

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2019/1143

Ward: Muswell Hill

Address: 1-9 Fortis Green Road N10 3HP

Proposal: Alterations to existing ground floor shopfronts and excavation of basement level below; erection of three additional storeys on top of the existing ground floor to provide 6 self-contained flats (5x1bed & 1x 3bed).

Applicant: Acemark Properties

Case Officer Contact: Conor Guilfoyle

Site Visit Date: 09/05/2019

Date received: 24/04/2019

Last amended date: n/a

1.1 This application is being referred to the Planning Sub Committee for a decision at the request of the Head of Development Management and following a call-in by Councillor Scott Emery.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would preserve or enhance the character and appearance of the Muswell Hill Conservation area.
- The principle of the development, the impact of the proposal on the character and appearance of the conservation area is acceptable.
- The proposal would not harm the residential amenity of neighbouring and future occupiers and would result in a high standard of accommodation.
- There would be no significant impact on parking.
- The proposal would be acceptable in terms of flood risk and the impact of the basement works on surrounding properties.

2. RECOMMENDATION

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

Conditions (the full text of recommended conditions is contained at the end of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction Logistics Plan
- 5) Secure Cycle Parking
- 6) Positively pumped device to safeguard against flooding
- 7) Central dish/aerial system

Informatives

- 1) CIL liability
- 2) Hours of construction
- 3) Party Wall Act
- 4) Street Numbering
- 5) Advertisements
- 6) Land Ownership
- 7) Other restrictions
- 8) Thames water informative

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION
9. PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

- | | |
|------------|---|
| Appendix 1 | Consultation Responses – Internal and External Consultees |
| Appendix 2 | Plans and Images |

3. PROPOSED DEVELOPMENT, SITE LOCATION & PLANNING HISTORY

Proposed development

- 3.1 This is an application for;
- alterations to the existing ground floor shopfronts to provide the same number of units as existing;
 - excavation of a basement level to serve the retail units as existing (4), which would be reconfigured in size (larger overall footprint) and layout;
 - the erection of three additional storeys on top of the existing ground floor to provide 6 self-contained flats (5x1bed & 1x 3bed);
 - 'cutting back' the existing triangular corner edge of the building on site (proposed to improve visibility on the approach from the car park access road to the rear);
 - internal cycle and waste storage provision for the shops and flats
- 3.2 The application follows on from a previously withdrawn application (HGY/2017/3640) for a similar development including six new flats.

Site and Surroundings

- 3.3 Nos 1-9 Fortis Green Road is a prominent triangular corner site located within Muswell Hill Conservation Area. The Flower Seller shop on the sharp corner of the site has its accommodation on 2 floors (with restricted height), whilst the adjacent shops on the site are single storey only. Visually the existing single storey development contrasts with the scale of the adjoining four storey Edwardian terrace.
- 3.4 Muswell Hill is a notable and well-preserved example of late Victorian / Edwardian townscape of considerable consistency and quality that derives from the development of the majority of buildings and laying out of the streets over a period of less than 20 years (1896-1913). The distinctive parades of shops and apartments lie at the heart of the area and provide a vibrant focus that contrasts with the quieter surrounding residential streets.
- 3.5 Nos 11-121 Fortis Green Road is the adjoining Edwardian terrace to the west of the site. At street level it has a parade of shops which project slightly forward of the above floors. The shop fronts and fascias are set within a regular architectural framework with pilasters defining the party wall lines between shops. The elevations above are constructed in red brick with contrasting stone and plasterwork features. The first and second floors have single and paired projecting bays with a fenestration pattern of mullioned windows between. The common architectural elements include quoins, banding, decorative window hoods and surrounds, corbelled eaves and copings. The third floor rises vertically

on the first and second floor, except on either side of the party walls where dormer windows are set on steeply pitched roofs.

- 3.6 When the front elevation of the terrace is viewed from directly across the street the horizontality of the shop fascias, cills and string courses at each level appears predominant. However, when the terrace is viewed obliquely from a diagonal position across the street the verticality of the paired two storey projecting bays, as well as the vertically proportioned windows, appears predominant. This is accentuated by the dormer windows, tall chimneys and party walls at roof level.
- 3.7 On the east side of the sharp corner of the site is the entrance/exit road from the car park to the rear, serving the cinema. The rear gardens of the terrace of houses fronting onto Firs Avenue back on to the car park.
- 3.8 The Cinema is located on the east side of the access road from the rear car park. Both the Cinema and the adjoining parade of shops with flats over to the east, were constructed in the mid 1930's to the design of George Coles. The Cinema is a grade II* listed building in recognition of its elaborate art deco interior. It is a local landmark. It has an important curved stepped front elevation clad in black and cream faience tile, whilst its side and rear elevations facing the rear car park are relatively utilitarian and clad in blank brickwork.
- 3.9 Nearby St James's Church (listed Grade II), at the junction of Muswell Hill Road and St James's Lane, is built in a perpendicular style and is an important landmark within Muswell Hill. Its stone facades and spire are the focus for the views looking south-east along Fortis Green Road as well as south-west along Muswell Hill Broadway.

Relevant Planning and Enforcement history

- 3.10 HGY/2017/3640 - Alterations to existing ground floor shopfronts and excavation of basement level below; erection of three additional storeys on top of the existing ground floor to provide 6 self-contained flats (5x1bed & 1x 2bed) – Withdrawn 14/01/2019
- 3.11 PRE/2017/0172 – Pre-application advice and meetings with officers took place following the withdrawal of the above scheme.

4. CONSULTATION RESPONSE

- 4.1 The following were consulted regarding the application:

Internal:

- 1) LBH Conservation Officer

- 2) LBH Transportation Team
- 3) LBH Waste Management

External:

- 4) Thames Water
- 5) Historic England

4.2 The following responses were received:

LBH Conservation Officer: No objection (support for design)

- The building is a coherent, sensitive piece of contemporary architecture which is successfully subordinate to the adjacent historic terrace without being a pastiche and which respects and enhances the setting of the listed Cinema with its simple yet articulated side elevation.

LBH Transportation Team: No objection

- The proposed development does not meet the requirements of policy DM32 insofar as the site is not in a location with a Public Transport Accessibility Level of 4 or above (it is 3) and is not within a controlled parking zone. However, taking into consideration the constraints of the site and the findings of the parking stress survey, with regard to when (date and times) the survey was carried out and its methodology, which shows adequate spare parking capacity, there is no strong basis for an objection on transport and highway grounds.

