

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/2031

**Ward:** Woodside

**Address:** Wood Green Social Club, 3 & 4 Stuart Crescent, N22 5NJ

**Proposal:** Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings. Demolition of three storey front projection, demolition and re-construction of existing 2<sup>nd</sup> floor of 'Social Club' building and change of use of first floor from Community use to C3 (Residential) with balcony areas and internal re-configuration of existing 5 no. residential units within 3 & 4 Stuart Crescent and creation of an additional 9 no. residential units with associated landscaping works and parking.

**Applicant:** Cramer Bryanston Investments Ltd

**Ownership:** Private

**Case Officer Contact:** Matthew Gunning

**Site Visit Date:** 24/08/2021

1.1.1 This application is being referred to the Planning Sub Committee for a decision at the request of a ward Cllr and as agreed with the Chair.

### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1. The proposal would retain a community use on site of a better quality, more flexible and suitable for a range of community uses.
2. The proposed scheme is of acceptable design quality and of a scale sensitive to context and provides an acceptable quality of accommodation for future occupiers.
3. The development is considered to have a broadly neutral effect on the character and appearance to this part of the conservation area, ensuring it is preserved, with any harm identified of a very low magnitude and sufficiently outweighed by the benefits of providing 9 additional residential units as well as improved community facility on site.
4. The proposal will improve the appearance of the site, specifically the works to the main building facing Stuart Crescent which will be given a contemporary up to date design as well as the improvements to the locally listed building.
5. The layout and orientation of the buildings and separation distances to neighbouring properties are acceptable and would protect the amenities of neighbouring occupiers.

6. The development makes appropriate provision for on-site parking and the existing access is suitable to serve the development.
7. The development makes for appropriate reductions in carbon emissions, through the provision for on-site renewable energy with the re-use of large parts of the existing building.
8. The scheme represents a sustainable approach to embodied carbon.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

**Conditions** (the full text of recommended conditions is contained in Appendix 1 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 management plan (CMP)
- 5) Construction Environmental Management Plan (CEMP)
- 6) Green walls
- 7) Roof restrictions as balconies
- 8) Central Satellite dish
- 9) Hard and soft landscaping
- 10) Cycle Parking
- 11) Details of balustrades
- 12) Electric vehicle provision
- 13) Section 278 Agreement
- 14) Retention of parking spaces
- 15) Fit out of community use
- 16) Part M4(2) Accessible and adaptable dwellings
- 17) Land contamination
- 18) Site specific geotechnical investigations and method statement for construction of basement works
- 19) Qualified engineer to oversee construction of basement works
- 20) Removal of permitted development rights
- 21) Hours of use / community
- 22) Waste collection

## **Presumption in Favour of Sustainable Development**

- 2.3 In the event that members choose to make a decision contrary to the officer recommendation (that the proposed development accords with the development plan overall), it will be necessary to consider the presumption in favour of sustainable development in the NPPF. This is because the Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.

## **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 | Planning Conditions and Informatives                       |
| Appendix 2 | Plans and Images   |
| Appendix 3 | Consultation Responses from internal and external agencies |
| Appendix 4 | Representations from neighbouring residents                |

### 3. PROPOSED DEVELOPMENT AND LOCATION DETAILS



Figure 1: -Site Location



Figure 2: – Existing Social Club Building and top floor flat



**Figure 3: – Existing Social Club (Locally Listed) Building – flats at first floor**

### **Proposed development**

3.1 This is an application for the following works, some of which relate to structures to the rear of the site, others to the main club building, with some also related to No's 3 & 4 Stuart Crescent which form part of the application site:

- Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings;
- Refurbishment of existing building including the demolition of the three storey front projection and side wing,
- Replacement of the existing 2<sup>nd</sup> floor of the Social Club building and change of use of first floor from (Community use) to C3 (Residential) with balcony areas;
- Internal re-configuration of the 5 existing residential units within Nos 3 & 4 Stuart Crescent
- Provide of a total of 14. residential units with:
- Associated landscaping works to the front on Stuart Crescent and the inner courtyard and parking area using existing vehicular access.

- 3.2 In total there would be 14 residential units, representing an increase of 9 from the existing 5 units. A Community use of 452 sqm would remain on site at ground floor level and ancillary space would be retained at lower ground floor level for services and storage.

### **Site and Surroundings**

- 3.3 The site comprises of two separate buildings, 3 & 4 Stuart Crescent, with a corridor linking them internally to function as one building. The main use of the building was 'Wood Green Labour Club' before it closed in January 2021, but equally there is some residential accommodation on site.
- 3.4 The main building on site is a three-storey building faced in red brick with bright blue painted bays and large blue windows. The building has a slate clad second floor level and a flat roof, as well as garages situated to the rear. This building is identified as a detractor within Trinity Gardens Conservation Area.
- 3.5 The other building on site is a two-storey Victorian property, known as Sterling House. This is a locally listed building and is constructed of London Stock Brick with a slate roof, along with white painted canted bay windows at ground floor level.
- 3.6 Trinity Gardens Conservation Area is centred on a relatively small geographical area consisting of a number of sub areas. The site is located approximately 300m to the north of Wood Green Town Centre. The site is located within a PTAL 6a.
- 3.7 The rear of the site adjoins the rear gardens of Nos: 15-21 Ewart Grove.

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

- 3.8 There is no relevant planning history in relation to the site.

