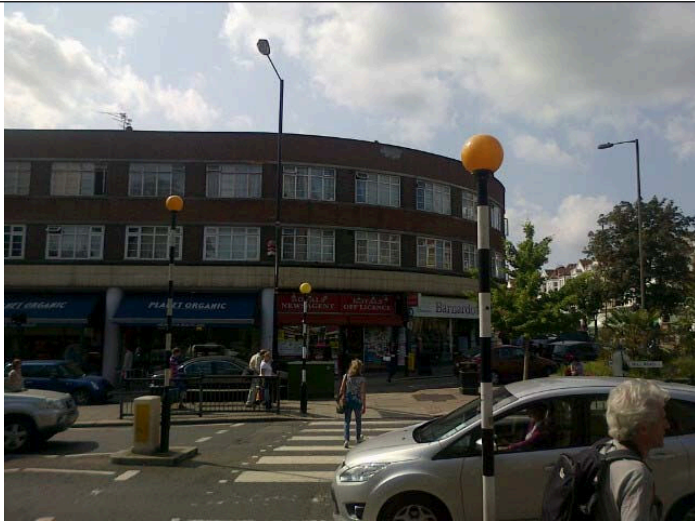
The development would cause no significant harm to residential amenity, traffic and highway conditions and meets the required standards for sustainability. Where impacts will be caused, mitigation measures will be secured by condition or by S106 agreement. The Council has consulted widely and responses were taken into account by officers, several letters of support have been received from residents and local businesses.

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.

1.0 SITE PLAN



2.0 IMAGES



Strategic Views



① View from St James Circus

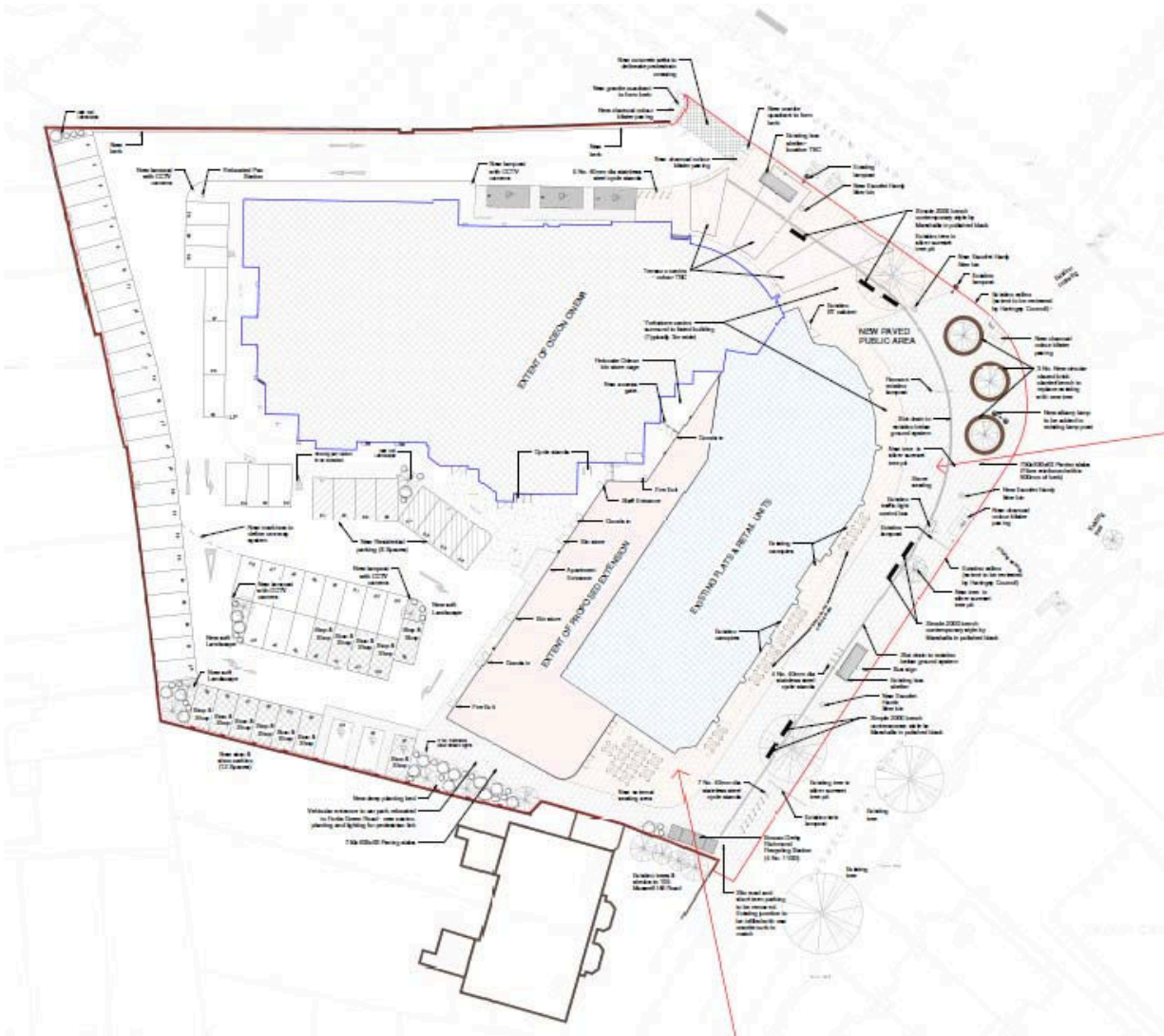


② View from south



① View of restaurant extension

Indicative landscaping proposal



3.0 SITE AND SURROUNDINGS

- 3.1 The site comprises a 1930's 3 storey building with shops at ground floor and two floors of residential above. The site forms part of the same development as the Odeon cinema and consists of a run of six retail units (circa 8,000 sq ft) with two storeys of residential accommodation above which were built as one development and completed in 1936 in the distinctive Art Deco style popularised by Oscar Deutsch's entertainment chain and designed by their leading architect George Coles. The building is located on the western side of Muswell Hill Road next to the junctions of Fortis Green Road, Muswell Hill Broadway, and St. James's Lane.
- 3.2 No.107-143 Muswell Hill Road is a Grade II listed building while the adjoining Odeon Cinema is a Grade II* listed building. The adjoining cinema building has an important curved front elevation clad in black and cream faience tile, whilst its side and rear elevations facing the rear car park are relatively utilitarian and clad in blank brickwork.
- 3.3 The shops within this parade have curved projecting ribs between each unit, and are clad in faience to resemble the forms of the adjoining Odeon. Above the parade of shops and below the first floor windows there is a wide cream coloured horizontal band of faience panels, some of which are damaged/ cracked. The elevation of the two upper floors consists of red / brown brickwork with horizontal concrete sills and ribbon windows. Many of the original Crittal steel windows have been replaced by UPVC windows. There is also a red/brown brickwork parapet wall above the second floor with a flat roof behind.
- 3.4 At its northern end the building follows the curve of the corner with radially laid out shops behind. It has a radius curved end to its flank wall with the ribbon windows swept around the corner in typical 1930 style. The existing entrance to the flats comprises open stairs between the end of the building and the car park entrance, leading to a first floor open balcony access providing access to individual front doors to first floor flats, as well as a communal entrance door to other flats from the building's frontage onto Fortis Green Road.
- 3.5 The existing entrance to the flats comprises open stairs between the end of the building and the car park entrance, leading to a first floor open balcony access providing access to individual front doors to first floor flats, and communal entrance doors to other flats. The gap to the Edwardian No 105 Muswell Hill Road is important as a visual break from the 1930's modern building.
- 3.6 The application site falls within Muswell Hill Town Centre (Secondary Retail Frontage) and within the Muswell Hill Conservation Area. The application site forms a distinctive parade of shops with apartments above and lies at the heart of this part of the Town Centre

4.0 PROPOSAL

- 4.1 This is an application for Planning Permission for the erection of a 2 storey rear and 3 storey side extension to create additional retail floorspace and provision of eight residential units within a rear extension and a single storey roof extension at third floor level; construction of new freestanding lift and stair core to rear; creation of new internal lift shaft. Public realm works including closure of existing car park entrance, slip road and short term parking, and creation of two way road access to car park from Fortis Green and hard landscaping of existing site frontage.
- 4.2 The proposal has been amended from the initial submission following concerns from the Conservation and Design Officers and Transportation Team. The design of the side and rear extension has been amended by reducing the footprint of the extension and increasing the height to reflect the proportions of the existing building and improve access to the car park at the rear. The landscaping works to the front of the building have been amended and simplified to reflect the design of the existing building and to provide a better access onto Fortis Green Road. Resident's parking for the proposed flats will be provided to the rear of the site along with 'stop and shop' parking to replace the existing parking to the front of the site. The car park environment will also be improved with the provision of soft landscaping and cctv.
- 4.3 The application is accompanied by an application for Listed Building Consent HGY/2013/1170.

5.0 PLANNING HISTORY

Planning Application History

- 5.1 Planning permission was granted on 6th December 2007 (Reference: HGY/2007/2115) for the following: "Creation of new third (penthouse) floor and two storey side extension to accommodate five residential units and associated changes to external appearance." This permission, which followed a succession of failed applications and a public Inquiry (which upheld the previous refusal), has now lapsed.
- 5.2 The most recent planning application (HGY/2012/0967) and associated listed building consent application (HGY/2012/0978) granted planning permission for "Erection of rear extension to provide additional retail floorspace at ground and mezzanine levels". The original application submitted sought permission for "Erection of rear extension to provide additional retail floorspace at ground and mezzanine levels, and 2 x three bed flats at first and second floor levels, with installation of replacement door on front elevation" however the residential element of the scheme was withdrawn following concerns from planning officers.

Planning Enforcement History

- 5.3 No Planning Enforcement History

6.0 **RELEVANT PLANNING POLICY**

6.1 National Planning Policy Framework, March 2012

6.2 London Plan, 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 3.9 Mixed and Balanced Communities

Policy 3.10 Definition of Affordable Housing

Policy 3.11 Affordable Housing Targets

Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Policy 3.13 Affordable Housing Thresholds

Policy 3.14 Existing Housing

Policy 4.3 Mixed Use Developments

Policy 4.7 Retail and Town Centre Development

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.10 Urban Greening

Policy 5.11 Green roofs and development site environs

Policy 5.13 Sustainable Drainage

Policy 5.14 Water Quality and Wastewater Infrastructure

Policy 5.15 Water Use and Supplies

Policy 5.18 Construction Excavation and Demolition Waste

Policy 6.2 Providing Public Transport Capacity & Safeguarding land for Transport

Policy 6.3 Assessing Effects of Development on Transport Capacity

Policy 6.7 Better Streets and Surface Transport

Policy 6.10 Walking

Policy 6.11 Smooth Traffic Flow and Tackling Congestion

Policy 6.13 Parking

Policy 7.1 Building London's Neighbourhoods and Communities

Policy 7.2 An Inclusive environment

Policy 7.3 Designing out Crime

Policy 7.4 Local Character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.8 Heritage Assets and Archaeology

Policy 8.3 Community Infrastructure Levy

6.3 Local Plan, March 2013

SP0 Presumption in Favour of Sustainable Development

SP1 Managing Growth

SP2 Housing

SP4 Working towards a Low Carbon Haringey

- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Skills/Training to Support Access-Jobs/Community cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

- UD3 General Principles
- UD7 Waste Storage
- UD8 Planning Obligations
- TCR5 A3 Restaurants & Cafes, A4 Drinking Establishments & A5 Hot Food Takeaway
- M8 Access Roads
- M9 Car-free residential developments
- M10 Parking for development
- CSV4 Alterations and extensions to Listed Buildings
- CSV5 Alterations and Extensions in Conservation Areas

6.5 Supplementary Planning Guidance / Documents

- SPG1a Design Guidance and Design Statements
- SPG2 Conservation and Archaeology
- SPG4 Access for All – Mobility Standards
- SPG5 Safety by Design
- SPG7a Vehicle and Pedestrian Movements
- SPG7c Transport Assessment
- SPG10a The Negotiation, Management and Monitoring of Planning Obligations
- SPD Housing
- SPD Sustainable Design and Construction

The Majors Housing SPD

7.0 **CONSULTATION**

Internal	External
Ward Councillors	English Heritage
Transportation	Thames Water
Waste Management	London Fire Brigade
Building Control	Police Crime Prevention Officer
Design & Conservation	<u>Amenity Groups</u>
Environmental Health	Muswell Hill & Fortis Green Residents Association
	Muswell Hill/Fortis Green/Rookfield CAAC
	<u>Local Residents</u>
	753 neighbouring residential commercial

	properties – see consultation list for details
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8.0 RESPONSES

8.1 English Heritage- no objections

Advise that the decision is made in line with national and local policy guidance and on the basis of specialist conservation advice.

8.2 Thames Water- no objections

Request conditions requiring sustainable drainage and a piling method statement

8.3 Building Control - No objections

8.4 Waste Management - No Objections:

Advise on bin requirements

8.5 The London Fire Authority - No objections:

Advise that the applicant considers the installation of sprinklers as part of the development

8.6 LBH Transportation - no objections. Their comments are summarised as follows:

The proposed change in access arrangement has been modelled and independently reviewed by a third party consultant appointed by the Council, the results of the modelling suggest that the new junction layout will operate within the theoretical acceptable parameters. The applicant has prepared a transport statement (TS) to support the application. The TS has concluded, that traffic movements would be distributed through the day and will not impact on the flow of traffic on the transportation and highways network. The applicant has proposed providing 8 off street car parking spaces and 8 secure sheltered cycle parking spaces as part of the residential aspect of the development proposal, we have considered that the level of parking proposed on site is acceptable considering that this site has good access to public transport. Based on the parking surveys completed for the existing car park which the car park is largely underutilised, the retail aspect of the development will not be required to provide any additional car parking spaces. The applicant is proposing to incorporate some 36 cycle parking spaces as part of the new landscaping post the removal of the service road. The development proposal is considered acceptable in principle subject to S106 obligations and pre-commencement conditions.

8.7 LBH Conservation and Design – no objections:

Background: This is a grade II listed row of shops (ground floor) and flats (upper floors) within the Muswell Hill Conservation Area. It was built in 1935-36 by George

Coles for the Muswell Hill and Harlesden Property Company, of which Oscar Deutsch of Odeon Cinemas was a Director. The grade II* Odeon Cinema is attached to the building and together they have a significant group value within the conservation area.

The building is typical of its period and Art Moderne style of architecture. The ground floor has black and white faience tiling, with banded brown and red bricks on the upper floors. The retail units at the ground floor have curved projecting ribs between each unit, clad in faience and resembling the forms of the adjoining Odeon. The shop fronts are obscured by later modern fascias that are considered to be inappropriate to the architectural integrity of the building. The building retains many original metal crittal type windows with horizontal glazing bars, although some have been replaced with inappropriate PVC. The shops and flats form a strong group with the Odeon cinema, which is considered to be the finest cinema of its type and date in England. Any new development should respect the integrity of the listed building as well as the setting of the adjacent listed buildings.

Comments: There has been previous planning history for the development of the site including more recent discussions following the previous concerns raised. In design terms, the side extension to the listed building is considered to be an improvement. Whilst still not completely aligned with the existing building, the increased height of the extension is considered more proportionate. The additional mullions to the glazed panels enable the extension to relate better to the listed building. The extension is, therefore, acceptable.

The rear extension has been aligned with the existing footprint and the very narrow inaccessible gaps have been eliminated. There are no further objections to this element.

There are several works proposed to the listed building, including restoration and reinstatement. These should be conditioned:

1. A detailed and itemised schedule of works and methodology statement, including repair, reinstatement and any additional works affecting the fabric of the listed building such as structural investigations should be submitted for approval prior to any works commencing on site.
2. Detail of the proposed structural investigations to verify the loading capacity of the building and any concealed damage to the structure should be submitted for approval prior to any works commencing on site.
3. Further details of how the new structure would be integrated with the existing structure should be submitted for approval prior to any works commencing on site.
4. Further details regarding the alterations to the existing structure to accommodate the new lift and stair cores and removal of the rear mezzanine floor level area should be submitted for approval prior to any works commencing on site.
5. All doors, windows and rainwater goods should be high quality metal and details of the same should be submitted for approval.

6. Details of all repair works, including concrete repairs, brick and mortar repairs, faience repairs should be submitted for approval prior to any works commencing on site.
7. Details of all decorative profiles on walls, ceiling surfaces, handrails, floor finishes, doors and fanlights as applicable should be submitted for approval.
8. Location and finish of all mechanical ventilation, louvers, and communal satellite should be agreed with the Council prior to its installation.
9. Further details regarding levelling of internal floor heights and related works to flats 131, 133, 141 and 143 including bricking up of existing windows and installation of the 'sunpipe' system should be submitted for approval prior to any works commencing on site.
10. No sale of new units should be agreed unless the listed building itself has been repaired and finished to a high quality.
11. Further details for public realm treatment and landscaping should be agreed with the Council prior to works on site.

8.8 Police Crime Prevention Officer- No objections: The new homes would benefit from the standards of the Secured by Design scheme, and I urge the Developer to consider this. It will also be necessary to consider the security of the refuse stores - these need to be lockable and consider the rear access between the new development and the Odeon Cinema. I note that the access is gated but I recommend moving the gate further towards the edge of the building to give additional protection to the fire exit and cycle storage.

8.9 Design Review Panel- Thursday 18th April 2013

Panel Observations:

1. At the strategic level, the panel considered it could have been preferable if the single vehicle entrance / exit was the one to the south-west of the cinema and shopping parade, rather than the roadway to the north of the cinema as proposed. This was because the south-western "gap" formed the natural termination of the shopping centre and the boundary of retail / residential ground floor uses, whereas the retail frontage continues north of the northern gap on Fortis Green Road. However it was accepted that the applicants were more likely to create a viable development that improves the residential and retail units in 107-143 by concentrating on a single development extending across the south western gap.
2. The panel welcomed the design of the proposed side extension, which was considered sympathetic to the existing building and appropriate for the intended use as a restaurant. The path would have to be robustly specified and well maintained.
3. The panel remarked that as the rear elevations of the existing building were very ugly and utilitarian, with now very messy and unsatisfactory servicing and refuse storage facilities, so that an extension that cleaned up this was to be welcomed. However they felt the proposed new rear elevations, whilst a considerable improvement, were still not particularly neat, elegant and well proportioned.
4. Insufficient details of the proposals for improving and landscaping the car park were provided. Flats that had a single aspect onto the car park, particularly

the two new north west facing single aspect flats at mezzanine level and the two new south west facing single aspect flats in the angle of the existing building and the cinema, may not have a pleasant outlook. It is also important that the landscaping to the 1st floor roof on the car park side of the extension is well specified and with sufficient soil depth to allow a rich variety of plants to grow, provide some areas of privacy and screening to the car park edge.

5. The new flats had rather convoluted plans with long corridors.
6. The applicant needs to demonstrate what the proposed roof top extension looks like from different angles, including from the frontage to the Odeon – they should provide an elevation flat to the cinema frontage, as well as views from that side, as part of the continuing pre-application discussions. In particular, panel members felt that at least 1 or two “verified” 3d views, as opposed to “artist’s impressions” showing the extension in the context of the existing cinema frontage, and the diagonally opposite corner, at the junction of the Broadway with St James’ Lane, are needed.
7. However the panel consider that the principle of adding an additional floor is acceptable. They considered lightweight metal cladding for the rooftop extension preferable to brickwork, but that it should be designed and detailed to emphasise horizontality and continuity rather than windows as holes punched in a wall, as due to the curve and set back, they would never line up with those below. The panel recommended the Council ask the applicant to investigate different roof details; whether it should be a parapet as proposed or possibly a shallow oversailing roof with a slender soffit. The proposed restrained palette of materials should be acceptable provided it is of sufficient quality that picks up on the faience of the original building.
8. The panel welcomed replacing recent uPVC windows with Crittall metal, double glazed windows, as an important improvement that strikes a good balance of thermal efficiency with respect for the building’s heritage.
9. The panel considered that the expanded public realm was to be strongly welcomed but were concerned that that the entrance and exit to the car park (and servicing of shops) would be too busy with traffic and too vehicle dominated with too much vehicle priority. They recommend that the pedestrian paving continues across vehicle entrances, at a raised table, to give strong priority to pedestrians over vehicles.
10. The panel also considered that the proposed landscaping to the public realm needs further thought; it should be more restrained and low key, of high quality design and materials, with just minimal furniture, little pattern making, a few good trees and lighting, in keeping with the early 20th Century architecture of Muswell Hill.

8.10 Local Residents

Letters of objection have been received from the following addresses, 6 Birchwood Avenue, 13 Grand Avenue, 143 Muswell Hill, 59 Queens Avenue Owners of 1 – 9 Fortis Green Road, 8 Grand Ave 139, Muswell Hill road and from Mrs Pretorius who did not provide an address. The Concerns raised are summarised as follows:

- Impact on shopping area
- Design
- Traffic and Safety

- Impact on the amenity of 105 Muswell Hill Road
- Concerns about the impact and future maintenance of the hard landscaping works

A detailed Council's response to the concerns raised by local residents is set out in Appendix 1.

Letters of support or containing points of support have been received from the following addresses 6 Birchwood Avenue, 105 Muswell hill road, 111-117 Muswell Hill Road (on behalf of the CEO Planet Organic) and from Nicola Di Palma who has not provided an address. The points raised are summarised as follows:

- The proposal will improve the shopping area of Muswell Hill and the Listed Buildings
- The single entrance and exit to the car park will improve traffic flow
- There are problems of vandalism and litter in the rear car park
- Planet Organic would have to seriously question their long term commitment to the location
- The street works will be funded by the landlord and not by council or other funds.

A letter of support has also been received from the chair of the Muswell Hill Traders Group (14 Woodside Avenue).

- The Muswell Hill Traders Group lends their full and unremitting support for this planning application.
- They represent over 80% of the retailers in the Muswell Hill Town Centre including thriving local independent businesses to the numerous medium sized concerns as well as our major national chains and banks.
- The applicant has engaged in a constructive manner with a determined effort to produce final plans which have the backing of the MHTG.
- The proposal will create over 60 new jobs
- The development of a fantastic new area of public realm when funding for this was rejected by every other public body

The points of support are detailed in Appendix 1.