A grant of planning permission should be subject to conditions to secure a construction logistics plan and secure cycle parking.

Thames Water:

No objection subject to condition.

Historic England

No comment – defer to Council's Conservation Officer

5. LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of 327 letters, a site notice, and a press notice.

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

No of individual responses: 134

Objecting: 134

Supporting: 0

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

Principle of the Development

- Overdevelopment / over densifying of the site and Muswell Hill
- Design conflicts with character and appearance of adjacent Edwardian Parade, causing harm to the surrounding conservation area
- More housing is not needed in the area

Design/ impact on the Conservation Area/ Listed Building

- Detrimental impact on neighbouring heritage assets, including conservation area and listed buildings
- Design is poor quality – contemporary finish and appearance undesirable
- Out of character with the area
- Objection to anything other than an Edwardian style of build
- Shops appear cramped and smaller

Impact on neighbouring amenity

- Noise and disruption during build
- Loss of light to buildings opposite

Traffic, Parking, Access and Sustainable Transport

- Insufficient parking spaces in the surrounding area
- Disagreement with parking stress survey methodology and conclusions
- Disturbance to highway network/traffic during construction

5.4 The following Councillors made representations:

- Cllr Emery-Scott: Requests the Committee consider the application.
- Cllr Pippa Connor: Objection on grounds summarised as;
- local residents' concerns around the design not adequately considered as the proposed changes, although welcome, are minimal.

- proposal fails to satisfy planning policy in ensuring high quality of the design due to its detrimental impact on surrounding heritage assets (conservation area and listed buildings)
- harm to amenity of small businesses in the area. The development does provide new small shops but may raise business rates. Much loved independent businesses could then be lost and, given the current climate of local small businesses under such pressure, due consideration should be given to the likely high failure rate of small businesses in this development. This would not add to the amenity of the area.

5.5 The following issues raised are not material planning considerations:

- Ability of the Local Planning Authority as a Council to support a business [officer note: planning is concerned with land-use and cannot intervene within the particular business users of individual retail units]
- statement that additional housing is not required [officer note: additional housing is required throughout planning policy from local to national level, where acceptable in principle in planning policy terms, as outlined below].
- comments on intentions of applicant/developer
- confusion that the Council has a role as developer
- development should not be permitted due to temporary disruption [officer note: this can be mitigated through good construction management].
- comments on whether the residential units would be tenanted or owned
- comments on site/land ownership and tenancies
- comments on the occupation of other housing developments in the area
- business rates and comments on the likely failure of businesses
- loss of a view
- impact of the proposal on doctor and similar services [Officer note: CIL is collected on developments to address infrastructure].
- property prices

6 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of the Development;
- Design and appearance;
- Impact on the conservation area / setting of nearby listed buildings;
- Basement Impact Assessment;
- Impact on neighbouring amenity;
- Living conditions and amenity of future occupants;
- Parking, Highway Safety, Access, and Sustainable Transport;
- Drainage

Principle of the Development

- 6.2 Government policy as set out in the NPPF 2019 requires Local Planning Authorities to significantly boost the supply of housing (para. 59). Paragraph 68 supports approval on small sites and outlines that such sites can make an important contribution to meeting the housing requirement of an area, and often can be built out relatively quickly.
- 6.3 The principle of additional housing is supported by the London Plan (2016) Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey's Local Plan Policy SP2 'Housing'. Policy SP2 states that the Council will seek to ensure a mix of dwelling sizes arising from development and recognises that there is a lack of family sized housing in the Borough. The Haringey Local Plan has a target of 19,820 dwellings between 2011 and 2026. The proposal involves the creation of 5 x 1 bedroom and 1 x 3 bedroom units.
- 6.4 London Plan Policy 3.4 seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the London Plan. The application site area is 0.26 hectares and it has a public transport accessibility level (PTAL) score of 3 indicating moderate level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban setting. The density matrix ranges for urban setting sites with a PTAL 3 is 200-450 habitable rooms per hectare.
- 6.5 The proposal, taken as a whole, equates to a density of approximately 54 habitable rooms per hectare. This is well-within the density matrix. In response to concerns raised in representations, this is not overly-dense development in terms of planning policy considerations. The density and resulting layout of the proposal responds to the site constraints, including the surrounding heritage assets. Therefore, the principle of the additional housing, and its density, is acceptable.

Design and appearance

- 6.6 Policy 3.5 of the London Plan (2016) requires housing development to be of the highest quality; policies 7.1, 7.4, 7.5 and 7.6 states that development should make a positive contribution to the local character, public realm and streetscape. It should incorporate the highest quality materials and design appropriate to its context.
- 6.7 Policy SP11 requires development to enhance and enrich Haringey's built environment. DM policy DM1 also requires development proposals to respect their surroundings while Policy DM9 requires the conservation of the historic significance of Haringey's heritage assets.

- 6.8 The existing buildings on site are not characteristic of the surrounding built pattern of development adjacent, or that opposite. Visually the existing single storey development on the site (rising to 1-2 storeys at the end corner 'flower' shop) appears at odds with the scale of the adjoining four storey Edwardian terrace, reading as an unfinished part of the townscape.
- 6.9 The character of the surrounding area has elements of consistency but is also mixed in architectural style. The adjoining terrace with its parade of shops at street level sit within a regular architectural framework with pilasters defining the party wall lines between shops. The elevations above are constructed in red brick with contrasting stone and plasterwork features, again with regularity in the single and paired projecting bays and windows. Its common architectural detailing provides a strong degree of coherency to the streetscape.
- 6.10 However, on the other side of the street, the prevailing character is one of a different style of terrace, where the ground floor shop frontages, upper floor front elevations, and gabled roofs facing the street contrast with the terrace adjoining the application site. It is the similarity in architectural details such as projecting bays and presence of decorative detailing, the similar materials, and the similar scale which provide enables the terrace opposite to add coherency the character of this part of the area. In contrast again, to the east, the adjacent cinema and buildings beyond again differ in architectural form, appearance and style to the terrace adjoining the application site.
- 6.11 A good quality contemporary building is seen as an appropriate architectural response for new buildings, or wholesale redevelopments such as this case with the vertical expansion of the application site, even within a conservation area. Such an approach would read as an 'honest' addition to the street scene, rather than a 'mock' or 'pastiche' of an earlier architectural style and form of development (a continuation of the existing terrace) which was never part of the area.
- 6.12 In this case, the proposed development would not compete or undermine the traditional architectural styles found within the immediate locality. In the context of the terraces adjacent and opposite the application site, as outlined above, it is the architectural details, materials, and scale which provide the key elements of consistency to the area. The proposal responds to this. Its scale, design and appearance of the building have been subject of pre-application discussions and amendments have been made during those discussions and in response to third party representations, since the previous application.
- 6.13 In response to its context; the horizontal and vertical emphasis of the existing parade, including shop fronts, the proposed design re-interprets this with its bay windows and horizontal emphasis. The upper floor has been re-designed to respect the scale and detailing of the existing parade in a manner which neither detracts, nor competes, with the existing parade.