## **4. CONSULTATION RESPONSE**

- 4.1 The responses below were received following consultation on the application:

- LBH Transport Officer
- LBH Building Control
- LBH Conservation Officer

## **5. LOCAL REPRESENTATIONS**

- 5.1 The application has been publicised by way of press notice and a site notice displayed in the vicinity of the site and 116 letters. 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: 11 (including 4 follow up objections following amendments)

Objecting: 11

Supporting: 0

5.2 The following local groups/societies made representations:

- None

5.3 The following Councillor(s) made representations:

- Cllr Mark Blake – object regarding concerns about density, proximity/boundary issues and parking.

5.4 The following issues were raised in representations that are material to the determination of the application and are addressed in the report:

1. Overlooking and loss of privacy;
2. Overbearing impact;
3. Noise and disturbance;
4. Impact on trees;
5. Impact on the character of the area;
6. Loss of light;
7. Density of development;
8. Loss of community facility;
9. Lack of consultation (Officer Comment: public consultation was carried out in accordance with the Council's Statement of Community Involvement. Although encouraged, there is no requirement for the applicant to consult with local residents prior to the formal submission of minor development proposals);
10. Basement development.

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development;
2. Design and impact on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Transport considerations;
7. Trees and landscaping;
8. Basement development;
9. Energy and sustainability and
10. Other considerations.



## **Principle of development**

### Housing delivery

#### *National Policy*

- 6.2 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.3 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

#### *London Plan*

- 6.4 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.5 Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.6 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London’s housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.7 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

#### *Local Plan Policy*

- 6.8 The Haringey Local Plan Strategic Policies DPD, 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council’s spatial

strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.

- 6.9 The Development Management DPD (2017) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.
- 6.10 The scheme would facilitate the construction of residential units in a location close to public transport and local facilities, including the provision of family sized units. The proposal would be in line with the overarching objectives of adopted policy in delivering additional housing in the borough, subject to consideration of all other relevant policies of the development plan, as discussed below.

#### Loss of social infrastructure floor space

- 6.11 Policy DM49 of the Council's Development Management DPD 2017 states that the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. Where a development proposal may result in the loss of a facility, evidence will be required to show that the facility is no longer required in its current use, the loss would not result in a shortfall in provision of that use and the existing facility is not viable in its current use and there is no demand for any other suitable community use on the site.
- 6.12 A letter has been provided by the president and secretary of the Wood Green Social Club and it is clear from the information provided within that letter that the day to day running of the Club was not viable and had not been so for a significant period of time. Measures had been taken in an attempt to revive the club without success as membership numbers had continued to decline, even prior to the Covid 19 pandemic.
- 6.13 Competition from more modern facilities within the locality have added to the difficulties in running the Club as well as the necessary cost of modernising the existing accommodation. While the proposal would result in a reduction in the floor space of the community use, the scheme leaves the ground floor to continue in such a use. As such this provides space for a replacement community facility at a smaller more manageable scale. Whilst an occupier of this space has not yet been secured, this has been designed to be a flexible and an attractive space to enable the long-term viability of the site and to secure a community use of an appropriate scale that can function and co-exist in close proximity to residential accommodation on and adjacent to the site. A condition is recommended to be imposed to secure the community space is delivered, namely it is fitted out prior to the occupation of the residential units.

- 6.14 The existing facility is particularly large for a community space and therefore a reduction in space would reduce the running costs through reduced rent and business rate charges for potential future occupiers. The upper first floor area of the social club building has been used sparingly as a function room and therefore in reality it is just the ground floor which has been used in the more recent years as a community space. It is reasonable to anticipate that a more appropriately scaled community use could operate from this space. As such, the proposal would not result in the unacceptable loss of a community facility and through the improvements to the building the development here can serve to enhance the provision of community facilities within the locality.
- 6.15 Overall, the proposed alterations involving a change of use to part of the application site from community use to residential would not result in the total loss of a community use on this site. The changes would help to secure the modernisation of the building and re-provision of a better quality and more flexible space suitable for a range of community uses.

### **Design and impact on the character and appearance of the conservation area**

- 6.16 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 ‘Delivering good design’ states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 6.17 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey’s sense of place and identity. DPD Policy DM1 ‘Delivering High Quality Design’ requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.
- 6.18 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council’s approach to the management, conservation and enhancement of the Borough’s historic environment.
- 6.19 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues

which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

- 6.20 Stuart Crescent, to the east of Crescent Gardens, is fronted by a range of residential dwellings and commercial premises of varying design and appearance. A narrow curving residential street, it forms the eastern boundary to Crescent Gardens and is characterised in part by the dense vegetation and mature trees lining its western side. The opposite side of the Crescent is fronted by Victorian villas which are interspersed with modern blocks of flats, including a Health Centre and the Wood Green Social Club building.
- 6.21 The Trinity Gardens Conservation Area Character Appraisal highlights that the Wood Green Labour Club is an unattractive three-storey building and is considered to detract from the character and appearance of the conservation area in its current form. The adjacent building, 'Sterling House', No. 4 Stuart Crescent, is a two-storey Victorian property and is a locally listed building.

#### Main building facing Stuart Crescent

- 6.22 The proposal involves the demolition and re-construction of the existing 2<sup>nd</sup> floor to the building as well as the removal of the three-storey front projection. The replacement 2<sup>nd</sup> floor will be set back and pulled in from its sides so as to differentiate it from the floors below. The elevations to the main form of the building would be finished in a masonry paint with the front elevation having a distinctly different fenestration pattern compared to the existing. These changes to the building mean that its composition and aesthetic substantially change. The removal of the 2<sup>nd</sup> storey front projection and set back of the 2<sup>nd</sup> floor, in particular helps reduce the overall visual dominance of the building in the street.
- 6.23 Concerns were raised by the Council's Conservation Officer with regards to the appropriateness of the changes to the front elevation fenestration, the use of railings and colour choice associated with the rendering of the current brick. Amendments were made to the scheme to respond to these concerns which is now considered to be acceptable by Planning Officers, therefore meaning that the overall upgrade in the appearance of the building serves to negate some of the harm associated with its current impact as a detractor within the conservation area. The frontages to the site would see improvements to the hard surfaced frontage, by way of soft-landscaping measures.
- 6.24 Overall while accepting the changes here are not the only potential response to the site, they do give the current main building facing Stuart Crescent a

contemporary and up to date design, serving to upgrade and improve the townscape and character to this part of the conservation area. A comprehensive redevelopment of the site with the removal of this current building would be in some ways preferable, however Officers cannot insist on this, meaning the improvements to the building represent an acceptable design response and coupled with the improvements to the frontage of the site, serve to better integrate the building within the street, as such representing modest enhancements to the character and appearance to this part of the conservation area.

