

Planning Sub Committee.                      Item No.

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Reference No:** HGY/2016/4095

**Ward:** White Hart Lane

**Address:** St John's Church and Hall Acacia Avenue N17 8LR

**Proposal:** Remodelling and extension to existing church. Demolition and replacement of existing hall on church site with new community facility / nursery. Proposed 22 new build residential units to church site and 10 new build residential units to Acacia Avenue site with a mix of 1, 2, 3, and 4 bedroom accommodation over 2 - 4 storeys.

**Applicant:** Mr Mark Hayes

**Ownership:** Private

**Case Officer Contact:** Gareth Prosser

**Date received:** 05/12/2016 **Last amended date:** 28.02.2017

**Drawing number of plans:** Please see supplementary report.

1.1 This is a major application.

#### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of a mixed use development is appropriate on this site and would retain existing church/community as well as additional housing and community facilities;
- The proposed residential accommodation would be of an acceptable layout and standard;
- The design and appearance of the proposal is acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- Provision of affordable housing is policy compliant;
- The existing hall (proposed for demolition) is not listed/locally listed;
- There would be no significant impact on parking;
- The proposal improves the relationship with an underutilised green space;
- The application 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 the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31.04.2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 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.
- 2.4 Delegation to amend

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Parking Management Plan (LBH Transportation)
- 4) Details of Cycle Parking (LBH Transportation)
- 5) Construction Management Plan (CMP) and Construction Logistics Plan (LBH Transportation)
- 6) Service and Delivery Plan (LBH Transportation)
- 7) Contaminated Land
- 8) Remediation Method Statement
- 9) Air Quality and Dust Management Plan
- 10) Considerate Constructors Scheme
- 11) Air Quality
- 12) Air Quality
- 13) Details of Gas Boilers
- 14) Surface Water Drainage Scheme
- 15) Sustainable Drainage Scheme
- 16) Central dish/aerial system
- 17) Secured by Design
- 18) Energy Strategy
- 19) Permitted Development Rights
- 20) Materials
- 21) Landscaping
- 22) Wheelchair Accessibility

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) London Fire Brigade
- 7) Thames Water
- 8) Asbestos
- 9) London Fire and Emergency Planning Authority

### **Legal Agreement Heads of Terms:**

- 1) **Highway** - A sum of £25,293.77 (twenty five thousand two hundred and ninety three pounds and seventy seven pence) for works related to the construction of new footway on Acacia Avenue and Laburnum Avenue, including the construction of new crossover and inset car parking bay on Laburnum Avenue.
- 2) **A residential travel plan must** - The Travel Plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:
  - 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 applicant's are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.
- 3) **Establishment or operation of a car club scheme**, which includes at least 1 car space. The developer must offer two years free membership and £50 credit to all new residents.
- 4) **Carbon Reduction** - A sum of £48,641.00 (upon commencement) to deliver carbon reduction projects across the borough of Haringey.
- 5) **Construction training / local labour initiatives** Participation in Construction Training and Local Labour Initiatives
- 6) **Affordable Housing** - Provision of 50% affordable housing (6 shared ownership units and 10 intermediate rent).

- 2.4 In the event that member 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 a legal 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, saved UDP policy UD3 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, saved UDP policy UD3 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, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
  - 4) 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 draft DM policy DM21.
  - 5) 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.
  - 6) In the absence of the provision of 50% affordable housing, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013, emerging policy DM13 'Affordable Housing' of the Development Management, Development Plan Document (pre-submission version January 2016), and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan..
- 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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## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

3.1.1 Planning permission is sought for the remodelling and extension to an existing church; demolition and replacement of existing hall on church site with new community facility / nursery and the development of 32 residential units with a split of 22 new build residential units on the church site and 10 new build residential units vacant land on the opposing side of Acacia Avenue. The proposed units would be a mix of 1, 2, 3, and 4 bedroom accommodation over 2 - 4 storeys. Fifty percent of the housing is allocated as affordable housing.

3.1.2 The purpose of the project is for the worshipping congregation of St John's Church, through a programme of development, reordering, repair and renewal, to become a natural hub for the Community. This is to be achieved through a development partnership with Christian Action Housing Association, financed by social need grants.

3.1.3 The proposed works are as follows:

- The 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.
- The development of the land to the north, south, east and on the opposite side of Acacia Avenue with a mix of two, three and four storey 1, 2, 3 & 4 bed residential mixed tenure accommodation including a new vicarage.
- The proposal makes provision for additional 4 x car parking spaces on street and space for 64 cycle spaces both on-street and within cycle storage areas.
- Landscaped communal gardens/roof terraces are proposed along with private balconies.
- Removal of trees to site A - Church site and mature trees to site B – Acacia Road Site.

### **3.2 Site and Surroundings**

3.2.1 The site is located to the east of the A10 and is accessed off Acacia Avenue via Devonshire Hill Lane, the development site is divided into two sections; the majority of the site to be developed is to the north of Acacia Avenue and the other section to the south of Acacia Avenue. The area surrounding the site is located in an area with a moderate Public Transport Accessibility level PTAL 3. PTAL is categorised in 6 levels, 1-6, where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. In addition the site is located within walking distance of 6 bus routes which provides access to the: 144, 217, 231, 318, 444 and W3 bus routes which provide some 61-77 buses/hour during the week day (Monday to Friday). Several of these routes (W3, 231, 231 and 144) provide access to Wood Green and Turnpike Lane Underground stations.

3.2.2 The existing church and hall are not statutorily or locally listed or located within a conservation area. To the north of the site on the same level and on the opposite side of Laburnum Avenue are terraces of 2-storey residential properties of 1930s

vintage. Their outlook is approximately 28 metres to the north wall of the church. To the east of the site is a large open public recreational space measuring 3345m<sup>2</sup>. The locality also has several large open areas in the wider context which include allotment areas, playing fields and a large expanse of open area can be found at Tottenham Cemetery located further to the south of the site.

3.2.3 To the immediate south of the site at a lower level and on the opposite side of Acacia Avenue are further terraces of 2-storey residential properties, also of 1930s vintage. Their outlook is approximately 25 metres to the south wall of the church. To the west of the church and at a lower level is Great Cambridge Road. There is a driveway immediately in front of the church and a strip of grass bordering the public footpath road. Development Site B on the opposite side of Acacia Avenue is bordered by further residential properties of similar character and vintage as above.

