

Please note that whilst the meeting is open to the public, there are no public speaking rights in respect to agenda items 9-11 as pre-application briefings

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 29th October, 2015, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

MEMBERS: Councillors Peray Ahmet (Chair), Vincent Carroll (Vice-Chair), Dhiren Basu, David Beacham, Toni Mallett, James Patterson, John Bevan, Clive Carter, Natan Doron, James Ryan and Elin Weston

Quorum: 3

1. **FILMING AT MEETINGS**

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. **APOLOGIES**

3. **URGENT BUSINESS**

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

4. **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

5. DEPUTATIONS/PETITIONS

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

6. PLANNING APPLICATIONS (ITEM 7 ONLY)

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. ARCHWAY BRIDGE, HORNSEY LANE LONDON N8 (PAGES 1 - 22)

Listed building consent for proposed anti-suicide measures by installation of fencing to bridge parapet

RECOMMENDATION: grant Listed Building consent subject to conditions.

8. PRE-APPLICATION BRIEFINGS (ITEMS 9-11)

The following part of the meeting is to consider pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decisions will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2014 continue to apply for pre-application meeting proposals even though Members will not be

exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

- 9. INFILL SITE GARAGES BESIDE 52 TEMPLETON ROAD N15 6RX (PAGES 23 - 30)**
- 10. CROSS LANE INDUSTRIAL ESTATE, CROSS LANE, LONDON N8 7SA (PAGES 31 - 38)**
- 11. 109 FORTIS GREEN, LONDON N2 9HR (PAGES 39 - 48)**
- 12. NEW ITEMS OF URGENT BUSINESS**
To consider any items admitted at item 2 above.
- 13. DATE OF NEXT MEETING**
9 November.

Maria Fletcher
Tel – 020 8489 1512
Fax – 020 8881 5218
Email: maria.fletcher@haringey.gov.uk

Bernie Ryan
Assistant Director – Corporate Governance and Monitoring Officer
River Park House, 225 High Road, Wood Green, N22 8HQ

21 October 2015

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Planning Sub Committee 29th October 2015

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2014/3527

Ward: Hornsey

Address: Archway Bridge, Hornsey Lane London N8

Proposal: Listed building consent for proposed anti-suicide measures by installation of fencing to bridge parapet

Applicant: TfL

Ownership: London Borough of Haringey / London Borough of Islington

Case Officer Contact: Aaron Lau

Site Visit Date: 29/01/2015

Date received: 19/01/2015 **Last amended date:** 01/07/2015

Drawing number of plans and documents:

314774/C/21 Rev C – Existing Bridge Details

314774/C/31/S4 Rev PL1 – Plan, Elevation and Details

314774/C/32/S4 Rev PL1 – Elevation and Section Details

314774/C/33/S4 Rev PL1 – Option 4 3D Views

1.1 This application is being reported to Planning Committee as it is subject to significant local interest and the bridge is owned by the Council.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- This Listed Building consent is for the installation of measures to discourage the use of the bridge by those seeking to end their life. The proposals involve installation of fencing to the bridge parapets and removal of some of the existing earlier measures. Although it will cause some visual harm to the heritage asset the fact that the works are reversible means that the harm is considered to be less than substantial. This harm has been given considerable weight but it is outweighed by the public benefits of deterring and preventing future suicides from taking place at the bridge.

2. RECOMMENDATION

- (1) That the Committee resolve to GRANT Listed Building consent and that the Head of Development Management is delegated the authority to issue the permission and impose conditions and informatives.

Conditions:

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Fencing and flank piers details
- 4) Removal of the modern mesh, existing spikes, CCTV and anti-suicide signage review

Informatives:

- 1) Working with the applicant
- (2) In the event that Members choose to make a decision contrary to officers' recommendation Member will need to state their reasons.

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Appendix 1: Plans and images

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Background

- Archway Bridge carries Hornsey Lane over the A1 Archway Road. The bridge was designed by Alexander Binnie in 1897-1900, a noted London County Council Engineer and replaced an earlier bridge by John Nash. The bridge, therefore, has historic significance and is listed Grade II. In addition, its design with cast iron side panels with decorated spandrels; elaborate cast iron railings and ornate lamp holders along Hornsey Lane gives it a high aesthetic value which can be appreciated from both Archway Road as well as Hornsey Lane. It has become a prominent landmark for the community and therefore has high communal value.
- Unfortunately, more recently, it has also been infamous for being a location where a number of suicides have taken place. The application proposals follow a number of investigations over the last decade which have sought to sensitively introduce measures that frustrate access for those seeking to use the bridge to end their life in an attempt to prevent or reduce the occurrence of similar incidents in the future.

3.2 Proposed Development

- There have been several attempts to resolve the issue of suicide and attempted suicide from the bridge over a number of years. Haringey Council has engaged with Islington Council officers, English heritage (now Historic England), TfL and the Highgate Society in an attempt to reach an appropriate solution. This has led to the application being amended following submission earlier in the year. Notably, the revisions change the design of the “fence” and remove previous “cages” to the prominent lanterns that mark the parapet to the bridge.
- The initial proposal was to increase the height of the original cast iron parapet by erecting a 2.54metre stainless steel catenary fence of stretched cables for the full width of the bridge above the parapet. The top of the proposed fence would have been 4.54 metres above the pavement. This fence would be supported by 60x60 mm stainless steel stanchions clamped with steel straps off the original cast iron parapet piers. In order to enclose the central lamp standard above the centre pier a stainless steel welded mesh cage was proposed with the top of cage being 3.23 metres above the original parapet height (and 5.77m above the pavement). The catenary fence of stretched cables would have been fixed to the cage in order to fully enclose the centre pier.
- Concerns were raised over the harm to the appearance of the bridge, and that alternative designs had not been adequately explored. There was also a belief that the proposals involving horizontal catenary wires would have been easy to climb and may not have been effective.
- Concerns were also raised about important views of the bridge from the A1 to the south (and north) and the height of the proposed fencing and the need for

caging around the central lantern would cause harm to the appearance of the bridge. TfL were asked to explore whether they could lower the height of the fencing and omit the caging to the central lantern.

- The current scheme proposes a more robust structure to the inside of the bridge, as opposed to the slender fence installed on the outside of the bridge. This new proposal removes the 'cages' around the lamps and includes a vertical tension wiring that would be more effective than the previous solution. Whilst this would reduce the visual impact on the installation from the long distance views along Archway Road, this would certainly continue to have impact on the Hornsey Lane elevation which is perhaps the more significant of the elevations as the decorative nature and elaborate architectural can currently be fully appreciated at close quarters.
- It is proposed to erect the 2.83m high fence set back from the inner face of the existing balustrade to the bridge. To prevent climbing of the fence it will consist of 8mm vertical stainless steel vertical rods at 108mm spacing supported by 60x60mm stanchions with a recessive matt finish. Each span of vertical rods will be welded together and independently fixed to the stanchions to allow temporary removal for maintenance and cleaning of the original parapet. The stanchions will be clamped with steel straps to the original cast iron parapet piers and the installations will be reversible.
- For additional security 6 stretched catenary cables are proposed to be erected above the fence curving inwards for 350mm to a height of 3.14m. At the stone caps to the end piers the terminal frames will be fixed by steel straps requiring fixings into the masonry. At each extremity of the bridge, there are cages with padlocked access gates to prevent access to the bridge ledges located outside the parapets. It is intended to enhance these protection measures by extending the height of the cage and the addition of painted steel spikes. These will be screened by existing vegetation to the embankments either side of the bridge.

3.3 Site and Surroundings

- Archway Bridge is listed at Grade II running along Hornsey Lane sharing the boundaries of both London Boroughs of Haringey and Islington.
- The bridge is located within the Highgate Conservation Area in Haringey and Whitehall Park Conservation Area in Islington.