- 6.25 A condition is imposed to secure further design detail in relation to the front elevation as well as details in relation to materials, as such allowing Officers to consider in more detail certain key aspects of the design and the appropriateness and quality of the materials.

#### Sterling House

- 6.26 The locally listed building, 'Sterling House' at No. 4 Stuart Crescent would be retained and refurbished. A new front boundary wall constructed and soft landscaping introduced, serving to improve the appearance of this building and would enhance the character and appearance of the street and this part of Trinity Gardens Conservation area.

#### Backland/ Infill development

- 6.27 The nature of this part of the development means it must be assessed in relation to policy DM7 'Development on Infill, Backland and Garden Land Sites'. This policy in meeting the design expectations of Policies DM1 and DM2, requires development proposals for infill sites to have at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces. The following criteria (listed a. to g. below) are required to be met:
- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
  - b. Provide a site specific and creative response to the built and natural features of the area;
  - c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
  - d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
  - e. Retain and provide adequate amenity space for existing and new occupants;
  - f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and
  - g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.

- 6.28 The mews dwellings to the rear would make use of the differing site levels across the site, where there is currently existing lower ground and ground floor accommodation. The mews dwellings would be part single, part two and part three storey in height above ground floor level and would be of a contemporary design, faced in London Stock Brick, vertical cedar cementitious boarding, zinc standing seam roofs and white glazed tiles around the rear courtyards. The use of London Stock brick is in response to the locally listed building and broader character of this area.
- 6.29 The maximum height of mews 3 & 4 would be 0.5m lower than that of the existing and social club building, while mews units 1, 2 & 5 would be a whole storey lower in height (approximately 3.6m lower). Mews 1-4 would incorporate a chamfered element with the main bulk stepped back from the shared boundary, reducing the visual scale of the units in relation to properties to the rear. Mews 5 would be no more than two-storeys above ground level.
- 6.30 This part of the scheme is considered to relate appropriately and sensitively to the nature of the site and surrounding area and as discussed further on in this report will not adversely affect the amenity of neighbouring occupiers. It is considered to be a site specific and creative use of this under-utilised piece of land meaning a mews typology is acceptable here.
- 6.31 The nature of the site here is one that is already hard surfaced and covered by built form. The site and the immediate area surrounding is also one of tight urban development with purpose-built apartment buildings and Victorian housing particularly evident in this immediate locality. The current nature of the site therefore means that there are site specific circumstances which mean the development would not be out of character.
- 6.32 The proposed bulk and mass to some of the mews units has been amended during the application process. Whilst the resultant mews buildings would be larger than the current rear parts of the existing building, the design quality of the mews units, the deep nature of the site and the separation distance from the rear of the locally listed building mean the design can successfully integrate into its surrounds. In comparison to the current configuration to the site, the works to the rear of the site serve to improve the rear of the locally listed building by removing structures/ hard surfacing and providing a garden space.

#### Overall impact on the character and appearance of the conservation area

- 6.33 Overall, the development would have a broadly neutral effect on the character and appearance of the conservation area ensuring it is preserved, with certain individual elements viewed to improve (enhance) its character and appearance and the setting of the locally listed building (a heritage asset). Any harm identified would be of a low magnitude mindful of the current configuration and nature of the site, which would be sufficiently outweighed, in line with the NPPF, by the benefit

of providing 9 additional residential units in a sustainable and accessible location as well as by the benefits associated with providing an improved community facility.

- 6.34 In determining this application, special attention has been given to the desirability of preserving or enhancing the character or appearance of the conservation area in accordance with s72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

### **Standard and quality of residential accommodation**

- 6.35 London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.
- 6.36 In assessing the proposal against minimum space standards the scheme meets such requirements, with the unit sizes set out below. The minimum standards prescribed for individual rooms, as per the London Housing Design Guide, also conform to standards.
1. Minimum of 53m<sup>2</sup> for 1 bedroom, 2 person units (50m<sup>2</sup> required)
  2. Minimum of 66m<sup>2</sup> for 2 bedroom, 3 person units (63m<sup>2</sup> required)
  3. Minimum of 75m<sup>2</sup> for 2 bedroom, 4 person units (70m<sup>2</sup> required)
  4. Minimum of 145m<sup>2</sup> for 3 bedroom, 6 person units (108m<sup>2</sup> required)
  5. Minimum of 177m<sup>2</sup> for 4 bedroom, 8 person units (124m<sup>2</sup> required)
- 6.37 The proposed units would largely be dual aspect and would benefit from sufficient levels of outlook and daylight. All units would benefit from amenity space by way of roof terraces, courtyard areas and communal amenity areas. The units are also designed to provide adequate floor to ceiling heights. There would be a small number of habitable rooms at lower ground floor level to the mews houses, served by generous lightwells to provide for sufficient daylight levels. The future occupiers of such units would benefit from accommodation on different floors, so would not be solely reliant on this accommodation at lower ground level as their only habitable space.
- 6.38 A small number of the residential units would be located directly above the proposed community use, as is the current situation within the site (up until the closure of the club). Mindful of this historic arrangement as well as the update to the fabric of the building and associated background noise levels, it is considered that a new community use is unlikely to cause noise and disturbance to the residents of the new units. The transmission of noise between floors and possibility of noise nuisance will be mitigated through the need to comply with building

regulations in terms of sound insulation. It is also pointed out that there is no evidence that the club use caused nuisance to neighbours nearby when it was open. Overall, it is viewed that the living environment that would be available for residents of the proposed units would not be prejudiced by the activities and use of the community space on site.