### **3.4 Relevant Planning and Enforcement history**

No relevant history

## **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

- LBH Head of Carbon Management
- LBH Housing Design & Major Projects
- LBH Housing Renewal Service Manager Housing & Health
- LBH Flood and Surface Water
- LBH Sustainability
- LBH Cleansing
- LBH Design Officer
- LBH Conservation Officer
- LBH Pollution
- LBH Emergency Planning and Business Continuity
- LBH Building Control
- LBH Transportation Group
- LBH Sustainability
- LBH Arboriculture
- London Fire & Emergency Planning Authority
- Thames Water Utilities
- Transport for London
- Metropolitan Police (Designing out Crime Officer)

The following responses were received:

Internal:



- 1) LBH Transportation: No objections subject to S.106 / S.278 obligations and conditions.
- 2) LBH Design Officer - Supportive/No objections
- 3) LBH Conservation Officer – no objection
- 4) LBH Head of Carbon Management – no objections, conditions recommended
- 5) LBH Housing – No objection/support
- 6) LBH Flood and Surface Water – Conditions required
- 7) LBH Sustainability – Conditions recommended
- 8) LBH Cleansing - East - No objection (green light status)
- 9) LBH Pollution – No objections, subject to conditions

External:

- 10) Thames Water – No objections
- 11) TfL- No objections, conditions recommended
- 12) Metropolitan Police – No objections, condition recommended.
- 13) London Fire & Emergency Planning Authority – Not satisfied

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

163 Neighbouring properties  
4 site notices were erected 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:

Objecting: 3  
Supporting: 0  
Others: 0

5.3 The following local groups/societies made representations:

- None

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:

- Loss of daylight/overshadowing
- Loss of privacy/overlooking
- Loss of visual amenity
- Proposal too large/out of character

- Increase in terms of noise and disruption
- Exacerbate existing parking pressure
- Loss of green space/removal of trees/shrubs
- Additional pressure on public services such as drainage and water
- Parking survey is out of date

5.6 The following issues raised are not material planning considerations:

- Disruption to local residents during construction
- Loss of private view

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. Affordable Housing
3. Design and Density
4. The impact on the amenity of adjoining occupiers
5. Living conditions for future occupants
6. Parking and highway safety
7. Trees
8. Waste Storage
9. Sustainability
10. Drainage

### **6.2 Principle of the development**

6.2.1 The proposal is for the remodelling and extension to an existing church; demolition and replacement of existing hall on the church site with a new community facility / nursery and the development of 32 residential units (over two sites) with a split of 22 new build residential units on the church site and 10 new build residential units on vacant land on the opposing side of Acacia Avenue. The proposed units would consist of a mix of 1, 2, 3, and 4 bedroom dwellings ranging over 2 - 4 storeys in height. Fifty percent of the housing would be allocated as affordable housing.

6.2.2 Haringey Local Plan policy SP0: Presumption in Favour of Sustainable Development, states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). In addition policy SP16: Community Facilities states that The Council will expect development that increases the demand for community facilities and services to make appropriate contributions towards providing new facilities or improving existing facilities; and promote the efficient use of community facilities and the provision of multi-purpose community facilities. In addition DM49 encourages the protection and replace existing community facilities and DM51 outlines the requirements for day nurseries.

- 6.2.3 With regard to the provision of additional 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 (pre-submission version January 2016), 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'.
- 6.2.4 Therefore, given the above planning policies the provision of proposed housing and the retention and extension of community uses on the site would in principle be supported as it would augment the Borough's housing stock and enhance the existing community facility, which would be in accordance with, Local Plan Policies SP0, SP1 and SP2, policies DM10, DM11 and DM13 of the Development Management DPD pre-submission version 2016 and London Plan Policies 3.3 and 3.16

### **6.3 Affordable Housing**

- 6.3.1 The National Planning Policy Framework (NPPF, 2012) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing.
- 6.3.2 The Applicant is proposing a development that will deliver new homes of which over 50 % will be designated for affordable housing. This favourably exceeds the borough wide target set in Haringey's 'Strategic Policies' which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.
- 6.3.3 The scheme is compliant with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing in addition to the council's Local Plan Policy SP2 and Development Management DPD policy DM11.

#### Dwelling mix and Tenure

- 6.3.4 The Council will seek 40% affordable rent and 60% intermediate housing with a recommended mix (Housing Strategy 2017 -22) for affordable rent housing of 11% 1beds 45% 2beds and 33% 3beds 11% 4bed; for private sale/rent and intermediate tenure mix of 30% 1 beds, 60% 2beds, 10% 3beds. The applicants

dwelling mix shown below sits outside the parameters of policy in relation to the smaller number of 2 bed units.

- 6.3.5 This development would provide in excess of the borough wide target of 40% affordable housing provision. The tenure split between affordable rent and intermediate amounts to 42: 58 percent by habitable rooms in favour of the intermediate tenure.
- 6.3.6 There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current Local Plan policies promotes higher proportions of market sale/rental and intermediate housing in this part of the borough. The proposed mix and type of affordable housing (largely private sale and Intermediate rent for working households) will ensure a more sustainable, balanced and less transient community. The unit mix for the affordable housing amounts to 16 units, 51 habitable rooms, unit mix ; 4 x 1 bed, 6 x 2 bed, 5 x 3 bed and 1 x 4 bed.
- 6.3.7 The council requires 10% if all new residential developments across all tenures to be fully Wheelchair accessible to ensure housing choice for disabled residents. The applicant will need to identify wheelchair units within the site.
- 6.3.8 In conclusion, this scheme complies with the Councils Strategic Policies SP2 of the Local Plan and policies DM10 (new supply), and DM13 (affordable housing) of the Development Management Plan DPD pre-submission version 2016. The Housing Commissioning, Investment and Sites team support the proposed scheme principally on the grounds that it will provide 56% of affordable housing as part of the proposal which would be located in the east of the borough.

#### **6.4 Design and Density**

- 6.4.1 Local Plan 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 Policies 7.4 and 7.6. Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires development proposals to relate positively to their locality
- 6.4.2 The architectural composition, taking reference from the fine church interior, seeks to frame and enhance the setting of the church, whilst respecting the predominant scale and outlook of the surrounding residential properties and adjacent playing field. The residential blocks (with community use as ground floor within the rear block) 'wraps' around the existing structure.

6.4.3 The proposal has evolved under pre-application meetings with planning officers and the applicant, which has also concentrated on the design of the proposed development. In addition, the proposal has been presented to the Quality Review Panel (QRP), which concluded positively with minor recommendations which, where possible, have been addressed.

#### St John's Church

6.4.4 St John's Church, which designed by Seeley & Paget- best known for their work at Eltham Palace- was built in 1939 on a prominent position fronting the Great Cambridge Road. The design of the church is very distinctive, by the use of reinforced concrete parabolic catenary arched portal frames, with small secondary portals forming narrow side aisles and buttresses. A distinctive statue of St John stands above the main entrance above the door to the church.

6.4.5 The main features that are 'striking' inside the church range from clerestory windows set between the parabolic frames, making for an elegant, open and spacious worship space. Other distinguishing features are the omission of an east window, and the organ loft formed by an elegantly shaped bridge structure spanning across the 2nd bay from the west and whose design very much reflects contemporary modern architecture of the time.

6.4.6 Entry to the church is through a small porch at the west end. Once within the body of the building, the font is located centrally between the entrance and organ loft. Further ground floor rooms at the west end contain the sacristy, meeting room, vestry, and a chapel linked to the south aisle. Bench pews seat about 130. The organ is located at the north end of the loft, was built in 1963, and is maintained by Bishop & Sons.

6.4.7 The exterior is characterised by simple pantiled central and aisle roofs and red brick walls. Externally, the clerestory windows are set between copper cladding between the concrete 'buttresses'- the latter being the one external expression of the internal portal frame construction.

6.4.8 Flat roofed single storey rooms and a chapel project from the main building line on three sides at the west end, with low brick parapets, adding architectural elements reminiscent of contemporary lido buildings to an otherwise mannered 'romanesque' style. The west front is distinguished by a copper semi-dome with circular columns, housing the bell and a statue of St. John the Baptist set in front of the west window. The dome is set against the brick gable, with rendered covings forming a split pediment around it.