Following receipt of amended plans a further 14 day consultation was carried out on 19th September. Further letters of objection were received from 13 Grand Avenue and J Cleverton (no address provided). No additional points were raised, a detailed Council's response to these concerns is set out in Appendix 1. A further letter of support was received from the owner of FEAST DELI 56 Fortis Green Road. The points raised are detailed in Appendix 1.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

Principle of the development

9.1 The planning history is an important factor in the consideration of this planning application. The principle of a 3rd floor extension to the building was established by HGY2007/2115 which granted permission for a 3rd floor and two

storey side extension accommodating 5 additional residential units (this permission has now lapsed). Furthermore a rear extension to provide additional retail floor space was granted permission by HGY/2012/0967. The principle of the development is also supported by Local Plan Policies, notably SP2 which seeks to maximise the supply of additional housing to meet the Council's Housing targets, SP10 which encourages retail development and improvements to the public realm within the Muswell Hill Town Centre, and SP11 which promotes improvements to existing streets and public spaces and requires developments to be of the highest standard of design. The proposal is therefore considered acceptable in principle subject to detailed considerations.

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

- Dwelling Mix
- Affordable Housing
- The layout and standard of residential accommodation
- Lifetime Homes and Wheelchair Access
- Design and the impact on the Listed Buildings and the conservation area
- Impact on amenity
- Traffic and Parking
- Sustainability
- Waste Management
- Planning Obligations and CIL

Dwelling Mix

9.3 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. London Plan Policy 3.8 'Housing Choice' 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. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council's Housing SPD.

9.4 The proposed dwelling mix is 2 x1 bed, and 6 X 2 bed. Although the dwelling mix does not accord with the dwelling mix set required in the Housing SPD, given the development of the site is constrained by design considerations, particularly the impact on the listed building and the site lies within a town centre, it would be difficult to provide a different dwelling mix and large family units would not be appropriate for the site. The lack of 3 and 4-bed units is considered acceptable in this instance and the proposal is considered to comply with Local Plan Policy SP2 in this respect.

Affordable Housing

9.5 Local Plan Policy SP2 states that schemes below the ten unit threshold will be required to provide 20% affordable housing on site, based on habitable rooms, or provide financial contributions towards affordable housing provision. The

applicant proposes to provide affordable housing on site in the form of 1 x 2 bed and 1 x 1 bed for affordable rent. Therefore the proposal would comply with the affordable housing requirements set out in Local Plan Policy SP2. The provision will be secured through a Section 106 agreement.

The layout and standard of accommodation of the proposed residential units

9.6 London Plan Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The Mayor's Housing SPG sets out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.

London Plan Requirement	Proposed room size	Compliance?
2 bed 3 persons unit (2nd floor)		
Kitchen/Diner/Living Room (25 sqm)	33 sqm	Yes
Bedroom 1 12sqm	15 sqm	Yes
Bedroom 2 8 sqm	10 sqm	Yes
Total Floor area 61 sqm	83 sqm	Yes
Private Amenity 6 sqm	9 sqm	Yes
2 bed 4 persons unit (3rd floor)		
Kitchen/Diner/Living Room (27 sqm)	34 sqm	Yes
Bedroom 1 12sqm	14 sqm	Yes
Bedroom 2 12sqm	13 sqm	Yes
Total Floor Area 70 sqm	85 sqm	Yes
Private Amenity 7sqm	9 sqm	Yes
2 bed 4 persons unit (3rd floor)		
Kitchen/Diner/Living Room (27 sqm)	25 sqm	No
Bedroom 1 12sqm	12 sqm	Yes
Bedroom 2 12sqm	11 sqm	Yes
Total Floor Area 70 sqm	66 sqm	No
Private Amenity 7sqm	0 sqm	No
2 bed 4 persons unit (3rd floor)		
Kitchen/Diner/Living Room (27 sqm)	23 sqm	Yes
Bedroom 1 12sqm	14 sqm	Yes
Bedroom 2 12sqm	10 sqm	Yes
Total Floor Area 70 sqm	70 sqm	Yes
Private Amenity 7sqm	0 sqm	No
2 bed 4 persons unit (3rd floor)		
Kitchen/Diner/Living Room (27 sqm)	22 sqm	Yes
Bedroom 1 12sqm	14 sqm	Yes

Bedroom 2	12sqm	11 sqm	Yes
Total Floor Area	70 sqm	70 sqm	Yes
Private Amenity	7sqm	0 sqm	No
1 bed 1 persons unit (3rd floor)			
Kitchen/Diner/Living Room (21 sqm)		17 sqm	Yes
Bedroom 1	8 sqm	16 sqm	Yes
Total Floor Area	37 sqm	36 sqm	No
Private Amenity	4 sqm	0 sqm	No
1 bed 2 persons unit (mezzanine level)			
Kitchen/Diner/Living Room (23 sqm)		30 sqm	Yes
Bedroom 1	12 sqm	12 sqm	Yes
Total Floor Area	50 sqm	56 sqm	Yes
Private Amenity	5 sqm	0 sqm	No
2 bed 3 persons unit (mezzanine level)			
Kitchen/Diner/Living Room (25 sqm)		26 sqm	Yes
Bedroom 1	12sqm	14 sqm	Yes
Bedroom 2	8 sqm	10 sqm	Yes
Total Floor Area	61 sqm	70 sqm	Yes
Private Amenity	6 sqm	0 sqm	No

9.7 The plans as submitted demonstrate that the individual rooms of the separate flats and overall flat sizes are largely over the minimum requirements. There are minor shortfalls in the one of the 2 bedroom units and one of the 1 bedroom units. The floor areas of the flats are restricted by the need to provide an acceptable design which respects the Listed Building and these shortfalls in floor areas are considered acceptable in this instance. Although no private amenity is provided for several of the flats, they will have each have access to the communal roof garden area. A total area of 150 sqm of useable external space will be provided by the roof terrace which exceeds the 65 sqm minimum area of useable communal space set out in the Council's Housing SPD.

Aspect

9.8 The Mayor's Housing SPG recommends that developments should avoid single aspect dwellings that are north facing, exposed to noise levels above which significant adverse impacts on health and quality of life occur, or contain three or more bedrooms. The mezzanine flats and 3rd floor corner flat are single aspect however none of these flats would be north facing and they all contain less than 3 bedrooms. The corner flat would face south with a significant area of glazing in the front elevation serving the habitable rooms. The mezzanine level flats would face west with the habitable rooms served by large windows. The retail/restaurant use would abut the circulation spaces within these flats. There would be stairs serving the storage areas of the restaurant alongside the living area of one of these flats and it is considered

necessary to impose a condition requiring soundproofing to be provided in the interests of the amenity of future occupants.

- 9.9 Overall the proposed development in general has been reasonably laid out and provides reasonable living conditions for prospective occupiers of the individual units in accordance with London Plan Policy 3.5, London Housing Design Guide and Local Plan Policy SP2.

Lifetime Homes and Wheelchair Access

- 9.10 Local Plan Policy SP2 and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standards. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. The applicant has provided an 'access statement' which notes that the eight new dwellings proposed will meet and exceed Lifetime Homes Standards, being fitted with a communal level entrance and communal lift access. Lift access will be provided to all other existing apartments significantly improving the accessibility of these properties. Level-(ramped) access will be provided to a new residential communal rooftop garden space from first floor level. The proposal is considered to comply with Local Plan Policy SP2 and Policy 3.6 of the London Plan in this respect.

Design and the impact on the Listed Buildings and the conservation area

- 9.11 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." The NPPF has as one of its core principles to conserve heritage assets in a manner appropriate to their significance.
- 9.12 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 'Design' and Saved UDP Policy UD3 'General Principles' continue this approach. Policy 7.8 'Heritage Assets and Archaeology' of the London Plan requires development to conserve the significance of the heritage asset. Haringey Local Plan Policy SP12 seeks to ensure that proposals affecting Conservation Areas preserve or enhance the historic character of the Conservation Area.
- 9.13 This is a grade II listed row of shops (ground floor) and flats (upper floors) within the Muswell Hill Conservation Area. It was built in 1935-36 by George Coles for the Muswell Hill and Harlesden Property Company, of which Oscar Deutsch of Odeon Cinemas was a Director. The grade II* Odeon Cinema is

attached to the building and together they have a significant group value within the conservation area.

- 9.14 The building is typical of its period and Art Moderne style of architecture. The ground floor has black and white faience tiling, with banded brown and red bricks on the upper floors. The retail units at the ground floor have curved projecting ribs between each unit, clad in faience and resembling the forms of the adjoining Odeon. The shop fronts are obscured by later modern fascias that are considered to be inappropriate to the architectural integrity of the building. The building retains many original metal crittall type windows with horizontal glazing bars, although some replaced with inappropriate PVC. The shops and flats form a strong group with the Odeon cinema, which is considered to be the finest cinema of its type and date in England. In terms of the streetscene, the gap to the Edwardian No 105 Muswell Hill Road is important as a visual break from the 1930's modern building. Any new development should respect the integrity of the listed building as well as the setting of the adjacent listed buildings.
- 9.15 The proposal was considered by the Design Panel on Thursday 18th April 2013 a detailed response to the points raised is set out in Appendix 1. In summary the panel welcomed the design of the proposed side extension, which was considered sympathetic to the existing building and appropriate for the intended use as a restaurant. They felt the proposed new rear elevations, whilst a considerable improvement on the existing rear elevation were still not particularly neat, elegant and well proportioned. The panel considered that the principle of adding an additional floor is acceptable. They considered lightweight metal cladding for the rooftop extension preferable to brickwork, but that it should be designed and detailed to emphasise horizontality and continuity rather than windows as holes punched in a wall, as due to the curve and set back, they would never line up with those below. The proposed restrained palette of materials should be acceptable provided it is of sufficient quality that picks up on the faience of the original building. The panel welcomed replacing recent uPVC windows with Crittall metal, double glazed windows, as an important improvement that strikes a good balance of thermal efficiency with respect for the building's heritage.
- 9.16 The side extension has been amended since it was considered by the design panel with an increase in height and change to the footprint. The amended scheme was developed in consultation with Haringey's Conservation and Design officers and is considered to respond to several of the points raised by the Design Panel. Whilst still not completely aligned with the existing building, the increased height of the extension is considered to respect the vertical proportions of the existing building while remaining subservient. The additional mullions to the glazed panels enable the extension to relate better with the listed building. The alterations to the footprint of the extension have increased the gap between the extension and 105 Muswell Hill to give a better visual break between the building and this neighbouring Edwardian Building. The alterations have also resulted in a more harmonious rear elevation which incorporates the plant buildings into the body of the extension. The rear

extension has been aligned with the existing footprint and the very narrow inaccessible gaps where the extension joined the existing building have been eliminated.

- 9.17 A third floor extension of a similar design was accepted under the previously approved application HGY/2007/2115. The current proposal replicates the previous design approach but with an increase in the depth of the extension and a reduction in the set back of the extension from the parapet of the existing building. The extension would still remain subservient to the main building and would respect the significance of the existing listed building through the design detailing. It would not dominate the neighbouring Odeon Building and is therefore considered acceptable.
- 9.18 The proposal would result in significant improvements to the fabric of the existing Listed Building with the windows to south east & north east elevations replaced with steel frames as originally used and all original windows refurbished & repainted. The proposal also includes improvement to the existing shopfronts which will restore the original character which has been lost through incremental alterations to the frontage of the building. A condition will be attached requiring a schedule of works, methodology statement and detailed plans and drawings of the works to the Listed Building.
- 9.19 The proposed hard and soft landscaping works to the front and rear of the property are considered to significantly enhance the setting of the building and the character of the conservation area. Soft landscaping and increased passive surveillance will improve the environment of the car park to the rear of the property. The hard landscaping works will improve the pedestrian environment to the front of the property and provide an 'al fresco' dining area alongside the building. The design of the streetscape works will enhance the character and appearance of the Conservation Area. A condition will also be attached requiring further details of the hard landscaping works.
- 9.20 Letters of support have commended the design which, following amendment is now supported by Haringey's Conservation and Design officers. A condition will be attached requiring details of the external materials to be provided. Overall the design is considered to be of the highest design quality which conserves the significance of the Listed Buildings and enhances the historic character of the Conservation Area in accordance with London Plan Policies 7.4 and 7.6, Haringey Local Plan Policies SP11 and SP12 and Saved UDP Policy UD3.

Residential Amenity

- 9.21 The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking and aspect.

- 9.22 Concerns have been raised with regard to the impact on amenities of 105 Muswell Hill Road which is the adjacent property to the south of the site. The proposal would bring development closer to the boundary with this property. The side extension would sit some 3 metres from the boundary at the closest point tapering to a distance of 8 metres at the farthest point. The extension would be 3 storeys in height. The distance between the extension and the boundary is considered sufficient to prevent an overbearing appearance to this property or significant loss of daylight and sunlight to the garden area and windows. The roof terrace to the rear of the existing building would be screened and the area of green roof alongside the boundary which would not be accessed by residents. The windows in the flank elevation of the extension would be fitted with obscure glazing so would not result in overlooking to the neighbouring properties. Overall it is considered that the proposal would not result in a significant loss of amenity to this neighbouring property.
- 9.23 With regard to the impact of the proposal on the existing flats, concerns have been raised about the loss of amenity during the building process and other impacts on the amenity of the existing flats. It is acknowledged that the proposed works would require the existing tenants to leave the flats while construction works take place, however this would be a temporary impact and is not considered to substantiate a reason for refusal. The individual tenancies of the existing flats are a private matter and not a material planning consideration.
- 9.24 The proposed works are considered largely to improve the amenity of the existing flats through the provision of better access in the form of lifts and improved circulations spaces and corridors. The flats will also be provided with an outdoor amenity space in the form of the large roof terrace. Concerns have been raised with regard to 139 Muswell Hill, in particular that the proposal would result in the loss of a view, light and the removal of the existing external walkway. The flats most likely to be affected are No. 139 and 1st and 2nd floor flats in this corner of the building adjacent to the Odeon Cinema. Considering the impact of the proposed extensions on these flats, it is noted that the habitable rooms sit largely to the front of the building facing onto Muswell Hill therefore the 1st and 2nd floor extensions would not result in a significant loss of amenity to the existing flats through loss of light or an overbearing appearance. Several of the windows in the rear elevation would lose their open aspect at the rear however these are not habitable rooms and an acceptable level of amenity would be maintained. The open walkway to the rear of 139 Muswell Hill would be removed and replaced by an internal corridor but the open aspect to the rear of this property would not be lost. The walkway is a communal area and not specifically for the use No. 139 therefore the additional amenity space provided at 1st floor level is considered to compensate for its removal.
- 9.25 The proposed stairwell to the rear of the flats would result in alterations to the internal layout of the 1st and 2nd floor flats at the southern end of the building however it would reduce the circulation space within these flats thus increasing the habitable floorspace and the stairwell itself would not have a significant

impact on the amenity of these flats. The proposed 3rd floor flats would not result in any significant impact to the existing flats.

- 9.26 The proposal would not impact on any other neighbouring properties and overall is considered not to result in significant loss of amenity to the surrounding properties and therefore complies with London Plan Policy 7.6 Saved Policy UD3 in this regard.

Traffic and Parking

- 9.27 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the Parking Policies in the London Plan 2011. Local Plan Policy SP7 'Transport' states that the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by: Minimising congestion and addressing the environmental impacts of travel, promoting public transport, walking and cycling (including minimum cycle parking standards), promoting road safety and pedestrian movement particularly in town centres and close to local services.
- 9.28 Saved Policies M10 'Parking for Development' of the Unitary Development Plan states that development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment.
- 9.29 The transport impact of the proposed development has been assessed by the Council's Transport and Highways Group. They note that the application site has a medium Public Transport Accessibility Level (PTAL) of 4 and that the site is also located within the Muswell Hill Restricted Conversion Area which is identified in Saved Unitary Development Plan Policy HSG 11 as an area where the existing on street parking pressure is high and has significant adverse impact on residential amenity. The applicant is therefore required to provide off street parking in line with the minimum parking standard as per Saved UDP Policy M10 and parking standards 1.3 of Appendix 1 of the UDP.
- 9.30 The applicant's transport consultant Russell Giles Partnership (RGP), has prepared a transport statement (TS) to support the application. The TS has concluded, that based on sites with similar characteristics from the TRAVL trip prediction database, this development proposal will generate some 71 person 2-way daily trips, with some 4 daily trips by car for the residential aspect of the development. The restaurant element of the proposal would generate some 395 2-way daily trips with some 61, 2-way daily trips by car. These trips would be distributed through the day and will not impact on the flow of traffic on the transportation and highways network.
- 9.31 The applicant has proposed providing 8 off street car parking spaces and 8 secure sheltered cycle parking spaces as part of the residential aspect of the

development proposal, which is acceptable considering that this site has good access to public transport and could be secured through a Section 106 agreement and condition respectively. Based on the parking surveys completed for the existing car park which suggests that the car park is largely underutilised, the retail aspect of the development will not be required to provide any additional car parking spaces. The applicant is proposing to incorporate some 36 cycle parking spaces as part of the new landscaping following the removal of the service road which will encourage members of the public to cycle to the town centre.

- 9.32 The proposal will result in the loss of 12 on -street car parking spaces in the access road which will be replaced within the car park to the rear of the site. The applicant will be required through a Section 106 agreement to ensure that the fees associated with these spaces do not exceed that of the publicly available highways parking charges and charging periods will reflect that of the highways (8am-6:30pm Monday to Saturdays). To ensure that the removal of these spaces does not result in additional parking pressure on the surrounding residential streets the applicant will be required to provide a parking management plan through a section 106 agreement. This must include measures to improve the car park including, lighting, CCTV and landscaping which will mitigate against the loss of on street parking by increasing the use of this parking area which has been shown to have capacity to accommodate additional parking.
- 9.33 The proposed development will result in changes to the existing parking on site and how the car park will be accessed. At present the car park is accessed via Muswell Hill Road and exits via Fortis Green Road. The proposed new access arrangements will provide access and egress via Fortis Green, the existing access point to Muswell Road will be used as a pedestrian and cycle access point only.
- 9.34 The proposed change in access arrangements has been modelled using PICADY software and has been independently reviewed by a third party consultant appointed by the Council, the result of the modelling suggest that the new junction layout will operate within the theoretical acceptable parameters. However the independent safety audit of the new junction layout has raised concerns with the visibility on exiting the site resulting for the location of the bus stop on Fortis Green Road. Following site meetings between the applicant's consultants and Haringey's highways engineer's amendments to the proposed highways layout, including the possibility of relocation of the existing bus stop has been agreed to address this problem, these works will be implemented as part of the S.278 works.
- 9.35 A condition can be attached requiring the applicant to submit a construction management plan (CMP) and construction logistics plan (CLP) to prevent congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network during the construction works. Therefore subject to the above provisions, the proposed development is considered to have no harmful impact on the highway network.

- 9.36 With regard to the loss of the slip road parking, which is a well utilised short term parking area for customers of the surrounding shops, it is acknowledged that its removal may inconvenience shoppers who travel by car and this could have a negative impact on the surrounding businesses. However it is considered that the wider benefits of providing a seating area and communal space in this area outweigh the loss of this parking area in terms of the vibrancy and vitality of the shopping area.
- 9.37 Removal of the access road will require revoking the existing traffic regulation order, the applicant must pay all cost associated with the revoking the existing order and the making of any subsequent order resulting from this proposal. The cost of revoking and making these orders must be paid to the Council, the costs are estimated at £5,900 (five thousand nine hundred pounds) this should be basis on the signing of the S106 agreement. In addition no development which impacts on the operation of the existing traffic arrangements must take place until the existing traffic regulation order has been revoked.

Sustainability

- 9.38 The NPPF, London Plan and local policy requires development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 9.39 Chapter 5 of the London Plan requires all new homes to meet Level 4 of the Code for Sustainable Homes. The proposal incorporates large areas of “green roof” on the first floor and solar panels on the roof of the 3rd floor. A condition has been imposed to require the residential development to meet Code for Sustainable Homes Level 4.

Waste management

- 9.40 London Plan Policy 5.17 ‘Waste Capacity’, Local Plan Policy SP6 ‘Waste and Recycling’ and Saved UDP Policy UD7 ‘Waste Storage’, require development proposals make adequate provision for waste and recycling storage and collection.
- 9.41 The Council’s Waste Management Team has provided comments on bin storage and a condition will be imposed to ensure adequate bin storage is provided in accordance with its requirements.

10.0 Planning Obligations and Community Infrastructure Levy (CIL)

- 10.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development.

- 10.2 As discussed above the applicant has agreed to provide 1 x 1 and 1 x 2 Bedroom flats for affordable rent to comply with Local Plan Policy SP2.
- 10.3 The heads of terms put to the applicant include a contribution towards education in accordance with Policy SP16 'Community Facilities' with a provisional figure of £22,158.99.
- 10.4 To comply with Policy SP9 'Skills/Training to Support Access- jobs/Community cohesion/Inclusion' the applicant will be required to secure 20% workforce comprised of 'local residents' with 10% of the local workforce comprising trainees (bricklaying, carpentry, joinery, plumbing, painting, decorating) to contribute £3,750 for every £1M of construction costs towards a work placement co-ordinator, a provisional figure of £18,750 and provision of serviced, on-site recruitment and/or training facilities (on the basis that the gross Construction Costs to be £5 m or more)
- 10.5 In accordance with SPG10a an administration charge is required which is provisionally £2045.45. Based on the figures set out above, the total amount of s106 contribution would be £42954.44. The final figures will be reported to the committee once they have been agreed.

Transport

- 10.6 As discussed above the applicant is required to provide 8 designated parking spaces provided free to residents of the 8 flats proposed. 12 parking spaces with charges which do not exceed that of the publicly available highways parking charges (stop and shop) and charging periods will reflect that of the highways - 8am-6:30pm Monday to Saturdays.
- 10.7 A parking management plan will be secured by way of a S.106 agreement, this must include measures to improve the car park including, lighting, CCTV and landscaping. The plan must also include operational monitoring of the parking space and measures to address any issues resulting from the monitoring. The parking management plan must be submitted annually for a period of no less than 5 year post occupation.
- 10.8 The removal of the access road will require revoking the existing traffic regulation order, the applicant must pay all costs associated with the revocation the existing order and making of any subsequent order resulting from this proposal. The cost of revoking and making these orders must be paid to the Council in full through a S106 agreement, the costs are estimated at £5,900 (five thousand nine hundred pounds). No development which will impact on the operation of the existing traffic arrangements must take place until the existing traffic regulation order has been revoked.
- 10.9 The applicant has submitted a preliminary highways layout including the landscaping and upgrading the existing footways and lighting in the area as indicated by Drawing 20858 P(--)-050 E. The applicant has offered £170,000 to cover the works and the final specifications will be agreed through the

discharge of a condition and a S.278 agreement.