### Housing mix

- 6.39 Policy DM11 of the Development Management DPD states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes, which include larger and family sized units.
- 6.40 The proposal involves the re-configuration of existing flats on site and creation of new units. The 14 units proposed, include a mix of 1, 2 and 3 bedroom units. The 7 family sized units would be located within 4 Stuart Crescent and the mews to the rear, with the smaller 1 & 2 bedroom units located within the main building at No. 3, above the community use. There are currently 5 residential units on site with no existing family sized (3 bedroom +) units, so the proposal results in a substantial increase in the number of family units.

### **Inclusive access**

- 6.41 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.42 The dwellings at 'Sterling House' would have level access, and the 5 mews dwellings to the rear would be subject to a condition requiring them to be M4(2) adaptable dwellings, with such units benefiting from disabled parking provision on site.
- 6.43 The redevelopment of the existing building does not include provision of a lift given that a substantial part of the works involve reconfiguring an existing building making it impractical to include. Paragraph 4.2.9 of the London Plan 2021 Policy H2 'Small sites', states that homes that are not on the ground floor in relation to minor developments can comply with the M4(1) standard; which does not require step-free access, where provision of step-free access would be unfeasible. As such, mindful of the specific nature and configuration of this site such an arrangement is considered to be acceptable.



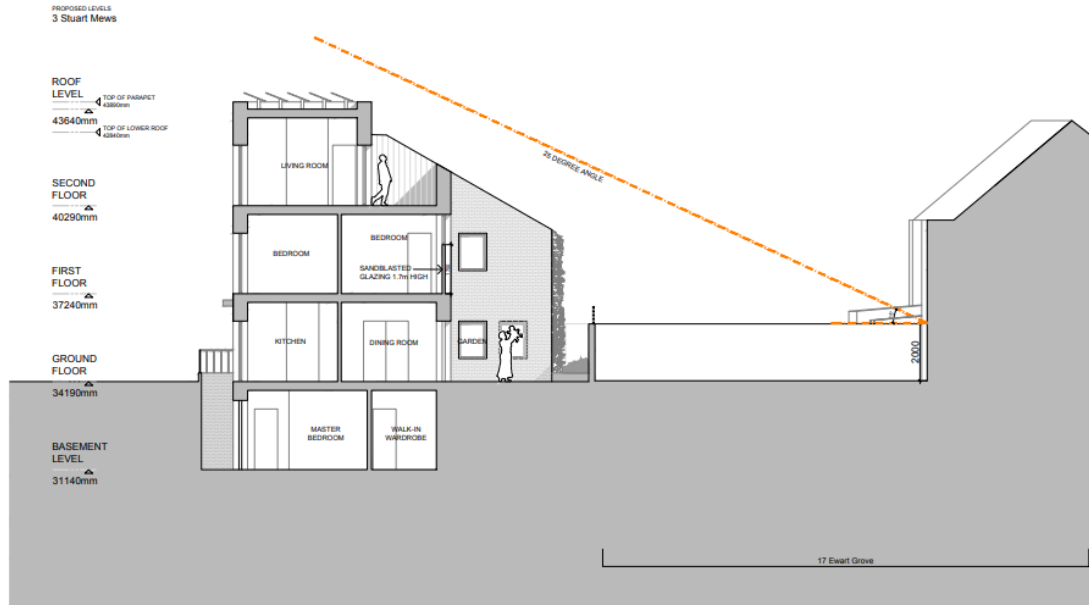
- 6.44 The community use would have level access and could accommodate wheelchair accessible facilities internally and this would be required as part of building regulations.

### **Impact on neighbouring amenity**

- 6.45 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.46 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.
- 6.47 The application site is bounded to the south/rear by residential gardens to properties along Ewart Grove. There are also blocks of flats either side of the site at No. 5 Stuart Crescent to the west and Colab Court to the east.

### Impact on Ewart Grove

- 6.48 There is an existing high brick boundary on site which bounds the rear gardens of Nos. 13-21 Ewart Grove, ranging in height between 3.1m (next to Nos 13 & 15) to 4.6m (next to No 21). The distances between the application site and that of the closest ground floor windows would range from between 17m (Nos. 13 & 15) to 10.5m (No. 21).
- 6.49 The Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide", states that where the angle in a section between an existing window and a proposal is less than 25 degree, there will not be a noticeable loss of daylight and no further, more detailed assessment is required. The applicants' cross section drawings to properties along Ewart Grove demonstrate that a line drawn from 2m above the natural ground level to houses to the rear of the site opposite to the edge of the roof of the proposed mews dwellings would have an angle of less than 25 degrees. This means that the application proposal will not result in any noticeable loss of daylight to neighbours. Mindful of the position of these neighbouring properties on Ewart Grove due south-east of the application site, there will be no significant impact on sunlight or through overshadowing to these properties/ gardens.