6.4.9 The style on the exterior is the incorporation of large cinema-style 'readograph' boards with adjustable lettering. The church, although not listed, has some architectural interest, and relatively un-altered from the original design. The

Existing Hall known in the past as St Hilda's Hall can be found on maps from around 1935, however, no further historical information located.

6.4.10 The proposed flats wrap around the church and are of varying heights and scale, with two storey pitched roof units to the front of the site (including a new vicarage), rising to 3-4 storeys at the rear. A new solely residential block of three storeys would also be located on the south side of Acacia Road. The design officer approves of the proposed palette of materials including three brick types, metal cladding, render, powder coated aluminium, Pantile and cast aluminium which breaks up the visual massing of each of the structures whilst also adding interest and a more domestic appearance to the development. In addition Sedum is proposed in some areas of the roof, softening the appearance of the development when viewed from upper storeys as well as adding to the sustainability of the development. As stated, the proposal has been subject to pre-application advice and various changes have been implemented at the request of the Haringey's Design Officer and the Quality Review Panel. In particular, the highest part of the residential development east of the church have been relocated to the centre of the site, amenity space on terraces has been split into smaller areas and the extensions to the front have been made as transparent as can be reasonably expected

6.4.11 Overall, the proposal is considered 'modest, of appropriate height, bulk and density, entirely in keeping with the character of the surrounding streets and sympathetic to the existing church building' (as stated by the Council's Design Officers), as well as 'providing very high quality, much needed, new residential accommodation, particularly notable for the thoughtfully laid out design, clarity of entrances from the public realm and high quality private amenity space'.

6.4.12 The improvements to the church itself, including more and better quality community spaces and a better entrance, are in an appropriate context, embedding the church in urban form whilst still maintaining its distinctiveness, visibility and status as a landmark on the major road it faces and within its surrounding community. The pattern of proposed development will improve the enclosure and legibility of surrounding streets and contribute to the opportunity to improve the square/open space to the east, which could become a much more attractive and beneficial local public amenity space.

#### Church Hall

6.4.13 The applicant proposes to demolish and replace the existing and vacant Church Hall to the rear of the church, due largely to the poor condition of the building which is not currently fit for community use. The applicant states that the cost of repair exceeded funds available. Consideration was given to refurbishment and alteration but the potential costs are considered too high. The building has been closed for three years.

- 6.4.14 The Quality Review Panel considers that the building has character but recognise the poor state of repair. The applicant has conducted a survey (as requested by the Panel) of the site which details 'evidence of significant disrepair', particularly to the reinforced concrete lintels and external walls.
- 6.4.15 Whilst the character of the building is recognised, the hall is neither listed, locally listed nor situated within a conservation area. Given that the building is not subject to the above designations, consideration has been given to the value of the proposed development in terms of the provision of much needed housing and the enhancement of community facilities. In this respect the public benefits of the proposal is considered to outweigh the loss of the unlisted structure. This aspect of the application is therefore considered to support Local Plan Policy SP1, which 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 emerging Policy DM10 of the Development Management, Development Plan Document (pre submission version January 2016).
- 6.4.16 Therefore, due to the proposed provision of housing and the retention and extension of community uses on the site the demolition is accepted. The replacement would augment the Borough's housing stock and enhance the existing community facility on site in accordance with, Local Plan Policies SP0, SP1 and SP2 and Policies DM10, DM11 and DM13 of the Development Management DPD pre-submission version 2016 and London Plan Policies 3.3 and 3.16

#### Density

- 6.4.17 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.
- 6.4.18 The site red line site area is 0.4 hectares, the surrounding area is considered to be suburban, and the site has a PTAL of 3. The density proposed is 80 units per hectare (32 units /0.4 Ha) and 240 (96/ 0.4) habitable rooms per hectare which complies with the 40–80 u/ha and 150–250 hr/ha set out in the London Plan 2016. 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.
- 6.4.19 For the above reasons, the proposal is considered in accordance with policies SPG1a 'Design guidance' in accordance with the expectations of the NPPF, saved UDP Policy UD3, emerging policy DM1 'Delivering High Quality Design' of

the Development Management DPD pre-submission version 2016 and London Plan Policies 7.4 and 7.6, Local Plan Policy SP11.

#### Deferral

6.4.20 Members will recall that this planning application was deferred at the March 13<sup>th</sup>, 2017 planning sub-committee in order for the Applicant to present the proposed scheme to the QRP with a view to further design changes in line with the panels advice and feedback. The scheme has now been presented twice to the QRP with a number of design revisions undertaken in line with the panel's advice, and the QRP now support the application. The planning application is now being reported back to members with a recommendation to grant planning permission.

#### 6.4.21 Main Design Changes / revisions

- Remodelled entranceway / maintenance of external entrance space
- Articulation of Acacia and Laburnam Avenue facades revised with a mix of materials and forms (reduction in material palette)
- Remodelled east end of the scheme
- Greater link/interface between church and open space to the east.
- Provision of ground floor perspectives/model
- Remodelling of the rear wings / relocated massing to the rear block

6.4.22 The planning application has been presented to the Quality Review Panel (Chair's Review) on two additional occasions post the deferral by the Planning Committee; The scheme was presented on Wednesday 15<sup>th</sup> March and Wednesday 26 April 2017.

6.4.23 In the report of the final meeting, The Quality Review Panel offers their support for the planning application for the works to re-order and extend St John's Church as presented. Panel members stated that the design team has responded well to the comments from the previous meetings; in addition, the three-dimensional model presented at review was immensely helpful in illustrating the massing, configuration and materiality of the proposals. The panel members highlight the importance of high quality and carefully considered design details, construction and maintenance, and would support planning officers in securing this through planning conditions. Further details on the panel's comments are provided below.



#### 6.4.24 Massing, configuration and architectural expression

- The panel have previously expressed their support for the overall massing and layout of the scheme, in addition to the entrance sequence to the church building and front façade.
- They welcome the model and additional sections and drawings that have helped the panel to understand the different elements and spaces of the scheme more fully.
- The rear section of the proposed development now feels more domestic in nature, and works well to provide a sympathetic back-drop to the main body of the existing church, whilst also providing a strong frontage to the open green space to the east.
- The separate terrace of housing at the Acacia Road site is also working well representing a good example of contemporary domestic architecture.
- The architectural expression of the whole is much improved with a reduce palette of two elements, comprising red brick and a contrasting light-tone render.
- The panel highlights the importance of carefully considered and execute detailing, construction and maintenance (especially of the rendered areas, coping details to parapet walls, and base conditions) to ensure a high-quality development with external finishes that weather well.
- The QRP would support planning officers in securing this through the imposition of planning conditions.
- The panel would encourage the design team to consider increasing the height of the parapet wall slightly on the proposed new development at the rear of the church.
- This would serve to screen the structure of the photovoltaic panels located at roof level, and to avoid the clutter of additional safety handrails alongside the parapet.

#### 6.4.25 Conclusion of the Quality Review Panel

- The panel offer their support for the scheme and are confident that the project team will be able to address the detailed design/technical detail issues identified above, in consultation with Haringey officers.
- The quality of materials, detailed design and construction will be essential to the success of the completed scheme, with particular relevance to the rendered elements of the proposal. The panel would support planning officers in securing this through the imposition of planning conditions.