CIL

10.10 Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £36995 (1057 x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

11.0 HUMAN RIGHTS

11.1 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.

12.0 EQUALITIES

12.1 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.

13.0 CONCLUSION

13.1 The principle of the proposal is considered acceptable with improved retail floorspace and public realm considered to enhance the vitality and viability of Muswell Hill Town Centre. The quality and mix of the residential accommodation is considered acceptable and would provide 2 units for affordable rent.

13.2 The design is considered to be of the highest design quality which conserves the significance of the Listed Buildings and enhance the historic character of the Conservation Area

13.3 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 Council has consulted widely and responses were taken into account by officers, several letters of support have been received from residents and local businesses.

- 13.4 The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions and a section 106 agreement.

14.0 RECOMMENDATIONS

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

Applicant's drawing No.(s) 20858 P(--), 003 H, 004 F, 005 F, 006, F, 007 C, 008, 009, 010 B, 011 B, 12 A, 13 B, 14 A, 015 A, 018, 060 A

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

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

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A). In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

5. The dwelling(s) hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

6. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

7. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

8. No development shall commence until further details of the proposed "green" roofs for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include their type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

9. Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use.

Reason: In order to protect the amenity of occupants of the adjoining residential properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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 sewerage 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.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

11. The development shall not be occupied until a minimum of 8 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

12. No development shall take place, including any works of demolition, until a Method of Construction Statement which demonstrates that disruption to traffic and pedestrians traffic and pedestrians on Fortis Green and Muswell Hill Road would be minimised. Construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. The Method of Construction Statement shall include details of :

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

and shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

13. A detailed and itemised schedule of works, methodology statement, detailed plans and drawings as appropriate in respect of the following, shall be submitted to and approved by the Local Planning Authority before the relevant part of the work is begun.

- a. repair, reinstatement and any additional works affecting the fabric of the listed building such as structural investigations
- b. Detail of the proposed structural investigations to verify the loading capacity of the building and any concealed damage to the structure

- c. Further details of how the new structure would be integrated with the existing structure
- d. Details regarding the alterations to the existing structure to accommodate the new lift and stair cores and removal of the rear mezzanine floor level area
- e. All doors, windows and rainwater goods (which shall be a high quality metal)
- f. Details of all repair works, including concrete repairs, brick and mortar repairs, faience repairs
- g. Details of all decorative profiles on walls, ceiling surfaces, handrails, floor finishes, doors and fanlights as applicable
- h. Location and finish of all mechanical ventilation, louvers, and communal satellite
- i. Further details regarding levelling of internal floor heights and related works to flats 131, 133, 141 and 143 including bricking up of existing windows and installation of the 'sunpipe' system.

The development shall be implemented in accordance with the approved details or samples of materials.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2011, Policy SP12 of the Haringey Local Plan 2013 and Policies CSV4 and CVS5 of the Haringey Unitary Development Plan 2006.

14. Structural Engineer's drawings, indicating the intended method of ensuring the stability of the fabric to be retained throughout the period of construction, shall be submitted to and approved by the Local Planning Authority before the relevant part of the work is begun.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2011, Policy SP12 of the Haringey Local Plan 2013 and Policies CSV4 and CVS5 of the Haringey Unitary Development Plan 2006.

15. No development shall take place until full details of the hard and soft landscaping works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

16. The development shall not be occupied until provision of refuse and waste storage and recycling facilities has been installed in accordance with the approved details. The facilities shall be permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

17. Prior to the commencement of the development, details of a scheme of sound insulation between the commercial space and proposed residential accommodation shall be submitted to an approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the residential accommodation.

Reason: To ensure that the proposed development does not prejudice the amenities of the future occupiers of the approved residential properties.

INFORMATIVES

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

Adequate storage and collection arrangements must be in place to service the proposed development consisting of various size dwellings. Side waste and uncontrolled waste accumulations must be avoided. Access for refuse vehicle of 26 tonne is required. Wheelie bins or bulk waste containers must be provided for household collections. Wheelie bins must be located no further than 25 metres from the point of collection. Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. 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. Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.

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

The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

The applicant is advised by The London Fire Authority to consider the installation of sprinklers as part of the development.

The applicant is advised that the new homes would benefit from the standards of the Secured by Design scheme and to consider the security of the refuse stores - these need to be lockable and consider the rear access between the new development and the Odeon Cinema. It is noted that the access is gated but moving the gate further towards the edge of the building to give additional protection to the fire exit and cycle storage is recommended.

The applicant is advised that based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £36995 (1057 x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

Appendix 1 – Consultation response

No.	Stakeholder	Comments	Response
1.	English Heritage	No objections- Advise that the decision is made in line with national and local policy guidance and on the basis of specialist conservation advice.	Noted
2.	Thames Water	No objections- Request conditions requiring sustainable drainage and a piling method statement	Noted. Drainage and piling method statement conditions attached
3.	Building Control	No objections	Noted
4.	Waste Management	No Objections- advise on bin requirements	Noted. Condition requiring further details of bin storage and informative attached.
5.	The London Fire Authority	No objections: Advise that the applicant considers the installation of sprinklers as part of the development	Noted. Informative attached advising the applicant to consider the installation of sprinklers
6.	LBH <u>Transportation</u> -	No objections: The proposed site is located in an area with a medium Public Transport Accessibility Level (PTAL 4), the site is also located within the Muswell Hill Restricted Conversion Area as per Saved Unitary Development Plan Policy HSG 11, this is an area where the existing on-street parking pressure is high and has significant adverse impact on residential amenity". With this policy in mind the applicant is required to provide off street parking in line with the minimum parking standard as per Saved UDP Policy M10 and parking standards 1.3 of Appendix 1 of the UDP.	Noted. Conditions and informative attached and s106

No.	Stakeholder	Comments	Response
		<p>The applicant is proposing to construct a side and rear extension to the existing building to facilitate the construction of 8 residential units and the provision of some 325 s.q.m. of retail floor area for the use as a restaurant. The proposed development will result in changes to the existing parking on site and how the car park will be accessed. At present the car park is accessed via Muswell Hill Road and exits via Fortis Green Road. The proposed new access arrangements will provide access and egress via Fortis Green, the existing access point to Muswell Hill Road will be used as a pedestrian and cycle access point only. The proposed change in access arrangement has been modelled using PICADY software and has been independently reviewed by a third party consultant appointed by the Council, the results of the modelling suggest that the new junction layout will operate within the theoretical acceptable parameters. However, the independent safety audit of the new junction layout has raised concerns with the visibility on exiting the site resulting from the location of the bus stop on Fortis Green Road. Following</p>	

No.	Stakeholder	Comments	Response
		<p>site meetings between the applicant's consultants and Haringey's highways engineer's amendments to the proposed highways layout, including the possibility of relocation of the existing bus stop has been agreed to address this problem, these works will be implemented as part of the S.278 works. The applicants transport consultant Russell Giles Partnership (RGP), has prepared a transport statement (TS) to support the application. The TS has concluded, that based on sites with similar characteristics from the TRAVL trip prediction database, this development proposal will generate some 71 person 2-way daily trips, with some 4 daily trips by car for the residential aspect of the development. The restaurant element of the proposal would generate some 395 2-way daily trips with some 61, 2-way daily trips by car. These trips would be distributed through the day and will not impact on the flow of traffic on the transportation and highways network. The applicant has proposed providing 8 off street car parking spaces and 8 secure sheltered cycle parking spaces as part of the residential aspect of the development proposal, we have</p>	

No.	Stakeholder	Comments	Response
		<p>considered that the level of parking proposed on site is acceptable considering that this site has good access to public transport. Based on the parking surveys completed for the existing car park which the car park is largely underutilised, the retail aspect of the development will not be required to provide any additional car parking spaces. The applicant is proposing to incorporate some 36 cycle parking spaces as part of the new landscaping post the removal of the service road.</p> <p>We have therefore concluded that this development proposal is acceptable in principle subject to the following S106 obligations and pre-commencement conditions:</p> <p>1) Parking and management of parking on site.</p> <p>A) The applicant provides a minimum of 8 off street car parking spaces for the residential aspect of the development proposal, the provision of the spaces are to be secured by S.106 agreement and must be retained for the life of the development.</p> <p>B) The 12 on –street car parking spaces lost as part of the removal of the access road must be replaced within the car</p>	

No.	Stakeholder	Comments	Response
		<p>park, the fees associated with these spaces must not exceed that of the publicly available highways parking charges and charging periods must reflect that of the highways 8am-6:30pm Monday to Saturdays.</p> <p>Reason: In order for the development proposal to comply with the Council's saved UDP Policy, HSG11 and M10.</p> <p>2) A parking management plan must be secured by way of a S.106 agreement, this must include measures to improve the car park including, lighting, CCTV and landscaping. The plan must also include operational monitoring of the parking spaces and measures to address any issues resulting from the monitoring. The parking management plan must be submitted annually for a period of no less than 5 years post occupation.</p> <p>Reason: To improve the car park and safeguard pedestrian amenity and access to car parking.</p> <p>3) Removal of the access road will require revoking the existing traffic regulation order, the applicant must pay</p>	

No.	Stakeholder	Comments	Response
		<p>all costs associated with revoking the existing order and the making of any subsequent order resulting from this proposal. The cost of revoking and making these orders must be paid to the Council in full on signing of the S106 agreement, the costs are estimated at £5,900 (five thousand nine hundred pounds). In addition no development which impacts on the operation of the existing traffic arrangements must take place until the existing traffic regulation order has been revoked.</p> <p>Reason: To safeguard the highways network and protect pedestrian amenity.</p> <p>4) The applicant has submitted a preliminary highways layout including the landscaping and upgrading, of the existing footways and lighting in the area as indicated by Drawing 20858 P(-)050 E. The final specification of the scheme will be agreed by way of a S.278 agreement.</p> <p>Reason: In order to implement the highways works as per Drawing 20858 P(-)050 E</p>	

No.	Stakeholder	Comments	Response
		<p>Conditions: 1. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for TfL and the local authority's approval prior to construction work commencing on site. The plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Fortis Green and Muswell Hill Road would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network.</p> <p>Informative The new development will require numbering. The applicant should contact Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	

No.	Stakeholder	Comments	Response
7.	<u>LBH</u> <u>Conservation</u> <u>and Design</u>	<p>No objections:</p> <p>Background: This is a grade II listed row of shops (ground floor) and flats (upper floors) within the Muswell Hill Conservation Area. It was built in 1935-36 by George Coles for the Muswell Hill and Harlesden Property Company, of which Oscar Deutsch of Odeon Cinemas was a Director. The grade II* Odeon Cinema is attached to the building and together they have a significant group value within the conservation area.</p> <p>The building is typical of its period and Art Moderne style of architecture. The ground floor has black and white faience tiling, with banded brown and red bricks on the upper floors. The retail units at the ground floor have curved projecting ribs between each unit, clad in faience and resembling the forms of the adjoining Odeon. The shop fronts are obscured by later modern fascias that are considered to be inappropriate to the architectural integrity of the building. The building retains many original metal crittal type windows with horizontal glazing bars, although some replaced with inappropriate PVC. The shops and flats form a strong group</p>	<p>Noted, conditions attached.</p>

No.	Stakeholder	Comments	Response
		<p>with the Odeon cinema, which is considered to be the finest cinema of its type and date in England. Any new development should respect the integrity of the listed building as well as the setting of the adjacent listed buildings.</p> <p>Comments: There has been previous planning history re the development of the site including more recent discussions following the previous concerns raised.</p> <p>In design terms, the side extension to the listed building is considered to be an improvement. Whilst still not completely aligned with the existing building, the increased height of the extension is considered more proportionate. The additional mullions to the glazed panels enable the extension to relate better with the listed building. The extension is, therefore, acceptable.</p> <p>The rear extension has been aligned with the existing footprint and the very narrow inaccessible gaps have been eliminated. There are no further objections to the same.</p> <p>There are several works proposed to</p>	

No.	Stakeholder	Comments	Response
		<p>the listed building, including restoration and reinstatement. These should be conditioned:</p> <ol style="list-style-type: none"> 1. A detailed and itemised schedule of works and methodology statement, including repair, reinstatement and any additional works affecting the fabric of the listed building such as structural investigations should be submitted for approval prior to any works commencing on site. 2. Detail of the proposed structural investigations to verify the loading capacity of the building and any concealed damage to the structure should be submitted for approval prior to any works commencing on site. 3. Further details of how the new structure would be integrated with the existing structure should be submitted for approval prior to any works commencing on site. 4. Further details regarding the alterations to the existing structure to accommodate the new lift and stair cores and removal of the rear mezzanine floor level area should be submitted for approval prior to any works commencing on site. 5. All doors, windows and rainwater goods should be high quality metal and 	

No.	Stakeholder	Comments	Response
		<p>details of the same should be submitted for approval.</p> <p>6. Details of all repair works, including concrete repairs, brick and mortar repairs, faience repairs should be submitted for approval prior to any works commencing on site.</p> <p>7. Details of all decorative profiles on walls, ceiling surfaces, handrails, floor finishes, doors and fanlights as applicable should be submitted for approval.</p> <p>8. Location and finish of all mechanical ventilation, louvers, and communal satellite should be agreed with the Council prior to its installation.</p> <p>9. Further details regarding levelling of internal floor heights and related works to flats 131, 133, 141 and 143 including bricking up of existing windows and installation of the 'sunpipe' system should be submitted for approval prior to any works commencing on site.</p> <p>10. No sale of new units should be agreed unless the listed building itself has been repaired and finished to a high quality.</p> <p>11. Further details for public realm treatment and landscaping should be agreed with the Council prior to works</p>	

No.	Stakeholder	Comments	Response
8.	<u>Police Crime Prevention Officer</u>	<p>No objections: The new homes would benefit from the standards of the Secured by Design scheme, and I urge the Developer to consider this. It will also be necessary to consider the security of the refuse stores - these need to be lockable and consider the rear access between the new development and the Odeon Cinema. I note that the access is gated but I recommend moving the gate further towards the edge of the building to give additional protection to the fire exit and cycle storage.</p>	Noted. Informative attached.
9.	<u>Design Panel</u> Thursday 18th April 2013	<p>Panel Observations:</p> <p>1. At the strategic level, the panel considered it could have been preferable if the single vehicle entrance / exit was the one to the south-west of the cinema and shopping parade, rather than the roadway to the north of the cinema as proposed. This was because the south-western "gap" formed the natural termination of the shopping centre and the boundary of retail / residential ground floor uses, whereas the retail frontage continues north of the northern gap on Fortis Green Road. However it was accepted that the applicants were more likely to</p>	Noted.

No.	Stakeholder	Comments	Response
		<p>create a viable development that improves the residential and retail units in 107-143 by concentrating on a single development extending across the south western gap.</p> <p>2. The panel welcomed the design of the proposed side extension, which was considered sympathetic to the existing building and appropriate for the intended use as a restaurant. The path would have to be robustly specified and well maintained.</p> <p>3. The panel remarked that as the rear elevations of the existing building were very ugly and utilitarian, with now very messy and unsatisfactory servicing and refuse storage facilities, so that an extension that cleaned up this was to be welcomed. However they felt the proposed new rear elevations, whilst a considerable improvement, were still not particularly neat, elegant and well proportioned.</p> <p>4. Insufficient details of the proposals for improving and landscaping the car park were provided. Flats that had a single aspect onto the car park, particularly the two new north west facing single aspect flats at mezzanine level and the two new south west facing single aspect</p>	<p>Noted. The design has been amended but reflects the approach of the previous proposal. The path to the side of the building has been improved through soft landscaping and changes to the footprint of the site extension.</p> <p>Noted. The proposed rear elevation has been improved through the amended design and now has a more cohesive appearance.</p> <p>Noted. Further details of the landscaping within the car park have been provided.</p> <p>Noted. On balance the single aspect flats are considered acceptable.</p>

No.	Stakeholder	Comments	Response
		<p>flats in the angle of the existing building and the cinema, may not have a pleasant outlook. It is also important that the landscaping to the 1st floor roof on the car park side of the extension is well specified and with sufficient soil depth to allow a rich variety of plants to grow, provide some areas of privacy and screening to the car park edge.</p> <p>5. The new flats had rather convoluted plans with long corridors.</p> <p>6. The applicants need to demonstrate what the proposed roof top extension looks like from different angles, including from frontage to the Odeon – they should provide an elevation flat to the cinema frontage, as well as views from that side, as part of the continuing pre-application discussions. In particular, panel members felt that at least 1 or two “verified” 3d views, as opposed to “artist’s impressions” showing the extension in the context of the existing cinema frontage, and the diagonally opposite corner, at the junction of the Broadway with St James’ Lane, are needed.</p> <p>7. However the panel consider that the principle of adding an additional</p>	<p>A condition has been attached requiring further details of the “green roof”.</p> <p>Noted.</p> <p>Noted. Verified views have been provided from several angles.</p> <p>Noted. The design has been amended since the initial submission to reflect these comments. The roof would now</p>

No.	Stakeholder	Comments	Response
		<p>floor is acceptable. They considered lightweight metal cladding for the rooftop extension preferable to brickwork, but that it should be designed and detailed to emphasise horizontality and continuity rather than windows as holes punched in a wall, as due to the curve and set back, they would never line up with those below. The panel recommended the Council ask the applicant to investigate different roof details; whether it should be a parapet as proposed or possibly a shallow oversailing roof with a slender soffit. The proposed restrained palette of materials should be acceptable provided it is of sufficient quality that picks up on the faience of the original building.</p> <p>8. The panel welcomed replacing recent uPVC windows with Crittall metal, double glazed windows, as an important improvement that strikes a good balance of thermal efficiency with respect for the building's heritage.</p> <p>9. The panel considered that the expanded public realm was to be strongly welcomed but were concerned that that the entrance and exit to the car park (and servicing of shops) would be too busy with traffic and too vehicle</p>	<p>feature a slender soffit and oversailing roof.</p> <p>Noted.</p> <p>Noted. The amended scheme has now improved the pedestrian crossing at this junction.</p>

No.	Stakeholder	Comments	Response
		<p>dominated with too much vehicle priority. They recommend that the pedestrian paving continues across vehicle entrance, at a raised table, to give strong priority to pedestrians over vehicles.</p> <p>10. The panel also considered that the proposed landscaping to the public realm needs further thought; it should be more restrained and low key, of high quality design and materials, with just minimal furniture, little pattern making, a few good trees and lighting, in keeping with the early 20th Century architecture of Muswell Hill.</p>	
10.	<p>RESIDENTS</p>	<p>Impact on shopping area</p> <ul style="list-style-type: none"> • There are plenty of retail units closing in the Muswell Hill area so not sure why there is an application to create more retail space. • The proposed application should be rejected as we have sufficient commercial retail space in Muswell Hill already (as demonstrated by the substantial number of retail shops which have recently closed to be replaced by charity shops) • Additional shopping floor space 	<p>Noted, however additional retail space within the Town Centre is supported by Local Plan Policy SP10.</p> <p>As above.</p> <p>As above.</p>

No.	Stakeholder	Comments	Response
		<p>is not required in Muswell Hill; the area is full of empty units and charity shops. A reduction in rents and rates would be far more helpful.</p> <ul style="list-style-type: none"> • The proposal will compromise the front elevation of the Cinema. • The proposal is out of character with the conservation area • The redevelopment would harm the special character of the existing building and have a severe impact on its current aesthetic. • The relevant personnel involved with the cultural, artistic, architectural and historic organisations of the area, and city of London should be consulted at this stage • This design of this development changes the local historic character of the Broadway • The development it is out of scale in relation to adjacent buildings, the church opposite and the local area. • The visualizations for this development are deceptive and presented from favourable angles. The side extension 	<p>The proposal is considered to have an acceptable impact on the Listed Cinema. The Council's Conservation and Design Officers support the scheme. The proposal is considered to enhance the character and appearance of the conservation area. The extensions are a modern design but considered to be sympathetic and respect the special character of the existing Listed Building.</p> <p>The Muswell Hill/Fortis Green/Rookfield CAAC and English Heritage have been consulted and raise no objections.</p> <p>The modern design proposed is considered the best approach to extending the building.</p> <p>The height of building would not dominate the surrounding area and has previously been accepted under the applications approved in 2007.</p> <p>Additional visualisations and verified views have been provided and the design is considered acceptable.</p>

No.	Stakeholder	Comments	Response
		<p>(Muswell Hill Road) is enormous and is not shown from a direct angle in the plans.</p> <ul style="list-style-type: none"> • The proposed roof extension and lift housings will clearly be seen from street level. • An additional storey on top of the original block of flats is unnecessary, and an ugly addition to the building. • If a development does go ahead, a modest design that does not radically alter the appearance of the area should be considered. • If a development does go ahead, in some form, I would be particularly concerned that the existing Crittal metal windows are preserved or reinstated and any windows in the new building match the existing. • The listed building's exterior tiles must be preserved and all areas restored to match the original. <p>Traffic and Safety</p> <ul style="list-style-type: none"> • The two way entrance to the car park from Fortis Green Road will be a danger for pedestrians and cars and will lead to greater congestion 	<p>Following amendments to the scheme the proposed rear extensions would be screened by the side extension and would not be visible in the streetscene. The additional floor is considered an acceptable design</p> <p>The design is considered sympathetic to the existing building and its significance and is therefore acceptable</p> <p>The existing upvc windows will be replaced by metal windows and the existing original windows will be refurbished.</p> <p>The tiles will be preserved and restored</p> <p>Independent modelling has shown that the two way entrance will not result in congestion and the amended scheme will improve pedestrian safety at the entrance to Fortis Green Road.</p>