- 6.14 The purposeful breakup of the building and use of a recessed corner elevation for the upper floors would prevent the building from appearing overly dominant. It is acknowledged that the scale of the building would be larger than existing, but this design response would minimise its visual bulk when viewed from the prominent eastern end of the street adjacent to the cinema and beyond. It would also respond to the western context, where the setting of the listed cinema building as seen from the street would not be materially harmed. To the rear, which is prominent from surrounding vantage points to the rear and east, brickwork articulation at ground floor/street level would ensure visual interest on the rear wall facing the cinema and car park access road. The upper floors would be articulated with windows and window inserts to add visual interest and in keeping with the existing pattern of development of the adjacent terrace.
- 6.15 Officers are aware that concerns were raised that the use of the amenity space, namely the corner space serving the first floor flat facing east/towards the cinema frontage, and associated paraphernalia, could appear visually intrusive. This issue was raised at pre-application discussions, and led to the proposed footprint of the amenity space, where the amenity space was purposefully set back from the narrow triangular 'end' of the corner of the site.
- 6.16 By setting this space back from the most prominent part of the site, and in a horizontal layout consistent with the 'end' elevation of the flat it would serve and those above, the use of the amenity space, including paraphernalia such as plants and garden furniture, would not be unduly prominent from surrounding vantage points. This would appear in the context of the taller and wider size of the extended building, sitting directly behind it. From the front side of the site, the street width and height of the amenity space would also avoid the above harm arising to a degree which would harm the character and appearance of the conservation area.
- 6.17 The use of brickwork and timber windows responds to the surrounding material palette of the terraces on either side of the street, which has noted above form a key contribute to the character of this part of the conservation area. Notwithstanding the submitted information, a condition has been attached to ensure that physical samples be submitted for further consideration of the appropriateness of the appearance and quality of the materials before development takes place. Subject to this condition, it is considered that the external appearance and design of the building and its amenity areas would achieve a scheme of high quality design sensitive to its surroundings.

Impact on the conservation area / setting of nearby listed buildings

- 6.18 Policy 7.8 of the London Plan (2016) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan

(2017) requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the DPD (2017) states that proposals for alterations and extensions to existing buildings in conservation areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.

- 6.19 The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.20 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.21 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.22 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.23 The main issue is the effect of the proposal on the character and appearance of Muswell Hill Conservation Area and the settings of the nearby Listed Buildings (grade II* listed cinema build adjacent/opposite to the east, and the Grade II listed St James Church further to the east at the junction of Muswell Hill Road and St James's Lane.
- 6.24 The Muswell Hill Conservation Area Character Appraisal notes that the adjoining terrace is a positive contributor to the conservation area, but the application site buildings are not. They are identified as 'neutral' contributors, noting that the four small shop units probably date from the 1930s, with these lower buildings appearing as neutral elements within the street scene.
- 6.25 As acknowledged by the Council's Conservation Officer's response, and elaborated upon above, the design is of a high quality that would add a contemporary building to this part of the conservation area, in keeping with the existing architectural features which positively contribute to the immediately surrounding parts of the Muswell Hill conservation Area.

Setting of listed building

- 6.26 The Conservation Officer does not object to the proposal. The design follows detailed pre-application advice to ensure the proposal does not impact on the setting/views of the nearby listed buildings, particularly the massing which steps away from the listed building to avoid appearing visually oppressive from surrounding vantage points, most notably when the cinema is viewed from the west.
- 6.27 The proposal clearly occupies a highly prominent setting in a prominent corner site, but owing to the design approach outlined above, it would remain relatively subordinate to the adjacent terrace. Its design features and material treatment would respect the existing built context and would not degrade the existing neutral impact of the existing building to the setting of the nearby listed buildings. Overall, it is considered that the development will not cause any harm to the setting of these listed buildings.

Impact on the conservation area

- 6.28 It is accepted that the proposed building would be taller and bulkier than the current units of 1-9, and that this would lead to some harm to the conservation area. However, given the scale of the adjoining terrace and similar terrace opposite, as well as the responsive, quality architectural design, this harm is considered to be less than substantial. As such the harm would be partly outweighed by the good design of the scheme.
- 6.29 Overall the proposal is considered to cause "less than substantial harm" to the significance of the heritage asset, which in this case is a low order of magnitude. In line with paragraph 134 of the NPPF Officers have balanced this against the public benefits of the scheme. The public benefit here would be achieved by delivering 6 residential units in a sustainable and accessible location, and additional retail space in a prime 'town centre' location. There are also public benefits in terms of delivering a high quality scheme of an appropriate design response for this site, which would sufficiently preserve and in some ways enhance the character and appearance of the Conservation Area.
- 6.30 Consequently, Officers are satisfied that the statutory test and policy objectives outlined above are met here.

Basement Development

- 6.31 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.32 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the works would be acceptable, as required by Policy DM18 of the Council's 2017 Development Management Development Plan Document (DPD). This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.
- 6.33 Concerns raised in representations about the potential for detrimental harm to the surroundings as a result of the basement works are noted. The BIA was reviewed by Officers. It is considered acceptable with regard to the above considerations outlined in relevant planning policy.
- 6.34 The works can be carried out using standard construction techniques and materials. The BIA notes that where mechanical means are necessary for construction, these can be of a type that generate low vibrations which the form and construction of the surrounding buildings would be robust and resistant to. The authors, certified chartered engineers, note that the works would not affect

the integrity of the surrounding building stock or harm the geology of the area, including water tables.