3.4 Relevant Planning History

- HGY/2015/0301 - Listed building consent application in connection with proposed anti-suicide measures by installation of fencing to bridge parapet (observations to L.B. Islington) – pending
- HGY/2003/0773 - Listed Building Consent for refurbishment and strengthening to Archway Bridge. Reduction in carriageway width and installing of cast iron kerb. Addition of safety steel panel to bridge. – approved 24/11/2003

- HGY/2003/0771 - Refurbishment and strengthening to Archway Bridge. Reduction in carriageway width and installing of cast iron kerb. Addition of safety steel panel to bridge. This application is in conjunction with planning reference: HGY 2003/0773 which is for Listed Building Consent. - Not Determined 10/09/2012
- HGY/1991/0998 - Renovation of cast iron embellishments and replacing damaged or missing castings with new cast iron (Listed Building Consent).- approved 23/04/1992
- HGY/1991/0901 - Removal of cast iron embellishment on south and north faces of bridge and replacement with fibre glass or similar materials. - Not Determined 10/09/2012

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- Highgate CAAC
- LBH Conservation Officer
- LBH Transportation Group
- The Highgate Society
- Highgate Neighbourhood Forum
- The Victorian Society
- Designing Out Crime Officer,
- Arriva London
- Health & Safety Executive
- English Heritage
- L. B. Islington

The following responses were received:

Internal:

- 1) LBH Conservation Officer: No objection subject to removal of existing mesh, sample panel, spikes and alternative fixing methods for the end fences conditions.
- 2) LBH Transportation: No objection.

External:

- 3) L. B. Islington: Planning Committee granted listed building consent ref. P2014/5019/LBC on 8th October 2015.
- 4) L. B. Camden: No objection.

“We understand that some people have expressed concerns about the appearance of these fences. However, the need to protect life far outweighs any negative impact on appearance.”

5) TfL Heritage Advisor: No objection.

“I am satisfied that the benefits to public health and safety will outweigh the impact upon views of the listed bridge, and that this design solution was selected to ensure that the new fencing would be as reversible as possible in terms of its affixing to the historic fabric of the bridge (i.e. clamped not welded to the original cast iron structure) and that the stainless steel cables and uprights offered the best solution in terms of the visual impact of these measures”.

6) Historic England: No objection.

“On balance, it would appear that the revised proposals present a more effective solution for Archway Bridge and the removal of the caged elements is welcomed. We continue to accept that any viable scheme will inevitably cause harm to the significance of the listed bridge. However we consider the level of harm to be 'less than substantial' and therefore Paragraph 134 of the National Planning Policy Framework (NPPF) continues to apply to this case. We note that a strong 'wider public benefit' argument could be made to outweigh this harm, and we would also urge your Council to pursue additional heritage gains such as the removal of the modern mesh from the railings, and any additional conservation work to bridge. As with the previous scheme, your Council should also consider requesting the installation of a section of fence prior to any approvals being granted to fully assess the level of visual impact, and to ensure that a consistent approach is taken through the planning process”.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

5.2 The application has been publicised by way of a site notice displayed in the vicinity of the site and press notices were placed in the local newspaper.

5.3 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

ORIGINAL CONSULTATION (22/12/2014)

No of individual responses: 37

Objecting: 5

Supporting: 32

RECONSULTATION (24/08/2015)

No of individual responses: 5

Objecting: 2
Supporting: 3

5.4 The following local groups/societies made representations:

- The Victorian Society (objection)
- Highgate CAAC (objection)
- The Heritage Property Foundation (objection)
- SANE (support)

5.5 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Impact on listed bridge;
- Justification for the proposed installation;
- Effectiveness of the proposal;
- Attract graffiti and fly-posting (Officer comments: there is no evidence of this);

5.6 The following issue raised is not material planning considerations:

- Impact on property values
- Impact on traffic and buses during installation (Officer comments: it is recognised that there will be some disruption to the local highway during the installation process)

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. The impact of the proposed development on the special architectural and historic significance of the Listed Structure and the character and appearance of the conservation area
2. Whether there is a public benefit that justifies approval of the application, having regard to Para 134 of the NPPF and section 66 and 72 of the Planning and Listed Building Conservation Areas Act 1990.

6.2 The impact of the proposed development on the statutorily listed structure and the character and appearance of the conservation area

Statutory test

6.2.1 Sections 66(1) and 72(1) of the Planning Listed Buildings and Conservation Areas Act 1990 provides:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of

preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

- 6.2.2 *“In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”* Among the provisions referred to in subsection (2) are *“the planning Acts”*.
- 6.2.3 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that *“Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”*
- 6.2.4 The Government in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.2.5 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given *“considerable importance and weight”* in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.2.6 Paragraph 132 of the NPPF states that, *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.'*
- 6.2.7 Paragraph 134 of the NPPF goes on to say, *'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'*.
- 6.2.8 The NPPF should be considered alongside with London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11, which identifies that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.2.9 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved Haringey Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.
- 6.2.10 Saved UDP Policy CSV4 require that alterations or extensions to listed buildings: a) are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building's interior and exterior; b) relate sensitively to the original building; and c) do not adversely affect the setting of a listed building.
- 6.2.11 The London Borough of Camden, SANE and a number of residents have supported the proposals.
- 6.2.12 Local residents and amenity groups have objected to the original and to the revised design on the basis of a concern regarding the adverse impact on the appearance of the listed bridge and doubt surrounding the effectiveness of the proposals in preventing suicides. The Victorian Society, CAAC and Heritage Foundation have expressed a concern that, *"The height of the proposed fence is enormous, and consequently the damage done to views of the bridge from both Hornsey Lane and Archway Road would be great, causing substantial harm to the setting of the listed bridge"*, *"would also be damaging to the appearance of this important landmark"*, and *"the 'suicide fences', if installation would be permitted, permanently and completely ruin the view of the landmark Archway Bridge whether it is viewed from far away or at close proximity"*. Historic England (formerly English Heritage) have taken a balanced view, having regard to Paras 132 and 134 of the NPPF and concluded that the proposals result in less than substantial harm to the heritage assets.

6.2.13 London Borough of Islington Planning Committee granted listed building consent ref. P2014/5019/LBC for the same amended proposal on 8th October 2015.

6.2.14 The proposal has been subject to a number of meetings including the installation of a mock-up of the original scheme on site between L.B Islington Officers, L.B Haringey Officers, Historic England and the applicant. This has failed to reach an overarching consensus amongst all interests - with concerns continuing to be expressed by the local CAAC, the Highgate Society and others. The original proposals and the latest, revised proposals will have a harmful impact upon the listed bridge – and the appreciation of the bridge in different viewpoints. The impact of the original and revised proposals is different depending upon viewpoint - the new scheme merely displaces the visual harm from the Archway Road elevation to Hornsey Lane.

6.2.15 Hornsey Lane is part of Highgate conservation area. The bridge is a distinctive and notable feature within the conservation area which is defined primarily by its suburban/residential character. Long distance views of the bridge are available along Archway Road and form a landmark within this part of the conservation area. The Highgate Character Appraisal describes Archway Bridge as, “*originally designed by John Nash in 1813 and replaced by the current bridge designed by Alexander Binnie in 1900*” The proposals will impact upon the appearance of the bridge in views along Hornsey Lane – particularly at more oblique angles when the gaps between the steel uprights will be less apparent. The function and role of the bridge, (as a break in the pattern of building along Hornsey Lane) will not, Officers consider, change significantly. The proposals will also continue to allow for an appreciation of views from the bridge parapet towards the city and northwards, towards Highgate. From Archway Road, the bridge is seen as an elevated structure and the revised proposals will be less intrusive than the earlier proposals. Overall, the impact of the revised proposals on both the character and appearance of the conservation area, and upon the listed bridge structure will continue to be harmful. That said, the proposed works to the structure are reversible. Officers and Historic England consider that the harm caused by the proposals can be judged as less than substantial.

6.2.16 Having regards to the proposal’s long history and to the background materials provided within the application and discussed during the processing of the application, Officers are of the view that all of the potential options identified that might provide an effective means to frustrate/prevent suicides would involve harm to the heritage asset. Doubts about the effectiveness of the measure remain – although in discussion all parties have recognised that absolute prevention is likely to be unachievable. The revisions are nevertheless considered to improve upon the original submitted proposals in this regard and are considered to provide a significant additional burden/barrier for those seeking to use the bridge for such purposes. This will allow more time for detection and responses to such attempts by the emergency services.

