

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 13th November, 2017, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Members: Councillors Natan Doron (Chair), Toni Mallett (Vice-Chair), Dhiren Basu, Barbara Blake, David Beacham, John Bevan, Clive Carter, Jennifer Mann, Peter Mitchell, James Patterson and Ann Waters

Quorum: 3

1. FILMING AT MEETINGS

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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 FOR ABSENCE

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 9 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. 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.

Addendum

6. 70-72 SHEPHERDS HILL, N6 5RH (PAGES 7 - 66)

Proposal: Demolition of existing building and redevelopment to provide 16 residential dwellings within a 5 storey building with associated landscaping, car parking and other associated works

Recommendation: GRANT

7. LAND AT REAR OF YEW TREE CLOSE, N22 7UY (PAGES 67 - 116)

Proposal: Erection of 4 detached houses with basements and provision of off-street parking.

Recommendation: GRANT

8. UPDATE ON MAJOR PROPOSALS (PAGES 117 - 128)

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

9. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 3 above.

10. DATE OF NEXT MEETING

28 November 2017

Felicity Foley, Principal Committee Co-ordinator

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Bernie Ryan

Assistant Director – Corporate Governance and Monitoring Officer

River Park House, 225 High Road, Wood Green, N22 8HQ

Thursday, 16 November 2017

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2016/2081**Ward:** Crouch End**Address:** 70-72 Shepherds Hill N6 5RH

Proposal: Demolition of existing building and redevelopment to provide 16 residential dwellings within a 5 storey building with associated landscaping, car parking and other associated works

Applicant: Mr K Nagendran KTN Highgate Limited

Ownership: Private

Case Officer Contact: Gareth Prosser

Site Visit Date: 02/08/2017

Date received: 30/06/2016 **Last amended date:** 07/07/2017

Drawing number of plans: Sustainability Statement, Arboricultural Impact Assessment Report, Design and Access Statement, Energy Assessment, Flood Risk Assessment, Heritage Statement, Supporting Planning Statement, Statement of Community Involvement, GA001, GA002, GA002, GA003, GA 100, GA 101, GA 102, GA 103, GA 104, GA 110, GA 111, GA 120, GA 121, GA 122, GA 123, GA 124, GA 200, GA 201, GA 202, GA 203, GA 204, GA 205, GA 206, GA 300, GA 400, GA 401, GA 402, GA 403, GA 404, GA 500, GA 501, GA 502, GA 503, GA 504 & GA 505

1.1 This is a major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a residential development is appropriate on this site and would provide additional housing.
- The design and appearance of the proposal would be of a high standard to justify both the demolition and the replacement of the existing building on the site.
- The proposed residential accommodation would be of an acceptable layout and standard.
- The existing building is considered a 'neutral' contributor within the conservation area in which the site is located.

- The design and appearance of the proposal is acceptable and supported by the Quality Review Panel.
- The development would not have a material adverse impact on the amenity of occupiers of neighbouring residential properties.
- There would be no significant impact on parking.
- There overall benefits of the proposal would outweigh any 'harm' to the conservation area.
- Although the viability report provided evidence to illustrate that the proposed development would not be viable the applicant has provided £300,000 contribution towards affordable housing provision in the Borough.
- The proposed development is in accordance with the development plan.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 15/12/2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions (the full text of recommended conditions is contained in Section 8 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Conservation
- 4) Details of materials
- 5) Landscaping
- 6) Construction Management and logistics plan
- 7) Cycle Parking

- 8) Refuse
- 9) Piling Method Statement
- 10) Carbon Management
- 11) Carbon Management
- 12) Gas Boilers
- 13) Carbon Management
- 14) Carbon Management
- 15) Carbon Management
- 16) Tree Protection Method Statement
- 17) Arboriculturist
- 18) Drainage
- 19) Retention of Architect.

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of Construction
- 4) Party Wall Act
- 5) Numbering
- 6) London Fire Brigade
- 7) surface water drainage
- 8) Thames Water
- 9) Asbestos Survey
- 10) Reinstatement of redundant crossovers
- 11) Licensing
- 12) Hours of construction
- 13) Party Wall Act
- 14) Street Numbering
- 15) S106 Agreement

Section 106 Heads of Terms:

- 1) An **affordable housing contribution** of £300,000
- 2) **Highway** - A S.278 to be agreed and secured with the council for works related to the construction of proposed changes to public highway, vehicle and pedestrian.
- 3) **A residential travel plan** - As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:
 - A) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.
- c) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.
- 4) **Establishment or operation of a car club scheme** - The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), per year for two years evidence of which must be submitted to the Transportation planning team.
- 5) **On-street parking permits** - Residents restricted from purchasing the on-street parking permits.
- 6) **Carbon Reduction** - A sum of £37,233.00 (upon commencement) to deliver carbon reduction projects across the borough of Haringey.
- 7) **Construction training / local labour initiatives** Participation in Construction Training and Local Labour Initiatives.
- 8) **Viability review mechanism** should the proposal not be implemented within 18 months of the date of decision.

2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

- 1. In the absence of Section 278 Agreement for highways works, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7 and London Plan policies 6.9, 6.11 and 6.13.
- 2. In the absence of the provision of a residential travel plan, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7 and London Plan policies 6.9, 6.11 and 6.13.
- 3. In the absence of participation in car club membership, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of

travel. As such, the proposal would be contrary to Local Plan policy SP7, and London Plan policies 6.9, 6.11 and 6.13.

4. In the absence of on-street parking permit restrictions, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7 and London Plan policies 6.9, 6.11 and 6.13.
 5. In the absence of a financial contribution towards carbon management, the proposal would fail to address climate change and secure a sustainable development. As such, the proposal would be contrary to Local Plan policies SP4, London Plan policies 5.1, 5.2, 5.3 and 5.7 and DM policy DM21.
 6. In the absence of an agreement to work with Construction Training and Local Labour Initiatives, the proposal would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population contrary to Local Plan Policies SP8 and SP9.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION
- 9.0 PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 The proposal seeks consent to demolish the existing building and create a new five storey residential block with the fifth floor being a set-back. The description of development is as follows:

3.1.2 'Demolition of existing building and redevelopment to provide 16 residential dwellings with associated landscaping, basement car parking and other associated works.' The proposals comprise 16 residential dwellings. The dwelling mix comprises:

- 12 x 2 bedroom units (75%); and
- 4 x 3 bedroom units (25%).

3.1.3 The proposal provides 10 car parking spaces on-site at the basement level. Two of these car parking spaces have been designed to be 'blue badge' disabled spaces to correspond with the two units (located on the ground floor) which have been designed to be 'easily adaptable for residents who are wheelchair users'. Furthermore, 32 secure cycle parking spaces are provided in the basement (2 per unit) in accordance with cycle parking minimum standards within the London Plan.

3.2 Site and Surroundings

3.2.1 The site is located at 70-72 Shepherd's Hill a residential block within the Crouch End Conservation Area.

3.2.2 It is approximately 5-10 minutes' walk from Highgate Underground Station (Northern Line), which lies to the west. Crouch End is a few minutes' walk to the east. The site is also well served by a number of bus routes from Crouch End and Highgate Underground Station.

3.2.3 Archway Road (A1) lies to the west and provides road transport links via the North Circular, M1 and M25. The area is well served by the amenities of Crouch End and there is numerous sport, leisure and open space facilities within the vicinity of the site, including Queen's Wood, which lies to the north west.

3.2.4 Shepherd's Hill itself is a wide tree lined street with numerous residential apartment blocks of 4-6 storeys as well as large family homes. The area is residential in character. The site fronts onto the southern side of Shepherd's Hill and Coolhurst Road lies to the east of this urban block.

3.2.5 To the rear lies a series of small private gardens allocated to each of the flats. The southern boundary is characterised by some mature trees which are covered by Tree Preservation Orders (TPO's). A large garden from the adjacent Hurst Avenue

residence backs onto the rear of the plot and Stanhope Road lies further to the west.

3.2.6 Immediately to the east lies Altior Court (Nos. 74 & 76 Shepherd's Hill which is a large functional mid to late 20th Century six storey block of flats with an unadorned façade and flat roof. Immediately to the west lies Dale Lodge (No. 68 Shepherd's Hill) which is a four storey mid-20th Century red brick block of flats with a flat roof and wide metal casement windows in an unadorned façade. The Crouch End Conservation Area Character Appraisal notes that both properties detract from the character and appearance of the Conservation Area.

3.2.7 The existing properties currently occupying the site comprise a pair of Victorian Villas which total three storeys (including the attic floor) of grey brick with red brick lintels and prominent full-height canted bay windows. The buildings retain their original sash windows, but two large dormer windows have been introduced into the steeply sloping slate roof. The Crouch End Conservation Area character appraisal notes that the building has a 'neutral' effect on this part of the Conservation Area.

3.3 Relevant Planning and Enforcement history

- HGY/2016/2081 70-72 Shepherds Hill London N6 5RH Crouch End Mr K Nagendran KTN Highgate Limited Berkley Square, London, W1J 5AW Matt Humphreys Planning Ltd, 7, Ridgmount Street, London, WC1E 7AE Demolition of existing building and redevelopment to provide 16 residential dwellings with associated landscaping, car parking and other associated works Pending Decision
- HGY/2016/1755 70-72 Shepherds Hill London N6 5RH Crouch End Mr Krishnan Nagendran Berkeley Square, London, W1J 5AW Mr Matthew HumphreysH Planning Ltd, 7, Ridgmount Street, London, WC1E 7AE Tree works to include felling of 1 x Birch Silver, 1 x Eucalyptus and 1 x Bay tree to facilitate new development. Grant permission
- OLD/1982/1366 70-72 Shepherds Hill N6, 8/1/82 Erection of two houses at the rear. Refused
- OLD/1982/1365 70-72 Shepherds Hill N6, 6/11/81 Erection of replacement conservatory. Grant permission
- OLD/1950/0556 70-72 Shepherds Hill N6, Conversion into 5 self-contained flats. Grant permission

Trees

- HGY/2016/1755 70-72 Shepherds Hill London N6 5RH Crouch End Mr Krishnan Nagendran Berkeley Square, London, W1J 5AW Mr Matthew Humphreys H Planning Ltd, 7, Ridgmount Street, London, WC1E 7AE Tree works to include felling of 1m x Birch Silver, 1 x Eucalyptus and 1 x Bay tree to facilitate new development. Grant permission

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

1) LBH Conservation

The applicant's Heritage Statement provides a detailed description and analysis of the building's history along with the history of this part of the conservation area. According to this, the properties in question were originally number 60 and 60a Shepherd Hill and were originally constructed as a single dwellings called Shepherd's Cot and North View. The latter eventually became no 62 and was demolished in 1964-66.

The statement also explains how various extensions by 1914 had resulted in complete loss of the symmetry of Nos 60 and 60a. A further plan was submitted in 1950 to convert the building to six flats. The applicant further states how the subdivision "altered the original hierarchy of rooms as part of a single residence. It also involved the loss of internal features and the addition of external paraphernalia such as waste pipes and dormer windows in the attic space. The grounds were similarly subdivided between the new flats and the original immediate context of the house was eroded considerably."

It further states that "70 - 72 Shepherds Hill was constructed in the early 1880s, and was named after the Shepherd's cottage known to have existed in this area prior to the construction of Shepherds Hill as a residential street. [...] By the time of the 1914 OS map the earlier planned symmetry of the properties appears to have been completely lost, with Shepherds Cot having been enlarged an extended to the west. [...] In 1950 plans were submitted by local chartered surveyors Sturt and Tivendale for the conversion of 60 and 62 into flatted accommodation." A further application as granted in 1961 for a kitchen extension that further detracted from the original building.

With regards to 70-72 Shepherd's Hill, the Appraisal states "...the adjacent property at No. 70 Shepherd's Hill is a very large two storey Victorian property of grey brick with red brick lintels and prominent full height canted bay windows The building retains its original sash windows, but two large dormer window have been introduced into the steeply sloping slate roof. It has a neutral effect on this part of the conservation."

Following my site visit, it was clear that Nos 70-72 have been altered heavily and whilst the front elevation still retains some vestige of the original Villa, the rear

and the interiors have been altered extensively. In addition, when inspecting the converted flats, it was also evident that the conversion had been undertaken poorly with no respect for the original interiors or hierarchy of spaces. For this reason, I would agree that the building makes neutral contribution to the conservation area.

It is also important to note that the other side of the street is a more complete example of a Victorian street as there are more of the original villas retained. On the contrary, the site in question has a different context where it is surrounded by post war apartment blocks. These have been rightly identified as detractors in the adopted Character Appraisal due to their limited architectural interest. Even as examples of the post war era, they cannot be considered as distinguished pieces of architecture of that period that could contribute to the conservation area.

Demolition: It is evident that the building has some quality in that the overall architectural appearance and materials are remnant of a Victorian Villa that would have originally lined up the street. Indeed, on first look this appears to be a positive building. However, there is also no denial that the building itself has been extensively altered and not very sensitively. Most of the interiors are now lost and the exterior, especially to the rear, appears to be a concoction of various styles and periods defined by the 'user's' desire rather than a 'designer's' comprehensive thinking. Having inspected the building thoroughly, agree that the building's overall contribution to the conservation area would be neutral.

In that aspect I would agree with the applicant's analysis "The fact that Nos. 60 and 62 Shepherds Hill were designed as separate properties, explains the unusual façade of the properties which is irregular and does not present a well designed composition. Irrespective of the exact development of the buildings to this point, however, subsequent events changed the properties still further from their original design. [...] The rear elevation appears as a cluttered jumble of styles. The majority of the windows have been replaced by poor casement 'sash windows' and uPVC additions. In addition to this, the entire roof has been replaced with artificial slates."

The applicant's Design and Access Statement states: "The residents of 70-72 Shepherd's Hill approached KTN in order to assess the redevelopment potential of the site due to:

- a. The disproportionate running costs
- b. The foreseeable need for a significant amount of capital expenditure to maintain habitable areas from damp and ingress
- c. A shared feeling that the overall building layout is compromised and inefficient with several units having irregular living areas over split levels which fall short of Lifetime Homes requirements
- d. Concern that the property does not meet the needs of existing occupants, which include families with small children and senior residents"

To support these statements, additional information was requested by the Council in order to assess whether demolition is justified. This statement provides an account of the condition of the building, although much of the structural investigation is stated to be 'out of scope'. Nevertheless, it is clear from the statement that the conversion of the building would not result in the optimum solution for the building since much of the fabric has already been altered. As such demolition would be the alternative way to re-provide the existing housing whilst adhering to modern standards.

The applicant proposes a set of three mansion style pavilions of four storeys with a setback fifth floor. The scheme has been improved from a design point of view and in terms of appearance is recognisably better. Whilst the massing of the block has remained unaltered, the applicant has responded positively to the QRP's comments relating to its monotonous 'urbanity' and architectural detailing. Revised drawings show a much improved domestic style architectural language that takes its cues from the extensive brick character of the area including brick textures.

Whilst in terms of massing the building will be larger than the existing Victorian building, it would relate to its present context dominated by post war apartment blocks. As stated before they have been identified as detractors in the adopted Character Appraisal and do not contribute to the special architectural and historic significance of the conservation area. On the contrary, the current scheme proposes a block that is considered to be a high quality representation of 21st Century domestic apartment block style that could enhance the appearance of the conservation area and set a benchmark for the other detractors that could in time be replaced.

The applicant has provided detailed information regarding the condition of the building that shows that it has been subjected to several alterations and insensitive conversions. As such its contribution is neutral to the conservation area. However, the building does have some vestiges of the original villa and I consider that the demolition would cause some harm to the conservation area, although its loss would not in itself lead to the loss of the significance of the 'heritage asset' i.e Crouch End Conservation Area. As such the harm would be quantified as less than substantial harm as per NPPF.

In respect of the new scheme, the proposed development is considered to be of appropriate bulk, massing and architectural quality that would enhance the character and appearance of the conservation area. It is therefore important to understand whether loss of the buildings is necessary and whether the harm caused by their loss would be outweighed by the high quality architecture of the proposed scheme.

Paragraph 134 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its

optimum viable use. This should be read in conjunction with the first part of paragraph 132, which states that when considering the impact of a proposal on the significance of a designated heritage asset, “great weight” should be given to the asset’s conservation. This wording reflects the statutory duty in sections 16 (2), 66 (1) and 72 (1).

In the Barnwell Manor case, the Court of Appeal held even where the harm would be “less than substantial” the balancing exercise cannot ignore the overarching statutory duty imposed by sections 16 (2), 66(1) and section 72 (1).

It is considered that in this instance, the design of the new development has some merits and would lead to heritage benefit (in addition to delivery of additional housing which would be a public benefit). This would come at the cost of the loss of a historic building that does not detract from the conservation area. However, the building has been altered several times in the past and whilst it maintains some vestige of the old villa, its optimal use would not be possible, if the building were to be retained. As such, demolition (and therefore the less than substantial harm) is justified as per Para 132, which requires “clear and convincing justification”. In addition, the architectural merit of the proposed scheme would enhance the conservation area and would outweigh the less than substantial harm as per NPPF Para 134. In coming to this conclusion I have given great weight to the conservation of the heritage asset and on balance, the proposal is acceptable [subject to] conditions.

2) LBH Transportation

The proposal includes demolition of the existing and construction of 16 residential units. (12 two bed and 4 three bed). Using TfL’s WebCAT for base year 2011, the Public Transport Accessibility Level (PTAL), at this postcode is PTAL 2. The site is within the Crouch End ‘stop and shop’, Controlled Parking Zone- (CEB) CPZ with on-street parking restrictions, Monday to Friday from Mon-Fri- 2-4 pm.

There are proposed changes to public highway, vehicular and pedestrian. Changes to the public highway are part of S278, with applicant entering into an agreement with the local Highway Authority. S278_works area to be highlighted in the drawing and secured through S106.

The proposal also includes 10 car parking spaces, 2 of which are for blue badge holders. Parking spaces are located at the basement.

Having considered relevant policies, it was concluded that residential car parking provision is acceptable, if the following is attained and secured through S106: restrict residents from purchasing the on-street parking permits-- constraints secured through s106; Managing the off-street car parking spaces is done through Car Parking Management Plan (CPMP).

- 3) LBH Building Control
- 4) LBH Cleansing (west)
- 5) LBH Flood and Surface Water
- 6) LBH Emergency Planning and Business
- 7) LBH Head of Carbon Management
- 8) LBH Arboriculture

External:

- 1) Thames Water
- 2) TfL
- 3) Hornsey CAAC
- 4) Highgate Society

The following responses were received:

Internal:

- 1) Conservation – No objections subject to conditions.
- 2) Transportation – No objections subject to conditions.
- 3) LBH Building Control – No objections
- 4) LBH Cleansing (west) – No objections
- 5) LBH Flood and Surface Water - No objections subject to conditions.
- 6) LBH Head of Carbon Management - No objections subject to conditions.
- 7) LBH Arboriculture - No objections subject to conditions.