- 6.35 The underlying geology and methodology of the works outlined in the BIA would minimise risk to instability, ground slip and movement to an acceptable degree. All development carries 'risk' to structural damage but the risk arising is stated in the BIA to be negligible, and in some areas, 'very slight'. The BIA notes that if such damage did arise as a result of an excavation underpinning and subsequently excavating the basement, it would be separated by a number of weeks to allow the opportunity for the ground movements during and immediately after the excavation to be measured and reviewed so allow for propping arrangements to be adjusted, if required. This is normal procedure for basement works, which have been permitted throughout the borough, including in areas of complex hydrological constraints.
- 6.36 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls), the information submitted (i.e. that outlining the underpinning works, the Indicative sequence/ phases of the works outlined and the measures to retain ground pressures) do provide assurances that the works here can be carried out successfully without detrimentally affecting adjoining/ neighbouring properties.
- 6.37 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. In specific the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

Impact on neighbouring amenity

- 6.38 London Plan 2015 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 'Delivering High Quality Design' requires an appropriate protection of privacy to neighbouring properties.
- 6.39 Nos 11 and 15 Fortis Green Road occupy the adjoining four-storey terraced building to the immediate west, forming the 'end' of the main element of the parade characterised by similar buildings. It features a retail unit on the ground floor, and presumably No.15 and potentially other flats above.
- 6.40 At present, the ground floor of the application site extends beyond their rear building line along the depth of their shallow rear garden. The proposal would continue to do so, without windows in this elevation, and therefore not represent material change in amenity impacts in this regard. Nor would the upper floors as they would match the same rear elevation building line, with the windows facing

rear. The small projection for the stairwell would be approximately 150mm deeper than the main rear elevation, and set away from the adjoining terrace, and therefore would be insufficient to cause noticeable amenity harm in terms of its physical presence.

- 6.41 In terms of overlooking from the new flats at the rear/south facing elevation, the windows would have the same orientation the rear windows in the adjoining building/parade. They would face towards the cinema, with oblique views possible towards the car park and the rear gardens of properties in Firs Avenue beyond. They would be sufficiently far from those properties in Firs Avenue, including their rear gardens (more so than those in the existing, adjoining parade) to cause detrimental levels of overlooking or loss of privacy.
- 6.42 The first floor terrace amenity space, over the roof of the rear part of the ground floor retail space, would extend past windows on the rear elevation of No.11/15. This would be screened by a solid side screening wall approximately 1.8m at the rear elevation adjacent to the window. Its height would reduce to approximately 1.2m as it projects away from the rear elevation. This would screen views between the adjacent window and users of the balcony, thereby avoiding detrimental loss of privacy/overlooking impacts between those occupiers and roof terrace users. It would also considered to avoid noise/disturbance impacts arising to a degree sufficient to cause material harm to neighbouring amenity.
- 6.43 Residents in the upper floor windows at second floor or above at No.11/15 would only be afforded views down into the terrace if stood directly at their windows looking down. Their main vistas towards the rear would not change and therefore such harm to those users is not considered to arise to a detrimental degree. For the same reasons of elevated position, noise/disturbance arising from a single terrace serving a one bedroom flat at a lower level is not considered to cause material harm to their amenity.
- 6.44 At the front, the building would also match No.11/15's front elevation building line and would not exceed its height. The windows would face the street like the rest of the adjoining buildings. The bay window projections would be minor in depth and set back from the immediate boundary with No.11/15 so as to be insufficient to cause harm to their amenity in terms of its physical impact (overbearing impacts, sense of enclosure or loss of day/sun/sky light), or privacy/overlooking. To the east, the windows and building would face the street, like those surrounding it, and would be insufficient to cause harm to any neighbouring amenity in terms of its physical impact or window/amenity space orientation and location.
- 6.45 While concerns were raised by third parties that the proposal would reduce light to the buildings on the far side of the street, the distance involved and street-facing public frontage on that aspect is such that the harm in this respect would not be material. It would not warrant refusal of planning permission.

- 6.46 The proposal would therefore not cause material harm to any neighbouring occupier. The scheme is well-designed and responds well to the existing built context and therefore satisfies planning policy in this regard.

Living conditions and amenity of future occupants

- 6.47 In addition to the high quality design requirements of Policy DM1 of the Haringey Development Management DPD (2017), Policy DM12 of the DPD states that all new housing must be of a high quality. Policy 3.5 (Housing Standards) of the London Plan (2016) states that housing developments must be of a high-quality internally and externally. This policy also includes Table 3.3 which sets out space standards for dwellings. The government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11.

Unit	Bedrooms/Bed spaces	Internal floor space proposed	Minimum requirement	Complies
1 – First Floor	1 Bedroom / 2 person	50.3m ²	50m ²	Yes
2 – First & Second Floor	1 Bedroom / 2 person	61.9m ²	58m ²	Yes
3 – First Floor	1 Bedroom / 2 person	54.1m ²	50m ²	Yes
4 – Second Floor	1 Bedroom / 2 person	50.3m ²	50m ²	Yes
5 – First Floor	2 bedroom / 4 person	54.1m ²	50m ²	Yes
6 – Third Floor	3 bedroom / 6 person	109.7m ²	95m ²	Yes

- 6.48 The table above demonstrates that there would be a mix of housing types within the scheme, with smaller 1-2 person units and a larger 'family sized' unit capable of up to 6 occupiers.
- 6.49 In terms of amenity of future occupiers, the standard of accommodation and internal layout would be fit for purpose, with suitable internal circulation. The units all marginally exceed minimum space standards, and the family unit would comfortably exceed them. All bedrooms exceed relevant (NDSS) minimum sizes.

- 6.50 In terms of amenity space, half (3) of the flats would feature high quality private amenity spaces above minimum space standards. Amenity spaces are not an absolute necessity, and their provision is dependent on the merits of each application having regard to the site circumstance and the nature of the accommodation. The flats without outdoor amenity space are one bedroom, two person units, where such expectations are lower in urban settings such as this given the tight site constraints and lower occupancy level. The larger family sized unit would feature two large amenity spaces, which is considered more necessary and appropriate given the larger occupancy level and potential family demographic of its occupiers.
- 6.51 The residential units would all be located on upper floors away from direct street-level noise, disturbance and visual intrusion. Of the one-bedroom flats, flats 1 and 4 be dual aspect, with flats 3 and 5 triple aspect. The 3 bedroom flat 6 would also be triple aspect. Given their north-facing aspect on one side, and upper floor settings, the additional south/east aspects are welcome and would ensure more than sufficient natural light, outlook and ventilation. Flat 2 would be single aspect facing north. However, it is a smaller 1 bedroom, 2 person unit, where the duplex nature of the flat over two storeys would mitigate this impact in the above respects to an acceptable degree. While single aspect flats are avoided to minimise overheating, the northerly aspect and provision of openable glazing on two floors would acceptably mitigate this risk.
- 6.52 The proposal would avoid detrimental levels of overlooking/loss of privacy between occupier of the flats (and users of the amenity areas) and neighbouring occupiers. This view is reached having regard to the adjacent building lines, upper floor locations, and surrounding pattern of development, including public streets to the north/east and sufficient distance from neighbouring residential properties to the far south/south-west.
- 6.53 Overall, the proposal is considered to provide a satisfactory quality and standard of accommodation for the future occupiers.