6.4.26 Officers note QRP support for both the principle and design changes made to the proposal. The proposed changes to the parapet wall have been undertaken by

the applicant and amended plans submitted. The Panel were asked to clarify their position on the number and type of materials proposed including a section of external render towards the rear of the building. The panel were supportive of the proposed materials subject to detailing of parapets being provided. In response to the above comments the following additional condition has been imposed as part of the recommendation.

## **6.5 Impact on the amenity of adjoining occupiers**

- 6.5.1 The London Plan 2016 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 of the UDP also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Policy DM1 of the Development Management Plan DPD pre-submission version 2016 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.5.1 A significant bulk of the proposed residential units and new hall/nursery will be located to the rear of the existing church and away from the busy and heavily trafficked Great Cambridge Road. The above constitutes the largest section of the development at 3-4 storeys (with the fourth storey being a recessed floor). This section of the development faces east onto the existing green space with the majority of windows facing this undeveloped section of land, and thus not having a significant impact on the existing properties located at the opposite end of the green.
- 6.5.2 The side elevations and remainder of development wrapping around the existing church forms a street frontage to the otherwise poorly defined edges of the south side of Laburnum Avenue and the north side of Acacia Avenue. Whilst these areas contain glazing over predominantly two to three storeys this is located a streets width away from the opposing properties along the aforementioned streets. In the case of the Acacia Avenue, the majority of the development would face the relating residential infill site which forms part of this application. Accordingly the development of the church site is not considered to have a significant, detrimental impact on the amenity of the surrounding properties.
- 6.5.3 More significantly, a purely residential block is proposed on the currently vacant land at the western end of Acacia Avenue. The proposal would complete the south side of the street and complete the 'back to back' development between Acacia Avenue and White Hart Lane. Three objections have been received from properties facing White Hart Lane which back onto the gardens of the proposed block. In particular residents have objected to the loss of daylight and overshadowing and expressed concerns regarding loss of privacy and overlooking. The proposed dwellings whilst being 2-4 storeys high would be

located approximately 24m from the rear of the objecting properties at No's 358, 360 and 362 White Hart Lane, with the rear gardens of each development separating them. Given this distance and the proposed 'back to back' arrangement which is typical of the surroundings, there would be no material loss of amenity experienced by existing residents. Notwithstanding, some level of inter-visibility between properties is to be expected in an urban context.

6.5.4 In addition, given that the properties at White Hart Lane are located south of the proposal; there would not be any overshadowing despite the increase in height. The applicant has provided a lighting study within the Design and Access Statement to illustrate these conditions. The proposal is also set back from the existing end of terrace property at No15 Acadia Avenue, allowing daylight to the existing first floor window. Overall the proposal is not considered to result in any significant material loss of amenity to neighbouring properties regarding loss of daylight/sunlight, overlooking / loss of privacy or an increased sense of enclosure.

### **6.5.5 Living Conditions of future occupants**

6.5.6 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).

6.5.7 The application is supported by Haringey's Design Officer who states that the standard of residential accommodation proposed is 'very high quality.....particularly notable for the thoughtfully laid out design, clarity of entrances from the public realm and high quality private amenity space'.

6.5.8 The layout of the proposed development arises from the retention of natural light through the clerestory windows into the church, distances between windows of habitable rooms both within the development and from the development to neighbouring properties in Acacia Avenue and Laburnum Avenue whilst reinforcing the streetscape. The established building line with respect to the Acacia Avenue site, and also the distances to neighbouring properties.

6.5.9 Each residential property on site A (Church site) has its own amenity space as well as access to a communal roof garden and the public open space to the east of the development. Similarly, each residential property on site B (Acacia Avenue) has its own amenity space along with access to communal space at the rear of the property.

6.5.10 It is worth noting there are no single aspect flats or houses, of any aspect. Whilst some private gardens to houses or ground floor flats are smaller than the very widely spaced out neighbouring existing dwellings, all would have at least one open side not built up and would benefit from at least either generous sunlight or privacy, sometimes both. The proposal which also complies with the space standards as outlined in the London Plan 2016 and is therefore considered to be acceptable.

## **6.6 Parking and highway safety**

6.6.1 Local Plan (2013) 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 approach is continued in Policies DM31 and DM32 of the Development Management DPD pre-submission version 2016.

6.6.2 The Council's Transportation Team has been consulted on this planning application and has advised as follows~

6.6.3 The site is located to the east of the A10 and is accessed off Acacia Avenue via Devonshire Hill Lane, the development site is divided into two sections; the majority of the site to be developed is to the north of Acacia Avenue and the other section to the south of Acacia Avenue. The area surrounding the site is located in an area with a moderate Public Transport Accessibility level PTAL 3. PTAL is categorised in 6 levels, 1-6, where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. In addition the site is located within walking distance of 6 bus routes which provides access to the: 144, 217, 231, 318, 444 and W3 bus routes which provide some 61-77 buses/hour during the week day (Monday to Friday). Several of these routes (W3, 231, 231 and 144) provide access to Wood Green and Turnpike Lane Underground stations. Therefore the proposed development has good connectivity to public transport.

6.6.4 The area surrounding the site is located in the Tottenham Event Day Control Parking Zone which operates on Event Days: Monday to Friday from 5pm to 8:30 pm and Saturday, Sunday and Public Holidays from (Noon – 8pm). The applicant is seeking to redevelop the area surrounding the church north of Acacia Avenue and the area to the south of Acacia Avenue to provide 33 residential units comprising 12 x1 bed, 10x2 bed 9x3 bed and 2x4 bed units, the proposal include remodelling of the existing church, to provide some 599sqm community facility and demolition of the existing church hall and re-provision of community facility including a nursery (D1) of some 155sqm.

Trip Generation

- 6.6.5 The applicant's transportation planning consultant Caneparo Associates have produced a Transport Statement (TS) in support of the proposed application; the TS included surveys of the existing use of the site which included the Church use: Mass on a Sunday 11:00- 12:00 pensioners Club on Wednesday 11:00-14:00. The use of existing community Hall on a: Thursday, for Christmas Lunch, and a Tuesday for Badminton Club. The maximum number of trips generated by the church use is 30-50 attendees on a Sunday; the Community Hall generated some 100 attendees/trips for Christmas lunch between 14:00- 18:00 for Christmas Lunch. The applicant transport consultant have used method of travel to work modal split data from the 2011 census data for the super output area (Haringey 006) in which the site is located. The sustainable transport modal split target based on the travel to work modal split data forecast that the majority of the trips will be by sustainable modes of transport (70%), with only some 28% of trips to work by car drivers. In addition 53% of households in this super output area do not own a car, with an average car ownership level of 0.58 per household. The residential aspect of the development will generate some 21 person's trips during the AM peak period and 25 in/out trips during the PM peak period; the proposed development will generate a total of 207 person trips over the day.
- 6.6.6 Based on the modal split data from the 2011 census data the development proposal will generate 6 in/out vehicular trips during the Am peak and 7 in/out vehicular trips during the PM peak. As the D1 church is an existing use and as it is not proposed to increase the capacity of the church, we have considered that this will not generate any significant increase in additional trips when compared to the existing use. The applicant is proposing to provide a nursery as part of the new community facility the proposed nursery will have provide up 30 pupils at any one time and 4-6 staff. The proposed nursery will have a mixture of full time and part time pupils with some 15 fulltime and 30 part time pupils, the part time place will be split between the Am (15 pupils ) and PM (15 pupils). Fulltime place are normally between 8am am to between 5/6Pm with part time pupils between 9/10AM to 12/1PM, with part time Pm pupils between 12/1PM and 4PM.
- 6.6.7 The Transport Statement has assumed that the majority of the 15 pupils and 4-6 staff will live within the locality of the proposed development. We have also considered that the majority of the trips generated by the nursery will be part of a linked trip, parents dropping off on their way to work or on their way to drop off other sibling to school. We have therefore considered that the car trips produced by the nursery element of the development will be very small and will be temporary in nature 10-15 minute, hence these trips will not have any significant impact on the local highways network.