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> • The car park needs better signage • The Fortis Green Road entrance will be a safety concern not just for residents but for shoppers, and many elderly people who go to the Church across the road and shop at the supermarket. • School children who regularly buy their lunches from the local shops would also be in danger with an increase in traffic. • The developer proposes the removal of an extremely useful slip road/parking area, which is far more use to local residents than the proposed public area, and will mean that less local shopping will take place as it is far more convenient to park for a few minutes in the slip road. • There is no safe drop off/pick up point • Extra flats will cause parking issues <p>Impact on the amenity of 105 Muswell Hill Road</p> <ul style="list-style-type: none"> • Noise from the plant room louvers located near to openable 	<p>A management plan for the car park is to be provided through the S106 agreement and will include improved signage. The amended scheme will now improve pedestrian safety at the entrance to Fortis Green Road.</p> <p>As above</p> <p>The loss of this convenient parking is noted but the impact on local shops is considered to be outweighed by the enhancements to the public realm due to the hard landscaping to the front of the buildings.</p> <p>The car park to the rear of the site will be available as a pickup and drop off point The amended scheme now includes designated parking space for the flats.</p> <p>A condition has been attached to control the noise</p>

No.	Stakeholder	Comments	Response
		<p>bedroom windows at the rear of this property, a 'noise survey' should be undertaken as part of this application and any noise from the acoustic plant louvers will not exceed the 'lowest existing noise levels' near the windows of this property - affecting 3 bedrooms, 1 kitchen dining room and outside terrace and balcony areas.</p> <ul style="list-style-type: none"> • Concerns about smells from the increased cooking and food preparation. • There are obscured glass windows shown to the side of the building if these are openable or changed to clear glass 105 muswell hill road will be overlooked. • Overlooking from the terrace garden. <p>Concerns from existing residents of the flats</p> <ul style="list-style-type: none"> • No references made to the existing residents and any contingency plans as a result of this planned development. • If efforts made to rehouse the residents temporarily, this would 	<p>emissions from the plant equipment.</p> <p>A condition has been attached requiring details of extraction equipment to be provided.</p> <p>The previous windows in this elevation have now been omitted and there would only be windows in the flank elevation of the retail unit which will be obscure glazed and non-opening.</p> <p>The external terraced area will be screened and will not result in a significant loss of privacy to 105 Muswell Hill</p> <p>It is acknowledged that the proposed works would require the existing tenants to leave the flats while construction works take place, however this would be temporary impact and is not considered to substantiate a reason for refusal. The individual tenancies of the existing flats are a private</p>

No.	Stakeholder	Comments	Response
		<p>mean a major upheaval for all concerned.</p> <ul style="list-style-type: none"> • Noise pollution and building works would certainly mean family residents and children in the neighbouring area would have to suffer long periods of frustration and unrest. Ultimately, as residents we will be either forced to leave our homes or put up with long periods of building work going on. • In all my time at the premises I have never experienced any safety concerns the flats are well maintained and of a high standard. We have regular safety checks, and any vandalism is likely caused by schoolkids up to mischief. • The site has a real community feel the redevelopment would also be breaking up a community which exemplifies all the positive things that makes Muswell Hill such a well respected and friendly neighbourhood in which to live. • This application would completely change the aspect and frontage to 139, Muswell Hill 	<p>matter and not a material planning consideration.</p> <p>As above</p> <p>Safety concerns were no given significant weight in the consideration of this application.</p> <p>Noted.</p> <p>The windows in the rear elevation of 139 Muswell Hill would</p>

No.	Stakeholder	Comments	Response
		<p>road and would remove the balcony/walkway and result in loss of the view and the light into the front of the flat</p> <ul style="list-style-type: none"> • There disruption to the living arrangements of 139, the front door would be moved to what is currently the bathroom. <p>Other concerns</p> <ul style="list-style-type: none"> • Effect on local amenities - Hard landscaping of existing site frontage • A large pedestrianised public area is unnecessary. • There are many cafés with outside seating close to this proposed area. • There are several green areas with benches close by. • Who will have responsibility for the upkeep of the new public area? • The area could become a magnet for noisy and unruly behaviour, which could disturb the residents in the block and surrounding area. • Is this proposed public area part of the planning deal with the 	<p>lose their open aspect however these are not habitable rooms and an acceptable level of amenity would be maintained. The open walkway to the rear of 139 Muswell Hill would be removed and replaced by an internal corridor but the open aspect to the rear of this property would not be lost. The walkway is a communal area and not specifically for the use No. 139 therefore the additional amenity space provided at 1st floor level is considered to compensate for its removal.</p> <p>The hard landscaping is considered to enhance the amenity of the area.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>As the majority of the hard landscaping would be on highways land the Council would have responsibility for maintaining the highways surfaces. The proposal has been considered by the Police Crime Prevention Officer who has not raised concerns in this regard.</p>

No.	Stakeholder	Comments	Response
11.	<u>Additional objections from residents following amendments</u>	<p>developers?</p> <ul style="list-style-type: none"> • Concerns that the proposal will result in congestion and will put pressure on parking on nearby roads • Concerned about noise and light pollution • Antisocial opening hours and people hanging around in the evening • Invasion of privacy to neighbouring properties/gardens • Increased pressure on local schools hospitals • Devaluation of properties 	<p>The applicant has chosen to enhance the pedestrian area to improve the retail environment within the Town Centre. The public areas are intrinsic to the applicant's proposal rather than an obligation.</p> <p>The Council's Transportation and Highways Group and satisfied that the proposal will not have a negative impact on the highways network or result in increased parking pressure</p> <p>Conditions have been attached to ensure that the proposal will not result in noise impacts to neighbouring properties, no significant additional lighting is proposed</p> <p>Any late opening hours for the proposed retail units will be controlled through licensing.</p> <p>There would be no significant loss of privacy to the neighbouring properties</p> <p>Additional housing is supported in principle by Local Plan Policy SP2 and a financial contribution will be provided towards education.</p> <p>This is a private matter and not a material planning consideration.</p>
12.	<u>Letters of support</u>	<ul style="list-style-type: none"> • A brilliant development on a highly visible and well used area • The site desperately needs refurbishment. • Muswell Hill Broadway is in decline and this is one way to stop the decline. • The building is in urgent need of renovation and repair. The temporary side entrance cage is 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

No.	Stakeholder	Comments	Response
		<p>an eyesore the flats are run down, the rear of the building is a mess.</p> <ul style="list-style-type: none"> • Pedestrianising the slip road is an inspired idea that will provide a generous open space for people, cafes and urban realm safely away from traffic congestion and associated pollution. • The single entrance and exit to the car park will improve traffic flow which is often confused and will simplify and improve the current situation. • Improving the retail space in this area is needed to help improve the retail offers in Muswell Hill and stimulate growth. • The additional flats are probably required to help fund this development which will be a major improvement to this listed corner of Muswell Hill and a boost to the high street. • Planet Organic has worked hard over the last 5 years to establish its store in Muswell Hill and have a very loyal customer base with 6500 customer visits per week. • The site shows all the signs of deterioration with the rear car 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

No.	Stakeholder	Comments	Response
		<p>park being a dumping area for rubbish and focal point for vandals and theft, poor maintenance and inherent problems with water leakage.</p> <ul style="list-style-type: none"> • The proposed development will contribute so much to Muswell Hill as a residential and commercial centre. • The current exposed stairwells and areas dominated by fly tipping will be removed. • The rubbish bins that are continually vandalised will be secured within the building demise. • Planet Organic directly employs approximately 40 people from the local community and by modestly increasing the store footprint as well as significantly improving the customer environment and expect to employ another 10. • The current environment means that as a business Planet Organic can make no further progress and without the development we would have to seriously question our long term commitment to the location. 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> Without development residents will have more unoccupied shops and a declining environment that will have a negative effect on residential house prices and the desirability of the area. The proposed scheme is significantly funded by the landlord and not by council or other funds. The scheme significantly benefits residents as well as creating an environment that merits further investment by businesses and is a significant opportunity at a time when economic recession and retail vacancies are generating specific problems for councils and local communities across London. 	<p>Noted</p> <p>Noted</p> <p>Noted</p>
13.	Chair of the Muswell Hill Traders Group (14 Woodside Avenue).	<ul style="list-style-type: none"> The Muswell Hill Traders Group lends their full and unremitting support for this planning application. We represent over 80% of the retailers in the Muswell Hill Town Centre. Our members cover the broad range of thriving local independent businesses to the numerous medium sized concerns as well 	<p>Noted</p> <p>Noted</p>

No.	Stakeholder	Comments	Response
		<p>as our major national chains and banks.</p> <ul style="list-style-type: none"> We have met on many occasions over the past fourteen months with the developers of this block who represent the owners. Throughout this period they have engaged with us in a most positive and constructive manner with a determined effort to produce final plans which have the backing of the MHTG. They have listened attentively to our members' concerns, comments and observations. Following each meeting they have come back to us with the appropriate alterations to their original proposals in order to answer all the points we have raised. The MHTG further explained that although the Muswell Hill business community is instrumental to the continuing wealth and prosperity of our Town Centre we fully accept we alone cannot claim to speak for everyone. We requested the developers to broaden their consultation exercise to include 	<p>Noted</p> <p>Noted</p>

No.	Stakeholder	Comments	Response
		<p>other relevant social partners in addition to the tenants, residents and businesses most directly concerned. I am pleased to report to you that the developers not only agreed to this request but that they have also kept the MHTG fully up to date with any concerns that such other social partners raised with them. In this manner they have carried out a widespread consultation exercise over an extended period in an open and transparent process.</p> <ul style="list-style-type: none"> • The significant inward investment into this area, when investment is extremely hard to find and secure • The creation of over 60 new jobs, when job creation is the only way forward in these tough economic conditions • The development of a fantastic new area of public realm when funding for this was rejected by every other public body • The rejuvenation and refurbishment of the building which is currently a reflection of everybody's disinterest but 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

No.	Stakeholder	Comments	Response
		<p>which will become a focal point in the village</p> <ul style="list-style-type: none"> • The unanimous support of our members which covers all traders from small privates to major multi-nationals • Accordingly we strongly recommend approval of these applications, and the sooner the better. 	<p>Noted</p> <p>Noted</p>
<p>14.</p>	<p>Additional letter of support following amendments</p>	<ul style="list-style-type: none"> • The independent traders of Muswell Hill are concerned by the growth of charity shops, pound shops, cheap mobile phone card outlets and the continued curse of more and more empty retail outlets. • I see nothing wrong at all with the suggested traffic flow plans as an integral part of the wider investment proposals. 	<p>Noted</p> <p>Noted</p>

Planning Committee 14th October 2013

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/1170	Ward: Muswell Hill
Address: 107-143 Muswell Hill Road N10 3HS	
Proposal: Listed Building Consent for erection of rear and side extensions to create additional retail floor space and provision of eight residential units in third floor and rear extensions. construction of new freestanding lift and stair core to rear, creation of new internal lift shaft, closure of existing car park entrance, slip road and short term parking, and creation of two-way read access to car park and hard landscaping of existing site frontage.	
Existing Use: Mixed Use – Residential and Commercial	
Proposed Use: Mixed Use – Residential and Commercial	
Applicant: Henderson UK Property Unit Trust	
Ownership: Private/LBH Highways	
Date received: 20/06/2013	Last amended date: 19/09/2013
Drawing number of plans: 20858 P(--), 003 H, 004 F, 005 F, 006, F, 007 C, 008, 009, 010 B, 011 B, 12 A, 13 B, 14 A, 015 A, 018, 050 D, 060 A	
Case Officer Contact: Robbie McNaugher	
PLANNING DESIGNATIONS: Muswell Hill Conservation Area, Grade II Listed Buildings	
RECOMMENDATION	
GRANT LISTED BUILDING CONSENT subject to conditions	

1.0 SITE AND SURROUNDINGS

1.1 As per HGY/2013/1169

2.0 PROPOSAL

2.1 This application is for Listed Building Consent for

3.0 PLANNING HISTORY

As per HGY/2013/1169

4.0 RELEVANT PLANNING POLICY

National Planning Policy

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

4.2 London Plan 2011

Policy 7.8 Heritage assets and archaeology

4.3 Local Plan, March 2013

SP12 Conservation

4.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

CSV4 Alterations and extensions to Listed Buildings

4.5 Supplementary Planning Guidance

SPG2 Conservation and Archaeology

5.0 CONSULTATION

As per HGY/2013/1169

6.0 RESPONSES

As per HGY/2013/1169

7.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

7.1 The subject property is a Grade II listed building and as such there is a legal requirement for its protection. The primary legislation relating to the

conservation of the historic environment is The Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Planning and Compensation Act 1991 and the Planning and Compulsory Purchase Act 2004.

- 7.2 The 1990 (LBCA) Act requires local planning authorities to “have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest” (Sections 16 (2) and 66(1)), and to pay “special attention to the desirability of preserving or enhancing the character and appearance of conservation areas” (Section 72). The requirements for the protection of the historic environment are expanded upon within the new National Planning Policy Framework; which has replaced Planning Policy Statement 5 ‘Planning & the Historic Environment’
- 7.3 The National Planning Policy Framework (NPPF) recognises heritage assets as an irreplaceable resource which should be conserved in a manner appropriate to their significance. The NPPF says that “proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably”.
- 7.4 Policy 7.8 ‘Heritage Assets and Archaeology’ of the London Plan requires development to conserve the significance of the heritage asset. Haringey Local Plan Policy SP12 seeks to ensure the conservation of the historic significance of Haringey’s heritage assets, their setting, and the wider historic environment. Policy CSV4 states that it is required that alterations and extensions to listed buildings to:
- be necessary and not detrimental to the architectural and historical integrity and detailing of a listed building’s interior and exterior;
 - relate sensitively to the original building; and not adversely affect the setting of a listed building.
- 7.5 The extent of the changes to the Listed Building are outlined in the accompanying planning application HGY/2013/1169 and in summary include the following:
- Demolition of the rear extensions and yards to the retail units;
 - Demolition of the southern single storey concrete and brick external staircase to the residential units
 - Construction of two storey retail extensions at rear and to side of parade
 - Construction of third floor residential extension
 - Construction of new stair and lift core to rear, with bridge link
 - Internal staircase extension at northern end of building
 - Insertion of new lift core to northern end of parade
 - Removal of separating walls between existing retail units
 - Replacement of windows throughout existing residential units and common parts
 - Glazed roofing over retained first floor walkway

- Removal of internal staircase between first and second floors at southern end
- Creation of new shopfront opening in flank wall of 107 Muswell Hill Road

7.6 A condition will be attached requiring a schedule of works, methodology statement and detailed plans and drawings of the works to the Listed Building. As set out in the report for HGY/2013/1169 the design extensions are considered to be of the highest design quality which conserves the significance of the Listed Building.

7.7 Overall the extent of the alterations and changes proposed are considered to relate sensitively to the original building and its historic character, qualities and setting. The proposal will allow for the appropriate repair and restoration of this Grade II listed building. As such the proposal is considered to be in accordance with Local Plan Policy SP12 'Conservation' and CSV5 'Alterations and Extensions to Listed Buildings' of the adopted Haringey Unitary Development Plan 2006. Given the above this application is recommended for APPROVAL.

8.0 RECOMMENDATIONS

GRANT LISTED BUILDING CONSENT subject to conditions

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

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

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

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

3. A detailed and itemised schedule of works, methodology statement, detailed plans and drawings as appropriate in respect of the following, shall be submitted to and approved by the Local Planning Authority before the relevant part of the work is begun.

- a. repair, reinstatement and any additional works affecting the fabric of the listed building such as structural investigations
- b. Detail of the proposed structural investigations to verify the loading capacity of the building and any concealed damage to the structure
- c. Further details of how the new structure would be integrated with the existing structure
- d. Details regarding the alterations to the existing structure to accommodate the new lift and stair cores and removal of the rear mezzanine floor level area

- e. All doors, windows and rainwater goods (which shall be a high quality metal)
- f. Details of all repair works, including concrete repairs, brick and mortar repairs, faience repairs
- g. Details of all decorative profiles on walls, ceiling surfaces, handrails, floor finishes, doors and fanlights as applicable
- h. Location and finish of all mechanical ventilation, louvers, and communal satellite
- i. Further details regarding levelling of internal floor heights and related works to flats 131, 133, 141 and 143 including bricking up of existing windows and installation of the 'sunpipe' system.

The development shall be implemented in accordance with the approved details or samples of materials.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2011, Policy SP12 of the Haringey Local Plan 2013 and Policy CSV4 of the Haringey Unitary Development Plan 2006.

INFORMATIVE:

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

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Planning Committee 14th October 2013

Item No.

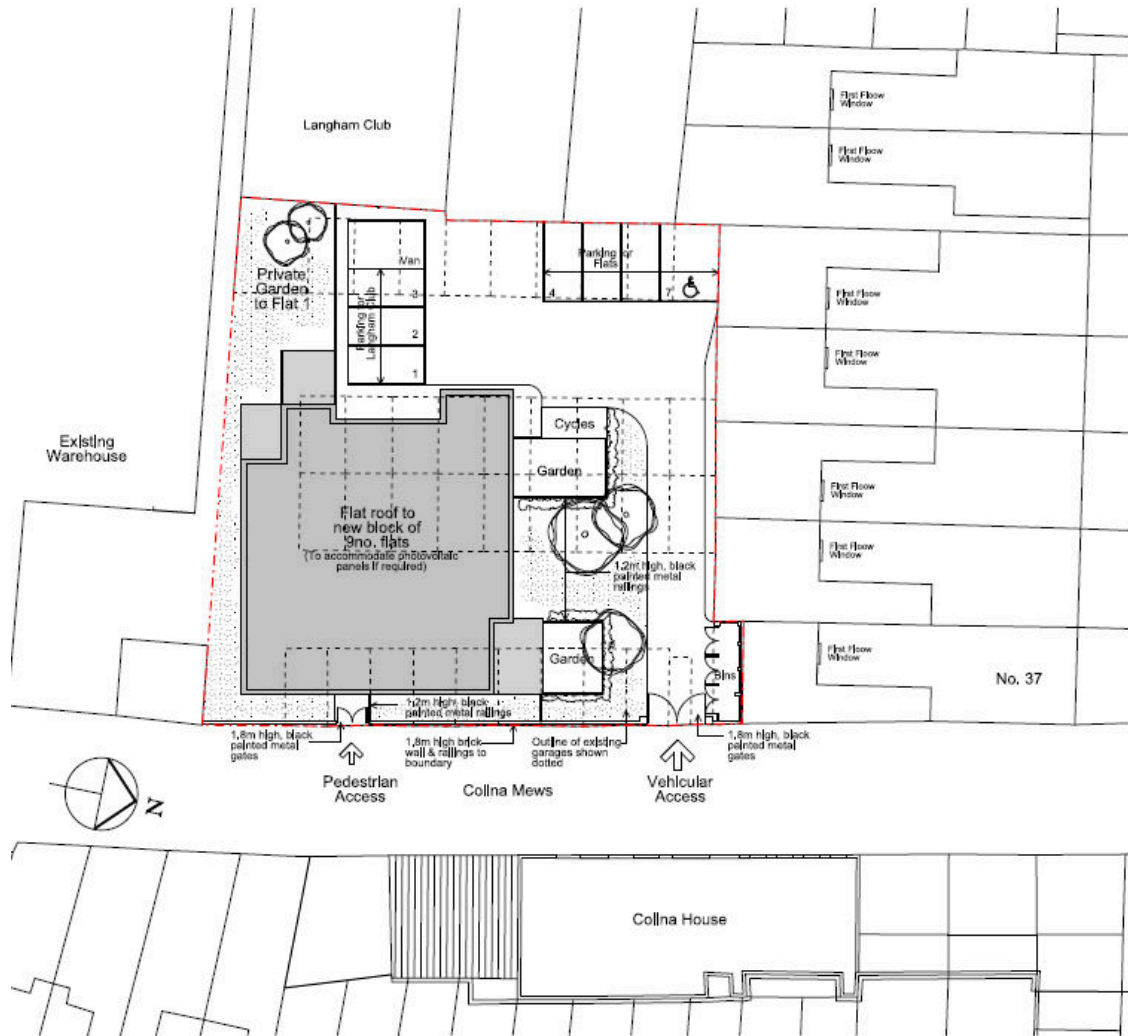
REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/1119	Ward: Harringay
Address: Rear of 600 Green Lanes N8 0RY	
Proposal: Erection of part three / two storey block comprising 1 x 3 bed flat, 1 x 1 bed flat and 7 x 2 bed flats with associated landscaping, parking / cycle spaces and bin store	
Existing Use: Lock up garages	Proposed Use: Residential
Applicant: Mr P Corbisiero County & City Developments Ltd	
Ownership: Private	
Date received: 07/06/2013 Drawing number of plans: 665-2-COM-101A and 665-2-COM-102	
Case Officer Contact: Matthew Gunning	
PLANNING DESIGNATIONS: Road Network: C Road	
RECOMMENDATION: GRANT PERMISSION subject to conditions and subject to a section 106 legal agreement	
SUMMARY OF REPORT: The proposal is for the erection of a part three / part two storey block comprising of 9 flats following the demolition of the existing single storey garages (36) on site. The position, scale, mass, detail and alignment of the proposed building is considered acceptable and addresses concerns in respect of an earlier application which was subsequently withdrawn. The building will be of modern/ simple appearance with active frontage onto Colina Mews serving to improve the site's interface and appearance with the Mews, in addition to bringing a previously-developed and underutilised site back into more beneficial use. The proposed development will provide good quality accommodation and will contribute to local housing need and the Borough's housing supply. The density of the proposed scheme is compatible with recommended density standards and is appropriate for a site of this nature. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring occupiers nor will it adversely affect local residential amenity. This application is recommended for approval subject to conditions and a S106 legal agreement.	