Traffic, Highway Safety, Access, and Sustainable Transport

- 6.54 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.
- 6.55 The proposal does not include on-site parking provision (there is no room). Fortis Green Road is included in the Muswell Hill 'Stop and Shop' parking zone, which operates Monday to Saturday 8AM to 6:30PM. With the exception of Muswell Hill Broadway, parking in the surrounding roads are unrestricted.

- 6.56 The transport accessibility level (PTAL) of the site is 3 (with 0 being the worst and 6b being the best). The nearest rail stations at Highgate and East Finchley lie beyond what is, in transport terms, considered the maximum reasonable walking distance (960m radius from the site). For this reason, they are not included as public transport 'options' for the site. However, the site benefits from 7 bus routes with a frequency of 4 to 19 buses per hour are available in its vicinity. Therefore, bus access to these stations, as well as surrounding areas, is possible.
- 6.57 The Council's Transportation Officers have considered the highway, parking, access and refuse provision impacts of the proposal, and the proposed works while at construction stage. They have had regard to its location, the size and occupancy of the units, and the existing transport constraints in the surrounding area. Concerns raised in representations with regard to the absence of parking provision, and associated impacts on existing, finite on-street parking which residents advise is under stress, are noted. The concerns regarding the methodology, and timing, of the parking stress survey were noted.
- 6.58 No on-site parking is supported by Policy DM32 of the Haringey Development Management DPD (2017) with a PTAL of 4 and above, and within a controlled parking zone (CPZ), or where a future CPZ will be operational before the occupation of the development. This site is PTAL 3. However, transportation officers have had regard to the site constraint at the ground floor, which precludes the possibility of car parking. For this reason, at pre-application stage, officers requested a Parking Stress Survey to be undertaken, to assess whether the development would or would not severely impact the availability of on-street parking.
- 6.59 The Parking Stress Survey was undertaken on 06/11/2017 and 07/11/2017, covering the streets within 200m radius of the site – Fortis Green Road, St James Lane, Princess Avenue, Princes Lane, Firs Avenue, Birchwood Avenue, Grand Avenue and Muswell Hill. It is noted that the survey adopted the 'Lambeth Parking Survey Methodology', which is widely accepted.
- 6.60 In terms of the generated parking demand, the assumed worst case (based on the means car ownership of 0.9 per household for the ward) is 5.4 cars. Transportation Officers consider that this limited demand can be accommodated within existing capacity without causing material impacts. As such the development would have a minimal effect on current parking supply. Transportation Officers note that it should be understood that the actual generated parking demand is likely to be less than above, given that flats account for a lower mean car ownership than the means for the ward (i.e. most of the ward is family houses which are more likely to have cars than the proposed flats).

- 6.61 In reaching the above view, this is also contingent on the proposal providing sufficient cycle parking in accordance with London Plan (2016) standards. For this proposal, this requires 7 spaces for the flats and 1-2 long term spaces for the retail units. The proposal includes secure internal cycle storage indicated for 8 cycles for the flats, and for the retail units, 8 long-term (staff) spaces accessed via a private rear entrance. These exceed policy requirements. There is no on-site room for visitor cycle storage for the shops due to the 'street fronting;' nature of the site, but these are already provide for public use on the street. Subject to a condition to confirm the type of provision and ensure it is sufficient and secure, the proposal is acceptable in this regard.
- 6.62 Transportation Officers have also requested a construction logistics plan. This would be secured by condition in order to require details to be approved before work commences on site in order to detail how construction work would be undertaken in a manner that minimises disruption to traffic and pedestrians. Subject to these conditions, the proposal is therefore acceptable in this regard.

Drainage

- 6.63 The latest 2019 revision of the National Planning Policy Framework contains a sequential test to ensure that development take place in the areas available at lowest flood risk. Thames Water were consulted on the application. For surface water drainage, if the developer follows the sequential approach to the disposal of surface water, they have no objection.
- 6.64 The site lies in Flood zone 1: Low Risk (all sites lie in a flood zone category ranging from 1-3 in terms of risk to flooding). It does not lie within a designated Critical Drainage Area. The surrounding land is elevated and the development would take place within a footprint which is already entirely built-upon. While additional storeys would be added to the existing building footprint, the impact on runoff would not be materially increased. Therefore, the proposal is acceptable in this regard.
- 6.65 The view from Thames Water is reached having regard to new basement level proposed. For this aspect of the development, they have requested the applicant to incorporate flood protection from the higher surrounding ground level by installing a positive pumped device (or equivalent reflecting technological advances). This would avoid the risk of backflow at a later date, should the sewerage network surcharge to ground level during storm conditions. Fitting only a non-return valve could result in sewerage flooding to the property should there be prolonged surcharge in the public sewer.
- 6.66 Given the above, if planning permission is granted, Officers consider it reasonable to attach a condition to require the above type of pumped device to serve the basement level. Subject to this, the proposal is acceptable in this regard.

Conclusion

- 6.67 The proposed redevelopment of the site would add a contemporary building to this part of the conservation area, in keeping with the architectural features which characterise this part of the Muswell Hill Conservation Area. The scheme would not affect the setting of nearby listed buildings and whilst the proposal would cause "less than substantial harm" to the significance of the heritage asset, this would be outweighed by the high quality design of the proposal and the public benefits of the delivery of 6 residential units and more retail space.
- 6.68 Although the scheme would result in larger building than those currently on site, the proposal responds to its context and is of acceptable density and provides an acceptable quality of accommodation for future occupiers.
- 6.69 The layout and orientation of the buildings and separation distances to neighbouring properties are satisfactory to protect the amenities of the neighbouring occupiers.
- 6.70 The development would not result in a material change in terms of highway access/servicing or parking requirements for the existing retail units, which would remain the same in number. For the residential flats, while the proposal would not include on-site parking as there is no room, the make-up of the majority of the flats and an analysis of surrounding parking pressures leads to the consideration that the proposal would not cause a material impact to parking pressures in the area. The amount of traffic generated would not have any material effect on highway safety.
- 6.71 The basement works and drainage implications of the proposal would be acceptable.
- 6.72 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

7 CIL

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £29,606 (605.8 sqm x £35 x 1.269) and the Haringey CIL charge will be £143,006.72 (496 sqm residential floorspace x £265 x 1.088). This will be confirmed and collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

981.53 – 001; 981.53 – 002; 981.53 – 010; 981.53 – 012; 981.53 – 013; 981.53 – 020; 981.53 – 030; 981.53 – 031; 981.53 – 101; 981.53 – 102; 981.53 – 103; 981.53 – 103; 981.53 – 104; 981.53 – 200; 981.53 – 300; 981.53 – 301; 981.53 – 302; Parking Stress Survey Report – Revision A; L17/159/10 REV.B (Basement Impact Assessment); Design, Access and Heritage Statement dated March 2019.