#### Parking Provision

- 6.6.8 The applicant has submitted car parking surveys as part of the TS, the surveys were conducted on Monday 21st November 2016, and Thursday 24 November 2016, the surveys were conducted overnight when the majority of residents are at home and the parking pressures are at the highest. A further walking beat survey was conducted on Sunday 27th 2016. The results of the car parking surveys using 6 metres as a car length concluded that within 200 metres of the site there are between 603 and 606 on street car parking spaces available. The overnight surveys demonstrated that that 77-83% of the car parking spaces were utilised, with between 101-139 car parking spaces available. The waking beat survey which was conducted on the Sunday during mass concluded that there were some 165 car parking spaces available. We have therefore concluded that the surrounding the site is not suffering from high car parking pressure.
- 6.6.9 The applicant is proposing to provide 1 on street car space for the vicarage, the applicant is also proposing to construct and inset car parking bay to provide 4 on-street car parking spaces. The car parking spaces proposed is an under provision when this is compared to the 2011 census data which would require the applicant to provide 19 off street car parking spaces. However as the site is not located in an area which has been identified as suffering from high car parking pressure as per the November 2016 car parking survey which demonstrated that there is a minimum of 101 car parking spaces available in the area surrounding the site. The applicant will only be required by the imposition of a planning condition, recommended on any planning permission, to provide wheel chair accessible car parking spaces, which will require 3 of the proposed 4 car parking spaces to be allocated to the wheel chair accessible unit by way of a parking management plan.
- 6.6.10 Saved UDP Policy M10, Local Plan Policy SP7 and Policy DM32 of the Development Management DPD pre-submission version seeks to adopt maximum car parking standards, which in turn seeks to reduce car parking and maximise use of public transport, hence reduce car parking provision is considered appropriate and is supported by the London Plan and the Councils Local Plan and Development Management DMPD policies. The applicant is required to provide a parking management plan by way of an imposed condition on any grant of planning permission which must include details on the allocation of wheel car parking to the residential aspect of the development. The applicant will also be required to provide 3 disable car parking space in line with Life Time Homes.

#### Cycle Parking

- 6.6.11 The applicant is proposing to provide cycle parking in line with the 2015 London Plan which requires the applicant to provide 1 secure sheltered cycle parking space per 1 bedroom or studio unit and 2 spaces per 2 plus bed unit. The applicant is proposing to integrate the cycle parking within the cores which is acceptable. The applicant will be required to submit details on the type of cycle

parking and the method of security this must be in line with the London Cycle Design Standard.

#### Access and Servicing Arrangements

- 6.6.12 The applicant has design the development to be serviced from; Acacia Avenue and Laburnum Avenue the refuse store is within the required carrying distance of the development, and the applicant will be required to provide a Service and Deliver Plan (SDP).

#### Travel Plan

- 6.6.13 The applicant will be required to submit a draft travel plan and obtain the Council's approval before the development is occupied. The travel plan must include measures to maximum the use of public transport to and from the site include car clubs, public transport information. The travel plan must be prepared in line with the TfL Travel Plan Best Practice Guidance and must be assessed using TfL attribute.

#### Highways Layout

- 6.6.14 The proposed scheme will require very limited alterations to the public highways; however the applicant is proposing to construct new footways on Acacia Avenue and Laburnum Avenue. The applicant will be required to dedicate the land for the construction of the new footways byway of a S.72 agreement the works will have to be secured by way of a legal agreement in line with the Drawing: 289/P1/05. The cost of the works has been estimates at £25,293.77(twenty five thousand two hundred and ninety three pounds and seventy seven pence)
- 6.6.15 On reviewing the application and supporting documentation the transportation and highways authority would not object this application subject to obligations and conditions.

### **6.7 Trees**

- 6.7.1 An arboricultural report submitted outlines the impact of the proposed developments. The report clarifies that no trees of 'high' value are located on site. There is however 'moderate' value trees located to the front and rear of the Church site and one located on the Acacia Road site, all of which would be retained. The remaining trees, most of which are proposed for removal are rated as 'low' value or with a short life expectancy.
- 6.7.2 The report concludes that the construction proposed, subject to precautionary measures as outlined above and as per the recommendations outlined below, will not be injurious to trees to be retained, nor will require unreasonable numbers of trees to be removed. Any tree losses will be satisfactorily addressed

by proposed planting (hedges). The findings of the study and the proposed planting are accepted the application is considered in accordance with saved UDP policy OS17.

## **6.8 Waste Storage**

6.8.1 Saved UDP Policy UD7 'Waste Storage', requires 'appropriate' provision for waste and recycling storage and collection. The Council's waste management team have been consulted and have stated the following;

6.8.2 The application shows a mixture of recycling and refuse facilities that are acceptable. There will also need to be receptacles for food storage equivalent to at least 10 litres per unit. Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The application has been awarded a 'green' status.

6.8.3 The project is therefore compliant with Haringey's Waste Management Requirements for refuse and recycling and there is no objection to the proposed development from the Council's waste department.

## **6.9 Sustainability**

6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 set out the approach to climate change and requires developments 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. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).

6.9.2 The Energy Strategy submitted demonstrates that the scheme is policy compliant through the delivery of carbon reduction measures and carbon offsetting. The scheme is designed to deliver a saving of 183 tonnes of carbon emissions through efficient design, and renewable technologies. The applicant has agreed to the offset the remaining carbon emissions related to the residential part of the development, with a contribution of £48,641.00 to the Councils carbon offsetting projects.

6.9.3 The Energy Strategy should be conditioned to be delivered as set out, and an s106 agreement should be secured for £48,641.00 (upon commencement) for carbon reduction projects within Haringey.

## **7.0 Conclusion**



- 7.1 The proposal is a high quality, sustainable design that respects the surrounding development and will not have a significant impact on the amenity of neighbouring properties or result in overdevelopment. The proposal would retain current the current church on site whilst enhancing community provision (nursery) and assist with the provision of additional housing including 50% affordable. The proposal would not impact on parking or highway safety. The proposal, whilst increasing the presence, massing and scale of development on site is considered in scale with the surrounding development.
- 7.2 Therefore, subject to the imposition of conditions and the signing of a legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.
- 7.3 All other relevant policies and 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

## **8.0 CIL**

- 8.1 Based on the information given on the plans, the Mayoral CIL charge will be £49,252 (1145sqm x £35 x 1.229) and the Haringey CIL charge will be £18,102.45 (1145sqm x £15 x 1.054). 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.