6.3 Whether there is a public benefit that justifies approval of the application, having regard to Para 134 of the NPPF and the statutory test

6.3.1 Underpinning this application is an aspiration to prevent the significant personal and public distress caused by loss of life at the bridge. This is considered to amount to a public interest that is capable of outweighing the less than substantial harm arising from the works. The application records that since 2010, 4 lives have been lost at the site and that the location continues to be a place where attempted suicides take place. The Archway Road (A1) beneath the bridge comprises a primary route into London. Disruption to traffic caused by incidents at the bridge is considerable. There is therefore considered to be a clear public benefit (interest) in preventing future suicides at this bridge. Officers (and Historic England), together with Islington Council, are of the view that the weight given to this public interest, in this case, outweighs the less than substantial harm to the heritage interested identified.

6.4 Conclusion

6.4.1 This Listed Building consent for anti-suicide measures results in “less than substantial harm” to the heritage interests identified above. Strong views, for and against the proposals have been expressed and despite attempts to resolve these matters over recent years, support for the proposals is not universal. The less than significant harm to the listed structure and the conservation area has been given significant weight but is considered by officers to be outweighed by the overall public benefits of the proposal detailed. The less than significant harm to the listed structure and the conservation area would therefore satisfy the statutory duties set out in Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and accord to the design and conservation aims and objectives as set out in the NPPF, London Plan Policies 7.4, 7.5 and 7.6, saved UDP Policy UD3, Local Plan Policies SP11 and SP12 and SPG2 ‘Conservation and archaeology’.

6.4.2 Consent should accordingly be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

- The proposed development will not be subject to Mayoral or Haringey CIL.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of 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 following approved plans and specifications and all new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile unless shown otherwise on the drawings or approved documentation:

314774/C/21 Rev C – Existing Bridge Details
314774/C/31/S4 Rev PL1 – Plan, Elevation and Details
314774/C/32/S4 Rev PL1 – Elevation and Section Details
314774/C/33/S4 Rev PL1 – Option 4 3D Views

Reason: In order to conserve the significance of the heritage asset and in order to avoid doubt and in the interests of good planning.

3. No development shall commence until the following details have been submitted to, and approved in writing by the Local Planning Authority:
 - In situ installation of a sample section of fencing;
 - Justification for the extended spikes to the flank piers; and
 - Details for a reversible fixing method that can be used to the end plinths or demonstration that it is not possible

Reason: In order to conserve the significance of the heritage asset.

4. Within three month of the works of the approved scheme commencing, the following shall be undertaken:
 - Removal of the modern mesh to the existing balustrade
 - Removal of the existing spikes placed to the external face of the central plinth
 - Agreed plan submitted for CCTV surveillance of the bridge in conjunction with Council and the London Borough of Haringey
 - Review undertaken of the anti-suicide signage on the bridge in conjunction with the Samaritans.

Reason: In order to conserve the significance of the heritage asset.

Informatives:

a) *Positive and proactive manner*

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.

9.0 APPENDICES:

Appendix 1: Plans and images



Existing elevations

For Sub Committee

OFFREPC
Officers Report



1 Opt 1 - View 1

3 Opt 1 - Head Detail

4 Opt 1 - Side Guard Rail

Location Plan

2 Opt 1 - View 2

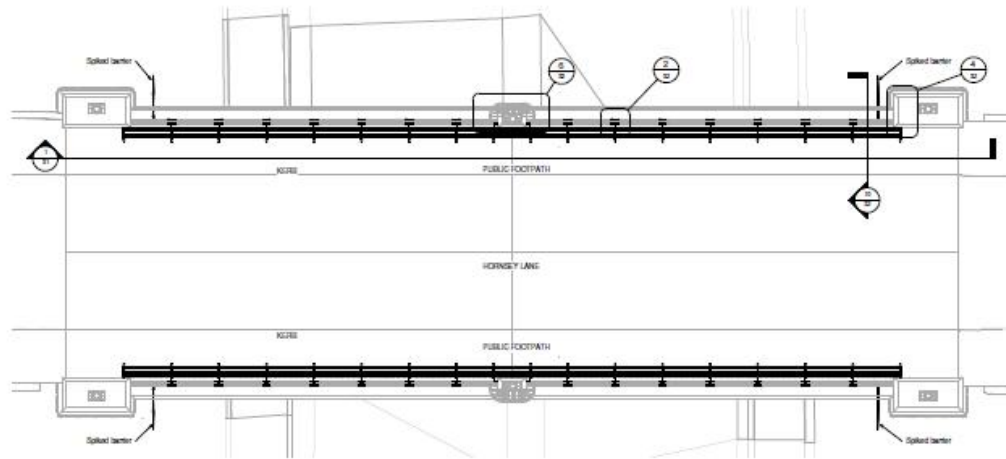
5 Opt 1 - Central Pier Detail

6 Opt 1 - Central Pier Struts

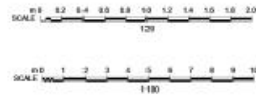
9 Typical Strap Details

General Photographs of Existing Bridge Environment

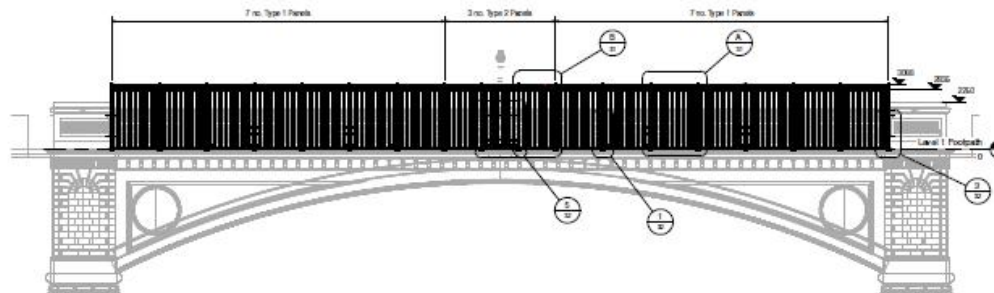
Original proposal



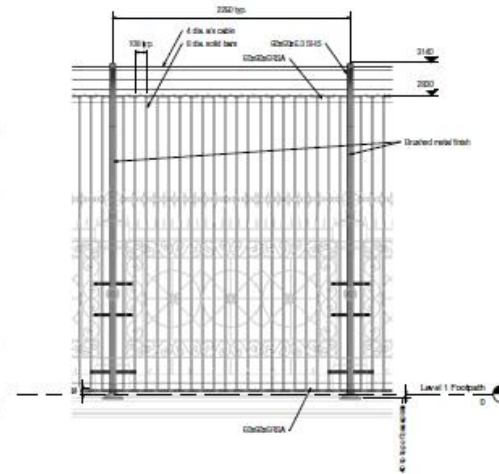
1 Level 1 Plan on Bridge Dock
1:25



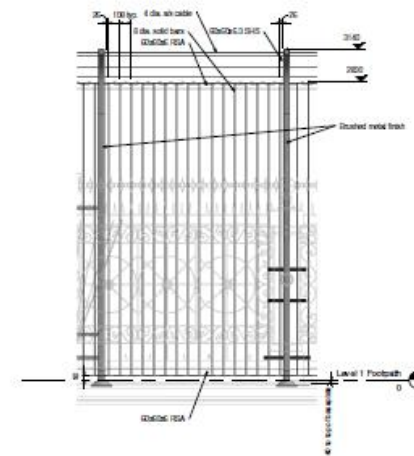
Key Plan



1 Elevation 1
1:25



A Detail A Panel Type 1 (28 no. total)
1:25

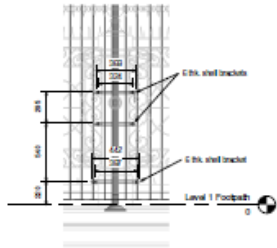


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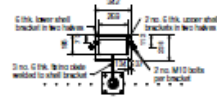
Revised proposal