External:

- 1) Thames Water - No objections subject to conditions
- 2) Designing out Crime - no comments
- 3) Highgate CAAC – Objection
- 4) Highgate Society – Objection
- 5) Crouch End Neighbourhood Forum

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties
- Site notices were erected close to the site
- Press notice

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

No of individual responses:

Objecting: 35 (Note: that this is for the second amended proposal consulted upon)

Supporting: 0

Others: 0

5.3 The following local groups/societies made representations:

- Highgate CAAC
- Highgate Society

5.4 The following Councillor made representations:

- None

5.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

DEMOLITION

- No buildings should be demolished in the Conservation Area
- Existing building should be refurbished, not demolished.
- Bad precedent for future development

CHARACTER AND APPEARANCE

- Victorian structure should be retained
- Proposed building would not preserve or enhance the conservation area / would be a 'detractor'
- Height, massing and Scale too large
- Greater enclosure/narrow gaps between buildings
- Front Wall too high and harsh
- Neighbouring flats are detractors and no precedents

DESIGN

- Architecture would not enhance the conservation area
- Detract from leafy appearance of the street scene
- Building could be retained and extended
- Too large for the plot
- Proposal should be yellow/grey not red brick
- Design should have more glazing to front elevation

AMENITY

- Loss of privacy to Altior Court Residents (west side) and Dale Lodge
- Overshadowing/Loss of light to Altior Court Residents (west side) and 68 Shepherds Hill
- Overlooking loss of aspect
- Hurts Avenue (south) to the rear 'towered' over/ land drops 4m to the rear
- Increased noise and disturbance from increased density.

HOUSING

- Lack of Affordable Housing
- Loss of family homes

DENSITY

- Development too dense

TRAFFIC & PARKING

- More parking should be provided
- Increased parking pressure/traffic flow
- Drop-off area for deliveries necessary
- Strain and increasingly busy Shepherd's Hill
- Increased traffic on Shepherd's Hill / unsafe
- Off street parking danger to schoolchildren
- Loss of 2 on street parking spaces

TREES

- Any loss should be replaced for visual and ecological reasons.
- Loss of rear garden space.

• NON MATERIAL

- Lack of consultation

5.6 The following issues raised are not material planning considerations:

- Construction Disruption
- Financial gain of existing residents
- Experience of developer
- Saleability of flats.
- Loss of a private view
- Lack of consultation

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. The impact of the proposed development on the character and appearance of the conservation area
4. Living conditions for future occupants
5. Parking and highway safety
6. Trees
7. Affordable Housing / Viability
8. Waste and recycling
9. Drainage / SuDs
10. Arboriculture

6.2 Principle of the development

6.2.1 The existing property on the site comprises six flats which have been converted from a pair of dwellings in the early 1950s. Located within the Crouch End Conservation Area, this Victorian property, built in the 1880s, is classed as a 'neutral' contributor within the Crouch End Conservation Area Character Appraisal. The building is neither listed nor locally listed.

6.2.2 The redevelopment of the site proposes the demolition of the existing Victorian property and replacement with a four storey building with a setback fifth floor on an extensive plot with associated car parking, landscaping and amenity space. In total, 12 x 2 bed units and 4 x 3 bed units are proposed (16 units in total).

Principle of Demolition within the Conservation Area

6.2.3 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.

6.2.4 In addition, paragraph 133 of the NPPF states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

6.2.5 Significantly, paragraph 134 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset,

such harm should be weighed against the public benefits of the proposal, including its optimum viable use. In the Barnwell Manor case, the Court of Appeal held even where the harm would be "less than substantial" the balancing exercise cannot ignore the overarching statutory duty imposed by sections 16 (2), 66(1) and section 72 (1) of the Act.

- 6.2.6 Therefore, in considering the principle of demolition and replacement of the 'neutral contributor' one must consider the significance of harm on the 'heritage asset', this being the Crouch End Conservation Area (not the building itself which has no formal designation). Should a proposal be found to lead to less than substantial harm to the significance of the conservation area, such harm should be weighed against the public benefits of the proposal, including its optimum viable use. In addition, any harm or loss should require clear and convincing justification.
- 6.2.7 Therefore, if the loss of the existing building amounts to 'less than substantial' harm, and there exists clear and convincing justification for the loss of the existing structure which is considered to outweigh its loss, the principle of demolition and replacement of the existing building with a new residential development could be accepted. This is discussed in detail below.
- 6.2.8 With regard to the provision of housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which aligns with the aspirations of Policy SP2 and Policies DM10, DM11 and DM13 of the Development Management, Development Plan Document (July 2017), which has a current target of providing 820 new homes a year in Haringey; which is likely to be increased to 1,502 under the London Plan (FALP) 2015'.
- 6.2.5 The provision of additional housing would in principle be supported, as it would augment the Borough's housing stock which would be in accordance with, Local Plan Policies SP0, SP1 and SP2, policies DM10, DM11 and DM13 of the Development Management DPD (2017) and London Plan Policies 3.3 and 3.16. However, as stated, the principle of development is subject to more detailed matters as discussed below.

6.3 Character and appearance of the conservation area

- 6.3.1 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 the settings of 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."

- 6.3.2 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 the settings 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, 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 irrefutable. 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.
- 6.3.3 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 to each element 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.
- 6.3.4 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. Policy DM9 of the Development Management, Development Plan Document (2015) states that proposals for alterations and extensions to existing buildings in Conservation Areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.
- 6.3.5 The Council's Conservation Officer has been consulted and considers that in this instance, the design of the new development has some merits and would lead to heritage benefit (in addition to delivery of additional housing which would be a

public benefit). This would come at the cost of the loss of a historic building that makes a neutral contribution to the conservation area. The building has been altered several times in the past and whilst it maintains some vestige of the old villa, it does not allow for an optimal efficient use of land if the building were to be retained. The loss of the existing building would not lead to the loss of significance of the conservation area. The architectural merits of the proposed scheme (discussed below) would enhance the conservation area, and this along with other public benefits, such as provision of additional housing and a contribution to affordable housing, are to considered to outweigh the less than substantial harm that would result.

- 6.3.6** Great weight has been given to the impact of the proposed on the significance of the conservation area. The impact has been assessed as being 'less than significant harm' which in this case is considered to be outweighed by the positive public and heritage benefits. As such, demolition of the building and its replacement, is justified as per Para 132 of the NPPF.

6.4 Design

- 6.4.1** DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2016) Policies 7.4 and 7.6

Massing and Scale

- 6.4.2** Many of the developments in the immediate vicinity of the site are around 6 storeys in height, significantly higher than the existing Victorian structure. The main facade of the proposed scheme relates to the lower neighbour; the 4 storey building of Dale Lodge, therefore the overarching impression of the proposal from street level is that of a 4 storey structure (albeit on a higher level to the street in accordance with the existing building). This primary façade is also 'split' into three bays. Separated by recessions with balconies inserted this visually breaks down the massing of the façade and thus the appearance is lighter and more domestic in appearance.

- 6.4.3 In addition, the proposal has a set-back 5th floor, clad in a differing material to the main façade. The setback 5th floor effectively bridges the height difference between the aforementioned property at Dale Lodge and the neighbouring 7 storey Altior Court. The material change and set back reduces the massing of the 5th floor making it subordinate to the lower levels whilst still providing high quality accommodation. Within the context of the above structures and the surrounding post war developments along Shepherd's Hill, the proposed 5 storey block is considered in keeping in terms of scale and massing. Significantly, it should be noted that a number of existing blocks along Shepherd's Hill exceed the height of the proposal including Nos 66 and 64 Shepherd's Hill as well as the aforementioned Altior Court.
- 6.4.4 The proposal also follows the building line of the front of the existing Victorian structure in line with Dale Lodge to the west. Accordingly, the proposal also references the established building lines to the rear, transitioning between the aforementioned Dale Lodge and Altior Courts. Given the substantial rear gardens the increase in mass to the rear is not considered detrimental and the proposal sits comfortably with the neighbours which themselves define the context for larger apartment blocks along Shepherd's Hill.

Contemporary Design

- 6.4.5 The proposal would be contemporary in design and provides a building of high architectural quality which references the range of architectural styles present within the conservation area. Having assessed the vicinity of the site and the wider Crouch End Conservation Area, the architects have chosen to work with a brick façade to respect, complement and enhance this part of the Conservation Area. The use of brick, along with generous glazing, balconies and architectural detailing including 'hit and miss' brickwork visually breaks down the massing, providing a more 'domestic' appearance as prescribed by planning officers and the Quality Review Panel.

Quality Review Panel.

- 6.4.6 The proposal was presented to Haringey's Quality Review Panel (QRP) on two occasions; 21st September 2016 and 22nd February 2017. The formal response from the QRP Chairs Review (the latter review) stated as that *'The Quality Review Panel feels that the revised scheme has responded well to the feedback from the first QRP in September 2016. As the existing building is only considered to make a 'neutral' contribution to the character of this part of the Crouch End Conservation Area, the panel feels that the design of the proposed replacement building is now of sufficiently high quality to warrant their support.'*
- 6.4.7 The response from the QRP Review went on to state *that 'the panel commends the richness of detailing that is now proposed'* and welcomed the amendments to the internal configuration of the units, which resulted in increased living areas for

some of the units. The panel also welcomed the revisions to the ground floor entrance which now enables residents to access the communal garden directly from the lobby.

- 6.4.8 In addition, the panel noted that *'the reduction in visual dominance of the glazing in the façade (achieved through the use of hit-and-miss brickwork that serves to screen sections of full height glazing) is welcomed; this helps to make the scheme appear more 'domestic' in character.'* The panel also suggested that *'a good quality red stock brick would be appropriate as the external finish of the development'*. Accordingly, a high-quality red stock brick is proposed and would be required by the imposition of a condition on any grant of planning permission.
- 6.4.9 Additionally, the QRP also noted that in relation to the *'articulation of the flank wall façades' it is also 'important to avoid a large expanse of unrelieved brickwork when viewed from further down Shepherd's Hill.'* In response to this point, additional windows have been added to the flank walls to provide greater visual interest as well as enhanced daylight and sunlight into the proposed dwellings.
- 6.4.10 The final section of the formal QRP response stated: *'The panel feels that the revised proposals have responded well to the comments given at the previous QRP, and offer their support for the scheme.'* Officers agree that the amended proposal is of a high quality, robust and contemporary design that responds well to the surrounding context whilst providing a domestic and rich aesthetic. Officers also consider the proposal a high quality example of residential design which exceeds the standard of its neighbours and sets a precedent for high quality design in a section of the conservation area lacking in architectural excellence.

Density

- 6.4.11 The density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan.
- 6.4.12 The site red line site area is 0.1481 hectares, the surrounding area is considered to be urban, and the site has a PTAL of 2. The density proposed is 108 units per hectare (16 units /0.1481 Ha) and 351 (52/ 0.1481) habitable rooms per hectare which complies with the 45–120 u/ha and 200–450 hr/ha set out in the London Plan. Therefore, it is considered that the scheme does not constitute an overdevelopment on the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

6.5 Quality of Residential Accommodation

- 6.5.1 London Plan (2016) policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan (2017) Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.5.2 The large communal garden to the rear of the site is maintained and the inclusion of balconies to the six units on the Shepherd's Hill façade at the first to third floors now means that all units benefit from private amenity space.
- 6.5.3 The revised scheme has no single aspect apartments. Right of Light Consulting have produced an updated Daylight and Sunlight report which takes into account the revised window sizes and positions. The Report states that 'Right of Light' Consulting confirms that the proposed development design achieves a very high level of compliance with the BRE recommendations.

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 The London Plan (2016) Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development. As assessment of the impact on the amenity of the surrounding properties is as follows.

Dale Lodge

- 6.6.2 (No.68 Shepherd's Hill) is a four storey, mid-20th Century, red brick block of flats with a flat roof and wide metal casement windows in an unadorned façade. The structure has a 'T' shaped footprint with a projecting element facing Shepherd's Hill. The existing flats are approximately 6m from the blank outer flank wall of Dale Lodge (nearest the site) and 11m from the foremost flank wall to the front projection which has some glazing.
- 6.6.3 The proposed building footprint follows the existing building line to the front but would be approximately 1m closer to Dale Lodge at the side. This is considered

negligible, still maintaining a significant distance and sense of openness between the windows of the flank elevation and the proposed flats. To the rear, the footprint of the proposed flats is larger than the existing, extending outwards into the substantial rear garden. The additional mass (consistent over 4 storeys) has been designed to step away from Dale Lodge and would be approximately 10m from the existing flank wall. The setback 5th floor follows the same footprint with an additional 1.7m setback. Given this setback over 5 storeys, the substantial open space to the rear of both sites and significantly the south facing nature of the rear of the site, the proposal is not considered to be materially overbearing or create a material sense of enclosure or a significant loss of sunlight/daylight to the occupiers of Dale Lodge. Whilst it is acknowledged that the proposal would be larger than the existing building occupying the site, Dale Lodge itself sets the precedent for the scale and massing of the proposal. Therefore, the proposal is not considered to have a significantly detrimental impact on the amenity of the residents of Dale Lodge.

Altior Court

- 6.6.4 (Nos.74-76 Shepherd's Hill) lies at the eastern boundary of the site. It is a large functional mid to late 20th Century six storey block of flats with a set-back seventh floor. It has an unadorned façade with a flat roof. It is built from light red brick with white horizontal slab banding. It also has large windows and projecting balconies. There is parking to the rear of property and also a number of single storey garages. The scale and mass is partly offset by the large mature trees along the front boundary. The footprint is set back from the street and behind the building line of the existing and proposed structure at 70-72 Shepherd's Hill.
- 6.6.5 At 5 storeys the proposal is smaller than Altior Court. The proposed flats would be located approximately 9.5m away from the side elevation of Altior Court, slightly more than the existing 8.5m distance. This distance is considered to maintain the open nature of Altior Court allowing for views through to the rear whilst allowing daylight and sunlight to the building. Notably, this distance between Altior and the proposal is larger than many in the vicinity, again maintaining the open nature of the site. Given that glazing to the western flank of Altior Court is to a stairwell, there is no concern regarding the impact on these windows.
- 6.6.6 As stated above, the proposed flats will extend the footprint to the rear into the garden. Unlike the opposing side facing Dale Lodge, the rear footprint does not step away from the boundary with Altior Court. However, the 9.5m distance mentioned above is consistent and encroaches no further toward the neighbouring flats. In addition, the proposed rear building line matches that of Altior Court and thus projects no further than its neighbour. Again, given the open nature of the rear of both properties, the significant 'gap' between the two structures and the south facing nature of the rear of the site, there is no

significant impact on the residential units of Altior Court both in terms of overshadowing or loss of outlook.

Melior Court and Highgate Heights

6.6.7 No. 79 Shepherd's Hill is an unadorned red brick building of 5 storeys that lies to the north east of the site, across Shepherd's Hill. It has a flat roof with no setback top floor. Balconies are semi protruding. No. 77 Shepherd's Hill is a 7 storey 1960's red brick building with white banding, projecting balconies with setback top floor, situated across the road to the north west. Both properties are located on the opposing side of street. Given that Shepherd's Hill is a broad avenue with the above blocks setback from the street, there is no significant impact on the residential amenity of these properties, in particular given that the proposal is comparable (and smaller in comparison to Altior Court) to the massing and scale of the many of the properties in this section of Shepherd's Hill.

Hurst Avenue

6.6.8 An objection has been received from Hurst Avenue to the south of the site stating that land drops by 4metres between Shepherd's Hill and Hurst Avenue and as such the proposal would tower over the existing residential properties. Given that the distance between the proposal and the properties along Hurst Avenue is approximately 200m there would be minimal upon residential amenity.

6.7 Parking and Highway Safety

6.7.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

PTAL and Controlled Parking

6.7.2 The proposal includes demolition of the existing and construction of 16 residential units. (12 two bed and 4 three bed). Using TfL's WebCAT for base year 2011, the Public Transport Accessibility Level (PTAL), at this postcode is PTAL 2. The site is within the Crouch End 'stop and shop', Controlled Parking Zone- (CEB) CPZ with on-street parking restrictions, Monday to Friday from Mon-Fri- 2-4 pm. One person is employed full time at this site.

Changes to the Existing Public Highway

6.7.3 There are proposed changes to public highway, vehicular and pedestrian. Changes to the public highway are part of S278, with applicant entering into an

agreement with the local Highway Authority. S278_works area to be highlighted in the drawing and secured through S106.

Car Parking

- 6.7.4 The proposal also includes 10 car parking spaces, 2 of which are for blue badge holders. Parking spaces are located at the basement. Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.
- 6.7.5 Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.
- 6.7.6 Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.
- 6.7.7 Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users. Policy DM32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed. Having considered all of the above policies, it is concluded that residential car parking provision is acceptable, subject to the conditions a S106 provisions set out below.

Cycle Parking

- 6.7.8 The proposal includes a total of 32 cycle parking spaces. The level of provision is considered acceptable. All cycle parking spaces must be made available prior to the start of occupation (see conditions).

Refuse/Recycling

- 6.7.9 The proposal includes an area in the basement where the refuse/recycling storage is shown. Within the TA it was indicated that refuse bins will be moved to the kerbside by the management team prior to weekly collection and after this will be picked up from on-street by the existing providers. Further details on the

agreed arrangement is required, including recycle storage and point of collection, is required (see conditions).

6.7.10 Therefore, the Highway Authority, recommend this proposal for approval, subject to conditions and a S106 Agreement.

6.8 Affordable Housing / Viability

6.8.3 Policy 3.12 of the London Plan 2016 seeks to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of the London Plan.

6.8.4 Policy SP2 of Haringey's Local Plan 2017 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. Subject to viability, sites capable of delivering 10 units or more will be required to meet this target based on habitable rooms.

6.8.5 The applicant submitted a viability assessment which demonstrates the amount of contribution that is affordable in terms of the viability of the development. The proposal contains 16 residential units in total with a dwelling mix, which comprises 12 x 2 bedroom units and 4 x 3 bedroom units. No affordable housing is provided. An assessment of the proposed development with 100% private housing as offered by the applicant has been independently assessed by the Council's consultants. Consultants have concluded that the proposed development with the offer proposed by the applicant of 100% private housing generates a deficit against the viability benchmark.

6.8.6 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £300,000 towards off-site affordable housing. The applicant has also accepted that a review mechanism is included in the S106, should the development not commence within 18 months of permission being granted.

6.8.7 While it is acknowledged that the proposal does not provide any on-site affordable housing, it is considered that this is justified and the reduced off-site contribution would allow the development to come forward in line with the NPPF.

6.9 Waste and Recycling

6.9.3 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4., requires development proposals make adequate provision for waste and recycling storage and collection.

6.9.4 The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection if the guidance above is followed and the management of the waste is carried out as stated within the application.

6.10 Drainage/SuDs

6.10.3 London Plan (2015) Policy 5.13 'Sustainable drainage', Development Management, Development Plan Document (2017) Policy DM25 'Sustainable Drainage Systems', Local Plan (2013) Policy SP5 'Water Management and Flooding'.

6.10.4 The LLFA has reviewed the drainage strategy for the proposed development at 70 -72 Shepherds Hill, and is satisfied that it meets the Haringey criteria for a sustainable solution dealing with surface water management. The LLFA recommends this proposed development for approval subject to the imposition of conditions which are included below.

6.11 Arboriculture

6.11.3 The Council's Tree & Nature Conservation Manager has examined the application and stated that tree cover in and around this site consists of a variety of individual trees. There are no trees of high quality and value (category A). Six were assessed as moderate quality (category B), fourteen were assessed as low quality (category C) and one was of poor quality (category U). It is proposed to removed three individual trees to facilitate the development, all have been assessed as low quality (category C). The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this.

6.11.4 There are three trees on the public highway outside the site, which may be impacted by the development works. T3 (London plane) is a mature street tree of high amenity value, the new basement will encroach into the notional root protection area by less than 10%. This impact is likely to be reduced as root growth in the front garden will have been inhibited due to the foundations of the existing retaining wall and hard landscaping in this area. It is proposed to mitigate any potential impact by hand digging the top 75mm of the outer line of the basement under Arboricultural supervision, with pre-emptive root pruning, where necessary. T3 (Hornbeam) is an early mature street tree of high amenity value, the new steps will encroach into the notional root protection area by approximately 11%. Again, the impact is likely to be reduced for the same reasons as for T3. It is proposed to mitigate any potential impact by hand digging the top 75mm of the outer line of the steps under Arboricultural supervision, with pre-emptive root pruning, where necessary.