## **9.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 289 / P1 / 01, 289 / P1 / 02, 289 / P1 / 03, 289 / P1 / 04, 289 / P1 / 05, 289 / P1 / 06, 289 / P1 / 07, 289 / P1 / 08, 289 / P1 / 09, 289 / P1 / 10, 289 / P1 / 101, 289 / P1 / 102, 289 / P1 / 103, 289 / P1 / 201, 289 / P1 / 202, 289 / P1 / 203, 289 / P1 / 204, 289 / P1 / 205, 289 / P1 / 301, 289 / P1 / 302, Design, Access and Supporting Statements dates 02.12.16. schedule accommodation dated 28.02.2017.

Subject to the following condition(s)

Conditions:

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

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

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications: 289 / P1 / 01, 289 / P1 / 02, 289 / P1 / 03, 289 / P1 / 04, 289 / P1 / 05, 289 / P1 / 06, 289 / P1 / 07, 289 / P1 / 08, 289 / P1 / 09, 289 / P1 / 10, 289 / P1 / 101, 289 / P1 / 102, 289 / P1 / 103, 289 / P1 / 201, 289 / P1 / 202, 289 / P1 / 203, 289 / P1 / 204, 289 / P1 / 205, 289 / P1 / 301, 289 / P1 / 302, Design, Access and Supporting Statements dates 02.12.16.

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

## TRANSPORT

3. The applicant will be required to provide a parking management plan which must include details on the allocation of car parking to the residential aspect of the development the plan must include the provision of 3 wheel chair accessible car parking spaces to the wheel chair accessible residential units.

Reason: To ensure that car parking spaces area allocated to the wheel chair accessible car parking units.

4. The applicant will be required to submit details on the type of cycle parking and the method of security, the design of the cycle parking must be in line with the London Cycle Design Standard.

Reason: To ensure that the type and layout of the cycle parking is in line with the London Cycle Design Standard.

5. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction works commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Acacia Avenue, Laburnum Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

6. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's written approval prior to occupancy of the proposed development. The Plans should provide details on how servicing and deliveries

will take place. It is also requested that servicing and deliveries should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce traffic and congestion on the transportation and highways network.

## POLLUTION

### 7. Before development commences other than for investigative work:

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

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site as per approval. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

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

### 8. Before development is occupied:

Where remediation of contamination on the site is required completion of the remediation detailed in the approved method statement shall be carried out and a

report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

9. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: In order to protect amenity of surrounding residents and the wider locality and to comply with the London Plan 2015 Policy 7.14. To Comply with Policy 7.14 of the London Plan

10. Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: In order to protect amenity of surrounding residents and the wider locality and to comply with the London Plan 2015 Policy 7.14. To Comply with Policy 7.14 of the London Plan

11. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NO<sub>x</sub> and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

12. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

13. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority for written approval. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

## SUDS

14. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed.

15. No construction works (excluding demolition) shall commence until further details of the design methodology, implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Methodology and reasoning for SuDS flows and volumes proforma determination enabling full assessment that the allowable thresholds have been achieved have been submitted to and approved in writing by the Local Planning Authority.

(b) Management and maintenance plan for the lifetime of the development, management by Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime 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 and emerging Policy DM25 of the DM,DMP (pre-submission version January 2016).

16. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall

be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

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

17. Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to, and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities.

18. Energy measures as set out in the Energy Strategy for St John's in Tottenham, dated 1st March 2017, by Peter Deer and Associates, Version 1. To be delivered.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 8.28 tonnes beyond Building Regulations (2013) in the domestic units. The equipment and materials shall be maintained as such thereafter. Confirmation of this 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.

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.

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:0419.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, etc. shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP 2006.

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

Reason: In order 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.

21. No development shall take place 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). The soft landscaping scheme shall include detailed drawings of:

- a. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

22. At least 10% of all dwellings shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2 and the London Plan Policy 3.8.

23. Details of parapet walls and 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 detailed technical drawings of proposed parapets, 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 and detailing to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006

### **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 £49,252 (1145sqm x £35 x 1.229) and the Haringey CIL charge will be £18,102.45 (1145sqm x £15 x 1.054). 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

The London Fire and Emergency Planning Authority strongly recommend that sprinklers are considered for new developments and alterations to existing premises. Details of proposed access should be provided and approved by the above authority.

## Appendix 1 Consultation Responses from internal and external agencies

| Stakeholder             | Question/Comment   | Response  |
|-------------------------|--|---|
| <b>INTERNAL</b>         |  |   |
| <b>Transportation</b>   | On reviewing the application and supporting documentation the transportation and highways authority would not object this application subject the following S.106 / S.278 obligations and conditions.  | S.106 / S.278 obligations and conditions added. |
| <b>Pollution</b>        | No objection, subject to condition.  | Proposed conditions added.                      |
| <b>Waste Management</b> | The application shows a mixture of recycling and refuse facilities that are acceptable. There will also need to be receptacles for food storage equivalent to at least 10 litres per unit. Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The application has been awarded a 'green' status.   | Noted.  |
| <b>Sustainability</b>   | <p>The Energy Strategy submitted demonstrates that the scheme is policy compliant through the delivery of carbon reduction measures and carbon offsetting. The scheme is designed to deliver a saving of 183 tonnes of carbon emissions through efficient design, and renewable technologies. The applicant has agreed to the offset the remaining carbon emissions related to the residential part of the development, with a contribution of £48,641.00 to the Councils carbon offsetting projects.</p> <p>The Energy Strategy should be conditioned to be delivered as set out, and an s106 agreement should be secured for £48,641.00 (upon commencement) for carbon reduction projects within Haringey.</p> <p>Please see suggested wordings below.</p> <p>Condition:</p> <p>You must deliver the Energy measures as set out in the Energy Strategy for St John's in Tottenham, dated 1<sup>st</sup> March 2017, by Peter Deer and Associates, Version 1.</p> | Condition added.                                |

| Stakeholder                  | Question/Comment  | Response                            |
|------------------------------|---|-------------------------------------|
|                              | <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 8.28 tonnes beyond Building Regulations (2013) in the domestic units. The equipment and materials shall be maintained as such thereafter. Confirmation of this 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.</p> <p>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.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Energy Legal agreement</p> <p>To include in the legal agreement with the applicant - the Council will secure a payment of £48,641.00 to deliver carbon reduction projects across the borough of Haringey.</p> | <p>Included in legal agreement.</p> |
| <p><b>Design Officer</b></p> | <p>I am happy to confirm that I am indeed now completely content; my minor concerns in my email of 25<sup>th</sup> November have indeed now been allayed to my complete satisfaction. In particular, the highest part of the residential development east of the church have been relocated to the centre of the site, amenity space on terraces has been split into smaller areas and the extensions to the front have been made as transparent as can be reasonably expected. As stated previously I am happy with the mix of materials proposed provided conditions secure their quality.</p> <p>Overall I would sum up the proposals as being modest, of appropriate height, bulk and density, entirely in keeping with the</p>   | <p>Noted.</p>                       |