For Sub Committee

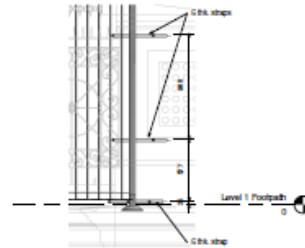
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Officers Report



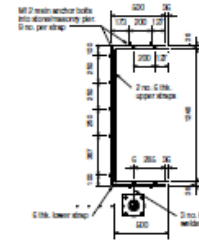
1 Elevation On Typical Pier Showing Shell Brackets (28 no.)
1/32



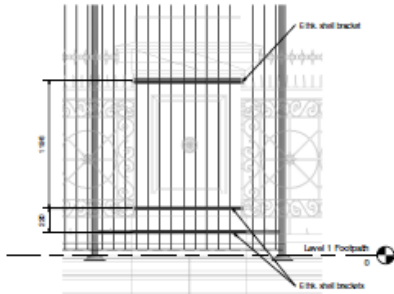
2 Sectional Plan Through Typical Pier Showing Shell Brackets (28 no.)
1/32



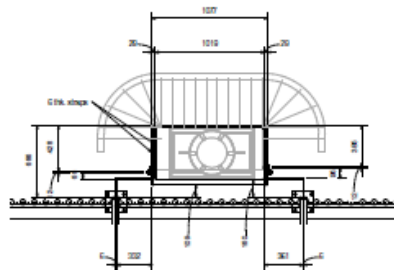
3 Elevation On End Pier Showing Strapping (4 no.)
1/32



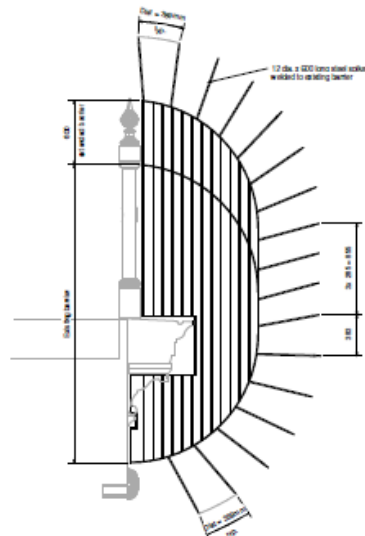
4 Sectional Plan Through End Pier Showing Strapping (4 no.)
1/32



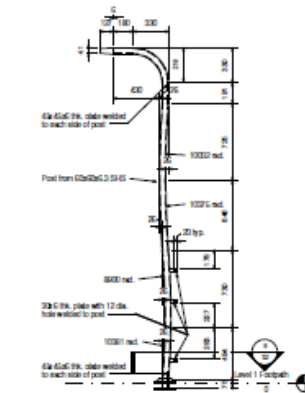
5 Elevation On Central Pier Showing Shell Brackets (2 no.)
1/32



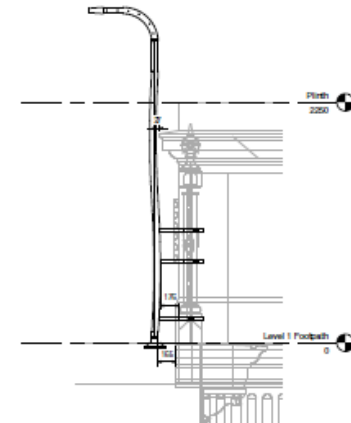
6 Sectional Plan Through Central Pier Showing Shell Brackets (2 no.)
1/32



7 Elevation On Spiked Barrier
1/32



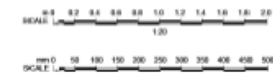
8 Side Elevation On Post
1/32



10 Section 2
1/32



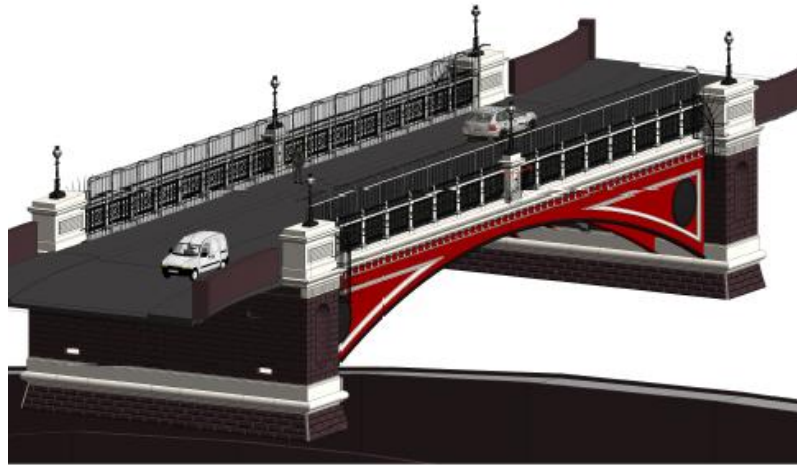
9 Sectional Plan Through Post
1/32



Revised proposal

For Sub Committee

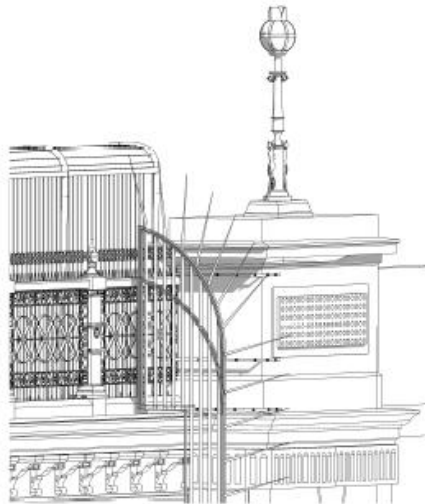
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Officers Report



① 3D View On Bridge Deck



② 3D Perspective View At Central Pier



③ 3D - Perspective View On Spiked Railings



④ View From Road Below

Revised proposal

For Sub Committee

OFFREPC
Officers Report

Appendix 2: Comment on objections

(As set out and summarised in Section 5 – Local Representations)

Objection	Response
Impact on listed bridge	<p>The impact of the revised proposals on both the character and appearance of the conservation area and upon the listed bridge structure will cause harm to the structure, however such works are reversible. Officers and Historic England consider that the harm caused by the proposal can be judged as less than substantial. This has been given significant weight but is considered by Officers to be outweighed by the overall public benefits of the proposal.</p> <p>The proposed works will continue to allow for an appreciation of views from the bridge parapet towards the city and northwards, towards Highgate.</p>
Justification for the proposed installation	<p>As set out in the report underpinning this application is an aspiration to prevent the significant personal and public distress caused by loss of life at the bridge. This is considered to amount to a public interest that Officers consider is capable of outweighing the less than substantial harm arising from the works.</p>
Effectiveness of the proposal	<p>While no anti-suicide measures will be 100% successful in preventing suicides other similar schemes (for example to the Clifton</p>

	Suspension Bridge) have shown that such measures have a significant impact on reducing the incidence of suicide at a particular location.
Attract graffiti and fly-posting	There is no evidence to suggest that placing of the proposed fencing here would increase the likelihood of graffiti and fly-posting. There are a number of pieces of legislation under which fly-posting can be controlled. The principle mechanism is s.224 and s.225 of the Town and Country Planning Act 1990. However, other powers exist under the Highways Act 1980 and local legislation.
Impact on traffic and buses during installation	It is recognised that there will be some disruption to the local highway during the installation however this would not be significant and no greater than that associated with typical road improvements works/ resurfacing works. Given this is a temporary issue related to construction this not a material planning consideration.
Impact on property values	The value of property is not a material planning consideration.

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Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Ref: PRE/2015/0272

Site Address: Infill Site Garages beside 52 Templeton Road N15 6RX

Ward: Seven Sisters

Description of Development:

Erection a four storey singular block of flats comprising of 11 units on the Templeton Road site with landscaping ancillary car parking

Applicant: Haringey Council

Ownership: Council

Case Officer: Samuel Uff

2. BACKGROUND

- 2.1 The proposed development is being reported to Planning Sub Committee to enable members to view it at an early pre-application stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Committee in the New Year.