Subject to the following conditions:

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction Logistics Plan
- 5) Secure Cycle Parking
- 6) Positively pumped device to safeguard against flooding
- 7) Central dish/aerial system

Informatives:

- 8) CIL liability
- 9) Hours of construction
- 10) Party Wall Act
- 11) Street Numbering
- 12) Advertisements
- 13) Land Ownership
- 14) Other restrictions
- 15) Thames water informative

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

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

2. The approved plans comprise drawing nos: 981.53 – 001; 981.53 – 002; 981.53 – 010; 981.53 – 012; 981.53 – 013; 981.53 – 020; 981.53 – 030; 981.53 – 031; 981.53 – 101; 981.53 – 102; 981.53 – 103; 981.53 – 103; 981.53 – 104; 981.53 – 200; 981.53 – 300; 981.53 – 301; 981.53 – 302; Parking Stress Survey Report – Revision A; L17/159/10 REV.B (Basement Impact Assessment); Design, Access and Heritage Statement dated March 2019. The development shall be completed

in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. Notwithstanding the description of the materials in the application, no development shall be commenced until samples / details of the external materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and only be implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017

4. No development shall take place until details of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) is submitted to and approved in writing by the Local Planning Authority. In specific, the plans shall include details/ measures to address the following:
 - a) a programme of works with specific information on the timing of deliveries to the site to minimise disruption to traffic and pedestrians on Fortis Green Road
 - b) details of any vehicle holding area;
 - c) details of the vehicle call up procedure;
 - d) location of temporary hoarding, storage buildings, compounds, construction material and plant storage areas used during construction;
 - e) details of wheel washing and measures to prevent mud and dust on the highway during demolition and construction.

Thereafter, the approved plans shall be fully implemented and adhered to during the construction phase of the development.

Reason: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site.

5. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 9 cycle parking spaces (at least 7 for the flats and 2 for the retail units) for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2017.

6. The basement level of the approved development shall not be used in connection with the ground floor retail units until a suitable pumped device to protect the basement from sewer flooding has been installed and made available for use and shall be maintained as approved thereafter.

Reason: To reduce flood risk in accordance with the NPPF 2019.

7. 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 ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

Informatives:

INFORMATIVE: CIL Based on the information given on the plans, the Mayoral CIL charge will be £29,606 (605.8 sqm x £35 x 1.269) and the Haringey CIL charge will be £143,006.72 (496 sqm residential floorspace x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

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

INFORMATIVE: Party Wall Act

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

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

INFORMATIVE: Planning permission has been granted without prejudice to the need to get advertisement consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

INFORMATIVE: Land Ownership

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

INFORMATIVE: Other restrictions

The grant of a permission does not relieve the applicant/developer of the necessity of complying with any local Acts, Regulations, Building By-laws, private legislation, and general statutory provisions in force in the area or modify or affect any personal or restrictive covenants, easements etc., applying to or affecting either the land to which the permission relates or any other land or the rights or any person(s) or authority(s) entitled to benefit thereof or holding an interest in the property.

INFORMATIVE:

If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. The developer should demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

There are public sewers crossing or close to your development. If planning significant work near Thames Water sewers, it is important that you minimise the risk of damage. Thames Water need to check that your development doesn't limit repair or maintenance activities, or inhibit the services they provide in any other way. You are advised to read their guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Comment	Response
INTERNAL		
Conservation Officer	<p>The submitted scheme is the result of a long pre-application discussions since 2017. The applicants have come a long way from the initial sombre and monolithic building with uncharacteristic double height, large windows to upper floors which successfully referred to the canted bays of the adjacent Edwardian terraces.</p> <p>The finalised design stems out of thorough understanding of the area character, extensive design exploration and conservation input and successfully replicates the existing active commercial frontage to street level while providing better designed, more spacious commercial units. This preserves the commercial character of the street and its shopping parade.</p> <p>The residential floors above closely follow the horizontal geometry of the Edwardian terraces and sensitively reinterpret in a contemporary key the decorative window surrounds, the string courses and the façade bays which characterise the historic terrace.</p> <p>The building is specifically designed to retain and express the unique characteristics of the original yet challenging triangular site plot, and the distinctive heights, forms and architectural features of this stretch of Fortis Green Road so to compliment and complete the linear residential frontage that encloses and characterise Fortis Green Road in views towards the listed Cinema and the Muswell Hill Roundabout.</p> <p>The decorative horizontal brick bands of the front elevation and the well-proportioned windows organically flow into the side elevation with its articulated bays which add visual interest and life to the long elevation flanking the listed Cinema with a general improvement of the urban quality of the alleyway and the surrounding of the listed</p>	Noted.

Stakeholder	Comment	Response
	<p>cinema.</p> <p>The building is in my opinion a coherent, sensitive piece of contemporary architecture which is successfully subordinate to the adjacent historic terrace without being a pastiche and which respects and enhances the setting of the listed Cinema with its simple yet articulated side elevation.</p>	
Transport	<p>The public transport options in the vicinity of the site consists of 7 no. bus routes – 299, 144, W7, 134, 43, 234 and 102. The frequency of these routes range from 4 to 19 buses per hour. The nearest rail stations are Highgate and East Finchley. However, these stations are located beyond the maximum walking parameters (960m radius from the site) used in PTAL calculations and as such are not included as public transport options for the site. Nonetheless, these stations can be accessed by the bus routes operating in the vicinity of the site. Consequently, the site records a public transport accessibility level (PTAL) of 3 (with 0 being the worst and 6b being the best). Fortis Green Road is included in the Muswell Hill ‘Stop and Shop’ parking zone, which operates Monday to Saturday 8AM to 6:30PM. However, with the exception of Muswell Hill Broadway, parking in the surrounding roads are unrestricted.</p> <p>The proposed development does not include any car parking. The lack of on-site parking is not in keeping with Haringey Policy DM32, which only accepts developments with nil or significantly reduced car parking in location of PTAL 4 and above, and within a controlled parking zone (or where a future CPZ will be operational before the occupation of the development). However, we accept that the constraints at the ground floor precludes car parking. The Council requested a Parking Stress Survey to be undertaken, in order to demonstrate that the development would not severely impact the availability of on-street parking.</p>	Noted.