6.11.5 An Arboricultural method statement must be provided to specify how the retained trees will be protected, in accordance with industry best practice. Included must

be a tree protection plan showing the exact location of the protective fencing and any ground protection that will be installed during the demolition and construction stages. It must also include protection for the street trees outside the site. This can be in the form of wooden panels secured around the tree stems to prevent physical damage. The Arboricultural method statement must also specify how all works within and close to the root protection areas will be carried out.

6.11.6 In conclusion, the proposed development of this site will result in the loss of a small number of low quality trees, which will be mitigated by the planting of three new trees. Impacts on trees to be retained can be mitigated by manual works in the root protection areas, under Arboricultural supervision. There are no objections subject to the imposition of conditions on any grant of planning permission.

6.12 Conclusion

6.12.1 Great weight has been given to the impact of the proposal on the significance of the conservation area. The existing buildings have been altered somewhat and assessed as a 'neutral contributor' to the conservation area. The impact of the development has been assessed as being 'less than significant harm' which in this case is considered to be outweighed by the positive public and heritage benefits, including the high quality design of the proposed replacement building and the additional housing provided and affordable housing contribution. As such, demolition (and therefore the less than substantial harm) is justified as per Para 132 of the NPPF, which requires "clear and convincing justification"; the architectural merit of the proposed scheme would enhance the conservation area and would outweigh the less than substantial harm as per NPPF Para 134.

6.12.2 All other relevant policies and material considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £71,597 (1612 sqm x £35 x 1.269) and the Haringey CIL charge will be £464,772 (1612sqm x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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

Applicant's drawing No.(s) Sustainability Statement, Arboricultural Impact Assessment Report, Design and Access Statement, Energy Assessment, Flood Risk Assessment, Heritage Statement, Supporting Planning Statement, Statement of Community Involvement,

GA001, GA002, GA002, GA003, GA 100, GA 101, GA 102, GA 103, GA 104, GA 110, GA 111, GA 120, GA 121, GA 122, GA 123, GA 124, GA 200, GA 201, GA 202, GA 203, GA 204, GA 205, GA 206, GA 300, GA 400, GA 401, GA 402, GA 403, GA 404, GA 500, GA 501, GA 502, GA 503, GA 504 & GA 505

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 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 following approved plans and specifications: Sustainability Statement, Arboricultural Impact Assessment Report, Design and Access Statement, Energy Assessment, Flood Risk Assessment, Heritage Statement, Supporting Planning Statement, Statement of Community Involvement, GA001, GA002, GA002, GA003, GA 100, GA 101, GA 102, GA 103, GA 104, GA 110, GA 111, GA 120, GA 121, GA 122, GA 123, GA 124, GA 200, GA 201, GA 202, GA 203, GA 204, GA 205, GA 206, GA 300, GA 400, GA 401, GA 402, GA 403, GA 404, GA 500, GA 501, GA 502, GA 503, GA 504 & GA 505

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

CONSERVATION

3. No demolition works of the development hereby approved shall commence until a minimum of Level 3 recording of 70-72 Shepherd's Hill as per Historic England's guidance to 'Understanding Historic Buildings: A guide to good recording practice' has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the original structure is recorded appears on Council's records.

4. Details of all materials including fenestration, bricks, mortar and cladding shall be submitted to and approved by the Local Planning Authority before the relevant part of the work is begun. 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 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

5. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to and, approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details and retained thereafter. Any trees 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 of the area.

TRANSPORT

6. The applicant/developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 month (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (including Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians in and surrounding the site is minimised. The construction management plan must include details on the construction of the development. It is also requested that construction vehicle movements should be carefully planned and coordinated 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.

7. Details of the cycle parking facilities, as shown on the approved plans, shall be submitted to and approved by the Local Planning Authority prior to implementation of above ground works. These cycle parking facilities shall be provided prior to first occupation of the dwellings, hereby approved and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2015 and Policy SP7 of the Haringey Local Plan 2013.

8. Details of a scheme for the storage and collection of refuse and recycling shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Development Management DPD Policy DM31 and Policy 5.17 of the London Plan 2015.

THAMES WATER

9. No piling shall take place until a piling method statement (detailing the depth and 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: To ensure the piling does not impact on ground water, and local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

CARBON MANAGEMENT

10. Applicant must deliver the energy efficiency standards (the Be Lean) as set out in the Energy Assessment, by Eight Associates, Issue Number 3, Dated 27/05/2016 (Ref: 1472-Energy Assessment-1605-27om.docx) The development shall then be constructed and deliver the U-values set out in this document, achieving the agreed carbon reduction of 9.3% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority no less than 6 months prior to practical completion of the development. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed. If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

11. The applicant/developer are required to deliver the standards (the Be Clean) as set out in the Energy Assessment, by Eight Associates, Issue Number 3, Dated 27/05/2016 (Ref: 1472-Energy Assessment-1605-27om.docx) The details of the CHP system shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. The Combined Heat and Power facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

12. All gas boilers installed across the development to have a minimum SEDBUK rating of 90%. The applicant will demonstrate compliance by supplying installation specification at least 3 months' post construction. Once installed they shall be operated and maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.

13. The applicant/developer are required to install the renewable energy technology (PV Solar Panels) as set out in the Energy Assessment, by Eight Associates, Issue Number 3, Dated 27/05/2016 (Ref: 1472-Energy Assessment-1605-27om.docx). The applicant will deliver no less than 90m² of solar PV panels, with a system capacity of 18.24 kWp and an estimated to generation capacity of 15,752 kWh/yr. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee. The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above).

Any alterations should be presented with justification and new standards for approval by the Council. The equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04

14. The applicant/developer are required to deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.

15. The results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved. Details in this strategy will include measures that address the following:

- the standard and the impact of the solar control glazing;
- that the space for pipe work is designed in to the building to allow the retrofitting of cooling and ventilation equipment
- that all CHP pipework is appropriately insulated
- what passive design features have been included
- what mitigation strategies are included to overcome any overheating risk

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given. Once approved the development shall be carried out strictly in accordance with the details so

approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

TREES

16. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and wellbeing of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

17. All works should be undertaken by qualified and experienced tree work contractors and be in accordance with BS 3998:2010 Recommendations for Tree Work. All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: To protect the amenity value of the trees consistent with Policy DM1 of The Development Management DPD 2017.

DRAINAGE

18. 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.

QUALITY REVIEW PANEL

19. The existing architects or other such architects as approved in writing by the Local Authority acting reasonably shall undertake the detailed design of the project.

Reason: In order to retain the design quality 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 DM1 of the Development Management DPD 2017.

INFORMATIVES:

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 foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £71,597 (1612 sqm x £35 x 1.269) and the Haringey CIL charge will be £464,772 (1612sqm x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

INFORMATIVE: Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers

and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

INFORMATIVE: Reinstatement of redundant crossovers, any street furniture, amendments to parking bays or CPZ changes, or other work required on public Highways to facilitate the proposed development, will require a separate application to the Highway Authority subsequent to the planning application.

INFORMATIVE: If this planning application is approved, highways licences, and/or temporary Traffic Orders may be required, such as: crane licence, hoarding licence, on-street parking suspensions etc. The applicant must check and apply direct to the Highway Authority.

INFORMATIVE: This permission is subject to a S106 Agreement pertaining to an affordable housing contribution; highways works; travel plan; resident permit restriction; carbon reduction; construction skills /training and a viability review.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Conservation	<p>I have given great weight to the conservation of the heritage asset and on balance, the proposal is acceptable with the following conditions.</p> <ol style="list-style-type: none"> 1) No demolition works should be undertaken unless a minimum of Level 3 recording of the building as per Historic England's guidance to 'Understanding Historic Buildings: A guide to good recording practice' has been submitted and approved by the Council. 2) Details of all materials including fenestration, bricks, mortar and cladding should be submitted to the Council for further approval. 3) Further details of the landscape treatment along the street frontage should be submitted to the Council for approval. 	<ul style="list-style-type: none"> • Noted. Conditions added.
LBH Waste	<p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for the following and the management of the placement of bins on collection day must be as stated in the application provided. Bins must be placed no further than 10 meters from the waste collection vehicle at the front of the property on Shepherds Hill. Guidance for this application has been highlighted above and below.</p> <ul style="list-style-type: none"> • 3 x 1100L Euro bins for refuse • 2 x 1100L Euro bins for recycling • 1 x 140L Food waste bins • 16 x Food waste kitchen caddy's <p>Arrangements will need to be made to ensure waste is</p>	<ul style="list-style-type: none"> • Noted.

Stakeholder	Question/Comment	Response
	<p>contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The waste collection point will need to be at the front of the property from Shepherds Hill.</p> <p>The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection if the guidance above is followed and the management of the waste is carried out as stated within the application.</p>	
Transportation	<p>The proposal includes demolition of the existing and construction of 16 residential units. (12 two bed and 4 three bed).</p> <p>PTAL</p> <p>Using TfL's WebCAT for base year 2011, the Public Transport Accessibility Level (PTAL), at this postcode is PTAL 2</p> <p>The site is within the Crouch End 'stop and shop', Controlled Parking Zone- (CEB) CPZ with on-street parking restrictions, Monday to Friday from Mon-Fri- 2-4 pm</p> <p>One person is employed full time at this site.</p> <p>4.0 Changes to the existing public highway</p> <p>There are proposed changes to public highway, vehicular and pedestrian. Changes to the public highway are part of S278, with applicant entering into an agreement with the local Highway Authority.</p> <p>S278_works area to be highlighted in the drawing and secured through S106.</p> <p>2.0 Car parking</p> <p>The proposal also includes 10 car parking spaces, 2 of</p>	<ul style="list-style-type: none"> • Noted. Conditions and informatives added

Stakeholder	Question/Comment	Response
	<p>which are for blue badge holders. Parking spaces are located at the basement.</p> <p>Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.</p> <p>Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.</p> <p>Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.</p> <p>Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users. Policy DM32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed.</p> <p>Having considered all of the above policies, it was concluded that residential car parking provision is acceptable, if the following is attained and secured through S106</p> <p>S106: restrict residents from purchasing the on-street parking permits—constraints secured through s106.</p>	

Stakeholder	Question/Comment	Response
	<p>Managing the off-street car parking spaces is done through Car Parking Management Plan (CPMP), and secured through:</p> <p>Condition: CPMP-further details to be submitted to cover matters (1-6), below:</p> <ol style="list-style-type: none"> 4. prior to occupation, all parking spaces must be in place, and marked on site as per approved drawing, and retained thereafter. 2. all parking spaces to be used in connection with this development, only 3. review the demand for parking spaces and occupancy levels – include details on how this is proposed to be managed. 4. details to be submitted: controlling access to the parking area, parking enforcement measures, 5. swept paths, headroom, ramp details and show structural columns on a drawing, visibility splays and vehicle circulatory movements, all while considering pedestrian movements and safety. <p>Current London Plan policies require a minimum provision of 20% active and 20% passive Electric Vehicle Charging Points (EVCP). Because of low number of parking spaces included in this proposal, recommendations are to aim for all spaces to have EVCP, either active or passive.</p> <ol style="list-style-type: none"> 4. include locations of Electric Vehicle Charging Points (EVCP), and indicate criteria for reviewing the usage and converting passive points (if any proposed) to active. <p>3.0 Cycle Parking The proposal includes a total of 32 cycle parking spaces. The level of provision is considered acceptable.</p> <p>All cycle parking spaces must be made available prior to the start of occupation.</p>	

Stakeholder	Question/Comment	Response
	<p>Condition: further details to be submitted: details of how to access cycle parking areas, maintenance area arrangement, access for visitors and staff.</p> <p>Cycle parking should be available from the occupation, and all spaces to be retained, thereafter.</p> <p>4.0 Refuse/recycling The proposal includes an area in the basement where the refuse/recycling storage is shown. On the TA it was indicated that refuse bins will be moved to the kerbside by the management team prior to weekly collection and afters this will be picked up from on-street by the existing providers.</p> <p>Condition: Further details on the agreed arrangement is required, including recycle storage and point of collection, is required.</p> <p>4.0 Construction Logistic Plan In order to manage the Construction of this proposal the Construction Logistic Plan (CLP) should be submitted. This could be covered by condition.</p> <p>Condition: Further details to be submitted and agreed prior to start of the construction phase. Highways Authority must be notified before the construction phase has started. Managing of the deliveries could be done via booking system, with pre-arranged slots and allowing sufficient time to carry loading/unloading.</p> <p>Construction traffic to/from the site must avoid highway network peak times. All routes and n timings should be agreed in advance with the local HA.</p> <p>Reason: to coordinate the construction traffic routes</p>	

Stakeholder	Question/Comment	Response
	<p>generated to/from the site.</p> <p>Also,</p> <ul style="list-style-type: none"> 4. vehicles involved in construction should be part of Fleet Operator Recognition Scheme (FORS) 4. include swept paths of the largest vehicle that will enter/exit the site, and turnings 3. Existing parking spaces to be kept for use for Berol House occupiers, at all times. 4. No temporary car parking for staff and personnel involved in the construction of this development. <p>The developer and/or their appointed contractor, must:</p> <ul style="list-style-type: none"> -display contact details of the project manager at all times. - have a communication plan to contain: first point of contact, how the developer will inform residents and others affected, for example: informing about road closures, alternative route/s, duration of works etc. <p>The developer is responsible to promote the use of public transport to, all staff and personnel involved in the construction of this development. Staff/personnel, who should be aware of public transport provisions in the area and aim to use sustainable modes of transport.</p> <p>A travel plan for personnel involved in the construction showing routes to and from site, is considered a part of the CLP. Other travel plan measures should be included and reported to the LBH, as part of monitoring process. The applicant to agree the method of working with local HA prior to the start of construction.</p> <p>Recommendation On behalf of Highway Authority, I recommend this proposal for approval, subject to including Conditions</p>	

Stakeholder	Question/Comment	Response
	<p>and S106.</p> <p>In addition; Please include Informative(s) about Highways licences. The applicant must follow processes and apply directly to the local HA</p>	
Carbon Management	<p>Energy – Overall The scheme delivers a 53.8% improvement beyond Building Regulations 2013. The policy requirement is zero carbon for the residential element. The overall approach is policy compliant.</p> <p>A Carbon Offset Contribution is required to the sum of £37,233, where zero carbon has not been achieved. This should be included within a S106 agreement.</p>	<ul style="list-style-type: none"> • Conditions added. • Carbon offset contribution added to Section 106
SuD	<p>The LLFA has reviewed the drainage strategy for the proposed development at 70 -72 Shepherds Hill, and is satisfied that it meets the Haringey criteria for a sustainable solution dealing with surface water management. The LLFA can recommend this proposed development for approval subject to the following condition:-</p> <p>No development shall commence until the final detailed drainage drawings and a maintenance plan for the lifetime of the development to include the responsible party for the maintenance 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.</p> <p>Reason: To promote a sustainable development consistent with Haringey Policies.</p>	<ul style="list-style-type: none"> • Noted. Condition Added.
LBH Building Control	<p>This department has no objection to this application. It is noted from the deposited drawings that with regard to Access for the Fire Brigade, more details may be required. This type of work will require a Building Regulation</p>	<ul style="list-style-type: none"> • Noted

Stakeholder	Question/Comment	Response
	<p>application to be made after Planning permission has been granted. We have been working to expand and improve the services and products we can offer our customers such as warranties, fire engineering, fire risk assessments, structural engineering, party wall surveying, SAP, EPC, SBEM calculations, BREEAM, CfSH calculations, acoustic advice, air pressure testing etc. in consultation with the LABC (Local Authority Building Control) and I would be pleased to explain any of the services in more detail if required. Contacts us with any queries you may have at: building.control@haringey.gov.uk</p>	
<p>LBH Arboriculture</p>	<p>Tree cover in and around this site consists of a variety of individual trees. There are no trees of high quality and value (category A). six were assessed as moderate quality (category B), fourteen were assessed as low quality (category C) and one was of poor quality (category U). It is proposed to removed three individual trees to facilitate the development, all have been assessed as low quality (category C). The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this.</p> <p>There are three trees on the public highway outside the site, which may be impacted by the development works. T3 (London plane) is a mature street tree of high amenity value, the new basement will encroach into the notional root protection area by less than 10%. This impact is likely to be reduced as root growth in the front garden will have been inhibited due to the foundations of the existing retaining wall and hard landscaping in this area. It is proposed to mitigate any potential impact by hand digging the top 75mm of the outer line of the basement under Arboricultural supervision, with pre-emptive root pruning, where necessary. T3 (Hornbeam) is an early mature street tree of high amenity value, the new steps will encroach into the notional root protection area by approximately 11%. Again, the impact is likely to be reduced for the same reasons as for T3. It is proposed to mitigate any potential impact by hand digging</p>	<ul style="list-style-type: none"> • Conditions added

Stakeholder	Question/Comment	Response
	<p>the top 75mm of the outer line of the steps under Arboricultural supervision, with pre-emptive root pruning, where necessary.</p> <p>An Arboricultural method statement must be provided to specify how the retained trees will be protected, in accordance with industry best practice. Included must be a tree protection plan showing the exact location of the protective fencing and any ground protection that will be installed during the demolition and construction stages. It must also include protection for the street trees outside the site. This can be in the form of wooden panels secured around the tree stems to prevent physical damage. The Arboricultural method statement must also specify how all works within and close to the root protection areas will be carried out.</p> <p>The proposed development of this site will result in the loss of a small number of low quality trees, which will be mitigated by the planting of three new trees. Impacts on trees to be retained can be mitigated by manual works in the root protection areas, under Arboricultural supervision</p> <p>When drafting planning conditions for both applications, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>An Arboricultural method statement must be provided to specify all the protective measures to be implemented to ensure the trees to be retained are adequately protected.</p> <p>All tree protective measures must be installed under the supervision of the Consultant Arboriculturist, prior to the</p>	

Stakeholder	Question/Comment	Response
	<p>commencement of construction activities on site and be retained until completion.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of construction activities on site.</p> <p>All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist.</p>	
EXTERNAL		
Highgate CAAC	<p>Highgate CAAC has grave concerns about the effect on the streetscape of the demolition of the existing building since it will present as a continuous row of not very distinguished and bland blocks of flats. The detail of this design also has problems for example the balconies shown project beyond the building line and will cause problems for neighbouring properties.</p>	<p>The proposal was presented to Haringey's Quality Review Panel (QRP) on two occasions, 21st September 2016 and 22nd February 2017. The formal response from the QRP Chairs Review (the latter review) stated as that 'The Quality Review Panel feels that the revised scheme has responded well to the feedback from the first QRP in September 2016. As the existing building is only considered to make a 'neutral' contribution to the character of this part of the Crouch End Conservation Area, the panel feels that the design of the proposed replacement building is now of sufficiently high quality to warrant their support.'</p>
Highgate Society	<p>The Highgate Society is responding to the revisions to the above scheme following its earlier objection of 30th July 2016. The Society recognizes that the street elevation has been redesigned and that this is now much improved. However, the Society feels it must continue to object to this scheme on the basis of the harm the demolition of the existing building and its replacement with an ungainly insertion into the streetscape of expanded structural bulk, both in breadth and depth.</p>	<p>It is considered that in this instance, the design of the new development has some merits and would lead to heritage benefit (in addition to delivery of additional housing which would be a public benefit). This would come at the cost of the loss of a historic building that does not detract from the conservation area. However, the building has been altered several times in the past and whilst it maintains some vestige of the old</p>