3. SITE AND SURROUNDS

- 3.1 The site is located on the junction of Templeton Road and Hermitage Road. A railway track and bridge adjoin the site to the north, separated by a green strip of land classified as Site of Importance for Nature Conservation (SINC). The site is currently used as public car parking, having previously been occupied by garages. The site also contains a small community hall, located along the eastern boundary.
- 3.2 The immediate vicinity has a mix of two and three storey residential uses; including a three storey block of flats to the south and a two storey dwelling (converted to 3 flats) adjoining the eastern boundary of the site. On the opposite side of Hermitage Road is a parade of single storey and two storey commercial units and a railway bridge to the north-west of the site. Network rail has access to its land from the rear of the site, which is required to be retained.
- 3.3 The site is not located within a Conservation Area, and does not contain any listed buildings.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is for the redevelopment of the site, consisting of demolishing the existing single storey building with a four storey residential development of 11 flats (with a mix of one and two bedroom units) including private and communal amenity spaces, refuse facilities, cycle storage, landscaping and parking provision.

5. PLANNING HISTORY

- 5.1 There is no recent planning history for the site relevant to this application.

6. CONSULTATION

6.1 Internal/external consultation:

6.2 This scheme is currently at pre-application stage so no formal consultation with neighbours has been undertaken at this time.

6.3 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council.

6.4 Development Management Forum

6.5 The proposal will be presented to a Development Management Forum on 17 November 2015. This will give local residents and the local community the opportunity to ask questions and provide feedback in relation to the proposed scheme.

6.6 Quality Review Panel

6.7 The proposal was presented to a Quality Review Panel on 21 October 2015. Feedback from the Panel will be included within the written report to a forthcoming planning sub-committee and will be reported verbally at the pre-application briefing meeting.

7. MATERIAL PLANNING CONSIDERATIONS

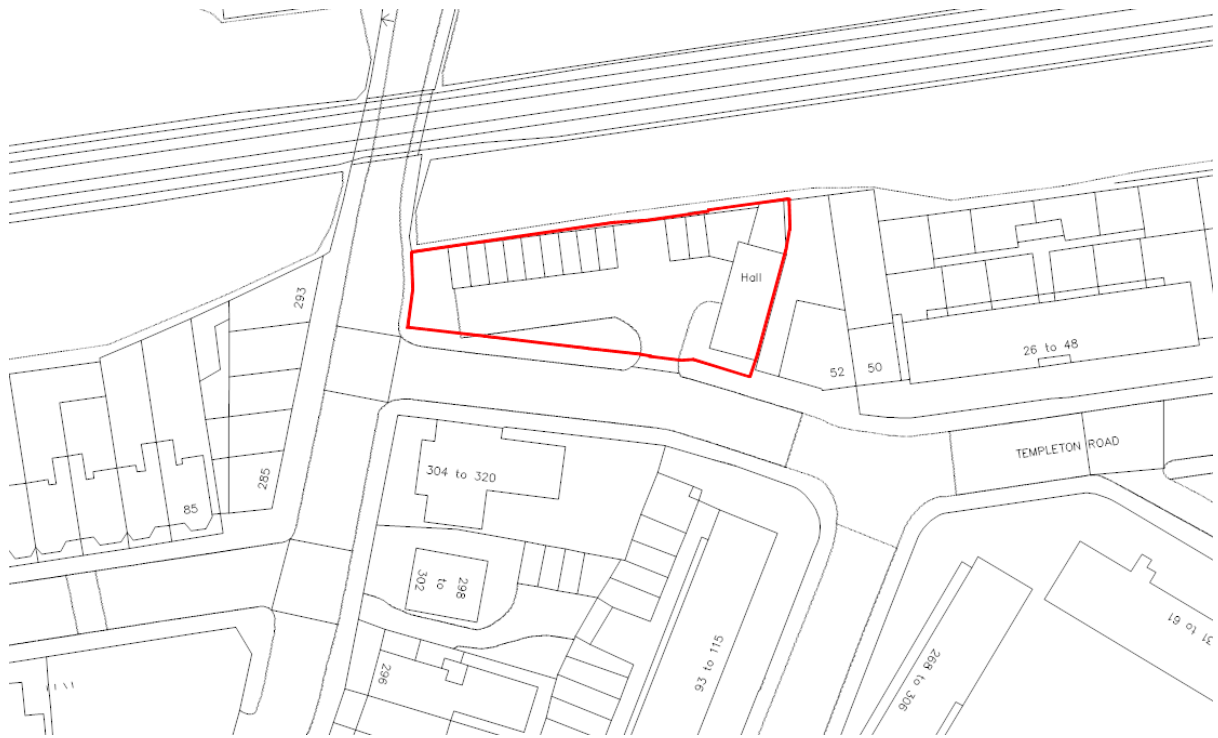
7.1 The main planning issues raised by the proposed development are:

1. *Principle of the development* – The principle of the redevelopment of the site for residential purposes is considered to be broadly acceptable, subject to the suitable justification of the loss of the existing community facility and public car park currently located on the site.
2. *Design and appearance* – The proposed development has been designed in order to be an appropriately designed building in terms of scale, bulk, height and siting. Although the scheme is at an early stage of the design process, the building would be required to be of a high architectural quality. Officers consider that the concept and principle of the proposal is acceptable in this location. Officers have advised that further thought and work is required for the front entrance configuration and canopy, as well as the angled windows on the building. The relationship with boundary treatment, landscaping and tree retention / replacement is also subject to further consideration.
3. *Affordable housing* – Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% of affordable housing contributions to the Borough's affordable housing stock. This is a Council led project and all units would be affordable shared ownership.
4. *Density* – The density of the proposal would be 147 units/hectare and 401 habitable rooms per hectare. The guidance in the London Plan Density Matrix for

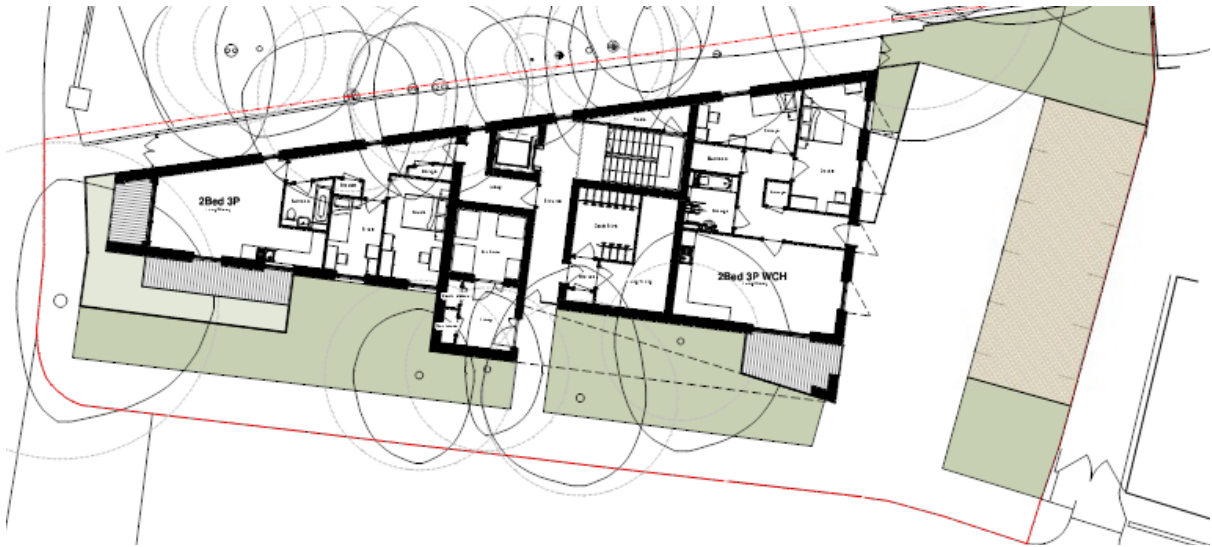
an Urban location with a PTAL of 2 such as this, is 70-170 u/ha and 200-450 hr/ha. The proposal would be within the desired density ranges as set out in the London Plan.