Stakeholder	Comment	Response
	<p>The Parking Stress Survey was undertaken on 06/11/2017 and 07/11/2017, covering the streets within 200m radius of the site – Fortis Green Road, St James Lane, Princess Avenue, Princes Lane, Firs Avenue, Birchwood Avenue, Grand Avenue and Muswell Hill. It is noted that the survey adopted the Lambeth Parking Survey Methodology, albeit that we would usually require the length of a parking space to be 6m rather 5m, to improve the robustness of the survey. As expected, the survey found differing levels of parking stress in the roads surveyed, but the overall conclusion is that there is good parking availability.</p> <p>In terms of the generated parking demand, the assumed worst case (based on the means car ownership of 0.9 per household for the ward) is 5.4 cars. This demand can be accommodated within existing capacity and as such the development will have minimal effects on the current parking supply. It should be understood that the actual generated parking demand is likely to be less than above, given that flats account for a lower means car ownership than the means for the ward.</p> <p>No. cycle parking spaces are provided in the rear courtyard for the retail use. 6 no. cycle parking space are provided for residential occupiers in a dedicated cycle store to the rear of the property. These provisions are acceptable. The cycle parking as approved will need to be conditioned.</p> <p>In summary, the proposed development does not meet the requirements of policy DM32. The site is not in a location of PTAL 4 or above and is not within a controlled parking zone. However, taking into consideration the constraints of the site and the findings of the parking stress survey, which shows adequate spare parking capacity, there is no strong basis for an objection on transport and highway.</p>	

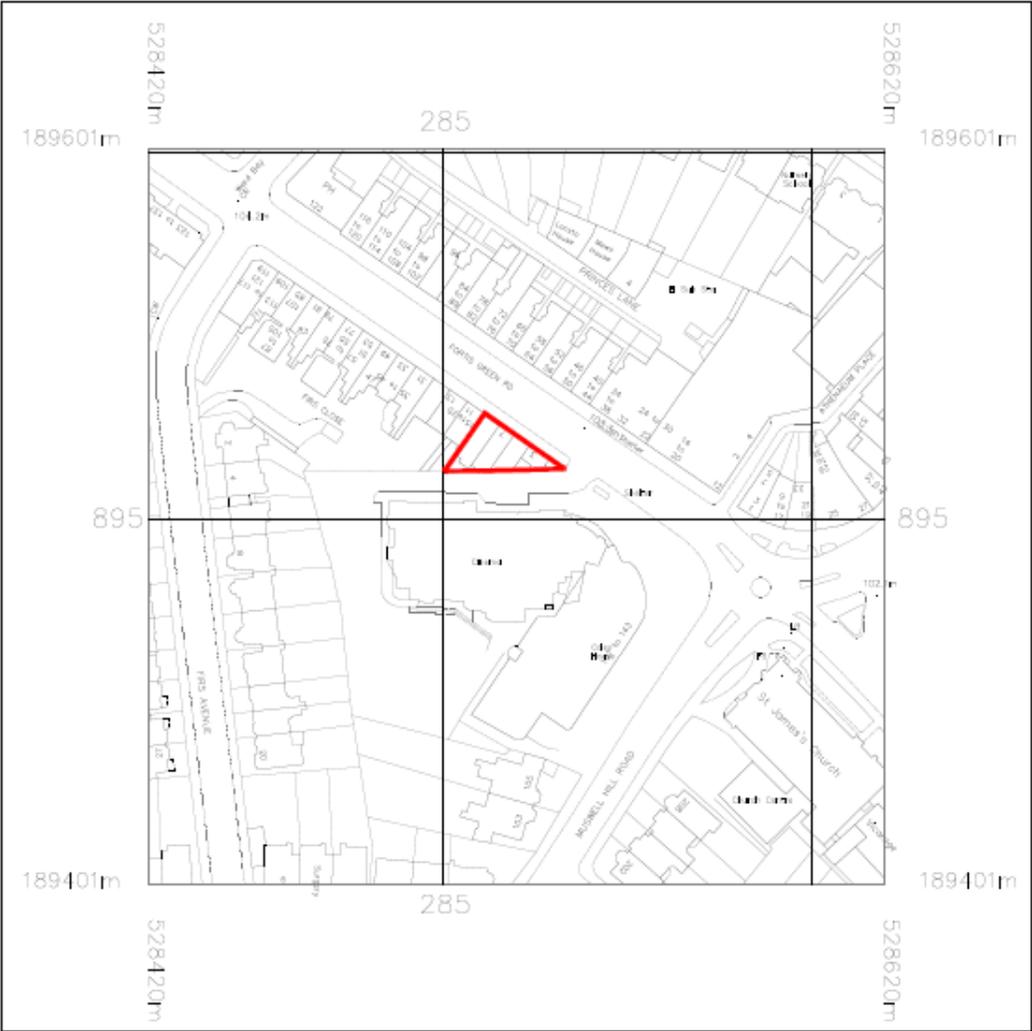
Stakeholder	Comment	Response
	<p>If the Council is minded to the approve the proposal, the following obligations and conditions will need to be secured:</p> <p>Conditions: <u>Construction Logistics Plan</u> The applicant/developer is required to submit a Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians 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</p> <p><u>Cycle Parking</u> Details of cycle parking as approved shall be implemented prior to the occupation of the development and shall thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority. REASON: To ensure that adequate provision for the safe and secure storage of bicycles is made for occupants.</p>	
EXTERNAL		
Thames Water	<p>WASTE COMMENT: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management</p>	Noted.