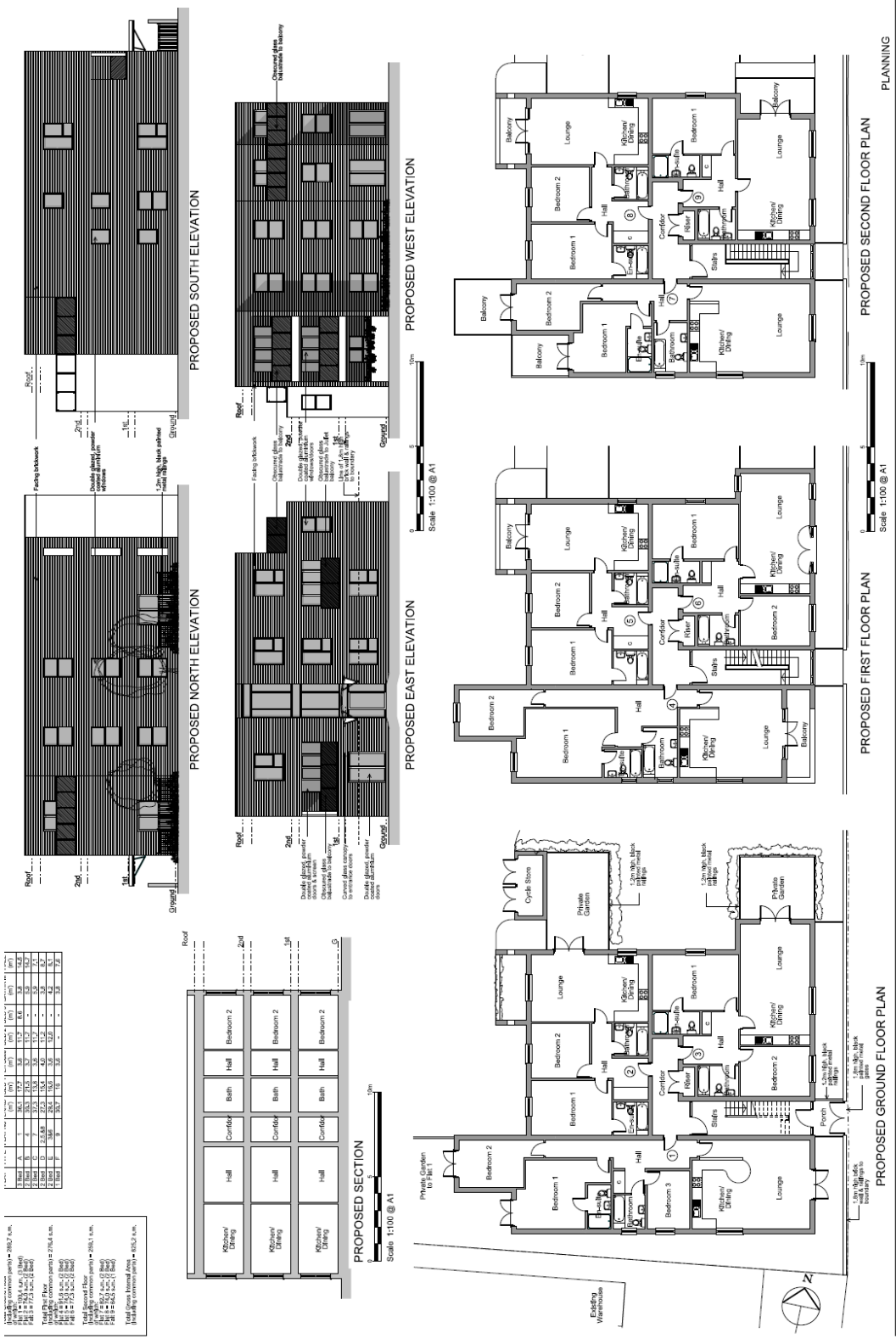
1.0 SITE LOCATION PLAN



2.0 DRAWINGS & IMAGES



Proposed Site Layout Plan



Room	Area (sq.m)	Area (sq.ft)	Volume (cu.m)	Volume (cu.ft)
Bedroom 1	12.5	135	37.5	1330
Bedroom 2	12.5	135	37.5	1330
Bedroom 3	12.5	135	37.5	1330
Bath	5.5	60	16.5	585
Hall	2.5	27	7.5	265
Kitchen	8.5	92	25.5	905
Living	15.5	168	46.5	1645
Stairs	1.5	16	4.5	158
Other	1.0	11	3.0	105
Total	69.0	742	207.0	7420

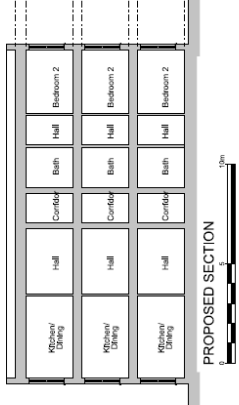
Total Ground Floor

Overall footprint (incl. porch) = 285.0 sq.m
 Overall footprint (excl. porch) = 265.0 sq.m
 Overall volume = 750.0 cu.m
 Overall volume (excl. porch) = 700.0 cu.m

Total Second Floor

Overall footprint (incl. porch) = 285.0 sq.m
 Overall footprint (excl. porch) = 265.0 sq.m
 Overall volume = 750.0 cu.m
 Overall volume (excl. porch) = 700.0 cu.m

Total Gross Internal Area = 852.0 sq.m



PLANNING

THE KEVIN HINDS PRACTICE ARCHITECTS AND ELEVATIONS

UNIVERSITY CITY DEVELOPMENTS LTD. 11102 @A1 06/17 May 2013 8652-COM-101

THE KEVIN HINDS PRACTICE ARCHITECTS - SPACE PLANNING - INTERIORS

Address: 2, Newry Road, Newry, Northern Ireland, BT22 8EJ. Telephone: 0282 44211. Fax: 0282 44242. Email: info@kevinhinds.co.uk

Elevations & Floor Plans



1. Entrance to Colina Mews from Park Road



4. View within the site



2. Colina Mews- Application site to right



5. View within the site -Park Road properties in background



3. Colina Mews- Application site to left



6. View within the site -Park Road properties in background

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located to the rear of 600 to 606 Green Lanes and is generally a rectangular shaped site measuring 0.09 hectares in size. 600 Green Lanes is a 'Working Men's Club' accommodated within a three storey building which has been heavily extended to the rear.
- 3.2 The northern boundary of the site adjoins the rear gardens of terraced properties (37-45 Park Road). The eastern boundary of the site fronts onto Colina Mews, a small service road measuring approximately 130m in length and which connects Park Road to the north and Colina Road to the south. Directly opposite the site is Colina House, a former warehouse building which has been converted into residential/ live work use. Behind Colina House and in part adjoining the eastern side of Colina Mews are the rear gardens of properties that front onto Harringay Park.
- 3.3 The southern boundary of the site is adjacent to a large commercial warehouse premises occupying a large site with frontages onto Green Lanes, Colina Road and Colina Mews. The site is in the immediate vicinity of Green Lanes, a major north-south route through the Borough and a designated District Centre; in addition to being surrounded by predominantly residential areas, the most notable of which is the Harringay Ladder. Green Lanes falls within an area of high public accessibility (level five) and in the case of the application site is within walking distance (700m) of Turnpike Lane Underground Station and the many bus routes that serve Green Lanes.

4.0 PROPOSAL

- 4.1 The proposal is for the erection of a part three storey block with a very small two-storey element comprising of 9 flats (1 x 3 bed flat, 1 x 1 bed flat and 7 x 2 bed flats), following the demolition of the existing single storey garages on site.
- 4.2 The proposal also includes parking spaces for the Langham Club (3 spaces) and a delivery vehicle space for the club, in addition to 4 car parking spaces for the residential units. The Langham Club currently receive deliveries via this site and are a party to this application.

5.0 PLANNING HISTORY

5.1 Planning Application History

2008/1529 - Retrospective planning application for the retention of free standing open shelter/ Langham W.M Club – Refused 27/01/2009

2013/0472 - Erection of part three / two storey block comprising 1 x 3 bed flat, 1 x 1 bed flat and 7 x 2 bed flats with associated landscaping, parking / cycle spaces and bin store – Withdrawn 07/06/2013

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).

Chapter 4 Promoting sustainable transport;
Chapter 6 Delivering a wide choice of high quality homes;
Chapter 7 Requiring good design;
Chapter 8 Promoting healthy communities;
Chapter 10 Meeting the challenge of climate change, flooding and coastal change; and

6.2 London Plan 2011

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 6.3 Assessing effects of development on transport capacity;
Policy 6.9 Cycling;
Policy 6.10 Walking;
Policy 7.4 Local Character
Policy 7.6 Architecture

6.3 Haringey Local Plan – Strategic Policies – Adopted 2011

SP0 Presumption in favour of sustainable development
SP1 Managing Growth
SP2 Housing
SP4 Working towards a low carbon Haringey
SP5 Water management and flooding
SP6 Waste and recycling
SP7 Transport
SP11 Design

6.4 Unitary Development Plan 2006 (Saved Policies)

UD3 General Principles
UD7 Waste Storage

ENV11 Contaminated land
 HSG2 Change of Use to Residential
 M10 Parking for Development

6.5 Supplementary Planning Guidance / Documents

SPD Housing
 SPD Sustainable Design and Construction, (Feb 2013)
 SPD Haringey 'Open Space and Recreation Standards
 SPG1a Design Guidance
 SPG10c Educational needs generated by new housing
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations

6.6 Other

Mayor of London 'London Housing Design Guide' 2010
 London Borough of Haringey – Community Infrastructure Study; and

7.0 **CONSULTATION**

Internal	External
Ward Councillors Transportation Group Building Control Trees	London Fire Brigade 577 to 641 Green Lanes (incl. flats), Colina House Flats, Vehicle Repair Workshop Colina Mews, 37a-c Colina Mews, 1-14 Colina Road, 53-109 Haringay Park, 37-49 Park Road.

8.0 **RESPONSES**

Haringey Transportation

8.1 The application site has a high PTAL of 5 and falls within the Wood Green Outer Controlled Parking Zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm and provides a good level of on-street parking control. The site is served by the 29 and 141 bus routes, which run with a two-way frequency of 38 buses per hour and is also within reasonable walking distance of Turnpike Lane underground station. It is considered that the prospective residents of this development are likely to use sustainable travel modes for the majority of journeys to and from the site.

8.2 Proposed residents will have access to four on-site parking spaces including one disabled parking space. This level of parking provision is in line with Haringey Council UDP standards. Further to this, the site does not fall within

an area that has been identified within the adopted UDP (saved policies 2013) as that suffering from high on-street parking pressure. It has been noted that the proposal includes secure and covered storage for nine bicycles. However, in order to meet London Plan standards the applicant will need to provide storage for ten cycles.

- 8.3 The site is accessed directly from Colina Mews which measures approximately 7 metres in width and does not have any segregated footway provision. According to guidance contained within the Manual for Streets a minimum width of 4.1metres is required to enable two cars to pass each other. Due to the low level traffic using this road and the operation of a one-way system on adjoining Colina Road it is anticipated that occurrences where two vehicles will need to pass each other will be infrequent. However, in such circumstances, it is considered that the road is wide enough to accommodate both passing vehicles and pedestrian traffic. Additionally, despite the fact that there is already an existing level of vehicular and pedestrian traffic using Colina Mews recent accident statistics have revealed that there have been no personal injury collisions recorded for this road during the last ten years leading up to 31 December 2012.
- 8.4 However, the redundant vehicle access will need to be closed, which will involve some minor repair to the carriageway. The highway and transportation authority will require that an adjacent on street parking bay, which forms part of the Wood Green Outer CPZ be relocated further south along the site's roadside boundary. All costs associated with these works including the necessary amendments to the existing traffic management order (TMO) are to be borne by the applicant. Furthermore, Colina Mews could benefit from improvement to the street lighting. To improve safety and further encourage journeys by foot and cycle the applicant should be required to contribute towards a scheme to upgrade the five existing lamp columns on Colina Mews.
- 8.5 It is considered that the proposed development would generate less vehicular traffic than that associated with the site's current use. It is not anticipated that the proposed development would have any significant adverse impact on the surrounding highway network or car parking demand at this location. Therefore, there are no highways and transportation objections to the above development proposal, subject to the imposition of the following conditions:

That the applicant enters into a Section106 Agreement to ensure that:

- a. The applicant contributes £13,500 (thirteen thousand five hundred pounds) towards the upgrading of the existing street lighting along Colina Mews.

Reason: To improve the conditions for pedestrians and cyclists at this location and reduce any potential highway safety hazards for pedestrians and cyclists along Colina Mews.

- b. The residential units are defined as 'car capped' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms

of the relevant traffic management order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the highways network.

- c. The applicant shall contribute £4,000 (four thousand pounds) for the relocation of the existing on-street controlled parking bays forming part of the Wood Green Outer Controlled Parking Zone further south along the site's roadside boundary.

Housing Investment & Sites

- 8.6 The proposed development which is below 10 units is subject to planning policy document SP2. This requires developments below 10 units to provide a 20% affordable housing or financial contributions towards affordable housing provision. The scheme proposal as outlined above is to develop 9 residential units
- 8.7 This scheme fails to comply with the dwelling mix outlined in the Housing SPD (1 x 4 bed, 2 x 3 bed, 3 x 2beds & 3 x 1 beds) As it would be unviable for an RP to acquire and manage so few a number of units we would seek an off-site financial contribution of £150,000 equating to £15,000 x 9 flats for this part of the borough.
- 8.8 The applicant The Langham club is a non-profit organisation run by members through a committee, provides recreational facilities for its members (usually a club room and a bar) since 1915. The club building is in disrepair the intention is to retain three of the units as rental income for this wise.
- 8.9 The Council has undertaken its own viability assessment which reveals that the schemes combined land value & build costs when compared to the anticipated revenue it would generate would be marginal.
- 8.10 Housing Investment & Sites do not support this scheme as it fails to comply with policy which would require 20 % contribution and the relevant dwelling mix. However we acknowledge that this development has been subject to viability assessment which seeks to give justification where it has not complied with policy.

Environmental Health

- 8.11 Asked for a number of conditions (relating to land contamination, control of dust etc) to be added.

London Underground

8.12 No comments to make.

Thames Water

8.13 Thames Water advise that with regard to water infrastructure no objection but ask for some informatives to be added.

Waste Management

8.14 Adequate storage and collection arrangements must be in place to service 1 x 3 bed and 1 x1 bed and 7 x 2 bed dwellings. Full kerbside set consisting of refuse and recycling bins should be provided. Site waste and uncontrolled waste accumulations must be avoided.

Local residents

8.15 Letters of objection/concerns have been received from the residents of the following properties – 63, 71, 75, 87b Harringay Park, 1st Floor, 2nd Floor Colina House, Colina Mews. The objections raised are summarised below:

Design & Form

- Scale of development is not in keeping with neighbouring properties – it is taller, bulkier and more densely populated;
- The garages on the site may not be that pretty but they are low-rise and provide what is a welcome open space between the surrounding houses;
- The buildings' appearance does nothing to retain a sense of proportion or to display any similarity to surrounding residences;
- Proposed building will massively overwhelm the small space;
- The red brick proposed is completely different to the majority of other residences (two storey buff brick terraced houses) in both height and appearance;
- A development of new houses would be more appropriate;

Impact on Residential Amenity

- Loss of sunlight/ daylight to properties on Park Road and flats in Colina House;
- Plans only show angle of light fall for Park Road residences, properties to the east and west side are also blighted;
- Loss of privacy to Colina House flats;
- Overlooking of properties in Haringey Park;
- Noise and pollution from extra cars;
- The amount of coming and going will seriously affect residential amenity;
- Will the delivery times to the Langham Social Club be within normal working hours?

Other

- Inadequate parking provision;
- Increased pressure on local resources;
- No mention or commitment to provide low cost housing;
- Request for gated access to either side of the Mews to reduce dumping;
- Application address is misleading, the site is on Colina Mews;
- Nothing in the proposal that suggests the developers intend to make any real effort towards sustainability.

8.16 A response to the objections/ concerns raised are outlined in Appendix 1.

Low Profile Holdings

8.17 Low Profile Holdings the owners of the adjoining site raise the following concerns:

- Concerns about reduction of 1m in the gap between the proposed building and the southern boundary;
- Concern that the proposed development proposes habitable rooms and windows on the southern façade immediately adjacent to existing vehicle delivery point for the warehouse;
- Will the flats on the southern side of the proposed development receive sufficient daylight;
- Is the floor to ceiling height acceptable;
- Impact on existing warehouse operations and its valuable employment benefit.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

Background

9.1 This current application follows on from a previous application for a very similar proposal. The scheme was withdrawn following discussions with Officers'. The current scheme has incorporated the following changes:

- Reduction in the overall height of the building by reducing the floor to ceiling height from 2.6m to 2.4m per floor, and also by reducing the height of the parapet from 900mm to 450mm;
- Reduction of the footprint of the building;
- Reduction of the gap between the building and the southern boundary to 1000mm;
- Changes to window profiles and elevations.

9.2 The main issues in regards to this current application are considered to be (1) principle of development, (2) design, form & layout, (3) standard of accommodation/ residential mix and affordable housing, (4) impact on residential amenity, (5) transportation and parking, (6) sustainability and (7) planning obligations.

Principle of Residential Use

- 9.3 The NPPF provides guidance on decision making and in particular, introduces a presumption in favour of sustainable development and also outlines a number of core planning principles that should be adhered to. In particular this includes encouraging the effective use of land by reusing land that has been previously-developed, and to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Local Plan Policy SP0 advocates a positive approach and a presumption in favour of sustainable development, unless any adverse impacts of granting permission would be significantly outweighed.
- 9.4 The proposal will result in the loss of the 36 lock up garages on site. The garages are heavily under-utilised with a number in a state of disrepair. The majority of the garages are used for storage purposes with one used for car repairs. The proposed redevelopment of this site will not lead to the displacement of parking nor will it adversely affect local parking conditions. The loss of these garages is not in conflict with any local plan policy.
- 9.5 The principle of residential use on this site is considered to be acceptable given the site is within an established residential area, close to a district shopping centre parade and close to a number of public transport nodes. The proposal accords with the criteria outlined in policies SP2 of the Local Plan and HSG2 'Change of Use to Residential' in addition to London Plan Policy 3.3 'Increasing Housing Supply'.
- 9.6 The site has an area of 0.9 hectares. This proposal will have a habitable room density of 400 habitable rooms per hectares (HRH). The London Plan (2011) categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by terrace houses and blocks of flats and as such a density of 200-700 HRH is considered acceptable.
- 9.7 Officers recognise this site can make a contribution to housing supply, and can provide an acceptable environment for residential use. The proposal accords with the criteria outlined in policies SP2 of the Local Plan and HSG2 'Change of Use to Residential' in addition to London Plan Policy 3.3 'Increasing Housing Supply'.

Design, Form & Layout

- 9.8 London Plan policies 7.4 and 7.6 requires planning decisions to have regard to local character and for development to comprise of details and materials that complement, but not necessarily replicate, the local architectural character. Policy SP11 of the Local Plan requires development to create places and buildings that are of high quality, attractive and sustainable.
- 9.9 The proposed building on site is situated closer to the southern boundary of the site in order to provide an adequate degree of separation between the proposed building and terraced properties to the north and the Colina House flats opposite. The building will take the form of a three storey building

however a small section of the building along the northern boundary will be two-storey.

- 9.10 The block will have a width of approximately 18m and a depth of 21m. The block will be of a modern design, with clean and simple appearance with high levels of glazing to both the front and rear elevations with more limited glazing to the side elevation. In terms of facing material the building will be faced in brickwork (red stock brick - terca warnham red) with grey and powder-coated, aluminium windows and external doors. The building will incorporate both projecting and recessed balconies in addition to some Juliette balconies with grey frames and glass balustrades (obscure glazed). The balconies to the front elevation and the large recessed glazed element, which marks the entrance point and circulation core to the building, will give articulation to this façade.
- 9.11 The building will have an overall height of 9m with a flat roof and parapet wall. Given the nature of Colina Mews and the height of Colina House directly opposite and the warehouse building to the south, the principle of a three storey building is considered to be acceptable. The set back on the north-east corner of the building will give relief to the bulk of the building as viewed from the entrance to Colina Mews. The building will serve to improve the site's interface and appearance with the Mews.
- 9.12 Overall the the form, siting, height and layout of the building is considered acceptable. As such the proposal is considered to be in accordance with policies 7.4 and 7.6 of the London Plan and UD3 'General Principles' and SP11.

Standard of accommodation/ residential mix and affordable housing

- 9.13 Policy 3.5 of the London Plan and the London 'Housing Design Guide' emphasises the requirements for high quality housing in new developments. The flat and room sizes proposed meet the floorspace minima as set out in the Council's Housing SPD and the London Plan.

Flat	Size	Floorspace/ sq.
Flat 1	3 Bed	100.4
Flat 2	2 Bed	74
Flat 3	2 Bed	77.3
Flat 4	2 Bed	91.6
Flat 5	2 Bed	74
Flat 6	2 Bed	77.3
Flat 7	2 Bed	82.7
Flat 8	2 Bed	74
Flat 9	1 Bed	64.5

- 9.14 All of the flats, with the exception of flat 6 will benefit from some form of external amenity space (balconies or small private garden areas). All of the flats at ground floor level including the 3 bed unit will have private garden space. Flat 6 will benefit from a Juliette balcony. The balconies will be in excess of 5 sq.m in size. All of the flats will benefit from good levels of natural light, ventilation and outlook.
- 9.15 The recommended mix for private market housing is set out in the Housing SPD and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units. In terms of the proposal the scheme provides 1x 1 bed (11%), 7 x 2 bed (78%) and 1 x 3 bed (11%) and while it would be preferable if more one bedroom units and a further larger sized flat could be provided, the building floor plate and the associated internal stacking and subdivision (in particular the need to have dual aspect units) makes this difficult to achieve. This is acceptable in this instance given the constraints of the site.
- 9.16 Under Criterion 8 of Local Plan Policy SP2 residential schemes below 10 units are now required to provide 20% on-site affordable housing, based on habitable rooms or to provide a financial contribution towards affordable housing provision. In this particular case a 'Three Dragons' viability assessment has been carried out, based on figures submitted by the applicant. Assumptions drawn from the viability assessment show the viability of the scheme is very marginal, with potential even for a small loss from the scheme. The scheme is viewed as not being viable to provide any more contributions as outlined further on in this report and as such cannot meet this requirement of SP2.
- 9.17 In this particular case the development is being brought forward by a developer in conjunction with the adjoining Langham Club. The developer will provide the working men's club with 3 flats which will provide an income towards the upkeep and running of this community facility.