**Figure 4: – Cross section of closest habitable room windows along Ewart Grove to tallest part of proposal.**

- 6.50 Following concerns from neighbours, the proposed dwelling situated to the rear of Nos. 13 & 15 Ewart Grove (Mews 5) has been amended to reduce the width of the first-floor element to address neighbour concerns. This element would extend above the height of the existing wall by approximately 2.7m and would be treated in a different material to break up its visual bulk. It would be located on the rear boundary to Nos. 13 & 15, with both of those properties having relatively long gardens (approximately 17m, taking account of rear extensions), therefore this element would not appear unacceptably overbearing or a result in a perceived sense of enclosure to an extent that would harm the residential amenity to those neighbouring occupiers.
- 6.51 Objections have been raised in relation to the loss of views and harm to outlook. The development to the rear of the site would change the visual relationship between the current large club building on site and these residential properties who back onto the site. A new arrangement however does not equate to harm, rather with this needing to be examined in detail, in terms of outlook, light and aspect, taking account of the current arrangement. A private view is of course not a material planning consideration. As discussed below the volume and form of the mews units to the rear is adequately broken down to avoid it being overbearing or overly dominant with an acceptable separation between the development, specifically in relation to the higher elements, so as not to be harmful to conditions of outlook and aspect.
- 6.52 It is noted that the gardens to Nos. 17 to 21 are somewhat shorter in depth than Nos. 13 and 15, ranging from between approximately 12m (No. 17) to 10m (No. 21). The development would see the existing high wall bounding those gardens

demolished and replaced with a fence of a lower height. There would be two 'rear wing' sections that would be slightly higher than the existing boundary wall (approximately 80cm higher), however, these elements would include living walls to help soften this appearance. The 'rear wings' located to the rear of No. 21 would be no higher than the existing boundary wall. Overall, these elements would appear less visually overbearing than the existing site circumstances involving the high rear boundary wall.

- 6.53 The 'rear wings' of the building are stepped away from neighbouring rear gardens with the height increasing the further away from the common boundary with the gardens to these properties on Ewart Grove. The tallest parts of the mews dwellings would be located just over 6 metres from the rear boundary. This sufficiently off-sets the visual bulk of the proposed development to achieve an acceptable relationship.
- 6.54 It is noted that concerns have been raised in relation to overlooking and loss of privacy to properties along Ewart Grove. However, amendments have been provided to provide screening to the upper floor terraces, specifically screens to a height of 1.45m. Given the terraces are set back 6m behind the common boundary, views down from these would be sufficiently oblique so as not to result in unacceptable levels of overlooking or loss of privacy. Details of the screens are to be secured by way of a condition.
- 6.55 The first-floor windows to mews units 3 & 4 have been amended to include 'sandblasted glazed panels' up to 1.7m in height in relation to the internal floor level of those rooms. This would effectively result in the windows being 'high level', as such obscuring/ minimising views across toward the first-floor windows to No. 17 Ewart Grove. The first-floor windows of mews units 1 & 2 would be obscured by the rear boundary treatment and there are no rear facing windows to mews unit 5.
- 6.56 In terms of noise and disturbance from the community use in relation to neighbouring properties, this element of the scheme is now condensed solely to the ground floor level of the main building to the front of the site. Given the floor area would be smaller than the existing, this element of the scheme would be likely to reduce levels of noise and disturbance to neighbouring occupiers compared to the historic use. It is pointed out that a condition is being imposed in relation to the hours of use of the new community use so as to protect neighbouring amenity. The new arrangement of having residential units backing on to existing residential garden along Ewart Grove is a better more compatible arrangement to protect amenity when it comes to minimising noise and disturbance.
- 6.57 There would be upper floor terrace areas to the mews facing the rear gardens along Ewart Grove. Given the relatively modest scale of these areas and the inclusion of privacy screens, such features would not increase levels of noise and disturbance, beyond existing background noise levels associated with existing garden areas in this immediate locality.

## Impact on Stuart Crescent & Caleb Court

- 6.58 As highlighted above, the proposal has been amended to reduce the width of the dwelling (Mews 5) which is also located to the rear of No. 5 Stuart Crescent. The first-floor element would be set away from the garden area to that property by over 5 metres, there is also an access passage in between the application site and the garden area to No. 5. It is also noted that within the garden area to No. 5 there is a large tree, which serves to help off-set the visual impact associated with the development.
- 6.59 Given the set back from the boundary the additional height and volume associated with the end mews unit would not be harmful to the residential amenity in relation to the dwelling/ garden it backs onto. The windows facing towards the rear of No. 5 would serve a stairwell and internal corridor and would be required to be obscure glazed / non-openable as secured by way of a planning condition so as not to result in overlooking or loss of privacy. The adjoining flat roof area to Mews dwelling No. 5 would also be conditioned to restrict its use as a terrace area and rather as per the submitted drawings would be covered by rooflights and PV panels.
- 6.60 Similarly, whilst the top floor to the main building at No. 3 would extend further back, it would be set back from the front building line by 1.3m and from the side elevation building line facing Colab Court by 1.35m. There are small, non-habitable room windows within Colab Court that face the application site. However, the scale of the building would not result in a significantly more overbearing impact on those neighbouring occupiers compared to the existing building on site.
- 6.61 There would be no directly facing windows toward the rear or front habitable rooms of Colab Court or No. 5 Stuart Crescent. The proposed external terraces would not provide views toward neighbouring habitable room windows or garden areas significantly over and above what can be seen from existing vantage points from dwellings within the locality or from the public highway.
- 6.62 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with the policies outlined above.