Stakeholder	Question/Comment	Response
	<p>Demolition of the existing building.</p> <p>The Society is firmly of the view the existing building is a building of character which contributes to the whole of the Conservation Area, although it has unfortunately been classed as neutral in the Conservation Area Appraisal, which the Society feels is an incorrect decision. The existing building should not just be looked at individually, but as an essential part of the overall streetscape of both Shepherds Hill and the Crouch End Conservation Area. The house represents the model that Shepherds Hill was built to and as such deserves retention. Following decades of damage and destruction inflicted on the area by permitted demolitions and rebuildings, as illustrated by the neighbouring flat developments, correctly identified as detractors, any original house is so rare as to be by definition a positive contributor and likewise essential to the preservation of the Conservation Area as it was statutorily designated. These views are underscored and endorsed in the objection submitted by the Victorian Society who stated that "Crouch End was predominantly developed in the late nineteenth century and demolishing an attractive building of this period will obviously not sustain the character of the Conservation Area.</p> <p>The proposals would therefore entail a high level of harm to Crouch End Conservation Area..." Form of the new block This does nothing to enhance the conservation area, regardless of the improvements to the elevational treatment. The new scheme increases the accommodation on the site from 6 to 16 units in a form and bulk matching the adjacent blocks, correctly identified as detractors in the</p> <p>Appraisal. The effect of this new block will be to create a wall of featureless buildings all of a similar height and bulk entirely out of character with the original intention of Shepherds's Hill and this destroying the varied and mixed character of the conservation area. This cannot in any way be argued as enhancing the Conservation Area</p>	<p>villa, its optimal use would not be possible, if the building were to be retained. As such, demolition (and therefore the less that substantial harm) is justified as per Para 132, which requires "clear and convincing justification". In addition, the architectural merit of the proposed scheme would enhance the conservation area and would outweigh the less than substantial harm as per NPPF Para 134. In coming to this conclusion I have given great weight to the conservation of the heritage asset and on balance, the proposal is acceptable subject to conditions.</p>

Stakeholder	Question/Comment	Response
	<p>On this basis, the Society continues to strongly object to this proposal and the comments made in its previous objection, where still applicable, stand together with the further points made above.</p>	
<p>Crouch End Neighbourhood Forum</p>	<p>With reference to our original representation of 12th September 2016, we feel that although some improvements have been made to the facade of the proposed development, it still does not meet the expectations set out in the earlier objection, -</p> <p>"Given the above, the Forum feels that the decision on the application rests on a consideration of the quality of the proposed scheme, and that the replacement be judged on whether it preserves or enhances the character or appearance of the Conservation Area. Here the case for the new build is on unsure footing. The proposed block matches the neighbouring blocks of flats in scale, height and massing surrounding blocks that are all listed as 'detractors' in the CA Appraisal and cannot be employed as desirable precedent. We also note the opinions expressed elsewhere that the design of the replacement block falls short of the standard required by the CA, and will fail therefore to positively contribute to local character and distinctiveness. Furthermore, the undeniably positive value of the existing arrangement lies in its scale, the break it supplies to the line of high blocks of flats along the street, and especially in the green and well planted setting fronting Shepherd's Hill. These features should be retained. While some increase in the number of dwellings is supportable, we note that no affordable housing is proposed for the site.</p> <p>Consequently, although the developer's case is arguable, on balance we feel that the current scheme is of insufficient quality, will cause harm to the Conservation Area and should therefore be refused."</p> <p>As a consequence, our original objection stands.</p>	<p>The revised scheme is considered high quality and is supported by the independent Quality Review Panel.</p> <p>The applicant is providing a voluntary contribution of £300,000 towards affordable housing provision in the borough.</p>

Stakeholder	Question/Comment	Response
Thames Water	No Objection subject to condition.	Condition & Informative added.
Designing Out Crime	No Objections.	Noted.
<p>NEIGHBOURING PROPERTIES</p> <p><u>Objections</u></p> <ul style="list-style-type: none"> • Nos 9, 23 Highgate Heights • Nos 1,2,3,4,8,27,58,62,65,79A,81 Shepherd's Hill • Nos 1, 7, 9, 10, 11, 68 Dale Lodge • No 39 Coolhurst Road • Nos 2, 5, 16A Melior Court • Nos 1, 4, 11, 12, 18, 20, 28 Altior Court • No 19c Elder Avenue • No 1 Broughton Gardens • No 70 Coolhurst Road • No 33b Nelson Road • Hurst Avenue (number not stated) 	<p><u>DEMOLITION</u></p> <ul style="list-style-type: none"> • No buildings should be demolished in the Conservation Area • Existing building should be refurbished, not demolished. • Bad precedent for future residents. <p><u>CHARACTER AND APPEARANCE</u></p> <ul style="list-style-type: none"> • Victorian structure should be retained • Proposed building would not preserve or enhance the conservation area / would be a 'detractor' • Height, massing and Scale too large • Greater enclosure/narrow gaps between buildings • Front Wall too high and harsh • Neighbouring flats are detractors and no precedents <p><u>DESIGN</u></p> <ul style="list-style-type: none"> • Architecture would not enhance the conservation area • Detract from leafy appearance of the street scene • Building could be retained and extended • Too large for the plot • Proposal should be yellow/grey not red brick • Design should have more glazing to front elevation <p><u>AMENITY</u></p> <ul style="list-style-type: none"> • Loss of privacy to Altior Court Residents (west side) 	<p>Consultation</p> <p>Since the validation of the planning application in June 2016 we have engaged with Planning, Design and Conservation Officers regarding the proposal and presented and discussed the scheme with members of the Crouch End Neighbourhood Forum (CENF) on 22nd July 2016.</p> <p>In addition, we have also engaged with the Quality Review Panel (QRP) on two separate occasions throughout September to March 2017. Furthermore, we also presented and discussed the proposal with residents via the formal Development Forum process on 3rd July 2017. These formal amendments to the proposal respond to the comments received to date.</p> <p><u>AMENITY</u></p> <p>The proposal is not seen as having a</p>

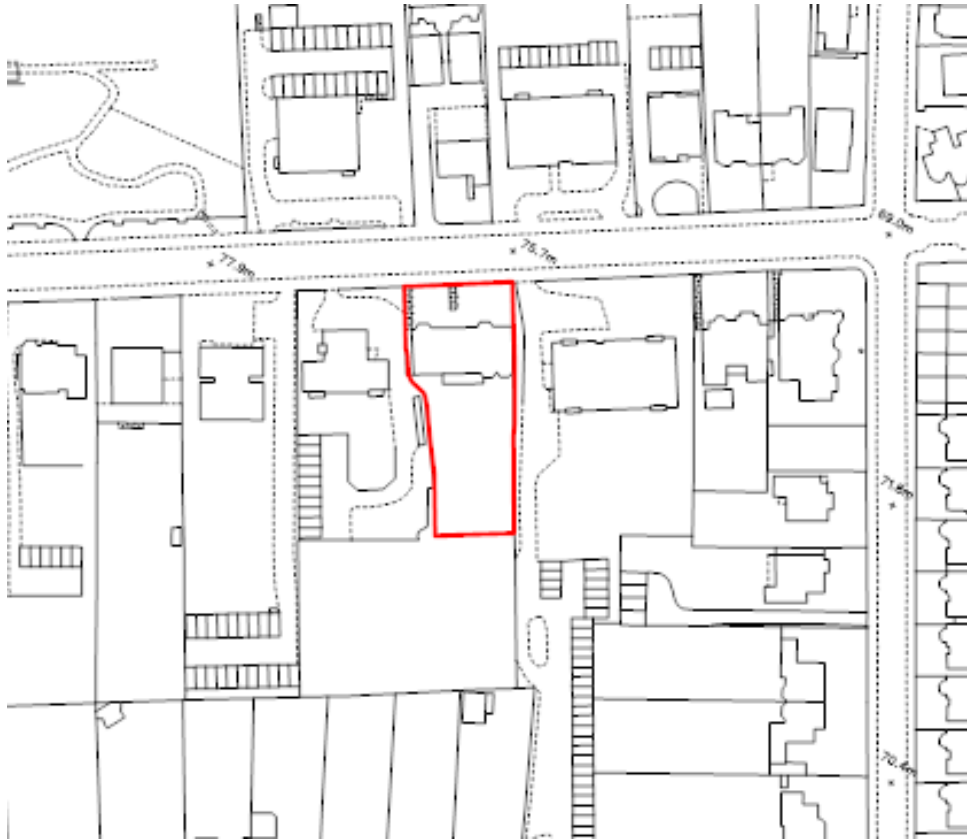
Stakeholder	Question/Comment	Response
	<p>and Dale Lodge</p> <ul style="list-style-type: none"> • Overshadowing/Loss of light to Altior Court Residents (west side) and 68 Shepherds Hill • Overlooking loss of aspect • Hurts Avenue (south) to the rear 'towered' over/ land drops 4m to the rear • Increased noise and disturbance from increased density. <p><u>HOUSING</u></p> <ul style="list-style-type: none"> • Lack of Affordable Housing • Loss of family homes <p><u>DENSITY</u></p> <ul style="list-style-type: none"> • Development too dense <p><u>TRAFFIC & PARKING</u></p> <ul style="list-style-type: none"> • More parking should be provided • Increased parking pressure/traffic flow • Drop-off area for deliveries necessary • Strain and increasingly busy Shepherd's Hill • Increased traffic on Shepherd's Hill / unsafe • Off street parking danger to schoolchildren 	<p>significant, detrimental impact to the amenity of the Neighbouring properties. Please see section 6.3 for details.</p> <p><u>HOUSING</u> A viability report has been submitted illustrating that the project would be unviable should the local authority seek affordable housing. The viability report has been independently assessed by BNPParibas. A contribution of £300,000 is offered in lieu of on-site affordable housing.</p> <p>4 x 3 bedroom units (25%) for families are provided on site.</p> <p><u>DENSITY</u> The density proposed is 108 units per hectare (16 units /0.1481 Ha) and 351 (52/ 0.1481) habitable rooms per hectare which complies with the 45–120 u/ha and 200–450 hr/ha set out in the London Plan. The proposal is below the upper range considered acceptable within the London Plan.</p> <p><u>TRAFFIC & PARKING</u> Adequate parking provision for cars and cycles in provided at basement level. At on 16 units the proposal is not considered to have a significant impact on the highways network or be a danger to schoolchildren. Please see section 6.7 for details as provided by LBH</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Loss of 2 on street parking spaces <p><u>TREES</u></p> <ul style="list-style-type: none"> • Any loss should be replaced for visual and ecological reasons. • Loss of rear garden space. <p><u>DRAINAGE / BUILDING REGULATIONS</u></p> <ul style="list-style-type: none"> • Building could disrupt water courses • Possible subsidence • Risk of Flooding • Water damage <p><u>OTHER</u></p> <ul style="list-style-type: none"> • Lack of consultation <p><u>NON MATERIAL</u></p> <ul style="list-style-type: none"> • Construction Disruption • Financial gain of existing residents 	<p>Transportation.</p> <p><u>TREES</u></p> <ul style="list-style-type: none"> • Replacement trees are proposed for those lost. • A substantial rear garden is maintained. Whilst there is some loss due to the increased building footprint, the overall character is maintained. <p><u>DRAINAGE / BUILDING REGULATIONS</u></p> <p>The LLFA has reviewed the drainage strategy for the proposed development at 70 -72 Shepherds Hill, and is satisfied that it meets the Haringey criteria for a sustainable solution dealing with surface water management. The LLFA can recommend this proposed development for approval subject to conditions.</p> <p><u>OTHER</u></p> <p>Two full public consultations were carried out (for an initial application and then later the amended application). Site Notices were displayed in the vicinity and a Development Management Forum undertaken on Monday 3rd July, 2017. All statutory requirements have been met.</p>

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Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Experience of developer • Saleability of flats. 	

Appendix 2 Plans and Images



Existing Front Elevation



Existing site (looking north)



Proposed Front Elevation (Night view)



Front Elevation (Dayview)



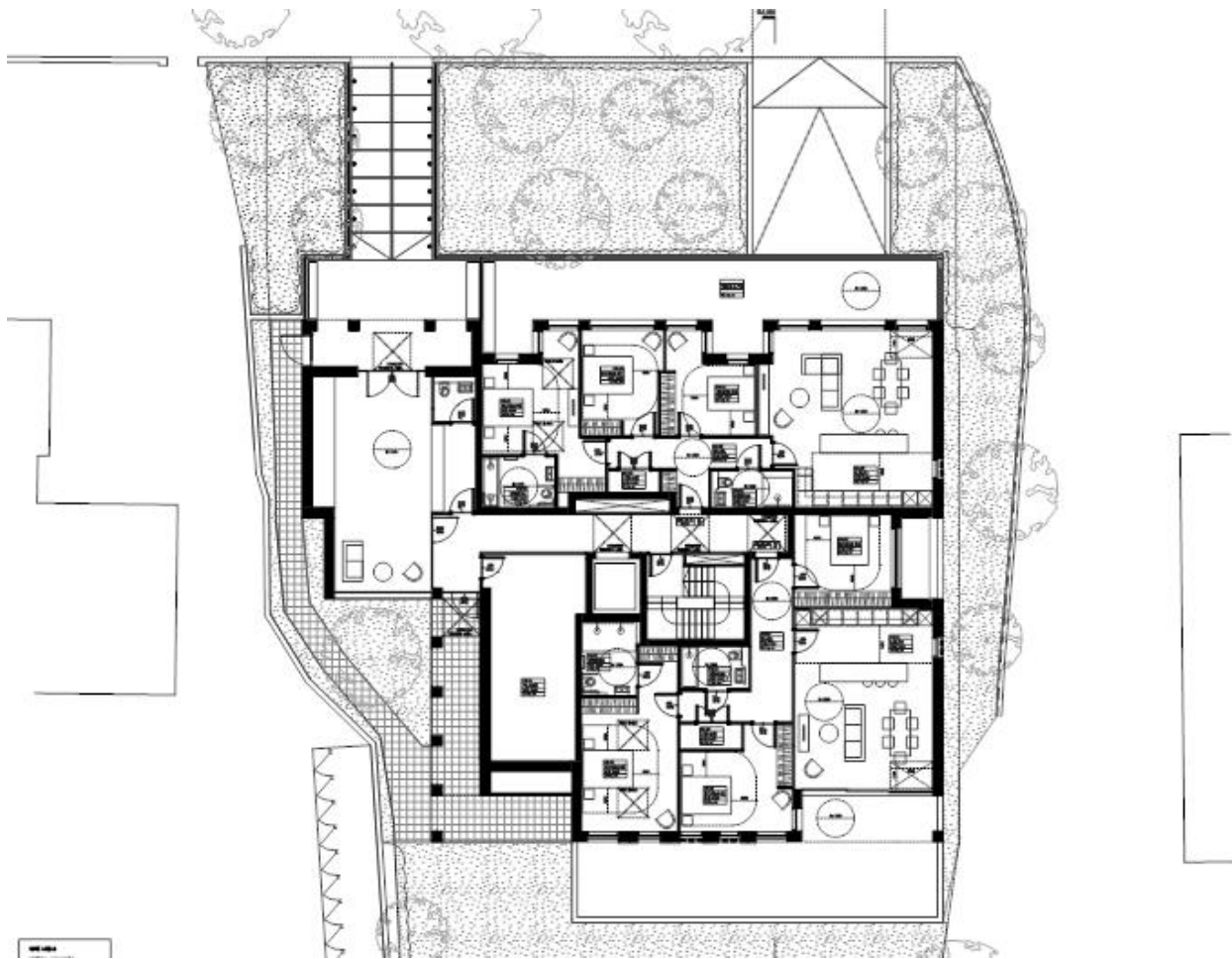
View along Shepherd's Hill (looking west towards Highgate)



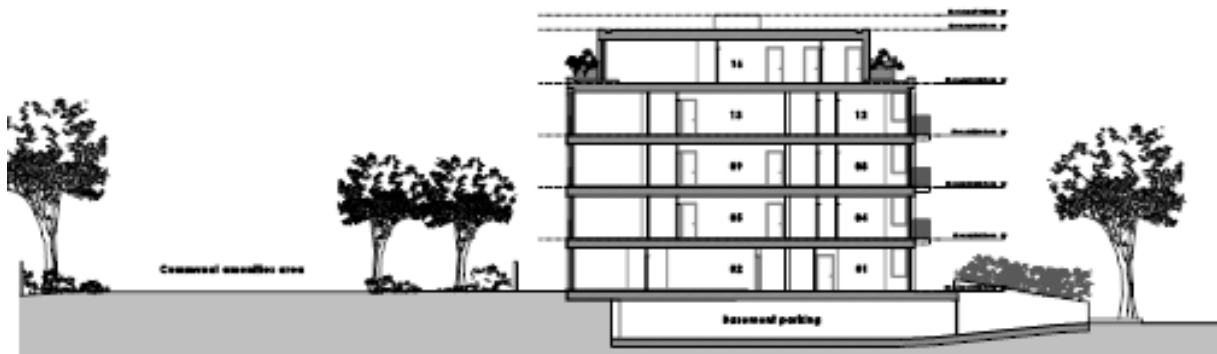
View along Shepherd's Hill (looking east towards Crouch End)



Proposed Ground Floor Plan



Proposed Section



Appendix 3 QRP Note

QRP comments	Comments
<i>Scheme layout and quality of accommodation</i>	
The panel welcomes the decision to retain the garden as communal space for all the residents to enjoy.	Noted.
The panel support the amendments to the ground floor reception/entry area, that will enable residents to access the garden from the hallway, in addition to improved views of the garden through the colonnade	Noted.
They note that access to the gardens for maintenance purposes is achieved through the secure (gated) pathway to the side of the building.	Noted.
The panel previously raised the issue of whether adequate daylight levels were achievable within the single aspect accommodation, as the street frontage has significant mature trees; daylight testing would help to resolve this issue.	<p>The revised scheme has no single aspect apartments.</p> <p>Right of Light Consulting have produced an updated Daylight and Sunlight report which takes into account the revised window sizes and positions.</p> <p>The report confirms that the proposed development design achieves a very high level of compliance with the BRE recommendations. In our opinion there is no daylight/sunlight related reason why planning permission should not be granted for this scheme."</p>
They welcome the amendments to the internal configuration of the units, which have resulted in increased generosity in some of the living areas.	Noted
<i>Architectural expression and configuration</i>	
The architectural expression of the revised proposal is much improved, and the refinements to the design have served to introduce some welcome warmth into the façade. The proportions of the revised façade also now work well.	Noted.
The panel appreciates that the protruding header bricks are intended to provide texture and shadow, and although this provides a rich texture to the road frontage it questions	The applicant has explored the removal of the protruding headers but

<p>whether the combination of protruding headers alongside panels of hit-and-miss brickwork is too fussy.</p>	<p>feels that this would have a negative impact on the façade leaving it feeling a little flat.</p> <p>The actual level of protrusion and mortar pointing can be reviewed as part of a physical sample panel during the technical design stage , to ensure the amount of shadow is not too great.</p>
<p>The inclusion of balconies (contributing shadow and texture) is welcomed; however, the panel is disappointed that the balconies on the front façade are only accessible from the bedrooms, and not from the living area.</p>	<p>The revised layout means that all apartments now have direct access to a private amenity space. Whilst it would be preferable for all of these balconies to be accessed from living areas, this was not possible with six of the apartments without major impact to the existing façade and massing design.</p> <p>All apartments do however have access to a communal external amenity space, which is a large, south facing, mature garden to the rear at Ground Floor level.</p> <p>Shifting the balconies along so that they are next to the living area would cause an imbalance to the 3 equal bays of the facade. Equally, the current position of the living area is preferable, as it is dual aspect, and receive large amounts of daylight and sunlight.</p>
<p>The opportunity to include bespoke craft elements (for example within the balcony balustrades) to enhance the interest and warmth of the elevations would also be</p>	<p>Noted. Materials will be subject to a planning condition.</p>

supported.	
Whilst supporting the use of bronze cladding for the set-back roof level, the panel considers that careful thought still needs to be given to the roof level terraces, balustrade positions and planting; at present these details are not clear.	Additional details have been provided. The proposed bronze finish balustrade is a simple and clean design, that is as open as possible to allow light to penetrate. The design goes beyond the typical vertical metal balustrade, but is classic in appearance, whilst trying to avoid being fussy.
The reduction in visual dominance of the glazing in the façade (achieved through the use of hit-and-miss brickwork that serves to screen sections of full-height glazing) is welcomed; this helps to make the scheme appear more 'domestic' in character.	Noted.
The panel suggests that a good quality red stock brick would be appropriate as the external finish of the development.	Noted. Materials to be agreed via condition.
Alongside high-quality materials, the design details and quality of construction will be critical to the success of such a development within the conservation area.	Applicant has submitted additional details:
Articulation of the flank wall facades is also important to avoid a large expanse of unrelieved brickwork when viewed from further down Shepherd's Hill.	The applicant has revised the flank elevations accordingly. The revised flank elevations include additional windows to ensure the northmost apartments are dual aspect. This also helps redefine them as prominent façades in their own right
<i>Conclusion / Summary</i>	
The panel feels that the revised proposals have responded well to the comments given at the previous QRP, and offer their support for the scheme.	Noted.
It was felt that as the detailed design stage will be critical to the success of such a bespoke scheme within the Crouch End Conservation Area, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project.	Condition added regarding retention of architect.