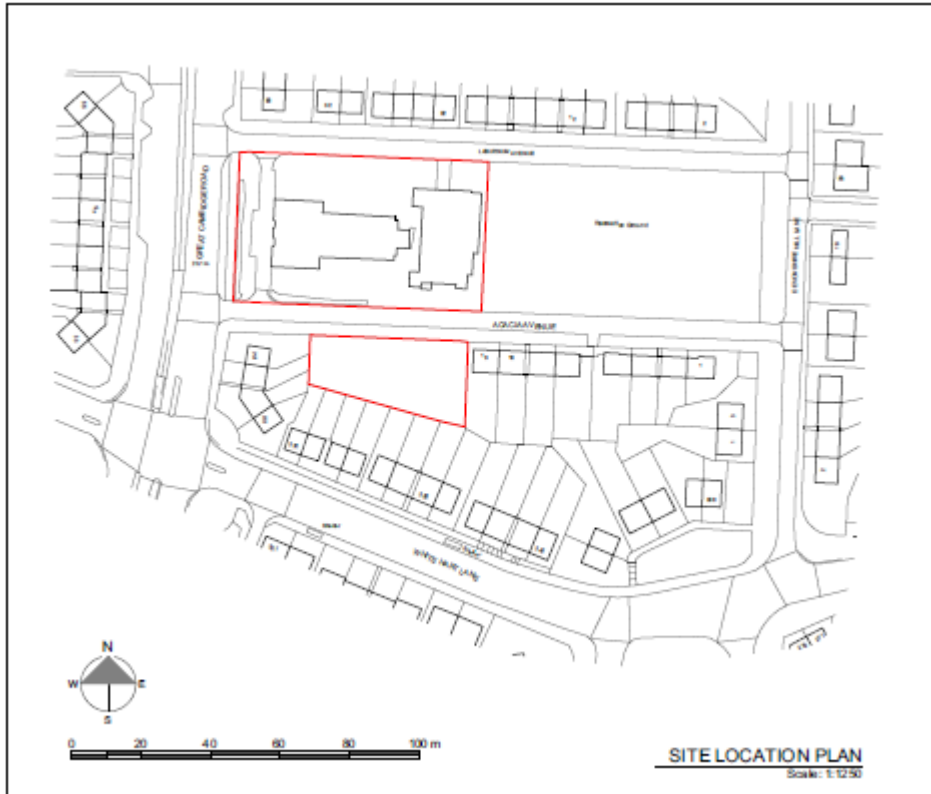
| Stakeholder  | Question/Comment  | Response   |
|--|---|--|
|  | <p>character of the surrounding streets and sympathetic to the existing church building, as well as providing very high quality, much needed, new residential accommodation, particularly notable for the thoughtfully laid out design, clarity of entrances from the public realm and high quality private amenity space. The improvements to the church itself, including more and better quality community spaces and a better entrance, are in an appropriate context, embedding the church in urban form whilst still maintaining its distinctiveness, visibility and status as a landmark on the major road it faces and within its surrounding community, and the pattern of proposed development will improve the enclosure and legibility of surrounding streets and contribute to the opportunity to improve the square to the east, which could become a much more attractive and beneficial local public amenity space.</p> |  |
| <b>EXTERNAL</b>  |   |  |
| <p><b>NEIGHBOURING PROPERTIES</b></p> <p>No358, 360, 362 White Hart Lane</p> | <ul style="list-style-type: none"> <li>• Disruption to local residents</li> <li>• Loss of private view</li> <li>• Loss of daylight/overshadowing</li> <li>• Loss of privacy/overlooking</li> <li>• Loss of visual amenity</li> <li>• Proposal too large/out of character</li> <li>• Increase in terms of noise and disruption</li> <li>• Parking survey is out of date</li> <li>• Exacerbate existing parking pressure</li> <li>• Loss of green space/removal of trees/shrubs</li> </ul>  | <ul style="list-style-type: none"> <li>• Not a material planning consideration</li> <li>• Not a material planning consideration</li> <li>• Not significant given 24m separation (approx)</li> <li>• Not significant</li> <li>• Proposal considered in keeping in terms of massing and scale</li> <li>• Not a material planning. Contractor Company is to register with the Considerate Constructors Scheme (see conditions). Hours of construction also limited (see informatives)</li> <li>• The applicant has submitted car parking survey as part of the Transport Statement (TS). The surveys were conducted in November 2016 and are therefore up to date.</li> <li>• LBH Transportation have examined the proposal and TS and have no objections subject to conditions</li> <li>• Proposal addresses the existing green space positively. No mature trees of significance are proposed for removal.</li> </ul> |

| Stakeholder                 | Question/Comment  | Response   |
|-----------------------------|---|--|
|                             | <ul style="list-style-type: none"> <li>Additional pressure on public services such as drainage and water</li> </ul>   | <p>Conditions apply.</p> <ul style="list-style-type: none"> <li>The proposal is a predominantly residential development in keeping with the surrounds. No evidence of the additional pressure to services has been presented.</li> </ul> |
| <b>Thames Water</b>         | <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>  | Noted. Informative added.  |
| <b>Transport for London</b> | <p>Having reviewed the submitted documents TfL has the following comments.</p> <ul style="list-style-type: none"> <li>The site registers a Public Transport Accessibility Level (PTAL) of 3 on a scale of 1 to 6b which indicates a moderate level of accessibility.</li> <li>TfL understands 5 car parking spaces are proposed, with 1 space for the vicarage and 4 paces for the residential units. TfL have no objection to the proposed quantum but request the applicant clarify the provision of Blue Badge parking.</li> <li>The applicant should clarify the proposed quantum of cycle parking, for each use, in line with London plan standards. TfL also assess the design of cycle parking in line with Chapter 8 of London Cycling Design Standards (LCDS) available at: <a href="https://tfl.gov.uk/corporate/publications-and-reports/streets_toolkit#on-thispage-2">https://tfl.gov.uk/corporate/publications-and-reports/streets_toolkit#on-thispage-2</a></li> </ul> | <p>Cycle parking condition added.<br/>Details of waste condition added.</p>  |

| Stakeholder   | Question/Comment   | Response                          |
|---|--|-----------------------------------|
|   | <ul style="list-style-type: none"> <li>• The council should secure full details of cycle parking by condition, in consultation with TfL.</li> <li>• The applicant proposes for deliveries to take place on Laburnum Avenue which TfL have no objection to. Refusing could take place on Great Cambridge Road. TfL request the applicant clarify whether this is an existing refuse arrangement and require further details.</li> </ul>   |                                   |
| <b>Metropolitan Police</b>                            | <p>In principle we have no objections to the development.</p> <p>Given the high levels of locally reported crimes referred to at the outset, and the vulnerability of the residents in this given location, I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation and request that a Secured by Design application is submitted prior to the commencement of the development. Ultimately this would enable the development to achieve Secured by Design, thereby creating safer more sustainable communities</p> | Secured by Design condition added |
| <b>London Fire &amp; Emergency Planning Authority</b> | The Brigade is not satisfied, as no details of proposed brigade access.  | Informative added.                |

## Appendix 2 Plans and Images

### Location Plan





## Appendix 3: QRP Report

CONFIDENTIAL



### London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: St John the Baptist, Great Cambridge Road

Wednesday 21 September 2016  
River Park House, 225 High Road, London, N22 8HQ

#### Panel

John Lyall (chair)  
Andrew Matthews  
Hugo Nowell  
Chris Twinn  
Charles Wagner

#### Attendees

|                     |                            |
|---------------------|----------------------------|
| Nairita Chakraborty | London Borough of Haringey |
| Gareth Prosser      | London Borough of Haringey |
| Deborah Denner      | Frame Projects             |
| Sarah Carmona       | Frame Projects             |

#### Apologies / report copied to

|                   |                            |
|-------------------|----------------------------|
| Emma Williamson   | London Borough of Haringey |
| Stuart Minty      | London Borough of Haringey |
| Richard Truscott  | London Borough of Haringey |
| Robbie McNaughten | London Borough of Haringey |
| John McRory       | London Borough of Haringey |

#### Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Formal Review Meeting  
21 September 2016  
HQRP36\_St John the Baptist, Great Cambridge Road

### 1. Project name and site address

St John the Baptist, Great Cambridge Road, London N17 8JS

### 2. Presenting team

|                |   |
|----------------|---|
| Ryan Bunce     | Ryan Bunce & Co, acting for the Priest in Charge,<br>Parochial Church Council and Parish Development<br>Officer to the Bishop of Edmonton |
| Mark Hayes     | Christian Action Housing Association  |
| Roger Molyneux | Molyneux Architects   |

### 3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

### 4. Planning authority's views

The brief for the project aims to create a local community hub through a programme of demolition, development, reordering, repair and renewal of St John's Church. The church is unlisted and has suffered from a lack of investment, with some areas of the building poorly utilised and maintained. The proposal is for the internal reordering and extension of St John's Church to the west demolition of the existing church hall, and construction of two and three storey 1, 2, 3 & 4 bed residential mixed tenure accommodation including a new Vicarage. Additional residential development is proposed on as site on the opposite side of Acadia Avenue. 50% of the total units are required as affordable housing.

The scheme is at an early stage, and formal pre-application discussions with the Council have not yet taken place. Officers support the refurbishment of the building and the retention of the facades, with surrounding residential development in principle.

### 5. Quality Review Panel's views

#### Summary

The Quality Review Panel welcomes the opportunity to review the project at such an early stage, and is very encouraged by progress made so far. The outline scheme and the architect give confidence in the design approach. The panel feels that the existing church building is a delightful example of its time, and they would like to know more of its background and provenance. They question the decision to demolish the



church hall, and would like to see more information regarding this approach. They are broadly supportive of the strategy of wrapping accommodation around the church, but feel that there is still scope to further refine the scheme.

They would encourage further thought about the design of the entrance, to avoid an extension that obscures views of the main church façade, and ensure there is a generous external space where people can congregate. The panel would encourage further consideration of the frontages onto Acacia Avenue and Laburnam Avenue (at the north and south of the site), to provide a more continuous and active interface with the street. They welcome the approach of opening up the east of the site to front onto the park, and feel that this could be a catalyst for improvements to the park, for example through provision of a new play area. Work to explore the views of the proposals at ground level from outside the site would help to shape how the overall massing is arranged.

The panel question the quality and value of some of the interstitial spaces between the church and new residential development around it. These areas may be better used for ancillary functions. They would also support further exploration of the configuration of the buildings and spaces to the east of the site, maximise views and routes linking the church and community uses to the park. Further details on the panel's comments are provided below.

#### *Overall strategy*

- The panel supports the strategic approach to the development, retaining the church, wrapping accommodation around and forming two 'gatehouses' either side of the main façade onto Great Cambridge Road.
- They are broadly supportive of the development density, however, they would encourage further consideration of the configuration of the overall development to optimise the quality and amenity of the buildings, the spaces and the street frontages.
- The panel thinks it may not be necessary for the 'gatehouses' to step down in height, as long as they are of a very high quality.

#### *Entrance and approach*

- The panel would encourage a rethink of the entrance area, to avoid obstructing views of the main church façade, and achieve a more open external space for the community to congregate.
- One possible solution would be to relocate the parish accommodation into the side wings.
- An open colonnade to the frontage (perhaps with glazed elements in the roof) could also be considered to create a more welcoming entrance.
- There may also be scope for the inclusion of new windows.



- The panel supports the proposed vehicular access (from the side roads to the north and south).
- The panel recommends that a series of ground level perspective views should be undertaken from the different approaches to the site, to test the visual impact of the development on the existing church.

#### *Scheme layout*

- As mentioned above, the panel would support adjustments to the layout at the west end of the site, to open up the entrance of the church.
- In addition, they would welcome a rethink of the accommodation proposed in the two side wings; currently these quite prominent site frontages have blank side walls, gaps, garaging and cycle storage.
- The panel would like to see additional accommodation (parish accommodation or mews houses) fronting onto these side roads in order to create a more positive street edge.
- The eastern section of the site (around the community hall/ nursery accommodation) has further potential that should be exploited.
- One solution may be to open up a pedestrian link either side of the nursery block, from the residential units to the park; accommodation could be retained over the top of the pedestrian access.
- The panel would encourage careful consideration of the detailed design, nature and location of the nursery accommodation and related open spaces.
- The optimal layout for the nursery should be established, to ensure that the entrances, service functions and internal and external spaces aren't compromised; it currently seems too tightly planned.
- They would encourage consideration of other forms and relationships for the nursery; perhaps a cloister arrangement with a shared garden.
- They would also like to see further thought around the interstitial spaces between the church and the new-build parts of the development. These gaps could be more appropriate locations for ancillary accommodation (e.g. cycle storage), rather than for amenity space as currently proposed.
- Another solution may be for the new-build accommodation to extend across the gap to meet the flank wall of the church, where this is appropriate.
- Limited information was provided at the review on development of the site to the south of Acacia Avenue. The panel would welcome a further opportunity to comment on this at a future meeting.



*Relationship to the park*

- There is a huge opportunity to improve and enhance the quality of the park; currently the park is under-used, not well surveilled, and lacking in facilities.
- Whilst the panel recognise that the park is outside the red-line boundary of the site, they would encourage the applicant to engage in discussions with the Council to develop a vision for the future of this space.
- The potential to activate the park and create a positive relationship with the church should be balanced with the need for privacy of the residents.
- The panel suggests that the design team explore the potential for the nursery to open directly onto the park.
- The high hedge at the perimeter of the park needs to be removed or significantly reduced in height; this will open up views into and out of the park, and encourage use by local residents.

*Heritage issues*

- The panel feels that the existing church building is a delightful example of its time, and they would like to know more of its background and provenance.
- Insertion of dividing elements into the interior should be detailed and located very carefully, to ensure that the internal arches are not visually compromised by the new elements.
- The panel notes that the community hall building to the rear of the church is not to be retained within the proposals; they feel that it has a lot of character and quality, and question whether the option for retention and conversion should be considered.
- Alternatively, there should be at least a detailed statement justifying why the building's internal dereliction merits demolition, and outlining the relevant evidence for such a course of action.

*Architectural expression*

- The panel supports the emerging proposals for materials and construction, including brickwork, render, copper, pitched roofs, flat roofs and green roofs.
- They highlight that the new buildings on site should look new, and should not attempt to be a pastiche, to ensure that the church building remains distinct.



*Inclusive and sustainable design*

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- They suggest that the best route to achieve sustainable development in this type of project may be to combine a thermally efficient building envelope with photovoltaic panels on roofs.
- They would welcome exploration of on-site measures to meet the zero-carbon requirement for new homes; on-site generation has the added benefit of reducing the occupant's bills.
- The panel would encourage the inclusion of green roofs within the development, which would help to attenuate the rainwater run-off.

*Next Steps*

- The panel would welcome the opportunity for further review prior to submission of a planning application.
- They would like to see further information detailing the underlying evidence and reasons for the proposal to demolish the church hall.
- They would encourage the design team to present conceptual models and sketches to illustrate how the proposals have developed.
- They would also like to see studies exploring ground level views approaching, and around, the site.