5. *Housing mix* – The proposed mix of units is expected to be a mix of one and two bedroom units. A housing scheme of this size should ideally include a proportion of family-sized units as part of the overall mix. The applicant has been informed that the absence of family accommodation would need to be robustly justified, justification may include the size of units in the rest of the programme.
 6. *Impact on residential amenity* – The proposal appears to have suitable separation between the proposed building and neighbouring residential properties. Details of windows in existing adjacent residential units would need to be clarified as to whether these facilitate habitable or non habitable rooms in order to assess loss of privacy and overlooking. A BRE daylight and sunlight assessment would also be required with any forthcoming planning application.
 7. *Quality of accommodation* – London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor’s Housing SPG. From the plans provided, it appears that the proposed units would be of a good size and layout, with good sized rooms and access to amenity space. A noise assessment and mitigation measures would also be required in order to protect the amenity of any future residents given the proximity of the adjacent railway.
 8. *Parking and highway safety* – The proposal consists of 11 residential units. Five car parking spaces are proposed and associated vehicle swept path analysis has been requested. This site is located in an area that has a relatively low public transport accessibility level of 2. However, bus routes are considered sufficient. The level of parking provision is in line with the Council’s maximum standard. The application will be required to contribute to a car club, which would be secured via S106 agreement, and provides 19 cycles spaces, in line with London Plan standards.
 9. *Accessibility* – All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.
 10. *Sustainability* – The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. This would be expected to be outlined in an Energy Strategy to be submitted with any application.
 11. *Biodiversity* – a biodiversity report and assessment would be required as the site is located adjacent to a Site of Importance for Nature Conservation (SINC) – this is the railway embankment.
- 7.2 These matters are to be assessed prior to the application being considered at Committee.

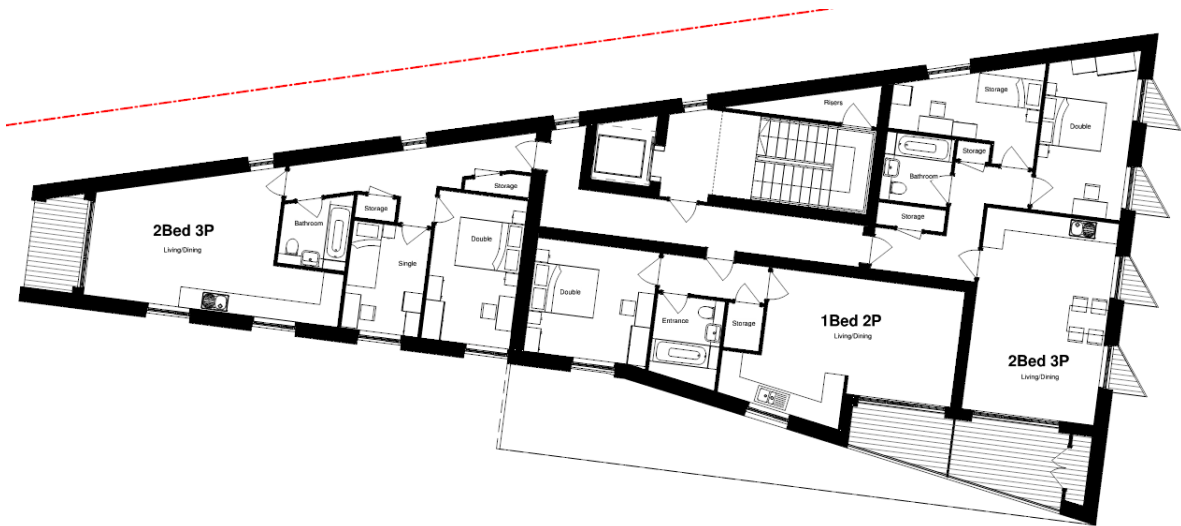
Site Location Plan



Proposed Ground Floor Plan



Upper Level Typical Floor Plan



Proposed Templeton Road Elevation



Proposed East Elevation



Proposed West Elevation



Proposed North Elevation



Proposed 3D Views





Pre-application briefing to Committee**1. DETAILS OF THE DEVELOPMENT**

Ref: PPA/2015/0006

Site Address: Cross Lane Industrial Estate, Cross Lane, London N8 7SA

Ward: Hornsey

Description of Development:

Redevelopment of site to provide a mixed-use development including residential and employment floorspace.

Applicant: Noble House Properties Ltd

Agent: Icen Planning

Ownership: Private

Case Officer: Adam Flynn

2. BACKGROUND

- 2.1 The proposed development is being reported to Planning Sub Committee to enable members to view it at an early pre-application stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Committee early next year.

3. SITE AND SURROUNDS

- 3.1 The property is located on the eastern side of Cross Lane, near the junction with New River Avenue. The site comprises a number of single-storey and two-storey light industrial buildings. There is a mixture of employment uses on the site, including a small number of residential units.
- 3.2 The site is bordered on two sides (north and east) by six and seven storey residential buildings in the New River Village, and to the south the remainder of the Cross Lane Industrial Estate. Cross Lane forms the western boundary, and on the opposite site of Cross Lane the redevelopment of Hornsey Depot is underway. The building opposite (on the Hornsey Depot site) is consented up to a height of seven stories.
- 3.3 The site is surrounded on three sides by the Hornsey Waterworks and Filter Beds Conservation Area. There are three listed buildings located on the High Street to the south of the site.
- 3.4 The site forms part of Site SA47 in the Site Allocations DPD, which is due to go out to Examination in Public shortly (subject to Council approval).

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is for the redevelopment of the site for a mixed-use development of 90 flats and approximately 1300sqm of commercial floorspace, in 3 to 7-storey buildings, together with private and communal amenity spaces, refuse facilities, cycle storage, landscaping, and 47 parking spaces with vehicular access from Cross Lane.

5. PLANNING HISTORY

- 5.1 There is no relevant planning history for the site relevant to this application.

6. CONSULTATION

6.1 *Internal/external consultation:*

- 6.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. There has been no external consultation as yet as the planning application has not yet been submitted.

- 6.3 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council.

6.4 Development Management Forum

- 6.5 The proposal is to be presented to a Development Management Forum in the near future. Feedback from the Forum will be included within the written report to the planning sub-committee dealing with the application when received.

- 6.6 The applicant has also run its own public consultation on the scheme, and has met the local ward Councillors. Details of this consultation will accompany the application in the way of a Statement of Community Involvement. The applicant will update on the feedback received at the meeting

6.7 Quality Review Panel

- 6.7 The proposal was presented to a Quality Review Panel on 21 October 2015. Feedback from the Panel will be included within the written report to the planning sub-committee dealing with the application when received. Verbal feedback from the panel meeting will be presented at the meeting.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1 The main planning issues raised by the proposed development are:

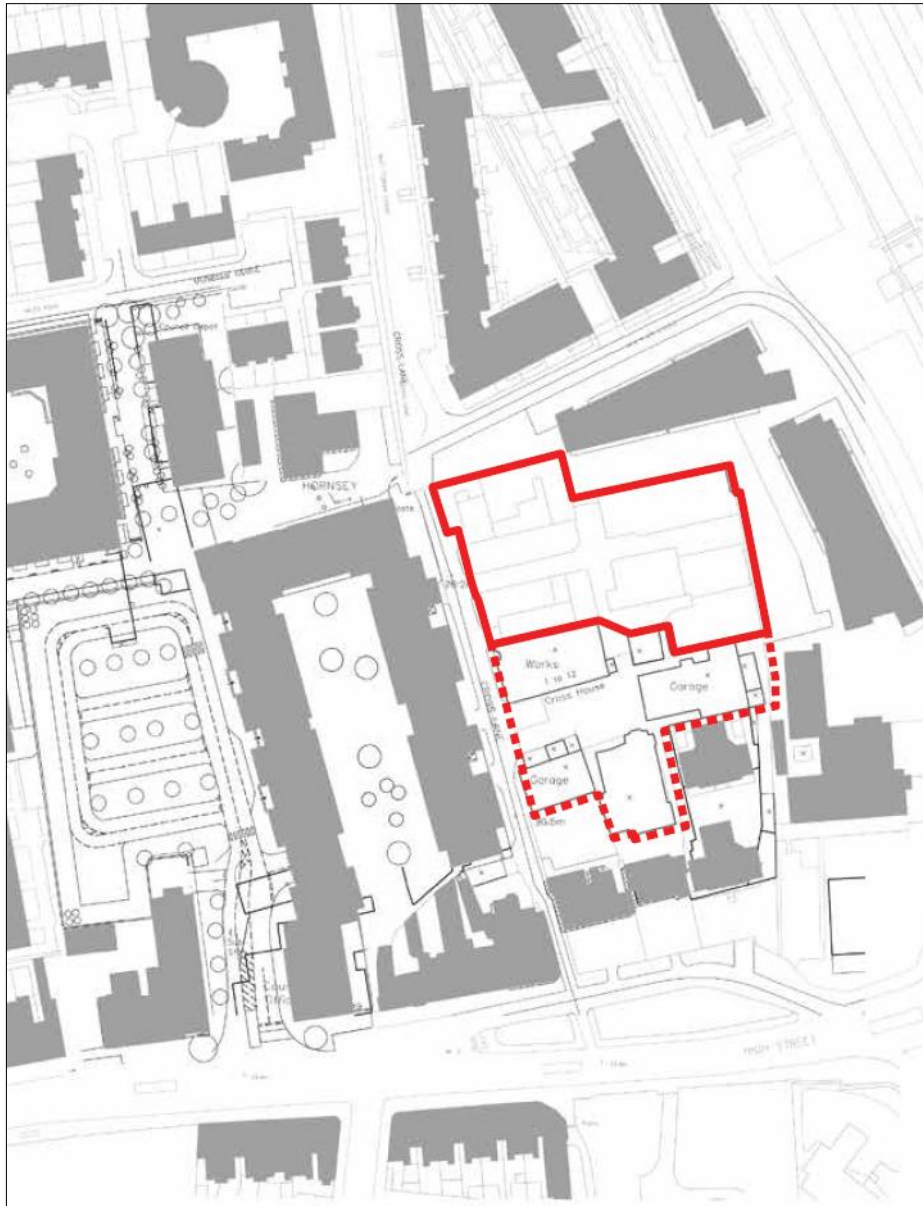
1. *Principle of the development* – The principle of the redevelopment of the site for mixed-use purposes is considered to be broadly acceptable. However, if there is a net loss in employment floorspace on this portion of the site, it would need full justification in policy terms. This would be taken as a proportion of the entire site allocation's requirement.
2. *Design and appearance* – The bulk, scale and massing of the proposal has reached a point where it is broadly acceptable, subject to a full daylight and sunlight assessment to ensure there are no impacts on the neighbouring New River Village properties. Officers have recommended the buildings be 'broken up' in design terms to avoid 'piecemeal' development of the whole allocated Cross Lane site should the rest of the area come forward for development. The specific design has not yet been finalised. The applicant will need to provide an indicative masterplan in any design and access statement for the rest of the site to demonstrate how this will be suitably developed in line with Council's policy set out in the emerging Site Allocations DPD.
3. *Affordable housing* – Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% of affordable housing contributions to the Borough's affordable housing stock. However, any proposed scheme providing less than 50% affordable housing must submit a viability report for assessment. The full mix of units and tenure split has not been confirmed. However, some affordable workspace would be expected in this scheme, as well as affordable housing.
4. *Density* – The density of the proposal has not been finalised and the unit mix is still being worked on, however at present the density stands at 274 units per hectare, and approximately 900 habitable rooms per hectare. The guidance in the London Plan Density Matrix for an Urban location with a PTAL of 3 such as this, is 45-170 u/ha and 200-450 hr/ha. It is recognised the proposal is in excess of this guideline, and the applicant would need to justify this by way of creating an exceptional design and a high quality living environment.
5. *Housing mix* – The full mix of units and tenure split has not been confirmed.
6. *Impact on residential amenity* – The proposal should consider the impact on the amenity of the surrounding properties, particularly those on the New River Village buildings adjoining the site. The submission should include an annotated site plan showing the distance between the proposal and dwellings on the neighbouring sites, together with a robust daylight and sunlight assessment.
7. *Quality of accommodation* – London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. From the plans provided, it appears that the

proposed units would be of a good size and layout, with good sized rooms and access to amenity space.

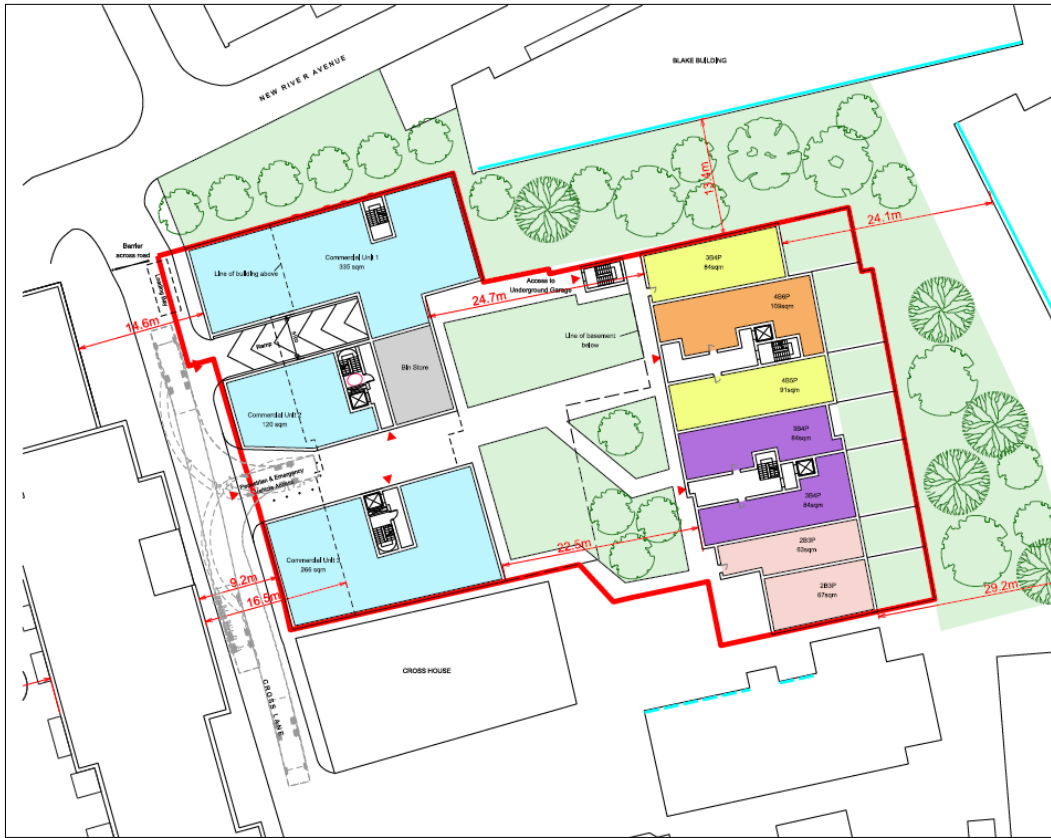
8. *Parking and highway safety* – The applicant is currently preparing a safety audit to inform the Transport Assessment for the application.
9. *Accessibility* – All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.
10. *Sustainability* – The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. This would be expected to be outlined in an Energy Strategy to be submitted with any application.

7.2 These matters are to be assessed prior to the application being considered at Committee.

Site Location Plan



Proposed Ground Floor Plan



Proposed Second Floor Plan



Indicative Cross Lane Elevation (West Building)



Indicative Eastern Elevation (East Building)



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Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Ref: PRE/2015/0189

Site Address: 109 Fortis Green, London N2 9HR

Ward: Fortis Green

Description of Development:

Demolition of the existing buildings and the redevelopment of the site to provide 9 residential units (Use Class C3) (4 x 3 Bed, 3 x 2 bed and 2 x 1 bed) and flexible retail/office unit (Use Class A1- A3/B1).