Impact on Residential Amenity

- 9.18 London Plan Policy 7.6 'Architecture' states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Local plan policy also expects new development to maintain the level of privacy enjoyed by adjoining properties and not to create problems of overlooking.
- 9.19 The proposed development has been carefully considered, in terms of its siting in relation to neighbouring buildings, to ensure that the privacy and amenities of neighbouring occupiers are not adversely affected. The building is positioned 12.2m away from the northern boundary of the site and 18.8m away from these properties at the closest point. While the proposed development is significantly higher than the existing structures on site the proposal will not adversely affect daylight and sunlight receivable to rear facing windows and gardens to these properties. As pointed out above the part of the building closest to the Park Road properties has been amended from the last scheme

by siting the building further into the site in addition to reducing the overall height of the building. Planting is proposed next to this side elevation of the building, therefore helping to soften the bulk and mass of the building as viewed from these neighbouring properties.

- 9.20 In this particular case a daylight and sunlight study has not been submitted, however in this instance and in accordance with BRE guidance 'Daylight and Sunlight: a good practice guide' 1991 no further analysis is required as the development (in relation to Park Road properties) falls beneath a 25 degree angle taken from a point two metres above ground level. As such no further analysis is required as adequate daylight and sunlight will still be available to these properties.
- 9.21 The proposed building has also been carefully sited in relation to Colina House directly opposite. The building has been aligned to keep clear of the main three storey form of Colina House, therefore minimising its impact in terms of loss of daylight/ sunlight and overshadowing. It is accepted that the positioning of such a building will have some impact on Colina House, however bearing in mind the nature of this road and the buildings on it, the positioning of such a building in terms of distances and layout is acceptable and not uncommon for mews style developments.
- 9.22 Given the distances between the proposed block and the back of the nearest property on Haringey Park (20.5m), the proposal will not adversely affect the daylight/ sunlight to the rear windows of this property and its rear garden.
- 9.23 The fenestration to the building has been carefully considered to avoid adverse overlooking to neighbouring properties. As pointed out above the building has been aligned to keep clear of the main three storey form of Colina House. There will be some habitable windows and balconies on the northern elevation of the building which will be closer than the normal privacy standards (i.e. 20m for two-storey development, with 10m for each additional floor). In this instance it will be conditioned that a section (i.e. below a height of 1.7m above floor level) in respect of the four side facing windows (serving two bedrooms and two kitchens) will be fixed and obscured glazed. The one balcony on this side elevation will be surrounded by a 1.5m high obscure glazed balustrade, therefore minimising overlooking. Along the southern elevation of the building there will be five windows all of which can be obscure glazed, as they are either serving bathrooms or are secondary windows. The presence of five side facing windows on this side of this building will not compromise the re-development of the adjoining large warehouse site if it comes forward in the future.

Transportation & Parking

- 9.24 The application site has a PTAL rating of 5 and is within walking distance of a number of bus routes and Turnpike Lane Underground Station. It is envisaged that many of the future occupants of this development are likely to use sustainable travel modes for the majority of their journeys to and from the site.

- 9.25 Vehicular and pedestrian access to the site will be from Colina Mews. Parking spaces will be provided to the rear of the block comprising 4 car parking spaces including a disabled parking for the flats, 3 spaces for the Langham Club and 1 parking space for the delivery vans serving the Club. The level of parking provision is in line with Haringey's UDP standards. It is noted from the plans submitted that 9 secure and covered bicycle spaces are proposed, however in order to meet current London Plan standards this will need to be increased to 10, which will be secured by way of a planning condition.
- 9.26 The site is accessed directly from Colina Mews which measures approximately 7m in width and does not have any segregated footway provision. According to guidance contained within the 'Manual for Streets' a minimum width of 4.1m is required to enable two cars to pass each other. The Council's Transportation Team consider that due to the low level of traffic using this road and the operation of a one-way system on the adjoining Colina Road, the anticipated occurrences where two vehicles will need to pass each other will be infrequent. However, in order to improve safety and to generally encourage journeys by foot and bicycle the applicant will be required to contribute to a scheme to upgrade the existing five lamp columns on Colina Mews. In addition a redundant vehicle access to the site will need to be closed with some minor repair to the carriageway.
- 9.27 Access within the site for emergency vehicle and service vehicles is considered acceptable. The scheme meets the minimum 3.7m width for fire appliance access and has a sufficient turning space within the site for vehicles to manoeuvre.
- 9.28 It is considered that the proposed development will generate less vehicular traffic than that associated with the site's current use. As such it is considered that the proposed development will have no adverse impact on the surrounding highway network or on car parking demand with the area.

Sustainability

- 9.29 Policy 5.3 'Sustainable Design and Construction' of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 'Minimising Carbon Dioxide Emissions' states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- 1 Be Lean: use less energy
 - 2 Be clean: supply energy efficiently
 - 3 Be green: use renewable energy
- 9.30 Achieving more sustainable patterns of development and environmentally sustainable buildings is also a key objective of local planning policy. Policy

SP4 'Working towards a low carbon Haringey' requires all new development to achieve a minimum 25% reduction in total (regulated) CO2 emissions in line with Code for Sustainable Homes Level 4. A condition will be imposed requiring this development to meet Code Level 4. The large flat roof with surrounding parapet is seen as suitable for installing photovoltaic panels.

Planning Obligations

- 9.31 Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.
- 9.32 In line with SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted is calculated to amount to £32,750.
- 9.33 A contribution of £13,500.00 is being sought to upgrade the existing street lighting along Colina Mews. In addition a sum of £1,000 is required for the amendment of the relevant traffic management order(s) (TMO) to 'car cap' the development, meaning that no residents therein will be entitled to apply for a parking permit.
- 9.34 As outlined above a 'Three Dragons' viability assessment has been carried out, based on figures submitted by the applicant showing the scheme is not viable to provide any more contributions or meet the requirements of SP2. The build costs and sale values put forward are considered reasonable. As indicated above the developer will provide the working men's club with 3 flats which will provide an income towards the upkeep and running of this community facility. The working men's club is a non-profit organisation which provides a range of facilities for its members' and the local community. The club has operated since 1915 and building in question is in need of repair. The public benefit associated with this scheme will help secure the refurbishment of the Club and provide a future revenue stream, which is considered to outweigh the affordable housing contribution in this instance.
- 9.35 In this particular case an overage clause will be included in the S106 agreement to allow the LPA to re-negotiate the agreement associated with any changes in the specific circumstances of the application or the financial viability of the scheme, arising from any upturn in the viability of the scheme. In this case the developer has already signed a legal agreement with the trustees of the Langham Club requiring the developer to commence work within six months of the granting of planning consent. This represents a strong guarantee that the scheme in its current form and current contractual obligation will come forward.

- 9.36 The proposal will be liable for the Mayor of London's CIL as the proposal is for new residential units. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £28,882 (825 sq.m. x £35). This will be collected by the Council after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and is subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

10.0 HUMAN RIGHTS

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

11.0 EQUALITIES

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

12.0 CONCLUSION

- 12.1 The position, scale, mass, detail and alignment of the proposed building is considered to be acceptable and addresses the concerns raised in respect of the previous application for this site. The building will be of modern and simple appearance with active frontage onto Colina Mews, serving to improve the site's interface and appearance on the Mews in addition to bringing a previously-developed and underutilised site into beneficial use.
- 12.2 The proposal will deliver 9 private flats of an acceptable size and standard of accommodation and will make a positive contribution to the Borough's housing supply. The density of the proposed scheme is compatible with recommended density standards and is appropriate for the site and surroundings, bearing in mind its close proximity to public transport links and a town centre. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring occupiers or adversely affect local residential amenity.
- 12.3 Having considered the proposal against the NPPF, the London Plan and Local Plan, including saved UDP policies 2013 (in particular policies 3.3-3.5, 7.4 and

7.6 of the London Plan 2011, SP0, SP1, SP2 and SP11 of the Local Plan 2013 and saved policies UD3, UD7, HSG2 and M10) and Supplementary Planning Guidance and Documents and taking into account other material considerations, Officers consider the proposed development to be acceptable and consider that planning permission should be granted subject to a Section 106 Agreement being entered into and suitable planning conditions being imposed.

11.0 RECOMMENDATION

- 11.1 Following completion of the S106 Agreement referred to above planning permission be GRANTED in accordance with planning application drawings 665-2-COM-101A and 665-2-COM-102 and the conditions outlined below:

IMPLEMENTATION

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

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

2. The development hereby authorised shall be carried out in 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. A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The sample panel shall be retained on site until the work has been completed. Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

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

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

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

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

5. A landscaping scheme for the treatment of the surroundings of the proposed development including the planting of trees, hedging and shrubs in addition to an associated maintenance regime shall be submitted to, approved in writing by the Local Planning Authority. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

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

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

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

Reason: To prevent adverse light pollution to neighbouring properties

7. Notwithstanding details on the approved plans cycle storage for 10 bicycles shall be provided prior to the occupation of the development, and thereafter permanently maintained and retained thereafter.

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

CONSTRUCTION

8. Before the 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. The results of this investigation shall be submitted to, and approved by the local planning authority, before other works are 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.

OTHER

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

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

9. The first and second floor windows on the north facing elevation of the building hereby permitted shall be constructed so that no part of the framework less than 1.5m above finished floor level shall be openable. Any part below that level shall also be glazed with obscure glass which shall be retained in that form thereafter

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

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.

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

INFORMATIVE: The proposal will be liable for the Mayor of London's CIL as the proposal is for new residential units. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £28,882.00 (825.sq.m x £35). This will be collected by the Council after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

APPENDIX 1: COMMENTS ON OBSERVATIONS/ COMMENTS MADE

No.	Stakeholder	Comment	Response
1	<u>Haringey</u> <u>Transportation</u>	Transportation consider that the proposed development would generate less vehicular traffic than that associated with the site's current use. It is not anticipated that the proposed development would have any significant adverse impact on the surrounding highway network or car parking demand at this location. Therefore, there are no highways and transportation objections to the above development proposal, subject to the imposition of the suitable conditions.	Comments noted and conditions secured by way of S106 Agreement.
2	<u>Environmental</u> <u>Health</u>	Ask for a number of conditions (relating to land contamination, control of dust etc) to be included on the decision notice.	Conditions included.
3.	<u>London</u> <u>Underground</u>	No comments to make	Noted.
4	<u>Thames Water</u>	Thames Water would advise that with regard to water infrastructure it has no objection but asks for some informatives to be added.	Added.
5.	<u>Waste Management</u>	Adequate storage and collection arrangements must be in place to service 1 x 3 bed and 1 x 1 bed and 7 x 2 bed dwellings. Full kerbside set consisting of refuse and recycling bins should be provided. Side waste and uncontrolled waste accumulations must be avoided.	A bin store area of an acceptable size is provided immediately inside the access to the site which is within easy reach for collection.
6	<u>Local Residents</u>	A. Scale of development is not in keeping with neighbouring properties – it is taller,	The character of the immediate area is varied and while the building in question is higher than the typical two-storey terrace dwellings in the area, there are also 3 storey building in the area (Colina House, 1-27 Hallam Road).

No.	Stakeholder	Comment	Response
		<p>bulkier and more densely populated. Looks like it's squashed into an incompatibly small space.</p>	<p>The density of the scheme is acceptable and the building will sit comfortably within the site without adversely affecting the amenity of neighbouring occupiers. The height of the building (now 9m) was reduced compared to the earlier scheme submitted.</p>
		<p>B. The garages on the site may not be that pretty but they are low-rise and provide what is a welcome open space between the surrounding houses.</p>	<p>The building to plot relationship is considered acceptable and while the character of the site will change, there is still open space around the building; in particular in between the building and the residential properties to the north (12m gap).</p>
		<p>C. The building's appearance does nothing to retain a sense of proportion or to display any similarity to surrounding residences.</p>	<p>National, London or local planning policy does not attempt to impose architectural styles or particular tastes. The development form and style proposed here while modern is considered acceptable. The building will be faced in brickwork and will have fenestration of a domestic scale and as such is considered to be sympathetic to its surroundings.</p>
		<p>D. No attempt to integrate 'sympathetically' with its surroundings and no affinity with its environs.</p>	<p>As 1c above, the design and form does pick up on the design, form and appearance of Colina House, in terms of height, the use of brick and fenestration.</p>
		<p>E. Proposed buildings will massively overwhelm the small space.</p>	<p>As 1b above, the scale of the building relative to the size of the site and its surroundings is considered acceptable.</p>
		<p>F. The red brick proposed is completely different to the majority of other residences (two storey buff brick terraced houses) in both height and appearance.</p>	<p>Comment noted. The brick as indicated at this point is indicative and is not agreed. A stock brick may be more acceptable here. This matter will be considered in more detail when discharging the condition on materials.</p>
		<p>G. A development of new houses would be more appropriate.</p>	<p>The application before Officers/ Planning Committee is for flats and while a scheme for houses may also work on this, this scheme for flatted units has to be considered on planning merit and in this is considered to be acceptable and to be in accordance with planning policy.</p>
		<p>H. Loss of sunlight/ daylight to properties on</p>	<p>As outlined above adequate daylight and sunlight will still be available to</p>

No.	Stakeholder	Comment	Response
		Park Road and Colina Mews.	neighbouring properties. The building is sited sufficiently away from these neighbouring properties/ buildings.
		I. Plans only show angle of light fall for Park Rd residences, properties to the east and west side are also blighted.	The same test (25 degree angle test) would not be breached in relation to other neighbouring properties.
		J. Loss of privacy to Colina House flats	The proposed building has been carefully sited in relation to Colina House directly opposite. The building has been aligned to keep clear of the main three storey form of Colina House and as such windows will not directly face each other. The positioning of such a building in terms of distances and layout is acceptable and not uncommon for mews style developments.
		K. Overlooking of properties in Haringey Park.	Given the distances between the proposed block and the back of the nearest property on Haringey Park (20.5m), the proposal will not adversely affect the amenity/ privacy of Haringey Park residents.
		L. Noise and pollution from extra cars.	The comings and goings associated with the parking for the proposed scheme will not be significant. It is considered that the proposed development would generate less vehicular traffic than that associated with the site's current use. The existing vehicle repair workshop operating from the site currently generates some noise/ traffic which would cease with the implementation of this scheme.
		M. The amount of coming and going will seriously affect residential amenity.	As response to 11 above.
		N. Will the delivery times to the Langham Social Club be within normal working hours?	Deliveries are expected to be during normal working hours.
		O. Inadequate parking provision.	Bearing in mind the public transport accessibility level /PTAL for the area the level of parking provision is considered to be acceptable.
		P. No mention or commitment to provide low cost housing.	It is accepted that the scheme does not provide affordable housing however the scheme will provide good quality accommodation which will contribute positively to local housing need and the Borough's housing supply.

No.	Stakeholder	Comment	Response
		Q. Request for gated access to either side of the Mews to reduce dumping.	Colina Mews is an adopted highway and as such it would prove very difficult to restricted access in this manner. The introduction of a residential block of the type proposed will lead to better surveillance and in particular the upgrading to lighting will improve the quality of the Mews.
		R. Nothing in the proposal that suggests that the developers intend to make any real effort towards sustainability	The new units will be designed to meet the requirements of Code Level 4 – 'Code for Sustainable Homes'. The large flat roof with surrounding parapet is seen as suitable for installing photovoltaic panels.
		S. Application is misleading in that the site is on Colina Mews	The address given for the application is the correct one. By using this address there is no intention to mislead the Council or the public as to the location of the site and access to the site. It is clearly shown that access will be from Colina Mews from which the application site has the benefit of access.
.	Low Profile Holdings (owners of adjoining site)	<p>A. Concerns about reduction of 1m in the gap between the proposed building and the southern boundary.</p> <p>B. Concern that the proposed development proposes habitable rooms and windows on the southern façade immediately adjacent to existing vehicle delivery point for the warehouse.</p> <p>C. Negative impact on the design and layout of a residential scheme for the site in question.</p> <p>D. Will the flats on the southern side of the proposed development receive sufficient daylight.</p> <p>E. Is the floor to ceiling height acceptable.</p>	<p>The gap ranges from 2m to 1m at the closest point. Such a gap/arrangement between buildings is not uncommon.</p> <p>All of the windows along the southern elevation of the building are either serving bathrooms or are secondary windows, with the exception of one window. The presence of side facing windows will not compromise the re-development of the adjoining large warehouse site if it comes forward in the future.</p> <p>The scheme as proposed is not viewed as having a negative effect on this adjoining site.</p> <p>The flats in question are triple aspect and will receive good levels of daylight/sunlight.</p> <p>A floor to ceiling height of 2.5m would be preferable. In this instance the height of the building has been reduced to address concerns about the bulk and form of the building as viewed from neighbouring properties. The 2.4m</p>

No.	Stakeholder	Comment	Response
		<p>F. Impact on existing warehouse operations and valuable employment benefit of adjoining site.</p>	<p>height proposed is still considered acceptable leading to an acceptable quality of accommodation. The floor to ceiling height are in excess of Building Regulation Standards 2.3.</p> <p>The presence of a building to the north of this warehouse building will not affect the functioning of this employment site. This use currently sits next to residential use along the eastern side of Colina Mews. As per the existing arrangement both land uses can co-exist without adversely affecting each other. Prospective purchasers and/or tenants will be perfectly aware of the adjoining commercial building and its activities, and therefore, any complaints made would have no basis on which to expect the adjoining commercial property to modify its business operations.</p>

Planning Committee 14 October 2013

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/1692	Ward: Alexandra
Date received: 16/08/2013	
Last amended date: 01/10/2013	

Address: Sunshine Garden Centre, Durnsford Road N11 2EL**Proposal:** Erection of new two-storey retail building with ancillary restaurant to replace existing building with existing restaurant**Existing Use:** A1/A3**Proposed Use:** A1/A3**Applicant:** Mr E Loughrey Sunshine Garden Services Ltd**Ownership:** Private**DOCUMENTS**

Planning Application Form

CIL Form

Design Statement

Transport Statement

PLANS

Plan Number	Rev.	Plan Title
		Location Plan
3211 101	C	Existing Site Plan
3211 201	B	Proposed Site Plan
3211 203	B	Proposed south east elevation and ground floor plan
3211 204	B	Proposed east elevation and first Floor plan
3211 205	B	Proposed section, elevation and roof plan
3211 210		Site plan showing access construction and hoarding details
3211 202	B	Site elevation of existing and proposed

Case Officer Contact:

Valerie Okeiyi

P: 020 8489 5120

E: Valerie.okeiyi@haringey.gov.uk

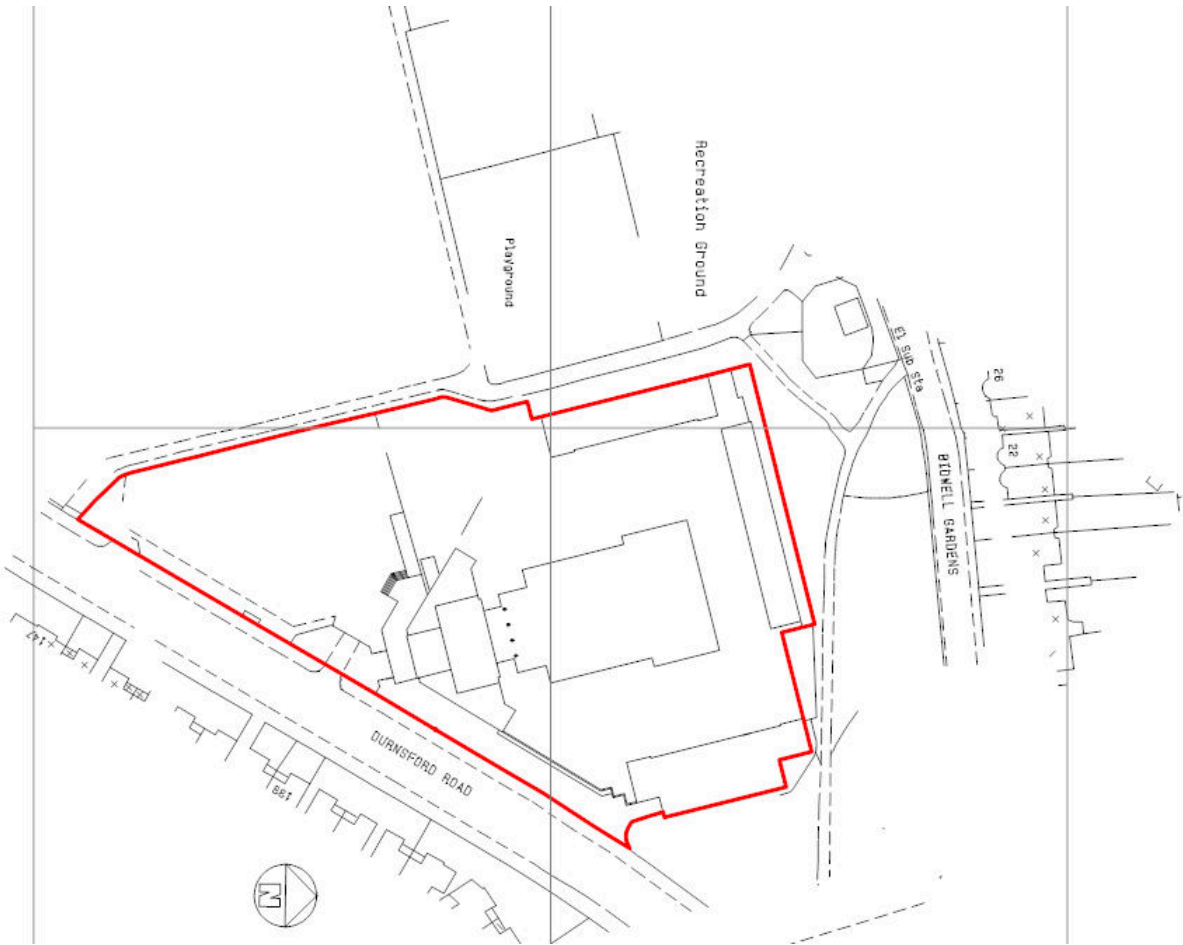
RECOMMENDATION**GRANT PERMISSION** subject to conditions**SUMMARY OF REPORT:**

There are a number of benefits to this scheme that outweigh any perceived disbenefits. The proposed use would remain the same. The replacement building would appear subordinate to the main building and the design including materials would be sensitive to the existing building and surrounding area. The replacement building would give the site an appearance that would not detract from the open character of the area as a whole. The scheme would provide soft landscaping to soften the appearance of the replacement building. The proposed increase in parking spaces is considered adequate for the purposes of serving the proposed development. The cycle parking proposed will further encourage the use of sustainable modes of transport and the scheme would introduce measures to reduce the energy emissions of the proposed building.