## **Transport considerations**

### Car parking

- 6.63 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and

- T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.64 Local Plan 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 DPD Policy DM31 'Sustainable Transport'.
- 6.65 The Council's Transportation Team has been consulted and advises that the application site has a Public Transport Accessibility Level (PTAL) of 5/6a, which denotes excellent connectivity to public transport services. The site is located in the Wood Green Outer CPZ, operating Monday-Saturday, 08:00-18:30.
- 6.66 Vehicular access to the site would be retained from the existing crossover located to the north of 3 Stuart Crescent. Pedestrian access to residential units and the community space would be gained directly from Stuart Crescent, and pedestrian access to the proposed rear residential units on Stuart Mews would be from both the shared pedestrian/cycle/vehicular access road along the northern side of 3 Stuart Crescent and the gated pedestrian passageway along the southern side of 4 Stuart Crescent. Vehicle swept paths have been provided and show vehicles could easily manoeuvre in and out of the proposed on-site wheelchair-accessible spaces.
- 6.67 A total of 5 parking spaces are proposed, including 2 lower ground floor spaces within the building and 3 spaces re-provided from the front of the site to the rear, which free up space for improving the appearance to the frontage of the site. Such spaces would be accessed via the existing vehicular access. One space is to be allocated to the community use while two of the disabled parking spaces will be specifically allocated. The application form states that one space would be fitted with an active electric vehicle charging point, which would be in line with London Plan (2021) electric vehicle charging infrastructure requirements.
- 6.68 The London Plan maximum residential parking standards state that developments within areas of PTAL 5 – 6 should be car free. However, given that the site as existing comprises of off-street car parking spaces, the proposal would be utilising existing site arrangements and it would be unreasonable to request the removal of these spaces in this circumstance.
- 6.69 Based on the proposed unit mix and the local car ownership data for households within the Woodside Ward and that 5 off-street car parking spaces are to be retained, it is not expected that the additional residential units would increase parking demand significantly more so than what the existing use at the site could generate. Whilst Transport Officers have suggested that the development would qualify for being designated as a 'car free' development, such an increase in car parking demand from a scheme of this scale would be within the normal daily

variation of on street parking levels at this location. In addition, given the high PTAL and the provision of generous cycle parking spaces, it is likely that future occupiers would use more sustainable modes of transport. Therefore, it is considered unreasonable to request that car parking permits be restricted by the applicant entering into a Section 106 Agreement for that purpose.

### Cycle Parking

- 6.70 Based on the proposed residential unit mix, a minimum of 27 long-stay and 2 short-stay cycle parking spaces for the future residents and their visitors would have to be provided. The proposals are for 32 residential long-stay spaces in dedicated cycle stores at lower ground floor level, which is in accordance with the London Plan (2021) standards. The location of the 2 short-stay spaces is not specified but is expected to be publicly accessible and should be shown on the plans accordingly.
- 6.71 As for the proposed community space, based on 452sqm, a minimum of 2 long-stay and 5 short-stay spaces should be provided. One long-stay space is currently proposed but the London Plan requires that a minimum of 2 long-stay spaces be provided, where the application of the minimum standards would result in a lower provision. It is understood that the community long-stay provision would be located within the unit whereas the community short-stay provision would be provided to the front of the site, in the public realm. A condition is to be attached to ensure that the proposed spaces are in line with the London Cycling Design Standards.
- 6.72 The adequacy of the long-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.

### Trip Generation

- 6.73 The Council's Transport Officers have advised that the trip generation methodology and assessment are acceptable.

### Delivery and Servicing Arrangements

- 6.74 The proposed delivery and servicing arrangements will be very similar to the existing arrangements, with the number of vehicles generated by delivery and servicing activity expected to be low. Specifically, deliveries to the site will continue to be undertaken on-street as with the existing situation. Loading will take place either on the yellow lines in front of the site or within permit parking bays to the south of the site on Stuart Crescent. The residential element of the development is expected to generate approximately 2 deliveries per day (based on a ratio of 10 – 13 deliveries per 100 units per day), some of which will be linked to other deliveries in the local area already using the highway network for parking. The

majority of such deliveries are expected to be undertaken by small to medium sized vehicles e.g. Transit-style vans.

### Refuse and Recycling Storage and Collection Arrangements

- 6.75 The proposal would involve the use of bulk waste containers within the building at ground floor level. The plans show the location of the waste containers to be located no further than 10 metres from the point of collection on the public highway, where the nearest point where the vehicle could safely access them. This would be in accordance with the Council's waste management guidance.

### Construction

- 6.76 A Construction Management Plan (CMP) would be required and secured by a planning condition. The purpose of the CMP is to help the developer minimise the construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site, whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team to deliver this scheme.

### **Trees and landscaping**

- 6.77 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.
- 6.78 DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.
- 6.79 There are no trees located on the application site itself and as such the proposal does not result in the loss of trees. It is noted that there are trees on adjoining sites that partly overhang the site boundary. As such, it is likely that minor pruning works would be required to facilitate the development. Given the existing built form on the site and existing foundations, differences in levels etc, the root spread of the closest trees will have been inhibited by such built form, meaning the impact of demolition and construction works here on such trees will be very limited.
- 6.80 A number of trees are proposed to be planted within the application site, including along the street frontage; full details of which are to be secured by way of a soft-landscaping scheme as per a condition to be imposed.

### **Basement development**

- 6.81 Development Management DPD (2017) policy DM18 states that basement extensions should not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions; or adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity.
- 6.82 The proposed mews dwellings to the rear would make use of the differing site levels across the site where there are existing lower ground floor areas to create lower ground floor accommodation with lightwells. A Basement Impact Assessment (BIA) has been submitted as part of the application, which has been reviewed by the Council's Building Control Team who are satisfied that subject to conditions the BIA would mitigate the impacts of the basement development.
- 6.83 In the case of the construction here and impact on the structural stability of adjoining properties, the form of basement development and its size is not considered complex. Other legislation, Party Wall Act and Building Regulations, will provide further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. The necessary party-wall agreements with adjoining owners would need to be in place prior to commencement of works on site.
- 6.84 In summary the information submitted to the LPA provides a sufficient level of assurance that the works here can be carried out successfully without affecting adjoining properties and their gardens. A condition will be imposed to ensure that the structural side of the basement/ lower ground floor works are overseen by a suitably qualified chartered engineer.