Stakeholder	Comment	Response
	<p>Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided</p>	

Stakeholder	Comment	Response
	<p data-bbox="418 233 1122 485"> WATER COMMENT: If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. </p> <p data-bbox="418 527 1110 1031"> On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. </p>	

Appendix 2: Plans and Images

Site Location Plan



Aerial views of site



Existing and proposed site plans

Site Photos – frontage of current buildings on site



Site Photo – Rear of site



Visual of current scheme



Elevations of current scheme



Front Elevation



Rear Elevation

Floor Plans of current scheme

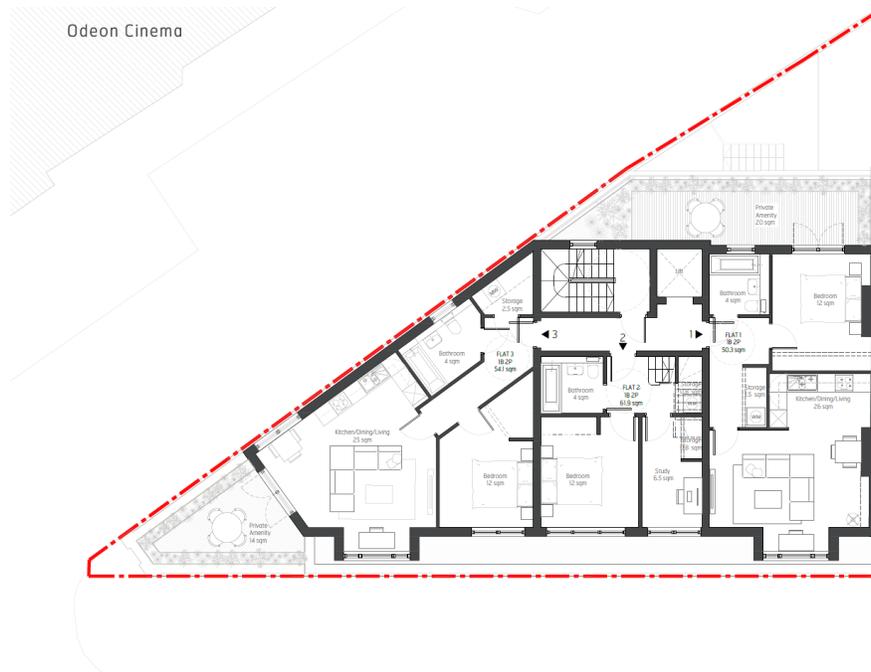


Proposed Basement Floor Plan
1:100 @ A3



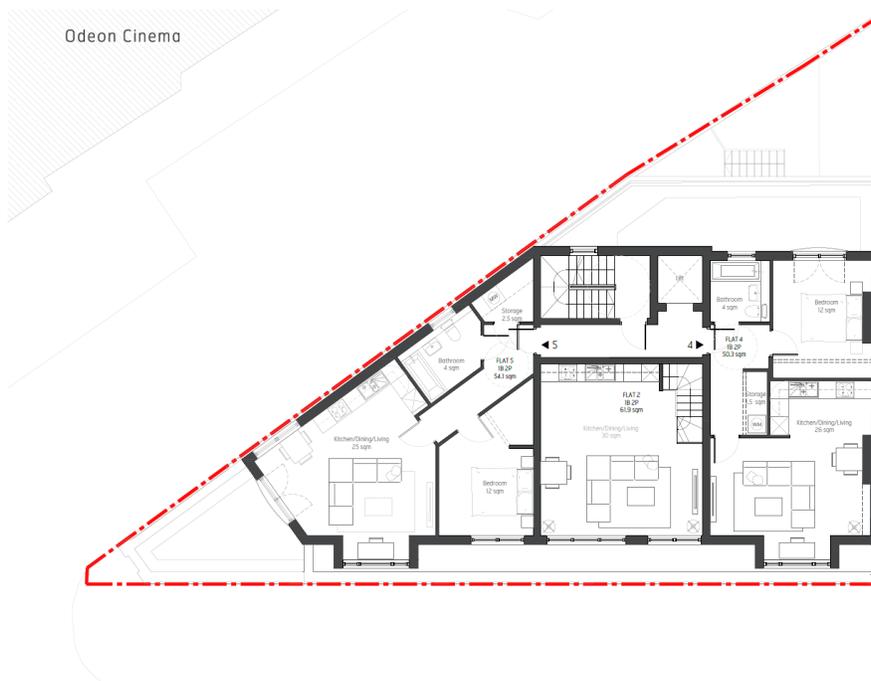
Proposed Ground Floor Plan
1:100 @ A3

FORTIS GREEN ROAD



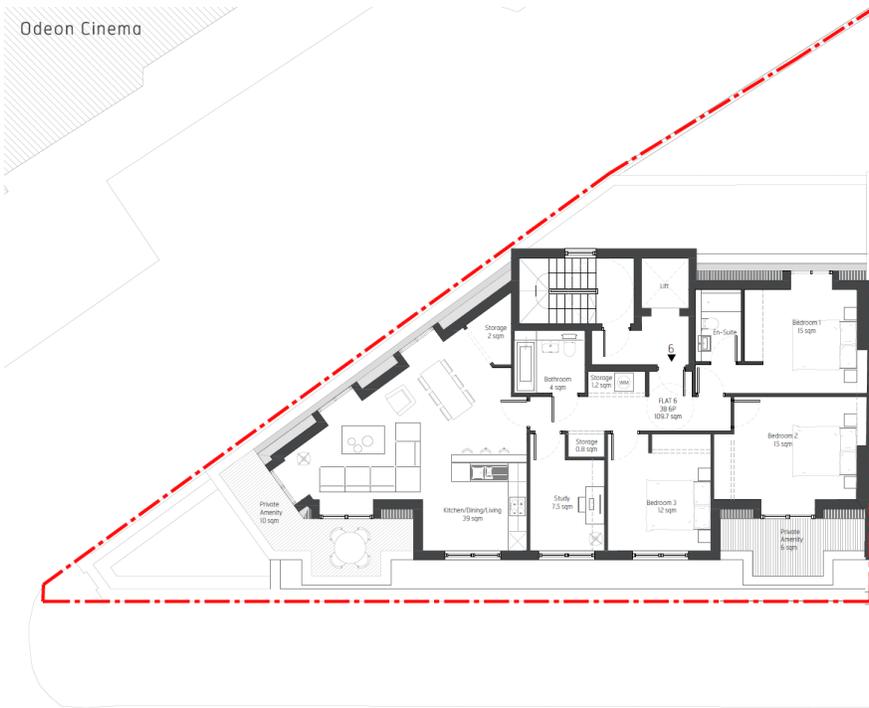
Proposed First Floor Plan
1:100 @ A3

FORTIS GREEN ROAD



Proposed Second Floor Plan
1:100 @ A3

FORTIS GREEN ROAD



Proposed Third Floor Plan
1:100 @ A3

FORTIS GREEN ROAD