TABLE OF CONTENTS

1.0	PROPOSED SITE PLAN
2.0	IMAGES
3.0	SITE AND SURROUNDINGS
4.0	PLANNING HISTORY
5.0	DESCRIPTION OF PROPOSED DEVELOPMENT
6.0	RELEVANT PLANNING POLICY
7.0	CONSULTATION/RESPONSES
8.0	ANALYSIS / ASSESSMENT OF APPLICATION
9.0	HUMAN RIGHTS
10.0	EQUALITIES
11.0	RECOMMENDATION
12.0	CONDITIONS
13.0	APPENDICES
	Appendix 1: Consultation Responses

1.0 PROPOSED SITE PLAN



Birds eye view of site

2.0 IMAGES



View of entrance from car park



View of existing car park



Central building viewed from Durnsford Road



View of the parapet wall fronting Durnsford Road



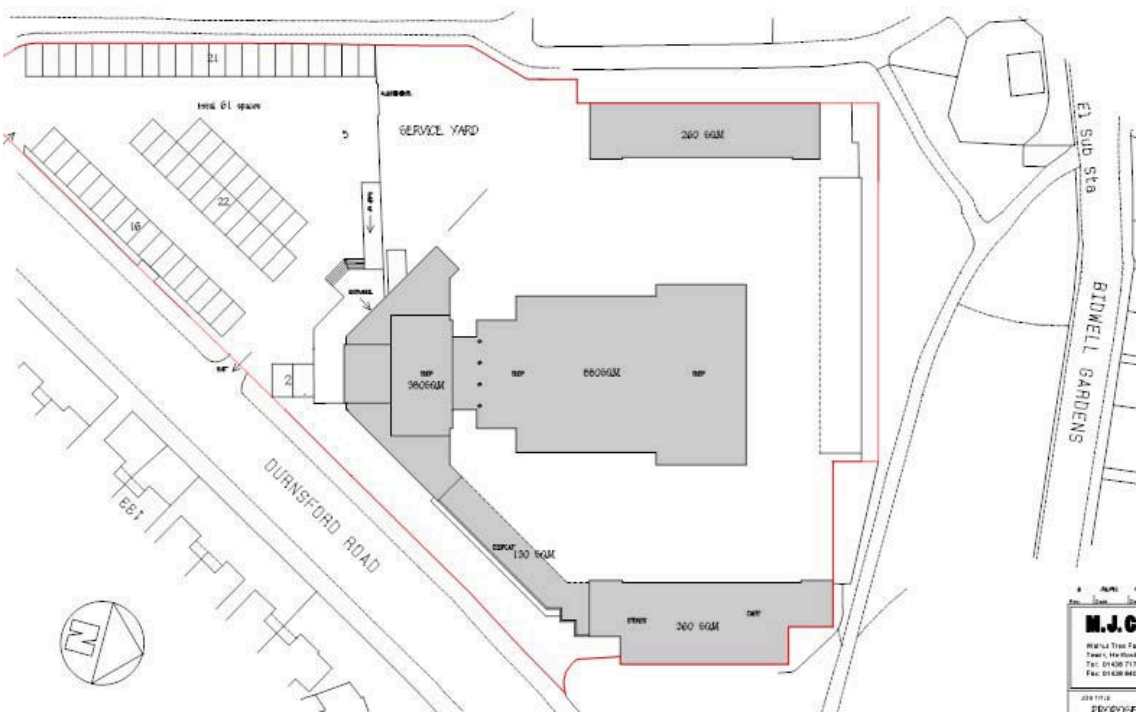
View of the damage caused to the existing building



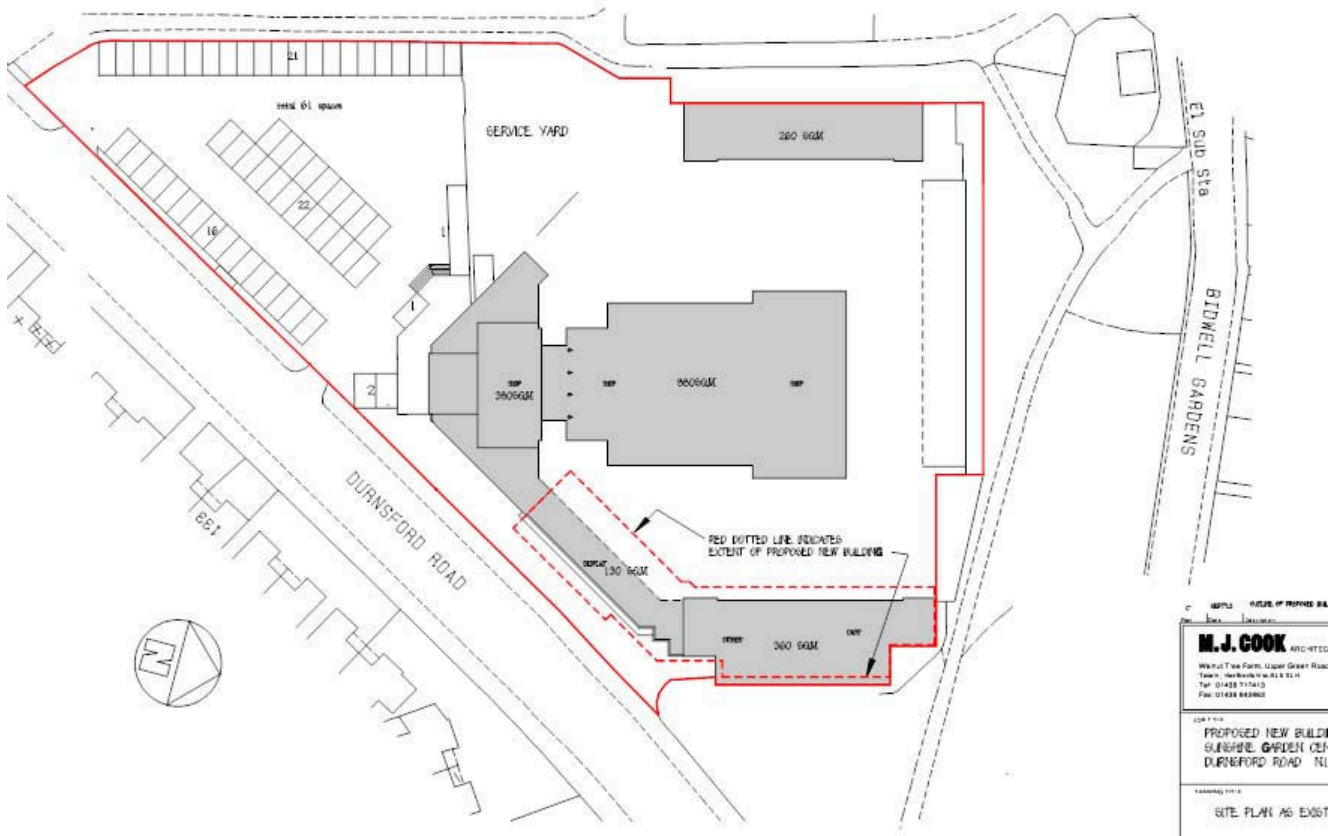
View from the open green space



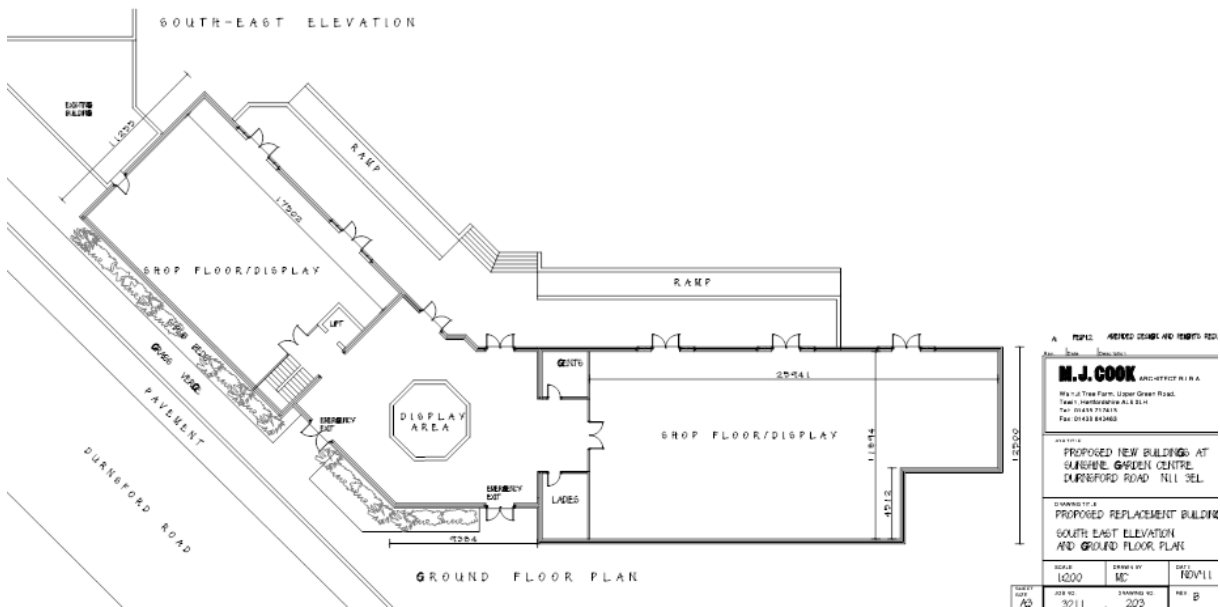
View of timber boarding façade from Durnsford Road



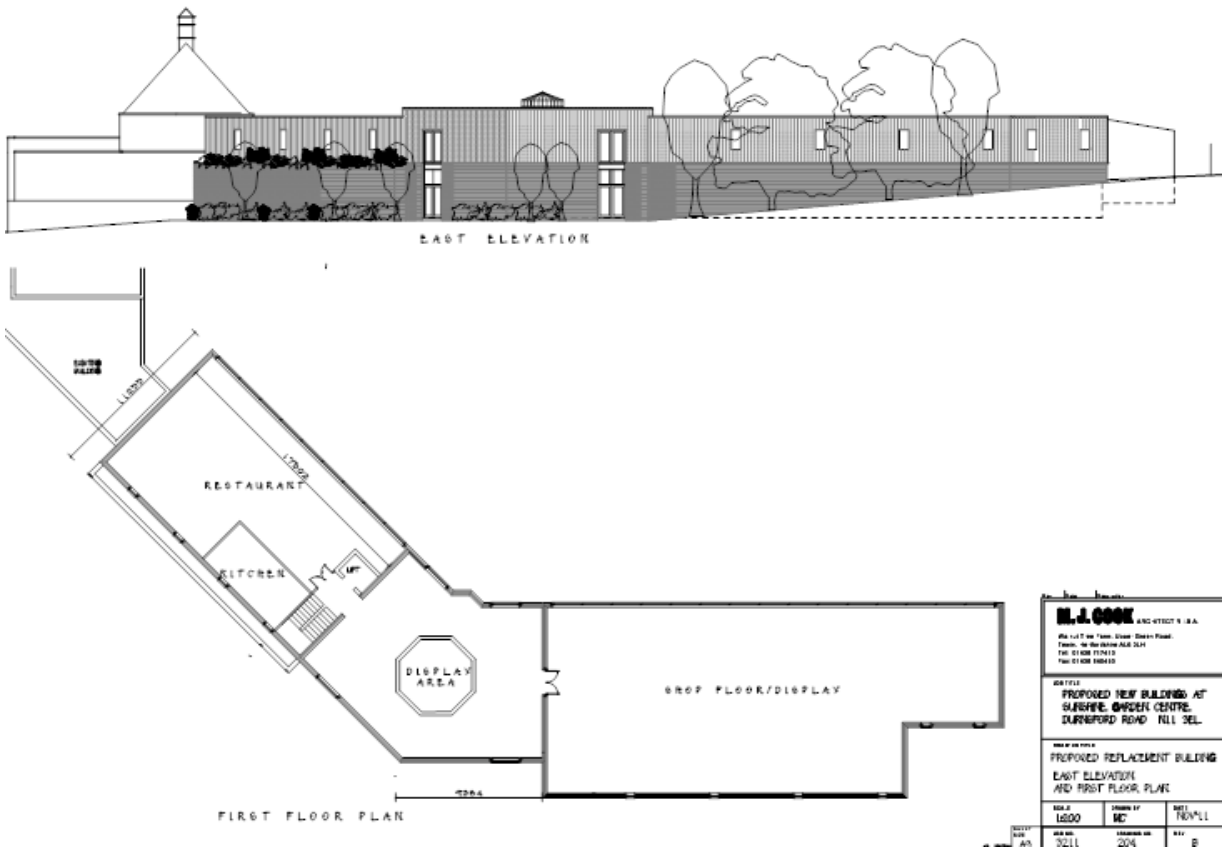
Existing site plan



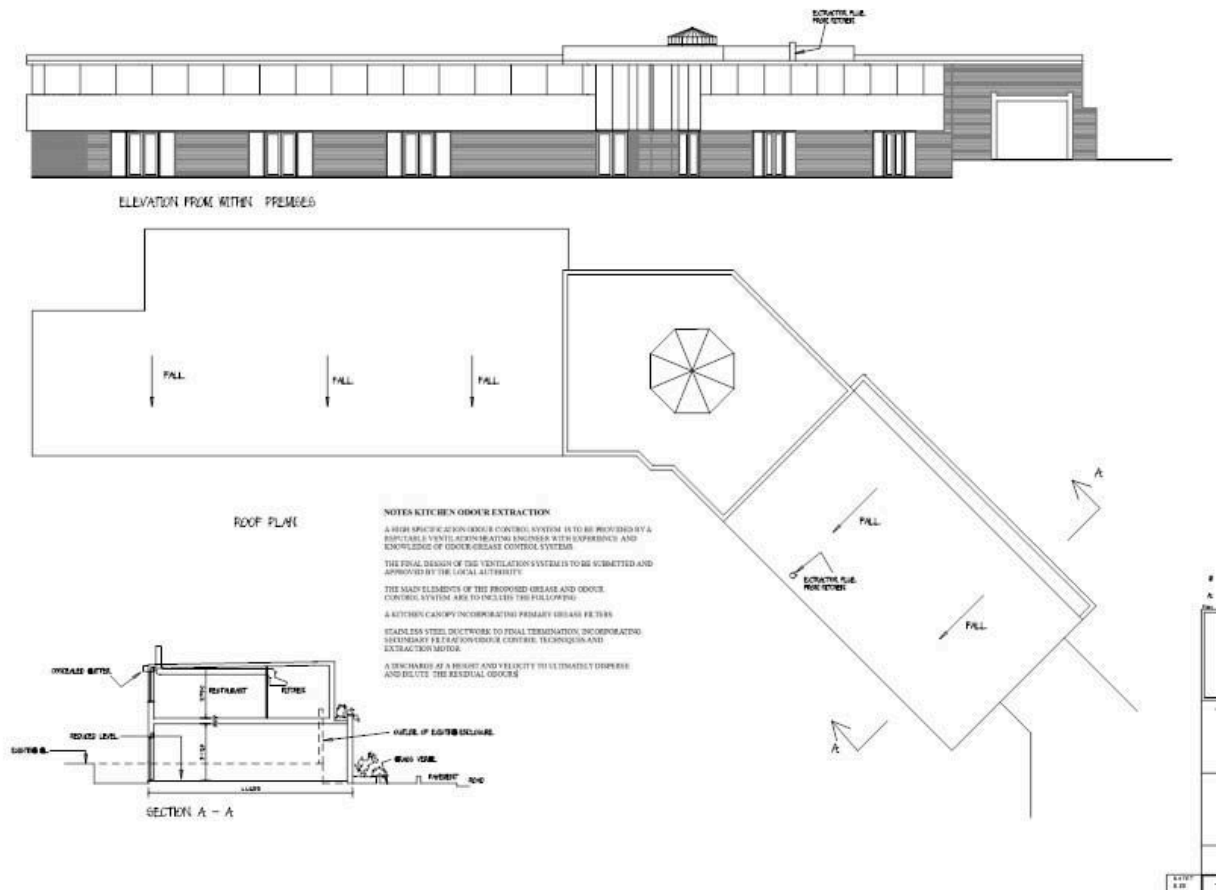
Proposed site plan with dotted lines indicating outline of existing building



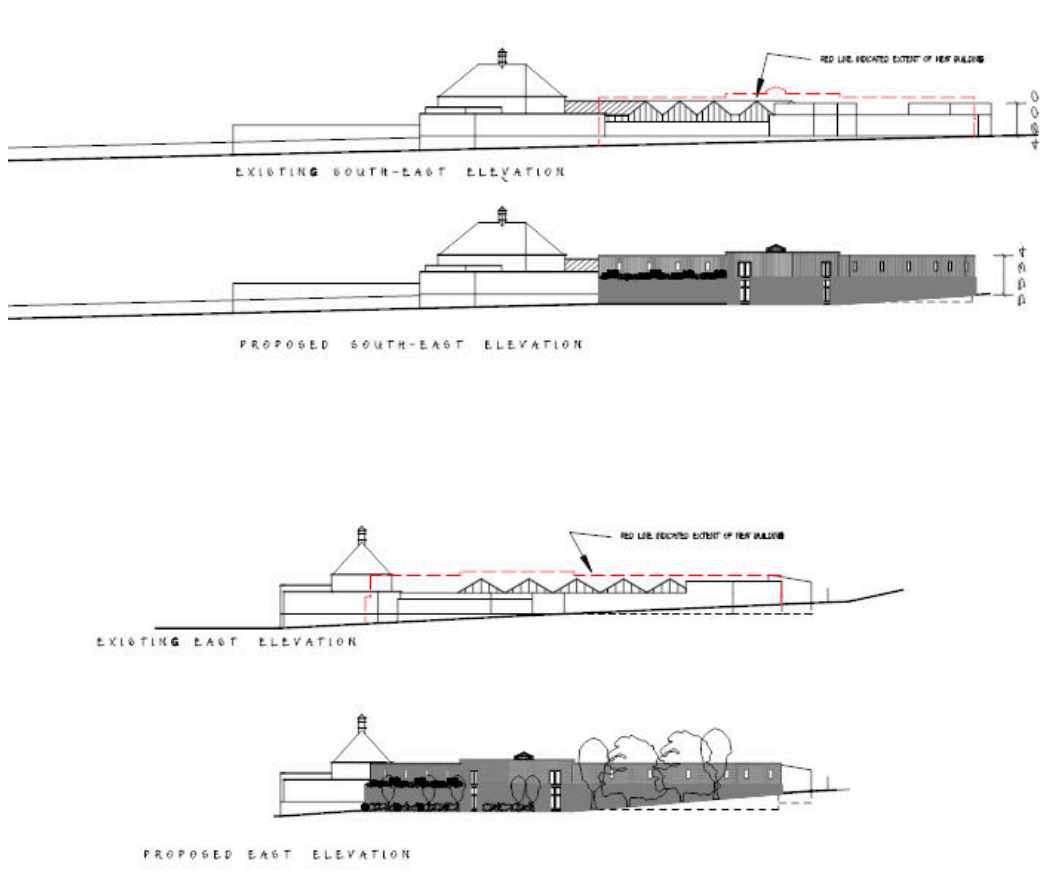
Proposed south east elevation and ground floor plan



Proposed east elevation and first floor plan



Section, elevation, roof plan and extract duct



Site elevation of existing and proposed

3.0 SITE AND SURROUNDINGS

- 3.1 The site is located within the Albert Road Recreational Ground on Durnsford Road and is located within the Metropolitan Open Land (MOL) and just outside the SINC (Sites of Importance for Nature Conservation Importance) Borough Grade II. The site does not lie within a conservation area. The site fronts Durnsford Road and backs onto a school, Muswell Hill Golf Course, allotment gardens and Bidwell Gardens. Directly opposite the site are several residential streets.
- 3.2 The garden centre which has a floor area that totals 1,990 sqm was started in 1990 on the site of an old swimming pool. Over the years, many changes have taken place, but traces of its former life can still be seen around the site. The existing garden centre and restaurant/retail premises comprises of a building of the inter war style with a mixture of classical and vernacular style with a steep vernacular clay tile hipped roof with a prominent copper clad lantern and high brick parapet wall. The central building stands up above the two wings. It also has three very prominent symmetrical entrance doors with steps leading into the existing car park which is accessed from Durnsford Road. There are a range of buildings running from the access building. This application focuses on the eastern wing which has a parapet wall fronting Durnsford Road, shrouded in climbing plants and screened by extensive shrubbery followed by a grass verge and the pavement. Corrugated plastic sits behind the wall where it drops, followed by timber boarding with a rendered building behind it, which fronts onto open green space. The timber building has windows in-filled with glass blocks.

4.0 PLANNING HISTORY

4.1 Planning Application History

Planning - [HGY/1989/0501](#) – WDN- 25-09-89 - Erection of eleven , demountable one and two storey housing units.(Outline)

Planning - [HGY/1991/0986](#) – GTD - 02-12-91 - Removal of conditions 3 & 4 attached to planning permission HGY/38765 for use as garden centre.

Planning - [HGY/1992/0445](#) - GTD - 07-07-92 - Redevelopment of existing garden centre to provide improved facilities, including, indoor and outdoor plant areas, indoor showroom and shop with offices over.(Outline Application)

Planning - [HGY/1992/0809](#) – REF - 27-10-92 - Redevelopment of former Lido Site to provide Public Sector Housing (Outline Application).

Planning - [HGY/1995/0445](#) – GTD - 06-06-95 - Retention of hoarding (2.4m high) on boundary with car park to provide security protection for a temporary period.

Planning - [HGY/1995/0571](#) – WDN - 06-02-97 -Details pursuant to reserved matters relating to outline planning permission HGY/44971 namely siting, external appearance and landscaping.

Planning - [HGY/1996/1593](#) – GTD - 04-02-97 - Redevelopment of existing garden centre including extensions to provide improved facilities including provision of caretakers accommodation (Amended Scheme).

Planning - [HGY/2000/1768](#) –PENDING- Construction of a radio base station comprising six no. panel antennae supported on poles off the structure.