Planning Sub Committee 13th November 2017

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/2185

Ward: Alexandra

Address: Land Rear of Yewtree Close N22 7UY

Proposal: Erection of 4 detached houses with basements and provision of off-street parking.

Applicant: MrBrendan Morrisey

Ownership: Private

Case Officer Contact: Aaron Lau

Site Visit Date: 08/08/2017

Date received: 25/07/2017

Last amended date: 13/09/2017

Drawing number of plans and documents:

- 433115-1
- 433115-12 Rev C
- 433115-13
- 433115-14
- 433115-15
- 433115-17 Rev B
- 9310-002 Rev B
- Construction management and logistics plan V3 ref. Yewtree Close and dated October 2017
- Flood risk assessment and drainage strategy V5 ref. w10515-171027-FRA & Drainage Strategy and dated October 2017
- Basement impact assessment and ground investigation report V4 ref. J16003 and dated October 2017
- Tree reports ref. MUKL_YTC_AIA_001 and MUKL_YTC_AIA_001_ADD

1.1 This application has been brought to Committee by officers due to the planning history of the site, and third party representations.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.2 Two previous planning applications for 4 new dwellings at the application site were refused by the Local Planning Authority in 2016 as the proposals were considered harmful to residential amenity and at odds with the character of the area. These decisions were appealed by the applicant and the Planning Inspectorate dismissed both appeals in 2017 respectively.
- 1.3 The current scheme has been significantly amended to address the earlier refusals, namely:
- The removal of external balconies and simplification of the elevations;
 - change of external material from render to brick;
 - reduction of flank wall to southern boundary from 7.8m to 5m;
 - redesign of top floor addition of dwellings on plots 1 and 2;
 - and removal of second floor of dwellings on plots 3 and 4.
- 1.4 The principle of backland development is considered acceptable here and, as it would comprehensively redevelop and bring an existing plot of vacant land into gainful and sustainable use, create new housing, and is in an area of existing backland development.
- 1.5 The design changes to the scheme are considered acceptable achieving a scheme compatible in terms of scale with its immediate surroundings and the adjacent conservation.
- 1.6 The proposal by reason of its siting and form would also not cause any significant loss of residential amenity in terms of outlook, daylight/sunlight, overshadowing and noise and disturbance to adjacent properties. With regard to the basement floors and accompanying BIA, the information submitted to date in addition to a condition requiring the use of a suitably qualified chartered engineer, ensure the project here can be carried out without impacting land stability and the amenity of adjoining residents.
- 1.7 The dwelling houses proposed will accord with the London Plan space standards and so offer acceptable living conditions for future occupiers.
- 1.8 The ingress/ egress arrangements to the site and the swept path diagrams provided, in addition to the low number of vehicle movements associated with the dwellings, mean that the development would not prejudice existing road conditions and highway safety.

2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.

2.2 **Conditions** (the full text of recommended conditions is contained in Section 8 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Landscaping
- 5) Boundary treatment
- 6) Refuse vehicle
- 7) Chartered Civil Engineer / Chartered Structural Engineer for works
- 8) Tree protection
- 9) Part M 4(2) of Building Regulations
- 10) Obscure glazed windows
- 11) Permitted development rights removed

Informatives

- 1) Co-operation with the applicant
- 2) Land ownership
- 3) CIL liable
- 4) Hours of construction
- 5) Party Wall Act
- 6) Street Numbering
- 7) London Fire Brigade
- 8) Thames Water

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION
- 9.0 PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Relevant appeals

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

Scope of application

3.1.3 This is the latest and third planning application for the site and is for the erection of 4 detached houses with basements and the provision of off-street parking. The current scheme seeks to overcome the concerns of Officers and those raised in the appeal decisions. Formal pre-application discussions took place between Officers and the applicant/ agent before the submission of this application, following which a number of changes were made the scheme, in specific the:

- Removal of external balconies and simplification of elevations;
- Change of external material from render to brick;
- Reduction of flank wall to southern boundary from 7.81m to 5m;
- Redesign of top floor addition of dwellings on plots 1 and 2; and
- Removal of second floor of dwellings on plots 3 and 4.

3.1.4 Following consultation with residents and expressed concerns regarding the actual site ownership boundary and access arrangements, an amended red line plan (ref. 433115-17 Rev b) along with revised swept path analysis (ref. 9310-002 Rev B) have been submitted.

3.2 Site and Surroundings

3.2.1 The application site is irregular in shape and located on vacant land abutting the property boundaries at No. 2 Yewtree Close (South West), No. 133 Alexandra Park Road (South), Nos. 256 to 262 Albert Road (South East), Nos. 1 to 11 Rhodes Avenue (North East) and Our Lady of Muswell Tennis Club (North West). Accessed is obtained via a private access road (Yew Tree Close) between the properties at Nos. 131 and 133 Alexandra Road.

3.2.2 The existing properties at Nos. 1 and 2 Yewtree Close (rear of 131-133 Alexandra Park Road) were constructed as back land bungalows under planning permission ref. OLD/1983/0012. Separate planning applications (HGY/2002/1851 and HGY/2004/0939) for a first floor extension at No. 1 Yewtree Close were approved by the Local Planning Authority in 2002 and 2004. A further application ref. HGY/2015/0922 to enlarge the ground and first floors was granted planning permission in 2015.

3.2.3 The general character of the area is residential in nature. The access road (Yewtree Close) into the site and the properties on Alexandra Park Road immediately to the south fall within Vallance Road Conservation Area, but the majority of the land which forms part of application site lies outside the

designated conservation area. Vallance Road Conservation Area was designed in November 2008 but does not have a current adopted appraisal.

3.3 Relevant Planning and Enforcement history

- HGY/2016/2553 - Erection of four detached houses – refused 04/11/2016. Appeal ref. APP/Y5420/W/17/3170606 dismissed 23/06/2017
 1. *The buildings would be particularly visible in views from neighbouring properties and gardens at 258 and 260 Albert Road and 1 to 5 Rhodes Avenue due to their height and elevated position being overbearing and intrusive features detrimental to the residential and visual amenities currently enjoyed by the residents of these neighbouring properties, contrary to Saved Policy UD3 of the Haringey Unitary Development Plan 2013, Policy SP11 of the Haringey Local Plan 2013, Policies 7.4 and 7.6 of the London Plan 2016 (MALP) and draft DM Policies DM1 and DM7 of Development Management DPD (Pre-Submission Version) January 2016.*
 2. *The proposed development on this backland site would have an utilitarian appearance larger in height and form in comparison to the early C20th houses that surround the site failing to integrated with or complement neighbouring buildings and the local area more generally, contrary to Policies 3.5, 7.4, and 7.6 of the London Plan 2016 (MALP), Policy SP11 of the Haringey Local Plan 2013, Saved Policy UD3 of the Haringey Unitary Development Plan 2013, and draft DM Policies DM1, DM2, DM7 and DM12 of Haringey Development Management DPD (Pre-Submission Version) January 2016.*

The appeal ref. APP/Y5420/W/17/3170606 was dismissed by the Planning Inspector on 23/06/2017

- HGY/2016/0628 - Erection of four detached houses – refused 01/07/2016 on the following grounds:
 1. *The proposed development would have a seriously adverse effect of the amenity of neighbouring residents at 258 and 260 Albert Road and 1 to 5 Rhodes Avenue by reason of a material loss of outlook and be overbearing thereby contrary to the National Planning Policy Framework March 2012, and to Saved Policy UD3 of the Haringey Unitary Development Plan 2013, Policy SP11 of the Haringey Local Plan 2013, Policies 7.4 and 7.6 of the London Plan 2016 (FALP) and draft DM Policies DM1 and DM7 of Development Management DPD (Pre-Submission Version) January 2016.*
 2. *The applicant has failed to submit a detailed basement impact assessment to allow the Council to properly assess the environmental impacts of the basement forming part of the proposal and is therefore contrary to draft DM*

*Policy DM18 of Development Management DPD (Pre-Submission Version)
January 2016.*

The appeal ref. APP/Y5420/W/16/3158352 was dismissed by the Planning Inspector on 25/01/2017

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Housing Renewal Service Manager
- LBH Cleansing
- LBH Conservation Officer
- LBH Building Control
- LBH Transportation Group
- LBH Design Officer
- London Fire Brigade
- Thames Water

4.2 The following responses were received:

Internal:

- 1) Design Officer: No objection subject to the imposition of a materials condition.
- 2) Transportation: No objection subject to the imposition of a refuse condition.
- 3) Conservation Officer: No objection (previous comments)
- 4) Structural Engineer: No objection (previous comments)
- 5) Arboricultural Manager: No objection (previous comments)

5. LOCAL REPRESENTATIONS

5.1 The following consultation was carried out:

- Neighbouring properties
- Muswell Hill/Fortis Green/Rookfield CAAC
- Muswell Hill & Fortis Green Residents Association
- Site notices displayed close to the site

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

No of individual responses: 30

Objecting: 29

Supporting: 1

Others: 0

5.3 The following local groups/societies made representations:

- The Grosvenor Estate Residents Association (GERA)
- Muswell Hill CAAC

5.4 The issues raised in representations received are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Overlooking
- Noise and disturbance
- Overdevelopment
- Parking
- Character and appearance
- Flood risk
- Access for emergency vehicles (Officer Comment: A sprinkler informative will be recommended to be attached to the decision, and this will be regulated by Building Control)
- Highway safety
- No affordable housing (Officer Comment: Affordable housing is only sought for developments of 10 units or more)

5.5 The following issues raised are not material planning considerations:

- Construction hours (Officer Comment: an informative is recommended to be attached to the decision)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Background;
2. Principle of the development;
3. Siting and design;
4. Impact on the character and appearance of adjoining conservation area;
5. Living conditions for future occupants;
6. Impact on the amenity of adjoining occupiers;
7. Basement development and flood risk;
8. Parking and highway safety;
9. Impact on trees;
10. Waste Management; and
11. Sustainability

6.2 Background

- 6.2.1 A planning application ref. HGY/2016/0628 for the construction of 4 dwellings on the application site was refused by the Local Planning Authority on 1st July 2016, on the grounds that it was deemed harmful to residential amenity and in the absence of a basement impact assessment. The appeal ref. APP/Y5420/W/16/3158352 was dismissed by the Planning Inspector on 25th January 2017. He concluded that,

“the development would result in unacceptable harm to the living conditions of adjacent residents at Nos 258 and 260 Albert Road in terms of the quality of outlook from the rear gardens of those properties.”

A copy of the appeal is in appendix 3.

- 6.2.2 A second planning ref. HGY/2016/2553 for the same residential proposal was refused by the Local Planning Authority on 4th November 2016. It was refused on amenity and design grounds. The appeal ref. APP/Y5420/W/16/3158352 was dismissed by the Planning Inspector on 23rd June 2017. He was of the opinion that,

“the height and scale of the proposed three storey dwellings would appear at considerable odds with the height and scale of the existing dwellings along Yew Tree Close and that of dwellings along Albert Road and Rhodes Avenue. As such, these dwellings would fail to integrate well with their surroundings and would fail to reflect the prevailing subordinate form of backland development in the area”,

“whilst I acknowledge that the dwelling on Plot 4 has been reduced in height from the dwelling on this plot considered under the previous appeal, the reduction in height, which is in my view modest, is not sufficient to overcome the previous Inspector’s concerns in this regard”.

A copy of the appeal is in appendix 3.

6.3 Principle of the development

- 6.3.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Provision of residential units

- 6.3.2 Local Plan Policy SP1 sets out the strategic vision to provide up to 5,000 new homes by 2026, which aligns with the aspirations of Policy SP2, which has a current target of providing 1,502 new homes a year in Haringey between the period 2015 to 2025 under The London Plan (MALP) 2016. The provision of housing would in principle be supported as it would augment the Borough's housing stock in accordance with Local Plan Policies SP1 and SP2, and London Plan Policy 3.3.
- 6.3.3 The net increase of the number of residential units on the site comprising 2 x 2-bedroom units, 1 x 3-bedroom unit and 1 x 5-bedroom unit (4 in total) will align with the above policy framework in offering much wanted family size housing (3-bedrooms or more) available in the locality. Officers also take the view that the mix offered is acceptable given the location and nature of the surrounding area.

Development on backland site

- 6.3.4 It is important to note that the Local Planning Authority granted Planning Permission ref. OLD/1983/0012 for the adjoining backland site earlier in 1983 at the Land to the rear of 131-133 Alexandra Park Road (now known as Yewtree Close) for, '*Erection of two bungalows at the rear*'.
- 6.3.5 The adjacent backland development is relevant to this scheme as it abuts the application site and contributes to the character of the area. Other backland development has also been approved and implemented in the vicinity of the site/ the Muswell Hill area. For example, permission was granted in 2011 for 4 houses at a site off Gove Avenue (1 Parham Way, N10 - ref. HGY/2011/0563).
- 6.3.6 Although each application has to be assessed on their individual planning merits, the 1983 permission and recent planning decisions demonstrate that the principle of backland sites can be developed on the proviso that the proposals are policy-compliant and meets all other material planning considerations.
- 6.3.7 DM Policy DM7 'Development on infill, backland and garden land sites' is a material planning consideration and pertinent in determining the acceptability of this backland proposal. Specifically, there is a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots. The application site has its own independent access (Yewtree Close), and is separated from the neighbouring gardens. As such, the proposed development would not constitute the loss of garden land and an inspection of the site confirms this. In addition, the proposal is for the comprehensive redevelopment of the site and therefore will be compliant to this policy.

6.3.8 DM Policy DM7 also goes onto say that the development proposals should meet the requirements of Policies DM1 'Delivering High Quality Design' and DM2 'Accessible and Safe Environments' and must meet the following criteria:

- a. *Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;*
- b. *Provide a site specific and creative response to the built and natural features of the area;*
- c. *Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;*
- d. *Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;*
- e. *Retain and provide adequate amenity space for existing and new occupants;*
- f. *Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and*
- g. *Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.*

6.3.9 In response to the above policy requirements, the existing and un-gated vehicular access on Yewtree Close is retained in allowing a clear and obstructed route into the site, and the design is compatible in its local context. The impact upon local amenity has been addressed under this current proposal. On balance, Officers are of the opinion that the historic subdivision of the land, existing access and high design quality means that the principle of the development here would be acceptable in this instance in accordance to DM Policy DM7.

6.3.10 A detailed assessment on the design, layout and amenity impact is also covered later in this report.

Density

6.3.11 The density is relevant to whether the amount of development proposed is appropriate for a site. This is dependent on its location and accessibility to local transport services. Local Plan Policy SP2 states that new residential development proposals should meet the density levels in the Density Matrix of the London Plan.

6.3.12 The density proposed of 32 (4 units / 0.1241 Ha) units per hectare and 194 (24 / 0.1241) habitable rooms per hectare accords with the guidelines set out in table 3.2 within London Plan Policy 3.4, which suggests a density of up to 65 u/ha and 250 hr/ha at this suburban location (PTAL 2). A suburban location is defined as areas with predominantly lower density development comprising detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys. Therefore, it is considered that the scheme does not constitute an overdevelopment on the site, and the quantum of

units proposed is acceptable in its local suburban setting, subject to all other material planning considerations being met.

6.4 Siting and design

6.4.1 DM Policy (2015) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2016) Policies 7.4 and 7.6.

6.4.2 The Council's Design Officer considers the latest scheme to be elegant and well designed and raised no objection.

Site description

6.4.3 Yewtree Close is a narrow private cul-de-sac off the north side of Alexandra Park Road, just at the point where Albert Road forks off to its north taking the bulk of its traffic. There are two existing houses on Yewtree Close, along with 6no. parking places and an area of undeveloped land that forms the application site. The site is not in a conservation area but it is noted the entrance to the Yewtree Close and properties to either side (Nos. 131 & 133 Alexandra Park Road) are in the Vallance Road Conservation Area.

6.4.4 Yewtree Close and the site forms part of the 'hinterland' to a large suburban 'block' bounded by Alexandra Park Road and Albert Road to the south-east, Grosvenor Road to the south-west and Rhodes Avenue to the north-east and north-west, in each case lined with detached or semi-detached dwellings with large gardens. However, the main bulk of the heart of the block is occupied by the Our Lady of Muswell Tennis Club, which has 5 outdoor tennis courts and a club house. The two existing houses of Yewtree Court, their car park and the application site, together are smaller in area than the tennis club, which covers the north-western 2/3 of the heart of the block.

Siting and layout

6.4.5 The proposal is for a 2 x 2 storey (Plots 3 and 4) and 2 x 3 storey (Plots 1 and 2) including setback residential development with basement. The proposal would

'complete' the cul-de-sac of Yewtree Close with an L-shaped range of four detached houses along the northern and eastern boundaries, only separated from each other with narrow gaps, providing a good sense of enclosure to the enlarged car park and extending the established urban development pattern of the two existing houses of Yewtree Close. The south-eastern side of the extended car park, along the back wall of the back gardens to houses to their south-east, would be screened with landscaping to a greater degree than the existing condition. The other interfaces of the development, to the north-east against the back gardens of houses on Rhodes Avenue and to the north-west against the tennis club, would be of generous sized back gardens to houses in the proposed development.

- 6.4.6 Officers consider the layout to be as good a neighbourly relation as could be expected in an established suburban area of London and to meet the Council's expectations that developments should, "*relate positively to neighbouring structures...*" as set out in DM Policy DM1.