### **Energy and sustainability**

- 6.85 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.
- 6.86 DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.
- 6.87 The scheme is centred around optimising the re-use of large parts of the existing building, No. 3, which in itself represent significant reductions in embodied carbon and is an embrace of the circular economy principle.



- 6.88 The proposed new build mews houses to the rear of the scheme and new roof extension to the 2nd floor of No.3, will make use of air source heat pumps for hot water generation and space heating combined with 2-stage heat-pumps to deliver high-grade heat energy to radiators. In addition, photovoltaic panels will be applied to the roofs of both the new build terrace houses and new roof extension to No.3.
- 6.89 The information submitted as part of an 'energy and sustainability statement' indicate that the resulting development would be more energy efficient and sustainable than the existing, achieving over a 65% reduction in CO2 emissions. This would be achieved by incorporating renewable technologies such as the use of air source heat pumps and the installation of PV panels to roof areas.
- 6.90 A condition is being imposed requiring the energy efficiency measures/features and renewable energy technology as outlined in the energy report to be installed and operational prior to the first occupation of the development, so as to ensure it meets the identified 65% CO2 reduction.
- 6.91 Overall, the proposed development would exceed the Local Plan Policy requirements of a 35% reduction, with the requirements of relevant planning policies met here.

### **Other considerations**

- 6.92 This application is subject to the Housing Delivery Test. The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result the LPA is now subject to the 'presumption in favour of sustainable development' and paragraph 11d of the NPPF is relevant. The Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Nevertheless, the proposed development has been found to be in accordance with development plan policies and therefore consideration of para 11(d) is not required in this instance.

### **Conclusion**

- 6.93 The proposed development involving the retention of the community use (although with a reduced floor space) is considered acceptable, with such a space considered acceptable in terms of its size and quality to support different community uses.
- 6.94 The scheme would provide an acceptable quality of residential accommodation for future occupiers, in specific delivering some family sized units in a sustainable and accessible location; with importantly such residential accommodation enabling and securing the repair and refurbishment of the building to provide space for a continued community use.

- 6.95 The design of the proposed mews buildings, extensions and alterations are considered to be acceptable in the context of the existing building, as such collectively serving to broadly have a neutral effect on the character and appearance to this part of the conservation area, ensuring it is preserved; with certain individual elements serving to improve the appearance of the site.
- 6.96 Any harm identified to the character and appearance to this part of the conservation area is of a very low magnitude and is sufficiently outweighed by the benefit of providing 9 additional residential units and an improved community facility on site.
- 6.97 The siting, volume and design of the mews buildings as well as the separation distances to neighbouring properties are considered to be satisfactory to protect the amenities of the neighbouring occupiers.
- 6.98 The development makes appropriate provision for on-site parking and the existing access is suitable to serve the development. The development makes for appropriate reductions in carbon emissions, through the provision for on-site renewable energy with the re-use of large parts of the existing building also representing.
- 6.99 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. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £ 48,379.45 (799 sqm x £60.36) and the Haringey CIL charge will be £183,690.10 (799 sqm x £229.90 (index rated)). 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 RICS CIL Index and Haringey's Annual CIL Rate Summary. An informative will be attached advising the applicant of this charge.

## **8. RECOMMENDATION**

GRANT PERMISSION subject to conditions

Registered No. HGY/2021/2031

Applicant's drawing No.(s) 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL01, 02102 PL03, 02106 PL03, 04101 PL02, 04102 PL02, 04103 PL01, 04104 PL03, 04105 PL03, 04106 PL02, 05101 PL01, 05102 PL03, 05103 PL02, 05104 PL01, 05105 PL02, 05106 PL04, E1119-ESS-01 & Transport Statement.



## Appendix 1: Planning Conditions and Informatives

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: 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL01, 02102 PL03, 02106 PL06, 04101 PL02, 04102 PL02, 04103 PL01, 04104 PL03, 04105 PL03, 04106 PL02, 05101 PL01, 05102 PL03, 05103 PL02, 05104 PL01, 05105 PL03, 05106 PL04, E1119-ESS-01 & Transport Statement. 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. No development shall take place until the following details and materials in relation to the buildings to be adapted and new buildings hereby permitted have been submitted to and approved in writing by the local planning authority:
  - a) Details including drawings in section and elevation at a scale of 1:20 or 1:10 where appropriate, to show the proposed window frames, glazing bar detail, doors, balconies, railings and fixings, boundary walls and gates;
  - b) Samples and manufacturer's details of all materials to be used in the external surfaces of the altered buildings and new buildings, including a brick sample panel and roofing materials. The development shall thereafter be carried out in accordance with the approved details.

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 consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. No development shall take place, including any works of demolition, until a Construction Management Plan, to include details of:
  - a) parking and management of vehicles of site personnel, operatives and visitors
  - b) loading and unloading of plant and materials

- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

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

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

5. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

a) The CEMP shall include an Construction Logistics Plan and Air Quality and Dust Management Plan (AQDMP).

b) The CEMP shall provide details of how construction works are to be undertaken and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays and Bank Holidays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the site;

- v. Timing of deliveries to and removals from the site (to avoid peak times, as agreed with Highways Authority, 0700 to 900 and 1600 to 1800, where possible);
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition and construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details with relevant Air Quality Mitigation Measures. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

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

Reason: To ensure a sustainable development consistent with Policy G5 of the London Plan 2021 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2017 and Policies DM21 and DM12 of The Development Management DPD 2017.