Planning - [HGY/2002/0692](#) – GTD - 06-08-02 - Erection of a 2 metres railing between brick piers along Durnsford Road.

Planning - [HGY/2002/1537](#) – GTD - 03-12-02 - Erection of new fencing on the boundary with the park and new fencing with piers along Durnsford Road. Installation of new ramp and stairs to building.

Planning - [HGY/2004/1799](#) – REF - 05-10-04 - Temporary vehicular crossover to Durnsford Road (Classified Road).

4.2 Planning Enforcement History

BWC/2002/00220 – Unauthorised building works – Closed – 20-01-2005

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 The current scheme is the result of discussions that began with a pre-application meeting reference; PRE/2011/0059, which was followed by further amendments which has led to the current design with substantial improvements, following advice from officers.

5.2 Permission is sought for the demolition of the existing single storey building and its replacement with a new two-storey building to the east of the central building that would remain unaltered. The floor area of the existing building totals 1,990 sq metres. It is proposed to remove 490 sq metres and provide an additional 1,460 sq metres making a total of 2,960 sq metres which is

considerably less than the area of 3,955 sq metres, that was approved under planning reference: HGY/1992/0445.

- 5.3 The replacement two storey wing would increase in footprint and project out towards the rear by 3.6m and 2.5m facing the highway, which gradually steps back as the building turns. The northern end of the building would be set back from the original building line by 1.4m facing the open green space and increase by 2m at the rear. The first floor element of the proposed building closest to the central building would be set back by 1m in order to lessen the impact on the highway and planting is proposed behind the ground floor parapet wall. The height of the new building would increase so that the roof is level with the eaves of the central building. To achieve this height, the building would be positioned at lower floor ground level along the existing grass verge that runs along the road frontage rather than the existing raised level within the garden centre.
- 5.4 The layout would comprise of two shop floors and central display area with toilets on the ground floor level and a shop floor, central display area and restaurant with kitchen on first floor level. The ground floor toilet would also serve the shop and restaurant on the first floor. A lift is proposed for access onto the first floor.
- 5.5 The south east and east elevation which fronts the highway would have two emergency exits on ground floor level and smaller windows with two larger windows on first floor level. The rear elevation (elevation from within the premises) would have seven external doors on ground floor level with extensive glazing on first floor level. The external doors would be double swing automatic doors. A small octagonal glazed dome has been included within the flat roof to provide a feature within the central core.
- 5.6 The proposed building would be constructed using facing bricks to match the existing brickwork and the first floor wall facing the highway would have vertical stained timber boarding and small windows built with glass blocks. The rear elevation would be extensively glazed.
- 5.7 The existing grassed verge from the existing wall that fronts the highway that is currently 6.2m deep would be reduced to 2.4m to accommodate the proposed two storey building. This area of land would be landscaped.
- 5.8 The garden centre currently benefits from a private car park, for up to 60 vehicles. The proposal increases the level of parking spaces to 70 spaces including two disabled parking bays. Cycle parking is also proposed close to the entrance to the building.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant national, regional and local planning policy, including relevant policies within the:

National Planning Policy Framework
The London Plan 2011
Haringey Local Plan: Strategic Policies
Haringey Unitary Development Plan (2006) (Saved remnant policies)
Haringey Supplementary Planning Guidance and Documents

For the purpose of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the London Plan 2011, the Haringey Local Plan 2013 and 39 remnant saved policies in the Haringey Unitary Development Plan 2006.

6.1.1 National Planning Policies

National Planning Policy Framework

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

6.1.2 Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable Energy
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 6.13 Parking
Policy 6.9 Cycling
Policy 7.17 Metropolitan Open Land

6.1.3 Local Planning Policies

Local Plan 2013 – 2036 (17 Strategic Policies (SP))

SP0 The presumption in favour of sustainable development
SP4 Working towards a Low Carbon Haringey
SP7 Transport
SP11 Design
SP13 Open Space and Biodiversity
SP16 Community Facilities
SP15 Culture and leisure
SP8 Employment
SP7 Transport

Haringey Unitary Development Plan (Adopted 2006)

39 remnant saved UDP policies;
UD3 General Principles

UD7 Waste Storage
OS 17 Tree Protection, Tree Masses and Spines
TCR5 A3 Restaurants and cafes, A4 Drinking Establishments and A5 Hot Food Takeaways
EMP5 Promoting Employment Uses

7.0 CONSULTATION

7.1 The Council has undertaken consultation. A summary list of consultees is provided below

7.2 Internal Consultees

- Haringey Environmental Health – Food & Hygiene
- Haringey Environmental Health – Noise & Pollution
- Haringey Waste Management/Cleansing
- Haringey Building Control
- Haringey Transportation Team

7.3 External Consultees

- Ward Councillors
- Bounds Green & District Residence Association

7.4 Local Residents

- 40 residents and businesses.

7.5 A summary of the responses received are as follows;

LBH – Transportations comments

- The proposed increase in parking space is considered adequate for the purposes of serving the proposed development.
- The site has not been identified within the Haringey Council adopted Unitary Development Plan (saved polices 2013) as that suffering from high on-street parking pressure.
- The cycle parking proposed will further encourage the use of sustainable modes of transport.

LBH - Environmental health

- I am satisfied that they have now provided adequate information relating to location, details of the odour control methods and in particular the direction of the flue.

LBH – Arboriculturalist

- It appears the footprint facing the park is the same as the existing, so this alone would have no impact on the adjacent open space and the trees located there.
- There are concerns as to whether access is required onto the open space to facilitate the construction of the proposed new building.
- Details of the boundary treatment (i.e. hoardings, etc) that is to be installed during the development process is required

Local residential (2 letters received)

- The new proposal appears to alter the original building and its height;
- There are concerns with the specification of the material proposed for the first floor;
- The proposal does not include details of an operation plan for the new restaurant;
- There are concerns of noise nuisance for the surrounding properties;
- A neighbour concerned on Durnsford Road would like to know how privacy would be ensured to the properties directly opposite the new building;
- There are concerns with the final landscape design;
- Parking requirements in the area will be affected;
- There is an issue with on-street car parking on pavements and blocking the driveway over the Christmas and Halloween period.

ANALYSIS / ASSESSMENT OF THE APPLICATION

Taking account of the development plan, comments received during the processing of this application and other material considerations, the main issues in this case are:

- 8.1 The presumption in favour of sustainable development;
- 8.2 Principle of development;
- 8.3 Employment;
- 8.4 Demolition of existing building;
- 8.5 Impact on the Metropolitan Open Land (MOL);
- 8.6 Design, height, bulk and scale;
- 8.7 Impact of proposal on living conditions of surrounding residents;
- 8.8 Transport considerations/Access;
- 8.9 Landscaping;
- 8.10 Trees;
- 8.11 Waste Management;
- 8.12 Energy and sustainability;
- 8.13 Community Infrastructure Levy (CIL);

8.1 The presumption in favour of sustainable development

8.1.1 Haringey Local Plan Policy SP0 states that:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord will be approved without delay, unless material considerations indicate otherwise.

Where development proposals accord with the development plan, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or*
- *Specific policies in the NPPF indicate that development should be restricted.*

8.1.2 This proposal can be considered as an example of sustainable development in that it seeks to optimise the potential of the site and provide a high quality building that would be sustainable. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration.

8.1.3 There are a number of benefits to this scheme that outweigh any perceived disbenefits. The following analysis clearly explains these.

8.2. Principle of Development

8.2.1 Local Plan Policy SP16 seeks to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey's communities. SP15 seeks to ensure that community, cultural and leisure facilities are provided to meet local needs.

8.2.2 The proposed development does not change the use of the site as it would accommodate a retail building with ancillary restaurant operating the same hours as existing. The principle of the scheme is therefore acceptable subject to impact on the MOL and furthermore, the proposal will replace the existing dilapidated building which has been damaged by large trees and shrubbery.

8.3 Employment

8.3.1 Local Plan SP8 seeks to increase and support employment. This is also reflected in Saved UDP Policy EMP 5 where proposals for employment generating uses within and outside the Defined Employment Areas will be

supported provided that any trips generated by the proposal are catered for by the most sustainable and appropriate means as set out in policy EMP5

- 8.3.2 Sunshine Garden Centre presently employs a number of local people and it is envisaged that the proposal within the garden centre will create additional jobs.

8.4 Demolition of existing building

- 8.4.1 Policy 7.4 of the London Plan (2011) seeks to ensure that in areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

- 8.4.2 The building is not located in a Conservation Area, nor is it locally listed. The existing building which forms the eastern wing of the central building and which is to be demolished is not of great architectural merit and has structural problems. Furthermore, the central building which is of great architectural merit would be retained.

8.5 Impact on the Metropolitan Open Land (MOL)

- 8.5.1 London Plan Policy 7.17 states that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. This is also reflected in Local Plan Policy SP13 and supported by paragraph 89 of the (National Planning Policy Framework) NPPF.

- 8.5.2 The height of the building increases from single storey to two storey. The foot print of the existing building is approximately 490 sq metres and the ground floor footprint of the proposed building is approximately 676 sq metres. For a building of that size, it is considered to be a modest increase in footprint. The proposed extension which would 'face' the open green space of the MOL would be set back from the original building line in order to reduce the visual impact of the building on the openness of the MOL. The element of the proposed extension 'facing' the park further to the north of the site would be located in the same area as the existing building which is considered acceptable. Although the general policy thrust is to protect MOL from new development generally in order to protect the openness and visual amenity of the MOL, it is considered in light of the planning merits discussed above that the proposed extension would only result in a minor increase in the footprint of the existing building and the increased height of the extension in view of the setback is an appropriate and a proportionate addition to the existing building which would safeguard the visual amenity of MOL and locality generally.

- 8.5.3 Finally, the current use of the building would remain and it is considered that the proposed extension itself would essentially improve the physical appearance of the existing building, therefore further contributing to the visual attractiveness of the MOL. Overall, it is considered that the proposed extension in terms of its siting, sit coverage, height and scale is appropriate to

the host building and the surrounding MOL and therefore complies with Policy 7.17 of the London Plan and paragraph 89 of the NPPF.

8.6 Design, height, bulk and scale

8.6.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan Policy SP11 and Saved UDP Policy UD3 'General Principles' reinforce this strategic approach.

8.6.2 Although the new two storey building would be larger in scale than the existing it would not appear overly bulky or out of scale in relation to the site and its surroundings. It would appear subordinate to the existing main building that would be retained and the design including materials would be sensitive to the main building and when viewed from the highway. The use of vertical stained timber boarding on first floor level is considered acceptable as it would blend in with the existing trees on site and soft landscaping to the front of the building will lessen the impact fronting the highway. Final details of the material will be secured by condition.

8.7 Impact of proposal on living conditions of surrounding residents

8.7.1 London Policy 7.6 says that new development should be of the highest architectural quality, whilst also being of an appropriate proportion and scale so as not to cause unacceptable harm to the amenity of surrounding land and buildings, especially where these are in residential use. This is also reflected in Saved UDP Policy UD3.

8.7.2 The proposal would not have an adverse impact on daylight and sunlight to nearby residential properties, as a result of the proposed development. Furthermore, the northern end of the proposed building on the side closest to the properties at Bidwell Gardens is heavily screened by trees and foliage. The houses on Durnsford Road facing the proposed building are set back at quite a distance i.e. 26m – 33m, therefore the degree of overlooking to these properties is not significant.

8.8 Transport considerations/Access

8.8.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the Parking Policies in the London Plan 2011 and Haringey Local Plan Policy SP7 and more generally in Policy UD3 of the UDP 2006

8.8.2 The proposed increase in parking spaces is considered adequate for the purposes of serving the proposed development. Further to this, the site has not been identified within the Haringey Council adopted Unitary Development Plan (saved policies 2013) as that suffering from high on-street parking pressure. In addition, the cycle parking proposed will further encourage the use of sustainable modes of transport.

8.9 Landscaping

- 8.9.1 London Plan Policy 7.5 states that public spaces should incorporate the highest quality landscaping and planting. Local Plan Policy SP11 seeks to ensure that development proposals demonstrate that opportunities for soft landscaping have been taken into account. This is also reflected in Saved UDP policy UD3
- 8.9.2 The proposed scheme would deliver shrub beds to the front of the new addition closest to the main building behind the existing grass verge with further planting proposed on the set back on first floor level.
- 8.9.3 The details can be addressed in a planning condition consistent with London Plan Policy 7.5, Local Plan Policy SP11 and Saved UDP Policy UD3

8.10 Trees

- 8.10.1 Saved UDP Policy OS17 seeks to protect and improve the contribution of trees, tree masses and spines to the local character.
- 8.10.2 The scheme would include retaining all the trees on the site. The trees that are closest to the existing garden centre building have caused major structural damage which is the reason why the building requires demolition. The proposed new building will have its foundations designed in order that the trees cannot cause any further damage. The Council tree officer has no objection to the proposal, because the footprint facing the park is the same as the existing, so this alone would have no impact on the adjacent open space and the trees located there. A condition will be applied to ensure details of the boundary treatment during the development process are submitted.

8.11 Waste Management

- 8.11.1 London Plan Policy 5.17 'Waste Capacity' and Saved UDP Policy UD7 'Waste Storage' require development proposals make adequate provision for waste and recycling storage and collection.
- 8.11.2 The details of waste management arrangement will be conditioned consistent with Local Plan Policy SP6 and saved UDP policy UD7.

8.12 Energy and sustainability

- 8.12.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions.
- 8.12.2 The development has the potential to achieve 'Very Good' BREEAM rating, this is equivalent to a 25% reduction in emissions over a Building Regulations 2010 baseline. A condition will be applied securing this.

8.12.3 The development would therefore comply with Policy 5.2 and 5.11 of the London Plan (2011).

8.13 Community Infrastructure Levy (CIL)

8.13.1 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. The total gross internal area of the development would be 1,460 sq metres. The demolished area would be 490 sq metres. Therefore the chargeable floor space would be 970sqm and the cost would total £33,950.

8.13.2 This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges if the developer fails to assume liability, or to submit a commencement notice, or for late payment or an indexation in line with the construction costs index.

9. CONCLUSION

9.1 The development proposal accords with the development plan. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration consistent with Haringey Local Plan Policy SP0. There are a number of benefits to this scheme which outweigh any perceived disbenefits to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

9.2 The benefits to the scheme are as follows;

- The scheme optimises the potential of the site for a high quality commercial building;
- The use will remain the same on site;
- The design, form and choice of materials for the proposed building have been designed sensitively to the character of the surrounding area and main central building that would be retained;
- The proposed scheme would give the site an appearance that would not impact the openness of the Metropolitan Open Land (MOL);
- The development would not impact on the living conditions of neighbouring properties;
- Soft landscaping will be introduced to soften the appearance of the building;
- The scheme would introduce measures to reduce the energy emissions of the proposed building;
- The development would encourage the use of sustainable modes of transport.

The proposal is considered to be in accordance with National Guidance and London and local policy and planning permission should therefore be granted subject to conditions.

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. RECOMMENDATIONS

GRANT PERMISSION subject to the following conditions as set out below;

IMPLEMENTATION

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following revised approved plans: 3211; 101C; 201B, 202B, 203B, 204B, 205B, 210

Reason: To avoid doubt and in the interests of good planning.

PRE-COMMENCEMENT CONDITIONS

Materials

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. The development shall be implemented in accordance with the approved samples.

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

Landscaping

4. Notwithstanding the details of landscaping referred to in the application, a scheme for hard and soft landscaping and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. Any planting details approved shall be carried out and implemented in 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 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.

Boundary Treatment

5. 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.

Construction Management Plan

6. The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Durnsford Road 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 network.

Sustainable construction

7. Prior to the implementation of the consent hereby approved, the applicant shall submit a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy set out under Policy 5.2 of the London Plan 2011 under the non-domestic elements BREEAM 'Very Good' standard. Thereafter the recommendations of the energy assessment shall be undertaken in full and required technology installed in accordance with the details approved and an independent post-installation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with Local Plan Policy SP4 and London Plan Policy 5.2.

Levels

8. 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.

Waste Storage

9. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of The London Plan.

Control of Construction Dust

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 effects of the construction upon air quality is minimised

Extract Duct/Flue

11. Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use”.

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

POST-COMMENCEMENT CONDITIONS

Cycle Parking

12. The applicant shall provide on-site cycle storage to cater for at least 6 bicycles.

Reason: In order to comply with London Plan guidance and to encourage the use of sustainable modes of transport

INFORMATIVE: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

13.0 APPENDICES

13.1 Consultation responses

No	Stakeholder	Questions/Comments	Responses
1	LBH - Transportation	<p>The application site has a medium PTAL of 4 and is served by the 102, 184 and 299 bus routes, which run with a two-way frequency of 34 buses per hour and offer links to Bounds Green underground and Bowes Park rail stations. It is therefore considered that the majority of staff and some customers would use sustainable transport to travel to and from the site.</p> <p>The proposal will result in an increase GFA from 1990m² to 2960m². However, in this case we accept the applicants argument that because of the of the existing external trading area this will represent a overall increase of 10% in retail area. The application is supported by a Transport Statement, which includes a site survey of traffic movements taken during the two busiest weeks of the year. As expected the results show that there is a peak in customers during the weekends. Although 65% of customers arrived by private vehicle, the Garden Centre benefits from a private car park, which currently caters for the demand arising from the sites current operation, offering parking for up to 60 vehicles. The applicant intends to increase the level of</p>	<p>As noted in para. 8.8 – 8.8.2 and Condition 6 ‘Construction Management Plan and Condition 12 ‘Cycle Parking’</p>

parking spaces to 70 spaces (including the designation of two spaces for the use of disabled blue badge holders), which is considered adequate for the purposes of serving the proposed development. Further to this, the site has not been identified within the Haringey Council adopted Unitary Development Plan (saved policies 2013) as that suffering from high on-street parking pressure.

It has also been noted that the proposal includes some cycle parking close to the entrance to the building, which will further encourage the use of sustainable modes of transport.

However, in order to accord with London Plan standards, the applicant will need to ensure that there is provision for at least 6 bicycles.

It is unlikely that the proposed development would result in any significant impact upon the surrounding highway network. Therefore, subject to the imposition of the following conditions the highway and transportation authority does not wish to object to the above proposal;

1. The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that

	<p>disruption to traffic and pedestrians on Durnsford Road 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 network.</p> <p>2. The applicant shall provide on-site cycle storage to cater for at least 6 bicycles. Reason: In order to comply with London Plan guidance and to encourage the use of sustainable modes of transport.</p>		
<p>The ventilation/extraction detail are now included on amended drawing no. 3211/205B. The drawing shows the location and route of the extraction duct and flue with notes added as to what the proposed system must achieve in order to achieve odour control. The actual system will be designed and supplied by a nominated sub-contractor</p> <p>Condition 11 will require details of the extract duct/flue</p>	<p>I am satisfied that they have now provided adequate information relating to location, details of the odour control methods and in particular the direction of the flue.</p>	<p>LBH – Environmental Health – Food and Hygiene</p>	<p>2</p>
	<p>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>LBH – Building Control</p>	<p>3</p>

	<p>http://www.haringey.gov.uk/buildingcontrol/</p>	<p>As noted in para. 8.10.2. Condition 5 will require details of the boundary treatment</p> <p>To address the tree officers comments; drawing no. 3211/210 provides details of the proposed hoarding, the area required for construction and the location of a temporary access.</p> <p>The area of land, shown hatched, is the area required to carry out safely required the demolition and re-construction of the building. In addition to the working space this area of land contains drainage and services to the Garden Centre which will need adjusting for the proposed development.</p> <p>The trees that are closest to the existing garden centre building have caused major structural damage which is the reason why the building requires demolition. The proposed new building will have its foundations designed in order that the trees cannot cause any further damage.</p> <p>It is worth noting that the area hatched on the drawing has been accessed many times in the past by the applicant in order to carry out repair works and</p>
<p>4</p>	<p>LBH – Council's Arboriculturalist</p>	<p>I have reviewed the plans showing the proposed new building. It appears the footprint facing the park is the same as the existing, so this alone would have no impact on the adjacent open space and the trees located there.</p> <p>However, what is not clear is whether access is required onto the open space to facilitate the construction of the proposed new building. We need confirmation of this.</p> <p>We also require details of the boundary treatment (i.e. hoardings, etc) that is to be installed during the development process</p>

<p>maintenance of the building that abuts the boundary. The proposed new building has been designed to create a gap between the boundary and the building.</p>			
<p>Responses</p>	<p>Comments</p>	<p>Neighbours Consulted – 2 letters of concern received</p>	
<p>As noted in para. 8.6.2; although the new building would be larger in scale than existing, it would not appear overly bulky or out of scale in relation to the site and its surroundings</p> <p>As noted in para. 8.6.2 and condition 3 ‘materials’ 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.</p> <p>The new restaurant will operate the same time as existing as noted in para. 8.2.2</p> <p>As noted in para. 8.2.2, the proposed use will stay the same. Condition 11 is for details of the extract duct/flue to ensure it prevents the transmission of noise and vibration into</p>	<p>The new proposal appears to alter the original building and its height</p> <p>There are concerns with the specification of the material proposed for the first floor</p> <p>The proposal does not include details of an operation plan for the new restaurant</p> <p>There are concerns of noise nuisance for the surrounding properties</p> <p>A Neighbour concerned on Durnsford Road would like to know how privacy would be ensured to the properties directly</p>	<p>123 Durnsford Road and 20 Bidwell Gardens</p>	<p>5</p>

	<p>opposite the new building</p> <p>There are concerns with the final landscape design</p> <p>Parking requirements in the area will be affected</p> <p>There is an issue with on-street car parking on pavements and blocking the driveway over the Christmas and Halloween period.</p> <p>The Neighbour from 123 Durnsford Road would like to know how privacy would be ensured to the properties directly opposite the new building</p>	<p>neighbouring premises</p> <p>Condition 4 'Landscaping' will require details of a landscaping scheme</p> <p>As noted in para. 8.8.2 the proposed increase in parking is considered adequate for the purpose of serving the proposed development. Further to this, the site has not been identified with the Haringey Saved UDP, as that suffering from high on-street parking pressure.</p> <p>As noted in para. 8.7.2 the houses on Durnsford Road facing the proposed building are set back quite a distance i.e. 26m – 33m, therefore the degree of overlooking to these properties is not significant.</p>
		<p>5</p>