Storey height

- 6.4.7 The height of the surrounding properties predominantly two storeys with roof extensions to a number of dwellings. The adjoining properties at Nos. 1 and 2 Yewtree Close are one and two storeys in height respectively. An application for a larger first floor extension at 1 Yewtree Close was granted planning permission ref. HGY/2015/0922 by the Local Planning Authority in 2016. It is noted that the natural ground level at 1 and 2 Yewtree Close is higher than the application site which effectively means the first floor extension at 1 Yewtree Close is slightly lower than the overall height of the three-storey development proposed.
- 6.4.8 In refusing the previous planning application Officers expressed design concerns to the height and form in comparison to the existing houses that surround the site failing to integrate with, or compliment the neighbouring buildings and the local area. The Planning Inspector took a similar view in dismissing the appeal ref. APP/Y5420/W/17/3170606, as he concluded the height and scale of the proposed three-storey dwellings would appear at considerable odds with the height and scale of the existing dwellings along Yew Tree Close and that of dwellings along Albert Road and Rhodes Avenue.
- 6.4.9 The current proposal has been designed in a manner to take into consideration the previous design concerns. The second floor has been omitted from dwellings on Plots 3 and 4, and it is only now proposed as a roof feature on the remaining residential units on Plots 1 and 2. It will be set back 1m from the principal front courtyard elevation and 200mm from the other walls. With the amendments made to the proposal, the height of the proposed houses across the site, will be compatible with the prevailing pattern of development in Rhodes Avenue, Albert Road and Alexandra Park Road some of which have been extended at roof level.

Design

6.4.10 The design, form, architectural treatment, and materials of the proposed four houses is singular and modern in appearance. Whilst this is different to the context, of inter-war houses on the surrounding streets and late 20th century timber clad bungalows in the existing Yewtree Close, Officers do not object to this. The close is semi-private and not part of the public realm nor of any effect on the neighbouring conservation area.

6.4.11 The fenestration details are elegant and proportional, and the external car-ports contributes to a lighter appearance and greater visual permeability of the proposed dwellings. Officers therefore welcome the quality contemporary design provided the quality of design and materials (subject to the imposition of a condition to review the final materials) is maintained.

6.5 Impact on the character and appearance of the adjoining conservation area

6.5.1 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 and DM Policy DM9 require the conservation of the historic significance of Haringey's heritage assets.

6.5.2 The access road (Yewtree Close) into the site and the properties on Alexandra Park Road immediately to the south fall within Vallance Road Conservation Area, but the majority of the land which forms part of application site lie outside the designated conservation area. Whilst to the rear, the proposed development by virtue its proximity to the conservation area, is likely to have an impact on its setting. A heritage statement to assess the impact of the proposal and how it enhances the setting of the conservation area should be submitted with the application in order to determine its impact.

6.5.3 The applicant has provided a heritage statement to describe the site and impact on the conservation area. It is the opinion of Officers that the site has been thoughtfully designed to reflect the layout characteristics of the conservation area with four detached houses with private gardens. The scheme is modern and has been simplified through the design process. The development here will not be readily visible from the conservation area and as such has no appreciable impact on either the character or the setting of the conservation area in meeting London Plan Policy 7.8, Local Plan Policy SP12 and DM Policy DM9.

6.6 Living conditions for future occupants

Layout and room sizes

- 6.6.1 London Plan (2016) policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan (2017) Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG and the National Described Space Standards sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.6.2 In assessing the proposal against the above requirements, the individual dwellings ranging between 128 sqm and 275 sqm would accord with the minimum unit size requirements (99 sqm for a 3 bedroom 5 person unit, 130 sqm 4 bedroom 8 person unit and 154 sqm for a 5 bedroom 10 person unit) as laid out in the London Plan.
- 6.6.3 The London Plan further gives guidance on the minimum individual room sizes and amenity space for the residential development proposals. All the separate rooms and amenity space provided meet the individual space standards. Generous lightwells are afforded to the basement rooms of dwellings on Plots 1 and 2 bringing acceptable levels of natural daylight and ventilation to these individual habitable rooms. The development as a whole provides an excellent level of residential accommodation for future occupants in accordance to Local Plan Policy SP2, London Plan Policy 3.5 and the Mayor's Housing Supplementary Planning Guidance.

Accessibility

- 6.6.4 The new residential units will be required to comply with the former Lifetime Homes Standards and Approved Document M4 (2) of the Building Regulations (ADM) to ensure any new housing development is suitable for the disabled users. The Design and Access Statement and supporting documents need to set out the applicant's proposals and commitment to inclusive design in accordance with London Plan Policies 3.5, 3.8, 7.2 and 7.6 and Local Plan Policy SP2.
- 6.6.5 The applicant has recognised the need to meet former Lifetime Homes and Approved Document M of the Building Regulations in their design and access statement submission. Level access entrance doors and wide corridors have been provided for with 300mm leading edge to all doors. The bathrooms have been designed for ease of use and low level glazing to living areas are proposed to create an inclusive living environmental for the wider community.
- 6.6.6 A condition will be attached to ensure the dwellings will be fully compliant to Approved Document M4 (2) 'accessible and adaptable dwellings' of the Building Regulations (ADM).

6.7 Impact on the amenity of adjoining occupiers

- 6.7.1 The London Plan (2016) Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' and DM12 'Housing Design and Quality' state that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.
- 6.7.2 Local residents have objected to the proposal as they allege that it will lead to a reduction in existing levels of privacy, daylight and sunlight to adjacent residential properties.
- 6.7.3 The nearest existing residential properties that would be most affected by the siting and scale of the proposed development are:
- No. 2 Yew Tree Close to the south west;
 - No. 133 Alexandra Park Road to the south;
 - Nos. 256 and 262 Albert Road to the south; and
 - Nos. 1 to 7 Rhodes Avenue to the north east

Daylight/sunlight

- 6.7.4 In support of their application, the applicant has provided a daylight/sunlight report ref. P104175-1001 Issue: 1 in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lighting for buildings and Planning Practice Guidance (2014) - Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH). BRE guidelines suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year, or more than 5% between 21st September and 21st March. Only the existing habitable rooms such as bedrooms, living and dining rooms of the neighbouring buildings are considered for the purposes of the BRE calculation.
- 6.7.5 The proposal will not breach the BRE 25-degree angle test taken from a point 1.6m above the floor of the rear facing ground floor habitable windows of the Rhodes Avenue properties. The proposal would therefore preserve an acceptable level of daylight/sunlight/ outlook to occupiers of the Rhodes Avenue terrace.

- 6.7.6 The VSC calculations have been carried out in terms of daylight impact on 2 Yew Tree Close, 133 Alexandra Park Road and 256 and 262 Albert Road. The before and after values show that there will be no adverse infringement to daylight/sunlight to these properties; no breach of the 0.8 ratio, and thus it would not cause any significant loss of daylight to these adjacent residential units.
- 6.7.7 Only the habitable windows at 2 Yew Tree Close facing within 90 degrees due south were assessed for loss of sunlight. Again, the loss of year round sunlight would be minimal and well within the BRE guidelines insofar as there will be no loss of winter sunlight and all windows will benefit from acceptable levels of sunlight throughout the year. This aspect of the proposal is therefore acceptable.

Overshadowing

- 6.7.8 Only the rear garden at 7 Rhodes Avenue abutting the site has been analysed for loss of sunlight as there is an existing large outbuilding in the rear garden at 9 Rhodes Avenue which already affects light levels. Based on sun analysis on 21 March - more than half of the garden will continue to receive at least 2 hours of sunlight and the ratio of after/before (0.87) would be above 0.8 within BRE guidelines. Officers are satisfied that the proposal will not cause any material overshadowing to neighbouring properties in particular to the rear garden at 7 Rhodes Avenue.

Overlooking

- 6.7.9 The first floor window of Plot 4 overlooking the rear gardens and properties along Albert Road is non-habitable as it is part of the landing. The first and second floor flank windows of Plot 2 orientated in the direction of the rear garden at 7 Rhodes Avenue and beyond will be obscure glazed. This will be conditioned. All the other habitable windows of the new development have been designed in mind to be adequately distanced away from opposite properties in Rhodes Avenue so as to preserve their current levels of privacy.

Outlook

- 6.7.10 It is important to note that the natural ground level of the application sits between 0.55m to 2m higher than the surrounding land. This means the eaves and ridge of the proposed development is higher than the existing terraces on Rhodes Avenue and Albert Road. The siting of the building blocks proposed will be closest to the properties at Nos. 2 Yewtree Close, 258 and 260 Albert Road and Nos. 1 to 5 Rhodes Avenue.
- 6.7.11 Officers previously considered the size and bulk of the development (Plot 4) to be harmful to the outlook and be overbearing from the neighbouring rear gardens at 258 and 260 Albert Road. The Planning Inspectors were of the same opinion

under separate appeal decisions ref. APP/Y5420/W/17/3170606 and APP/Y5420/W/16/3158352.

6.7.12 In order to address the previous concerns, the applicant has made some significant amendments to the development at Plot 4 as summarised below:

- Omit second floor
- Reduction in flank wall adjacent to boundary from 7.81m to 5m and set 1.25m from property boundary at 258 Albert Road
- Development set 4.3m away from property boundary at 260 Albert Road

6.7.13 Officers have reviewed the changes made to dwelling at Plot 4 (closest to the Albert Road properties), and of the opinion that the reconfiguration of the building layout resulting in the 36% reduction of flank wall along the common boundary and the omission of the second floor would maintain an acceptable level of outlook from the rear gardens of the Albert Road properties. Importantly, the revised scheme will overcome the previous amenity issues in meeting London Plan Policy 7.6 and DM Policies DM1 and DM12.

Noise and disturbance

6.7.14 The adjacent land is occupied by two consented dwellings (1 and 2 Yewtree Close) and part of the application site is currently used as parking. As such there are existing comings and goings and general activities albeit low key on and adjacent to the site. Officers take the view that the residential proposal would be compatible in its local setting and there is no evidence to demonstrate that the new dwellings (4 in total) would create any significant adverse noise and disturbance impacts upon surrounding properties.

6.8 Basement impact and flood risk

Basement impact

6.8.1 DPD Policy DM18 states that basement extensions should not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions; or adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity.

6.8.2 The applicant has subsequently submitted a BIA ref. J16003. The Council's Structural Engineer previously reviewed the same documentation and raised no objections.

6.8.3 The made ground on the site comprises brown mottled grey silty slightly sandy gravelly clay with occasional gravel-sized fragments of tarmac, charcoal and brick and extended to a maximum depth of 0.6m. The London Clay consists of

firm to very stiff fissured medium to very high strength orange-brown and grey silty clay and was proved to the maximum depth investigated of 15m. Groundwater was not encountered in the bore hole investigations carried out on the site. Details of the basement excavation have not been confirmed but the choice of wall (sheet piled wall – temporary or bored pile wall – permanent) will be largely governed by the extent of works and load bearing function.

- 6.8.4 The structural integrity of the proposed basement would need to satisfy building regulations and separate consent would be required. The proposed development would also be subject to party wall agreements with adjoining neighbours. Officers are satisfied that the basement aspect of the proposal would not cause any adverse impact on the structural stability of neighbouring properties, local geological conditions or local amenity more generally.
- 6.8.5 A condition will be imposed to ensure that the structural side of the basement is overseen by a suitably qualified chartered engineer.

Flood risk

- 6.8.6 Local Plan Policy SP5 and London Plan Policy 5.12 seek to address current and future flood issues and minimise risks in a sustainable and cost effective way.
- 6.8.7 London Plan Policy 5.13 sets out the drainage hierarchy for Sustainable Drainage Systems (SuDs) so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:
1. store rainwater for later use;
 2. use infiltration techniques, such as porous surfaces in non-clay areas;
 3. attenuate rainwater in ponds or open water features for gradual release;
 4. attenuate rainwater by storing in tanks or sealed water features for gradual release;
 5. discharge rainwater direct to a watercourse;
 6. discharge rainwater to a surface water sewer/drain; and
 7. discharge rainwater to the combined sewer
- 6.8.8 The site lies in a Critical Drainage Area (CDA) subject to DPD Policy DM26 which states that all new developments within a CDA will be required to incorporate measures to reduce flood risk. The finished floor levels of the new accommodation will be raised 150mm above surrounding ground levels in the event of exceedance flooding and a 1 in 100 year plus storm. In terms of SuDs, surface water run-off will be discharged to the public sewer subject to agreement with Thames Water at a max. rate of 5 litres per second. The drainage systems will comprise permeable paving and an attenuation storage tank located under the parking area. Green roofs are also proposed on Plots 3 and 4.

6.8.9 The site also falls within flood risk zone 1 which indicates low probability of flooding which comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (less than 0.1%). Officers consider that the development by reason of being located within flood risk zone 1, and a comprehensive landscaping scheme (subject to condition) and SuDs measures proposed will not increase flood risk on or off the site in accordance with Local Plan Policy SP5, London Plan Policy 5.12 and DPD Policy DM26.

6.9 Parking and highway safety

6.9.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'

6.9.2 The application site is located to the north side of Alexandra Park Road, and Yew Tree Close is located close to the junction of Alexandra Park Road with Albert Road. The site has a public transport accessibility level PTAL rating of 2 indicative of poor access to local public transport services. The site is not in any designated controlled parking zone CPZ. Yew Tree Close is the existing access for 5 parking spaces for the properties at No. 133 Alexandra Park Road and Nos. 1 and 2 Yew Tree Close.

6.9.3 The proposed properties will be accessed from Yew Tree Close. The application proposes 4 dedicated parking spaces for the 4 new houses. In total there will be 9 including the 5 spaces for the flats at No. 133 Alexandra Park Road and Nos. 1 and 2 Yew Tree Close. The new provision is considered adequate and accords with London Plan parking standards. As such, the proposal will not add to parking stress within the surrounding highway network.

6.9.4 In relation to the site entrance and layout, the accessway does not facilitate two-way movement, but this is an existing access at a width of 3 metres and in use for many years, and cannot be widened. There is sufficient forward visibility for vehicles traveling towards the site access in both directions and vehicles will be able to turn and egress the site in a forward gear. The existing site access also has sufficient inter-visibility to observe pedestrians on the pavement fronting the site access.

6.9.5 In response to the objections which suggest the current site access is potentially dangerous Officers have obtained the last 5 years' accident data from TfL including the accidents stats for: Albert Road and Alexandra Park Road from the junction with Rhodes Avenue to the junction of The Avenue, to establish if the site access is suffering from accidents. Over the last 5 years there has been 10 accidents recorded in the search area (it is important to note that this is not uncommon considering the number of junctions and turning movements), only 3

of the 10 accidents involving pedestrians. All the accidents involving pedestrians took place at or on pedestrian crossing facility. These are summarised the location and the factors contribution to the three accidents:

1. Accident at Alexandra Park Road junction with Grosvenor Road, vehicle disobeying pedestrian crossing facility.
2. Accident at Albers Road junction with Rhodes Avenue, vehicle in a careless and in a rush disobeyed pedestrian crossing facility.
3. Accident at Alexandra Park Road junction with Grosvenor Road, vehicle disobeying pedestrian crossing facility.

6.9.6 The above confirms none of the accidents took place at the junction of Yewtree Close with Alexandra Park Road, Officers can therefore conclude that this location is not suffering from accidents.

6.9.7 In relation to the increase in the number of trips generated by the site, the proposed development is likely to generate a maximum of 4 vehicular trips per hour during the critical AM and PM peak periods, (08:00 to 09:00) and (17:00 to 18:00), which equates to one car trip every 15 minutes. Even with the worst case scenario of 4 trips over a 15 minutes' period which is on car movement every 3.75 minutes, the trips generated by the development is not sufficient to have and significant impact on the highways network. In summary, Officers do not consider the additional vehicles movements associated with the four houses will cause any material impact on the use or safety of the Yew Tree Close Junction with Alexandra Park Road.

6.9.8 Taking into account the above points and the low frequency of traffic movements envisaged from the 4 proposed parking spaces, the access is considered acceptable. No objection was raised during the previous two applications and appeals on this matter.

6.9.9 A construction management and logistics plan has also been submitted to the Local Planning Authority. This document provides information on the programme of works, a traffic management plan and measures including the appointment of traffic marshals and site health & safety co-ordinators to minimise disruption to traffic and pedestrians on Alexandra Park Road in specific weekday morning and evening peak hours movement in connection with nearby schools.

Cycle parking

6.9.10 8 cycle parking spaces are proposed which accords with London Plan requirements of 2 spaces per unit. They will be stored in secure sheds in the rear gardens of the individual dwellings to promote a sustainable mode of travel over the private motor vehicle in accordance to London Plan Policy 6.9, Local Plan Policy SP7 and DM Policy DM31.

Waste Management

6.9.11 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4., requires development proposals make adequate provision for waste and recycling storage and collection.

6.9.12 Refuse and servicing trips will take place using Yew Tree Close, as swept paths provided have confirmed that a small refuse collection vehicle (6.623m long by 2.2m wide) can access, manoeuvre and leave in a forward gear when visiting the site. This means that a typical 3.5 tonne delivery van for home shopping would be also able to enter and leave the site in a forward gear. Any larger vehicles would need to park on the local highway network. This will be acceptable in principle however this should be formalised in a condition to ensure these servicing arrangements remain in perpetuity.

6.10 Impact on trees

6.10.1 DPD Policy DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site. The supporting text to Local Plan Policy SP13 recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.

6.10.2 The applicant has submitted an updated tree report ref. MUKL_YTC_AIA_001_ADD to accompany the application. Several of the surveyed trees on the site since the report was written have been felled. Nonetheless, the Council's Arboricultural Officer previously reviewed the information submitted and raised no objection as the felled semi mature trees (T2 Leyland Cypress, T3 Lawson Cypress and T4 Ash) would have unlikely met the criteria for TPO status. A robust tree protection plan which include details of the barrier fence positioning will ensure the remaining retained trees on or adjacent to the site will not be affected by the proposal in meeting DPD Policy DM1 and Local Plan Policy SP13.

6.11 Sustainability

6.11.1 The NPPF, London Plan and local policies require 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.

6.11.2 Chapter 5 of the London Plan requires all new homes to meet Level 4 of the Code for Sustainable Homes. However, it should be noted that the Code with many of its requirements being consolidated into Building Regulations (equivalent to code level 4) meaning now it is no longer a planning requirement.

6.12 Conclusion

- Two previous planning applications for 4 new dwellings at the application site were refused by the Local Planning Authority in 2016 as the proposals were considered harmful to residential amenity and at odds with the character of the area. These decisions were appealed by the applicant and the Planning Inspectorate dismissed both appeals in 2017 respectively.
- The current scheme has been significantly amended to address Officer concerns and issues raised in the appeal decisions, namely: The removal of external balconies and simplification of the elevations; change of external material from render to brick; reduction of flank wall to southern boundary from 7.8m to 5m; redesign of top floor addition of dwellings on plots 1 and 2; and removal of second floor of dwellings on plots 3 and 4.
- The principle of backland development is considered acceptable here and policy-compliant, as it would comprehensively redevelop and bring an existing plot of vacant land into gainful and sustainable use, and create much needed housing, in particular family units, contributing to the housing targets of the borough.
- The design changes to the scheme are considered acceptable achieving a scheme compatible in terms of scale with its immediate surroundings and the adjacent conservation.
- The proposal by reason of its siting and form would also not cause any significant loss of residential amenity in terms of outlook, daylight/sunlight, overshadowing and noise and disturbance to adjacent properties. With regard to the basement floors and accompanying BIA, the information submitted to date in addition to a condition requiring the use of a suitably qualified chartered engineer, ensure the project here can be carried out without impacting land stability and the amenity of adjoining residents.
- The dwelling houses proposed will accord with the London Plan space standards and so offer acceptable living conditions for future occupiers.
- The ingress/ egress arrangements to the site and the swept path diagrams provided, in addition to the low number of vehicle movements associated with the dwellings, mean that the development would not prejudice existing road conditions and highway safety.