Applicant: Fortis Properties Limited c/o KA Investments and Development Company Limited

Agent: DP9 Ltd

Ownership: Private

Case Officer: Valerie Okeyi

2. BACKGROUND

- 2.1 The proposed development is being reported to Planning Sub Committee to enable members to view it at an early pre-application stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Committee at the end of this year or early next year.

3. SITE AND SURROUNDS

- 3.1 109 Fortis Green is currently occupied by two single storey buildings located to the front and rear which are in use as a car wash, valet service and MOT Centre which received planning permission in May 2004.
- 3.2 Directly to the rear of the site is a short row of terrace houses fronting Annington Road. To the east is a former office building that has been converted into flats on the rear ground floor and adjacent to the office building is the former Muswell Hill Police Station. To the west is a single storey structure occupied by Majestic Wines, and beyond this, is no. 105 which is the Clissold Arms, a public house that is locally listed. Directly north is The Alexandra Public House.
- 3.3 The site is located in close proximity to the Muswell Hill Town Centre and it is situated within the Fortis Green Conservation Area.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is for the redevelopment of the site to provide 9 residential units (Use Class C3) (4 x 3 Bed, 3 x 2 bed and 2 x 1 bed) and flexible retail/office unit (Use Class A1- A3/B1) of 209 sq.m

5. PLANNING HISTORY

- 5.1 There is no relevant planning history for the site relevant to this application.

6. CONSULTATION

6.1 *Internal/external consultation:*

- 6.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. There has been no external consultation as yet as the planning application has not yet been submitted.

- 6.3 The applicant has followed the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the need and importance of the developer engaging and consulting, at a very early stage, with the local community on a scheme for the development of a site in the locality. The applicant has undertaken two exhibitions with the developer presenting their scheme to those who attended (in excess of 40 people at each event). The applicant has reported that the scheme has been broadly well received by local residents.

6.4 Development Management Forum

- 6.5 The proposal was presented to a Development Management Forum on 15 October 2015. Feedback from the Forum will be included within the written report to the planning sub-committee dealing with the application when received. The Forum was attended by 3 people. The principle of development was well received. The main issues raised at the forum were as follows;

- Overlooking/loss of privacy
- Excavation
- Construction process
- Contamination from the former petrol station
- Materials
- Lorries egress and ingress
- Traffic light system
- Parking
- Design and appearance
- CPZ
- Affordable housing provision

6.6 Quality Review Panel

- 6.6 The proposal was presented to a Quality Review Panel on 15 July 2015. Feedback from the Panel will be included within the written report to a forthcoming planning sub-committee. In summary, the Quality Review Panel supported the layout and massing of development proposed for this site, providing apartments on Fortis Green, with commercial use at ground level and mews houses accessed via a shared courtyard. The panel also welcomed the simple, elegantly proportioned design of the Mews Houses, with textured brick providing subtle decoration. The apartments on Fortis Green were at that time designed as a pastiche of nearby Arts and Crafts mansion blocks. The panel think a simpler approach would be more successful. The panel also thought there was scope to improve the landscape design of the courtyard, and minimise the impact of the car park ramp.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1 The main planning issues raised by the proposed development are:

1. *Principle of the development* – The site is currently occupied by a hand carwash and an MOT garage. Generally, carwashes and MOT uses are encouraged within designated employment areas. This site is not located within such an area but is an employment site given its existing uses occupying the site. The principle of the redevelopment of the site for mixed-use purposes is considered to be broadly acceptable, subject to the re-provision of existing employment generating floor space and/or robust land use policy based justification for the loss of employment generating floor space (car wash and MOT). Officers have advised that affordable and flexible B1 units would be favourably considered as part of any redevelopment of the site.
2. *Impact on Conservation Area, design and appearance* – The scheme in terms of height, scale, bulk and appearance have been subject to design changes as pre-application discussions and processes have progressed. The bulk, scale and massing of the proposal has now reached a point where it is considered to be broadly acceptable in design terms, subject to a full daylight and sunlight assessment to ensure there are no impacts on the neighbouring properties. The design, which is an improvement to the previous scheme (now a contemporary concept rather than pastiche), has been further explored using a more simplified approach similar to the mews houses rather than a pastiche design concept as advised by the Quality Review Panel. Officers have yet to form a view on the design changes. The impact on the conservation area will need to be assessed when the design has been refined.
3. *Basement development* - Given the scale of the basement proposed and concerns about the number of developments in the area with basements

and their cumulative effect, the LPA will require sufficient investigation of ground conditions to ensure that ground stability and ground water issues are sufficiently understood at the planning application stage, as opposed to post consent.

4. *Affordable housing* – Local Plan Policy SP2 requires developments of less than 10 units to provide 20% of the scheme as affordable housing or to make an equivalent financial contribution. Whilst in most cases Affordable Housing, as part of a S106 Agreement, is located on the application site, there is provision in the newly adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 - 9 units where it would not be practicable to provide on-site affordable housing. A viability report would be required to be submitted with any planning application if the full off-site tariff is not proposed.
5. *Density* – The density of the scheme in terms of habitable rooms per hectare would be approximately 370 habitable rooms per hectares (HRH). The London Plan categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by buildings of typically two to three storey high and as such the density of 200-450 HRH is a guideline for areas with a PTAL of 3. The density proposed is well within the guidelines.
6. *Housing mix* – The scheme as presented will provide 4 x 3 bed mews houses, 1 x 3 bed, 2 x 2bed and 2 x 1 bed units. Although there aren't any 4 bed units proposed the proposal has a mixture of family size and smaller units and given the size of the scheme and limitations of the site the mix is considered acceptable.
7. *Impact on residential amenity* –The proposal should consider the impact on the amenity of the surrounding properties, particularly those adjoining the site. The submission should include an annotated site plan showing the distance between the proposal and dwellings on the neighbouring sites, together with a robust daylight and sunlight assessment. Design solutions are being explored in order to mitigate overlooking/loss of privacy issues.
8. *Quality of accommodation* – London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. From the plans provided, it appears that the proposed units would be of a good size and layout, with good sized rooms and access to amenity space. The distance, however between both proposed buildings to the front and rear of the site is a concern in terms of impact on amenity. A robust daylight and sunlight assessment showing how the scheme accords with BRE Guidelines will be required. As mentioned above, design

solutions are being explored in order to mitigate overlooking/loss of privacy issues.

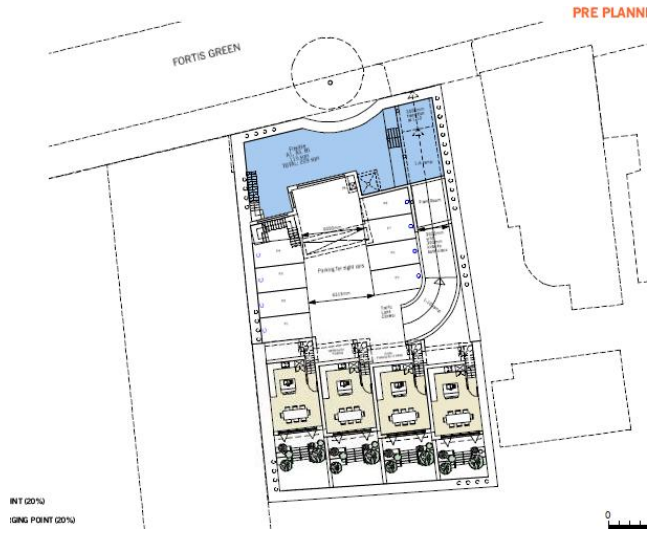
9. *Parking and highway safety* – There are no objections to the parking provision proposed for the residential element of the scheme. The commercial element which has been revised is currently being discussed, as the previous proposed use as a gym raised significant concerns, in particular with parking.

10. *Accessibility* – All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.

11. *Sustainability* – The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. This would be expected to be outlined in an Energy Strategy to be submitted with any application.

7.2 These matters are to be assessed prior to the application being considered at Committee.

Proposed basement plan



Proposed ground floor plan



Proposed front elevation of main building



Proposed rear elevation of main building



Rear elevation of mews houses



Front elevation of mews houses



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