7.0 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £29,180.66 (657sqm x £35 x 1.269) and the Haringey CIL charge will be £189,426.24 (657sqm x £265 x 1.088). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing Nos. and documents:

- 433115-1
- 433115-12 Rev C
- 433115-13
- 433115-14
- 433115-15
- 433115-17 Rev B
- 9310-002 Rev B
- Construction management and logistics plan V3 ref. Yewtree Close and dated October 2017
- Flood risk assessment and drainage strategy V5 ref. w10515-171027-FRA & Drainage Strategy and dated October 2017
- Basement impact assessment and ground investigation report V4 ref. J16003 and dated October 2017
- Tree reports ref. MUKL_YTC_AIA_001 and MUKL_YTC_AIA_001_ADD

Subject to the following conditions:

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

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

2. The approved plans comprise drawing nos. (433115-1, 12 Rev C, 13, 14, 15, 17 Rev B and 9310-002 Rev B). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

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

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

4. No development hereby approved shall commence until full details of both hard and 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. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

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; implementation programme). Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

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.

5. Details of the proposed boundary treatment shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the

development. The approved boundary treatment shall thereafter be installed and retained in perpetuity prior to occupation of the new residential units.

Reason: In order for the Local Planning Authority to assess the acceptability of the boundary details and in the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

6. The servicing of the site shall be in accordance with the refuse management plan titled 'Waste Concern' dated March 2017 and swept path analysis ref. 9310-002 Rev B.

Reason: Any larger vehicles in size are unable to enter and leave the site in forward gear which will prejudice road users and pedestrians using the junction at Yewtree Close and Alexandra Park Road.

7. No development shall commence until a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) has been appointed to supervise the construction works throughout their duration and their appointment confirmed in writing to the Local Planning Authority. In the event that the appointed engineer ceases to perform that role for whatever reason before the construction works are completed those works will cease until a replacement chartered engineer of the afore-described qualification has been appointed to supervise their completion and their appointment confirmed in writing to the Local Planning Authority. At no time shall any construction work take place unless an engineer is at that time currently appointed and their appointment has been notified to this Authority in accordance with this condition.

Reason: The details are considered to be material to the acceptability of the proposal, and for safeguarding the amenity of neighbouring residential properties.

8. Fencing for the protection of the trees shown to be retained shall be erected in accordance with tree reports ref. MUKL_YTC_AIA_001 and MUKL_YTC_AIA_001_ADD before any materials, equipment or machinery are brought onto the site for the purposes of the development. The fencing shall be retained in position until the development is complete, and nothing shall be placed within the fencing, nor shall any ground levels within the fencing be altered, nor shall any excavation within the fencing be made, without the prior written consent of the Local Planning Authority.

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

9. The residential units hereby approved shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of accessible and adaptable homes.

10. Before the first occupation of the dwelling on 'Plot 2' hereby permitted, the first and second floor windows in the side flank elevation as shown on drawing no. 433115-14 shall be fitted with obscured glazing and any part of the windows that is less than 1.7 metres above the floor of the rooms in which they are installed shall be non-opening and fixed shut. The windows shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties.

11. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no extensions or outbuildings shall be built and no new window or door openings inserted into any elevation of the buildings (other than that development expressly authorised by this planning permission).

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

Informatives:

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 foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: CIL : Based on the information given on the plans, the Mayoral CIL charge will be £29,180.66 (657sqm x £35 x 1.269) and the Haringey CIL charge will be £189,426.24 (657sqm x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be 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: Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday

- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	No objection subject to refuse condition	Condition 6 included.
Design	No objection subject to materials condition	Condition 3 included.
Structural Engineer	No objection (previous comments)	Noted.
Conservation Officer	No objection (previous comments)	Noted.
Arboricultural Manager	No objection (previous comments)	Noted.
EXTERNAL		
London Fire Brigade	No objection subject to sprinkler condition (previous comments)	Informative added.
Thames Water	No objection subject to TW informative	Informative added.
NEIGHBOURING PROPERTIES		
	Overlooking	Obscure glazed windows are proposed and the separation distance between habitable windows are acceptable.
	Noise and disturbance	The comings and goings associated with the 4 no. of dwellings are not expected to cause any significant noise and disturbance.
	Overdevelopment	The proposal falls within the London Plan density matrix.
	Parking	Off-street parking is provided.
	Character and appearance	The scheme has been significantly amended to make it acceptable in its context.
	Flood risk	The site has a low risk to flooding.

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Stakeholder	Question/Comment	Response
	<p data-bbox="611 269 1056 305">Access for emergency vehicles</p> <p data-bbox="611 488 833 524">Highway safety</p> <p data-bbox="611 634 926 670">No affordable housing</p> <p data-bbox="611 743 884 779">Construction hours</p>	<p data-bbox="1423 269 2039 451">LFB did not object to previous application. A sprinkler informative will be recommended to be attached to the decision and this will be regulated by Building Control</p> <p data-bbox="1423 488 2039 597">All vehicles including refuse trucks are able to enter and leave the site in forward gear using the existing access.</p> <p data-bbox="1423 634 2039 708">Affordable housing is only sought for developments of 10 units or more.</p> <p data-bbox="1423 743 2039 852">This is covered under the Control of Pollution Act 1974 and an informative is recommended.</p>

Appendix 2 Plans and Images





Entrance into Yewtree Close



Exit onto Alexandra Park Road



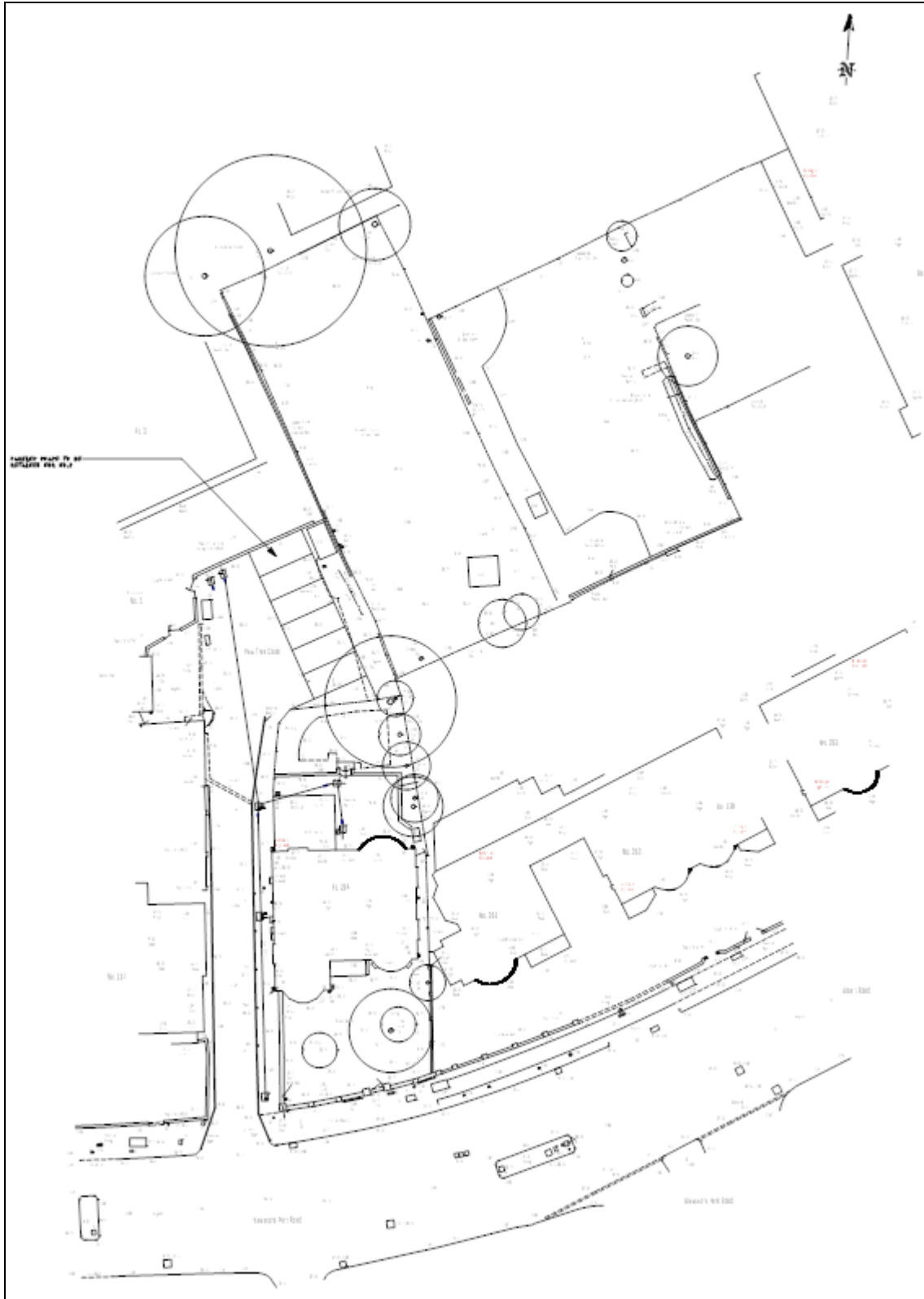
Site looking at rear of Rhodes Avenue properties



Site looking at rear of Albert Road properties



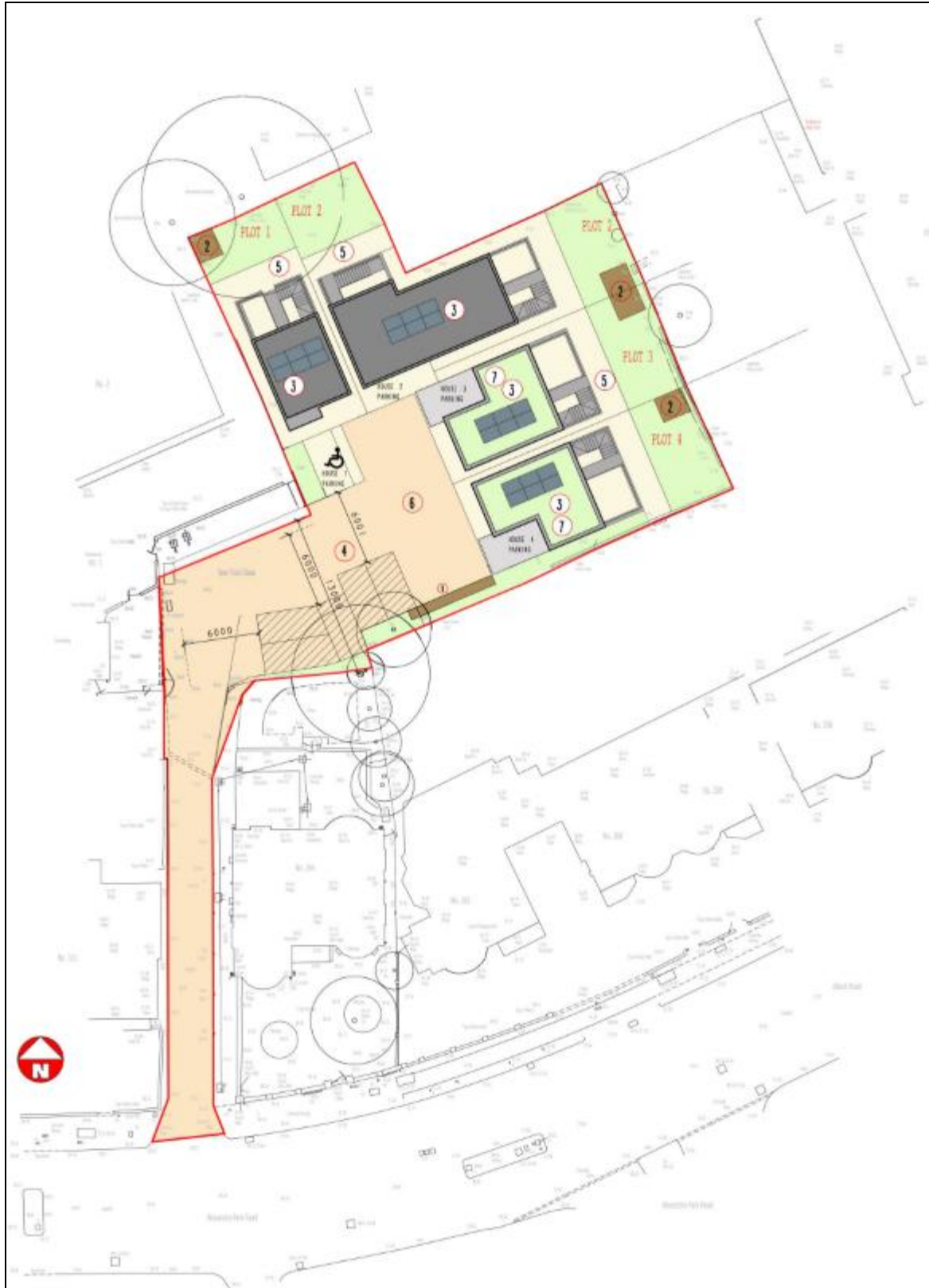
Location Plan



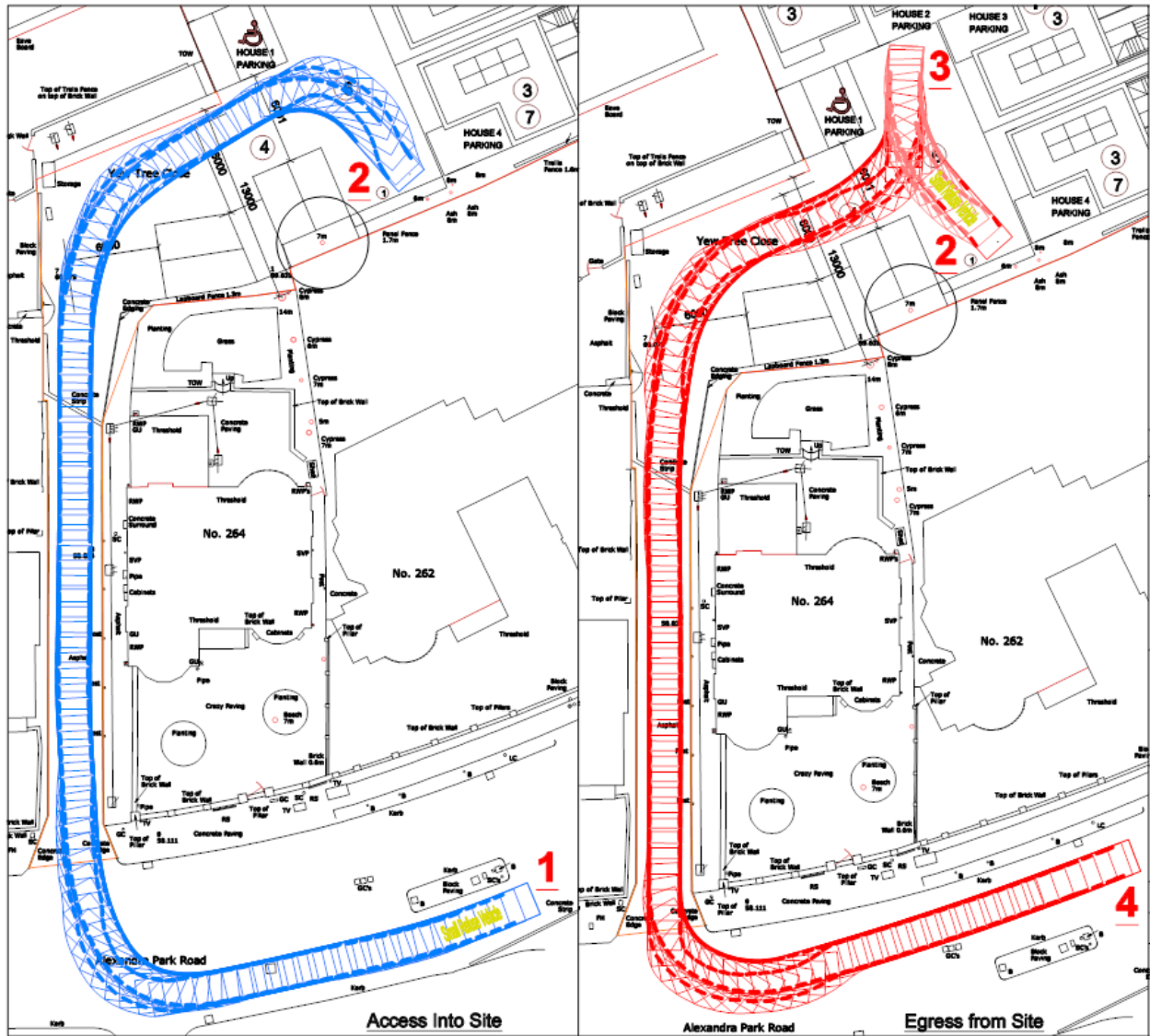
Site Plan



Proposed Location Plan



Proposed Site Plan



Proposed Swept Path Analysis of a Small Refuse Vehicle Servicing the Site



Proposed Plot 1 Details



Proposed Plot 2 Details



Proposed Plot 3 and 4 Details



Proposed CGI

Appendix 3 Relevant appeal decisions



Appeal Decision

Site visit made on 4 January 2017

by Roy Merrett BSc(Hons) DipTP MRTPI

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

Decision date: 25 January 2017

Appeal Ref: APP/Y5420/W/16/3158352

Land at Rear of Yew Tree Close, Hornsey, London N22 7UY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Brendan Morrissey, Fix Property Ltd against the decision of the Council of the London Borough of Haringey.
 - The application Ref HGY/2016/0628, dated 5 January 2016, was refused by notice dated 1 July 2016.
 - The development proposed is erection of four detached houses.
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. The Council has been provided with a basement impact assessment which has resolved its concerns in this regard. Consequently the Council is no longer pursuing Refusal Reason No 2 and this is not therefore a main issue in this appeal.

Main Issue

3. The main issue is the effect of the development on the living conditions of adjacent residents in Albert Road and Rhodes Avenue with particular regard to outlook.

Reasons

4. The ground level of the appeal site falls broadly from south-west to north-east, with existing dwellings on Rhodes Avenue and Albert Road sitting at lower level in comparison to the proposed dwellings.
 5. The proposed dwellings, which would have a contemporary design, would be laid out so that the side of Plot No 4 would extend across a significant part of the width of No 258 Albert Road and some of the width of No 260 Albert Road. The side of Plot 4 would be three storeys in height across the entire depth of the elevation and would be in very close proximity to the rear boundary of the aforementioned Albert Road properties.
 6. When taking into consideration that the new dwellings would be at the higher ground level, the scale and siting of Plot 4 would result in a dominant and overbearing impact in terms of outlook from the rear garden area of No 258 and to a degree from the rear garden of No 260. This would result in a much
-

greater sense of enclosure and oppressive living conditions for the residents of those properties. I note that the appellant proposes to incorporate an extensive 'green wall' over the upper parts of the side elevation. Whilst this would soften the appearance of the dwelling to a degree, it would not remove the dominant and imposing form of the building.

7. The rear of the existing dwellings at Nos 1-5 Rhodes Avenue would face the rear or side elevations of the proposed plot Nos 2-4. Whilst the proposed buildings would be relatively tall, some three storeys in height, at higher ground level, and in the case of Plots 3 and 4 spaced closely together, they would be significantly set back from the rear boundary with the Rhodes Avenue dwellings. Accordingly whilst existing residents would experience a significant change to the present open and spacious outlook, the relationship between plots would not lead to the overbearing visual impact and oppressive living conditions which I have identified above with regard to the Albert Road properties. Notwithstanding this it would not justify setting aside that harm.
8. I conclude that the development would result in unacceptable harm to the living conditions of adjacent residents at Nos 258 and 260 Albert Road in terms of the quality of outlook from the rear gardens of those properties. It would therefore conflict with Policies 7.4 and 7.6 of the London Plan 2015; Policy SP11 of the Haringey Local Plan 2013; Saved Policy UD3 of the Haringey Unitary Development Plan 2006; emerging Policies DM1 and DM7 of the Council's Development Management Development Plan Document and the National Planning Policy Framework insofar as they seek to promote good design, safeguard living conditions and ensure a good standard of amenity for all.

Other Matters

9. The appellant has sought to highlight various positive attributes of the development. These include that the proposed dwellings would be energy efficient, designed to support the transition to a low carbon future; would comply with relevant density standards and would be adaptable to lifetime homes standards and in an accessible location close to shops and services. I note that the Council has not disputed these considerations or the principle of residential development on the site. However in any event, this does not overcome the harm that I have identified.

Conclusion

10. For the aforementioned reasons, and having had regard to all other matters raised including that there have been letters in support of the development, I conclude that the appeal should be dismissed.

Roy Merrett

INSPECTOR

Appeal Decision

Site visit made on 31 May 2017

by **Alex Hutson MATP CMLI MArborA**

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

Decision date: 23 June 2017

Appeal Ref: APP/Y5420/W/17/3170606

Land rear of Yew Tree Close, Hornsey, London N22 7UY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Fix Properties Ltd against the decision of the Council of the London Borough of Haringey.
 - The application Ref HGY/2016/2553, dated 28 July 2016, was refused by notice dated 4 November 2016.
 - The development proposed is Erection of 4 detached houses.
-

Decision

1. The appeal is dismissed.

Preliminary matters

2. The appellant has indicated on the appeal form an intention to make a costs application. However, I have not been provided with any further details in this respect. As such, I have not considered this matter any further.
3. One of the Council's reasons for refusal on its decision notice relates to harm to the outlook of the occupiers of 258 and 260 Albert Road and 1-5 Rhodes Avenue. However, subsequent to the lodging of this appeal, an Inspector found that a similar proposal¹, whilst giving rise to harm to the outlook of the occupiers of 258 and 260 Albert Road, would not result in harm to the occupiers of 1-5 Rhodes Avenue in this regard. On this basis, the Council has confirmed it no longer wishes to pursue this reason for refusal insofar as it relates to the occupiers of 1-5 Rhodes Avenue. I have determined the appeal on this basis.
4. The appellant has submitted revised plan 433115-3 Rev C as part of the appeal in an attempt to overcome the Council's concerns in respect of outlook. This revised plan indicates that the proposed dwelling on Plot 4 has been reduced in height by approximately 300mm. However, having regard to the 'Wheatcroft Principles' it would be unreasonable for me to accept this amended plan given that it may deprive the consultees of the original proposal the opportunity to provide representations on the amendments. In addition, the Council has not provided an assessment of the merits or otherwise of the revised plan and therefore I cannot be certain that they have seen it and have had an adequate opportunity to comment on it. Furthermore, the revisions do not appear to have been carried through to plan 43115-5 Rev B which shows the elevations

¹ Appeal Ref APP/Y5420/W/16/3158352

of the proposed dwelling on Plot 4. Thus, there would appear to be a discrepancy between this plan and the revised plan were I to accept it.

5. Moreover, the Procedural Guide for Planning Appeals – England dated 31 July 2015, in Annexe M paragraph M.1.1, sets out that a fresh planning application should normally be made if an applicant thinks that amending their application proposals will overcome the local planning authority’s reasons for refusal. My determination of this appeal is therefore based on the plans submitted with the original application.

Main issues

6. The main issues are the effect of the proposal on the character and appearance of the area; and the effect of the proposal on the living conditions of the occupiers of 258 and 260 Albert Road with particular regard to outlook.

Reasons

Character and appearance

7. The appeal site is accessed via Yew Tree Close, a cul-de-sac, which runs from Albert Road. It comprises an open plot of land located to the rear of dwellings along Albert Road and Rhodes Avenue. Dwellings along these roads tend to be of a traditional appearance and two storeys in height. Yew Tree Avenue also serves two existing dwellings; one single storey and one two storeys in height. As such, there are examples of backland development in the area. However, I observed that both these dwellings have flat roofs and this, combined with their single storey and two storey heights, affords them a subordinate relationship with surrounding dwellings and limits their visual prominence.
8. The proposal seeks to introduce two, three storey dwellings and two, two storey dwellings onto the appeal site. Each dwelling would also comprise a basement level. The dwellings would be contemporary in appearance and their external treatment would comprise a mixture of white painted render and timber cladding.
9. The dwellings would complete and add visual enclosure to the cul-de-sac. I observed that a number of other dwellings in the area are painted white. In addition, the existing two storey dwelling along Yew Tree Close appeared to utilise elements of timber in its construction. As such, the proposed materials would not appear out of character in the area. I also consider that the proposed dwellings, through the incorporation of balconies and contrasting materials, would display interesting and attractive architectural variety and would not appear utilitarian. Furthermore, given the detached nature of the dwellings, they would not appear as a single flatted block.
10. Nevertheless, the height and scale of the proposed three storey dwellings would appear at considerable odds with the height and scale of the existing dwellings along Yew Tree Close and that of dwellings along Albert Road and Rhodes Avenue. As such, these dwellings would fail to integrate well with their surroundings and would fail to reflect the prevailing subordinate form of backland development in the area. This would result in significant harm to the character and appearance of the area.
11. I acknowledge that the density of the proposal overall may reflect that of other plots locally. However, this does not mean that the relationship of the

proposed three storey dwellings to their surroundings would be satisfactory for the reasons set out above.

12. The proposal would therefore be contrary to saved Policy UD3 of the Haringey Unitary Development Plan 2006 (UDP); Policy SP11 of the Haringey Local Plan 2013 (Local Plan); and draft Policies DM1, DM7 and DM12 of the emerging Haringey Development Management DPD (emerging DPD). It would also be contrary to Policies 3.5, 7.4 and 7.6 of the London Plan 2016 (London Plan). These policies require, amongst other things, development to be of a high quality, to respect local character, to have regard to the form and structure of an area, to be of a design appropriate to its context and to relate appropriately and sensitively to the surrounding area.
13. The Council also cites conflict with draft Policy DM2 of the emerging DPD. However, this policy does not relate to character and appearance is therefore not of relevance to this main issue.

Living conditions

14. The occupiers of 258 and 260 Albert Road currently enjoy an open outlook beyond their rear boundary fences, given the lack of any built form on the appeal site. The proposed two storey dwelling on Plot 4 would be sited within close proximity to and would extend across a substantial width of the rear boundary of No 258. It would also extend across some of the width of the rear boundary of No 260. The close proximity and considerable height of this proposed dwelling to the boundaries of these properties would result in a substantial sense of enclosure to their rear garden areas and, as such, would have an overbearing effect on the occupiers of these properties. This effect would be amplified given that the appeal site is located at a markedly higher level than the rear gardens of these properties. Consequently, the proposal would give rise to significant harm to the outlook of the occupiers of Nos 258 and 260 Albert Road, which would detrimentally affect the enjoyment of their respective rear gardens.
15. Therefore, whilst I acknowledge that the dwelling on Plot 4 has been reduced in height from the dwelling on this plot considered under the previous appeal, the reduction in height, which is in my view modest, is not sufficient to overcome the previous Inspector's concerns in this regard.
16. The proposal would therefore be contrary to saved Policy UD3 of the UDP; Policy SP11 of the Local Plan; draft Policies DM1 and DM7 of the emerging DPD; and Policies 7.4 and 7.6 of the London Plan. These policies require, amongst other things, development to be of a high standard of design, to ensure people feel comfortable with their surroundings and to respect residential amenity.

Other matters

17. I acknowledge that the proposed dwellings would occupy a location with a good level of access to local services and facilities for any future occupiers. They would be built using sustainable construction techniques. I also recognise that they would make a contribution, albeit a limited one, to housing supply in the Borough and would provide good living conditions for the intended occupiers. These benefits weigh in favour of the proposal. However, they are not sufficient in my view to outweigh the harm I have identified.

Conclusion

18. For the reasons set out above and having regard to all other matters, including flood risk, sunlight, daylight, privacy, emergency vehicle access, land ownership, refuse, affordable housing, subsidence and highway safety, I conclude that the appeal should be dismissed.

Alex Hutson

INSPECTOR

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Report for:	Planning Sub Committee Date: 13 November 2017	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Dean Hermitage / Emma Williamson		
Lead Officers:	John McRory / Robbie McNaugher		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information



on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Update on progress of proposals for Major Sites

November 2017

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
47,66 and 67, Lawrence Road HGY/2016/1212 & HGY/2016/1213	Redevelopment mixed use residential led scheme for 83 dwellings (34 x 1b, 33 x 2b, 7 x 3b and 9 x 4b)	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Valerie Okeiyi	Robbie McNaugher
Land north of Monument Way and south of Fairbanks Road, N17 HGY/2016/2184	Development of the site to create 54 affordable residential units in three blocks ranging from 3-stories to 4-stories in height.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Tobias Finlayson	John McRory
St John's Great Cambridge Road HGY/2016/4095	Internal reordering and extension of St John's Church to the west. The demolition of the existing Church Hall at the east end of the church and the development of the land to the north, south, east and on the opposite side of Acacia Avenue with a mix of two and three storeys 1, 2, 3 & 4 bed residential mixed tenure accommodation including a new Vicarage.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Gareth Prosser	John McRory
Car Park, Westerfield Road, N15 HGY/2017/0802	Change of use of and redevelopment of current site to create a multi-use pop-up urban village using modified shipping containers. The site will accommodate at least 65 individual units to support local independent	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Wendy Robinson	John McRory

	businesses and community projects. An individual unit is one ISO 45G0 High Cube 40 shipping container.			
Cannon Factory and Ashley House Ashley Road N17 HGY/2016/4165	Demolition of the existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), up to 265 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works. (Outline planning application).	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	James Farrer	Robbie McNaugher
Land at Plevna Crescent HGY/2017/2036	Construction of four individual pavilions consisting of 72 residential units with a common ground level plinth and basement to provide servicing and parking	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Wendy Robinson	John McRory
30 Muswell Hill HGY/2017/2264	Section 73 application to remove requirement for the development to meet Code for Sustainable Homes as the code doesnt exist anymore	Determined under delegated authority	Valerie Okeiyi	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
Hale Village, Ferry Lane, Tottenham, N15 HGY/2017/2005	Revised proposal for a 33 storey tower (replacing the consented 18 storey outline permission) to provide housing with commercial and/or community uses at ground floor. 270 units	November committee	Chris Smith	Robbie McNaugher

70-72 Shepherds Hill, N6 HGY/2016/2081	<p>The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space.</p> <p>Proposals comprise 19 residential units.</p>	November committee	Gareth Prosser	John McRory
Hornsey Town Hall, Crouch End, N8 HGY/2017/2220	Erection of extensions and additional buildings including refurbishment of Hornsey Town Hall to include a hotel	<p>Currently under consideration.</p> <p>Targeting December Committee</p>	James Hughes	John McRory
163 Tottenham Lane N8 HGY/2017/2001	The application proposes the demolition of the existing Kwik-Fit Garage and a two storey building at the rear. Erection of a five storey building for commercial and residential development.	<p>Currently under consideration.</p> <p>Targeting second November Committee</p>	Tobias Finlayson	John McRory
Ashley Road South x2 BSD BSD + Ada NCDS HGY/2017/2044	<p>Comprehensive redevelopment of the site with a mix use residential led scheme</p> <p>BSD – Outline mixed use scheme</p> <p>BSD + NCDS – detailed residential and college + Berol House</p>	<p>Discussions with applicant ongoing.</p> <p>November committee targeted</p>	James Farrar	Robbie McNaugher
Harris Academy HGY/2017/0140	Section 73 application to change position of building 4 and the link bridge	To be decided under delegated powers	Robbie McNaugher	Robbie McNaugher

Iceland, Land at Brook Road, N22 HGY/2017/2886	Redevelopment of site and erection of four independent residential blocks providing 148 residential units	Currently at consultation stage	Adam Flynn	John McRory
Chocolate Factory, N22 HGY/2017/3020	Partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from three up to 16 storeys. Mixed use development comprising 9,376 sqm of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 216 Class C3 residential units together with associated residential and commercial car parking, public realm works and access.	Currently at consultation stage	Adam Flynn	John McRory
Haringey Heartlands Clarendon Road Gas Works Site INVALID APPLICATION	Comprehensive redevelopment of the site (Masterplan) Hybrid application (full and outline)	INVALID – Ownership Certificates to be signed and served	Adam Flynn	John McRory
Tottenham Chances 399-401 High Road INVALID APPLICATION	Refurbishment of existing premises and extensions to provide 24 flats	Application Invalid. Awaiting energy statement and viability report including affordable housing statement.	Valerie Okeiyi	John McRory
Hale Village, Ferry Lane, Tottenham, N15 HGY/2015/0795	Submission of Reserved Matters (including appearance, layout, access, scale and landscaping) in relation to outline consent no HGY/2010/1897 for Plot SW forming part of the Hale Village Masterplan.	Planning application is in to keep planning permission extant. Discussions ongoing.	Chris Smith	Robbie McNaugher
Section 73 for Hale Village HGY/2015/0798	The S73 is to remove the hotel from the tower.	Application is on hold on request of the applicant	Chris Smith	Robbie McNaugher

IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
423 West Green Road	Mix use residential development, including the erection of an A1-A3 unit at ground floor level, replacement of existing church /community/nursery including ancillary offices, is acceptable. Amended scheme on verge of being resubmitted for follow-up advice.	Principle acceptable – in pre-application discussion	Chris Smith	John McRory
Land north of Monument Way and south of Fairbanks Road, N17	Reserved Matters application pursuant to HGY/2016/2184 for development of the site to create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories	Application intended to be submitted once outline permission issued.	Tobias Finlayson	Robbie McNaugher
500 White Hart Lane	Reserved matters application for outline approval reference. HGY/2016/0828	Some issues with layout/access. Second meeting held 16/10. Response drafted. PPA agreed and fee received (signed PPA required)	Adam Flynn	John McRory
Lynton Road/Park Road	Demolition of existing buildings and redevelopment of the site to create a mixed use development comprising employment floor space and new residential accommodation circ. 88 units.	Concerns with design and parking.	Aaron Lau	John McRory
Westbury Court, 423-425 Lordship Lane, N22	Demolition of existing building and erection of part 1, part 5, part 6, part 7, part 8 storey	In pre-application discussions	Chris Smith	John McRory

	building comprising commercial uses at ground floor and 58 dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity space.			
Former BHS, 22-42 High Road, Wood Green	Re-development of the site with a mix use development including a hotel	In pre-application discussions -	Adam Flynn	John McRory
Bernard Works	Mixed use development comprising 20,020sqft of commercial makers and designers space, circa 97 apartments and 16 residential apartments tethered to the commercial space. The commercial space will also include live music rehearsal as well as recording space. Up to 8 storeys.	Site allocation for mixed use and rationalisation of road layout. DM forum held 4 th July. Pre-app proposal presented to 18 th July Committee – expected submission in November	Michelle Bradshaw	Robbie McNaugher
Monohouse, 50-56 Lawrence Road	S73 to amend HGY/2016/2824 - 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) Granted 26/05/2017.	Early pre-application discussions taking place	James Hughes	John McRory
168 Park View Road	Proposal for an additional residential floor comprising 1x 1 bed, 1x 2 bed and 1x 3 bed and extension of a residential unit on the second floor to an approved planning scheme (HGY/2015/3398) for part 2 and part 4 storey building to provide 12 residential units	Early pre-application discussions taking place	Tobias Finlayson	John McRory
IN PRE-APPLICATION DISCUSSIONS				

Peacock Industrial Estate, White Hart Lane	Mixed use scheme of 282 residential units and 3000 sqm commercial/retail space.	Very recently submitted – pre-app meeting not yet scheduled.	James Hughes	Robbie McNaugher
Goods Yard Site 44-52 White Hart Lane	330 residential units, 1,200m ² of non-residential floorspace, refurbish the locally listed Station Master's House	Very recently submitted – pre-app meeting not yet scheduled.	James Hughes	Robbie McNaugher
Marks & Spencer 44-46 High Road, Wood Green	Mixed use redevelopment of 150 residential units and 2 retail units totalling 200sqm	Early pre-application discussions taking place	Chris Smith	John McRory
555 White Hart Lane	Mixed use redevelopment to provide employment (Use Classes B1a, B1c and B8), retail and residential uses	In pre-application discussions – concerns with loss of industrial land.	Wendy Robinson	John McRory
157-159 Hornsey Park Road,	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-contained flats.	Early pre-application discussions taking place	Adam Flynn	John McRory
Pool Motors, 14 Cross Lane, Hornsey	Redevelopment of existing commercial property to provide up to 47 residential units and 211sqm of commercial floorspace.	Early pre-application discussions taking place	Adam Flynn	John McRory
Ashley House, 235-239 High Road, Wood Green N22 8HF	Redevelopment of site to provide a mixed used (residential and commercial) building up to 20 storeys in height.	Principle acceptable, in discussion on employment space and building heights. PPA to be drafted	Adam Flynn	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Pre-app meeting taken place in October Unacceptable in principle. Major design concerns.	James Hughes	John McRory
23 Denewood Road	Facade retention/ reconstruction with new construction behind. Addition of a basement	Pre-app meeting occurred in October.	Tobias Finlayson	John McRory

	and a reduced height first storey extension over the garage.	Current consent for the site, so need to be mindful of fall-back position.		
867-879 High Road	Redevelopment of the site with 5,460sqm retail building with a related 235 space surface level car park and servicing, a terrace of small retail units as well as a pair of office buildings, all located on a rectangular shaped site to the west of (and accessed from) the A1010 Tottenham High Rd.	Although acceptable development in principle, this site forms part of a wider regeneration strategy and developer has been advised to participate in masterplan formulations.	James Hughes	John McRory
26-28 Brownlow Road, N11	Demolition of existing dwellings and erection of part 4 and part 5 storey block of 27 flats and 3 house to the rear with the new access.	In discussions at pre-application stage	Tobias Finlayson	John McRory
Northwood Hall	21 flats within and additional one storey to existing block of flats.	Principle acceptable	Chris Smith	John McRory
Omega Works	7 storey development with 920 square meters of office and 88 residential units.	Principle maybe acceptable but a more comprehensive approach is required to satisfy the Warehouse Living Policy.	Chris Smith	Robbie McNaugher
Eade Rd and Arena Design Centre	Masterplanning for Haringey warehouse District sites Eade Road/ Overbury Road and Arena Design Centre for redevelopment of sites to create warehouse living, private rented sector residential and employment floorspace.	Principle acceptable but a more comprehensive approach is required to satisfy the Warehouse Living Policy.	James Hughes	Robbie McNaugher

341 Eade Road	Erection of pop-up container park comprising approximately 15 small and 10 large studios for employment use at ground floor and 4 communal warehouse living units at first and second floors, provision of cycle parking and landscaping.	Principle maybe acceptable as a temporary use.	Emma McCready	Robbie McNaugher
Waltheof Gardens, N17	Masterplan development for the entire site at Waltheof gardens to include re-provision of the Citizens' Advice Bureau and the Morris House Dental Surgery, a new GP surgery and 56 new build residential dwellings (mix as yet unknown). Also proposing to retain the ornamental garden at the south end of the site and to provide the relevant amenity space, parking, cycle and bin storage.	In discussions at pre-application stage.	Tobias Finlayson	Robbie McNaugher
83-89 Vale Road	Redevelopment of the site with a mix use residential scheme	Acceptable in principle	Tobias Finlayson	John McRory
Tottenham Magistrates Court	Change of use from court to residential and erection of new build residential	Very early stage to inform bidding process. Significant listed building implications and constraints for proposed residential.	Tobias Finlayson	John McRory

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