7. No part of any structure hereby granted shall be used as a roof terrace or balcony, other than those areas specified / shown on the approved plans as amenity spaces.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

8. Prior to the residential occupation of the development, details of a Central Satellite Dish/Receiving System for the development hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

Reason: To protect the amenity of the locality.

9. Prior to the first occupation of the development, a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

10. Prior to the first occupation of the development, 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 37 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

11. Before the development hereby permitted is commenced details of the terrace balustrades and obscure glazing at a minimum of 1.45m shall be submitted to and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first occupation of the development and the details shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

12. Prior to occupation of the development hereby approved, 20% of car parking shall be provided with electric vehicle charging infrastructure, with a further 80% allocated for passive provision.

Reasons: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy T6.1 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2017.

13. Prior to the first occupation of the development, the developer shall enter into an agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the necessary section of redundant crossover across the footway into the site and to reinstate the public footpath at this location.

Reason: In order to confine access to the permitted points in order to ensure that the development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway, consistent with Policy T4 of the London Plan 2021 and Policies DM33 & DM34 of The Development Management DPD 2017.

14. The garages and parking spaces shown on the approved drawings shall be permanently retained and used in connection with the dwellings (4x) and Community use (1x) forming part of the development without the prior approval in writing by the local planning authority.

Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained in accordance with the approved plans consistent with Policy T6.1 of the London Plan 2021 and Policy DM32 of The Development Management DPD 2017.

15. Prior to the occupation of the residential units hereby permitted, the applicant (or successor in title) shall have fitted out completely the ground floor community use unless otherwise agreed in writing with the Local Planning Authority.

Reason: The specific circumstances of this site and the development approved require the re-provision of a space for community use.

16. Prior to the first occupation of the 5 Mews dwellings hereby approved, the 5 Mews dwellings shall be constructed in accordance with Building Regulations Part M4(2). Evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time.

17. 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.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

18. Notwithstanding the information submitted with the application no development shall take place until the result of site specific geotechnical investigations and a method statement for the construction of the basement, including a plan for structural monitoring of adjoining properties and gardens has been submitted to and approved in writing by the local planning authority.

The Method Statement shall also demonstrate that the predicted Burland Scale at the time of the construction phase is no more than Burland Scale 1. The development thereafter shall be carried out in accordance with this approved methodology and detail.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017.

19. The basement works hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by

the Council prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith and retained for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy.

20. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, outbuildings, means of enclosure (walls/fences), shall be erected 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 D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

21. The community use hereby permitted shall not be operated before 09:00 hours or after 22:00 hours Monday to Friday, before 09:00 hours or after 22:00 hours Saturdays and before 09:00 hours or after 22:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Policy DM1 of The Development Management DPD 2017.

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

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

**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: 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: Community Infrastructure Levy**

Based on the information given on the plans, the Mayoral CIL charge will be £48,379.45 (799 sqm x £60.36) and the Haringey CIL charge will be £183,690.10 (799 sqm x £229.90 (index rated)). 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 RICS CIL Index and Haringey's Annual CIL Rate Summary. An informative will be attached advising the applicant of this charge.

**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 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 3472) to arrange for the allocation of a suitable address.

**Appendix 2: Plans and Images**



**Figure 5: –Site Location Plan**



**Figure 6: –Basement floor**



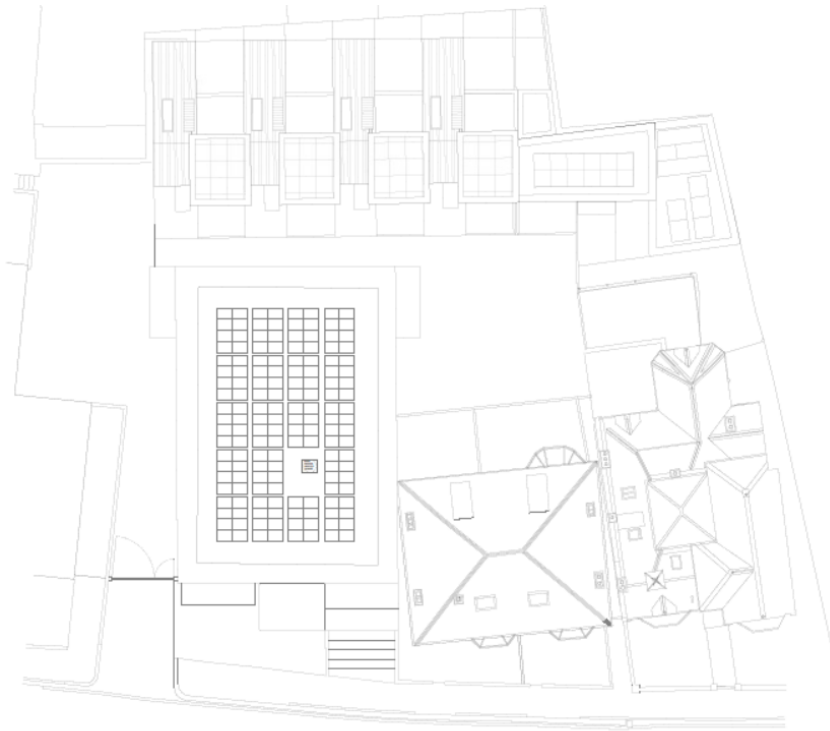
**Figure 7: -Lower Ground Floor**



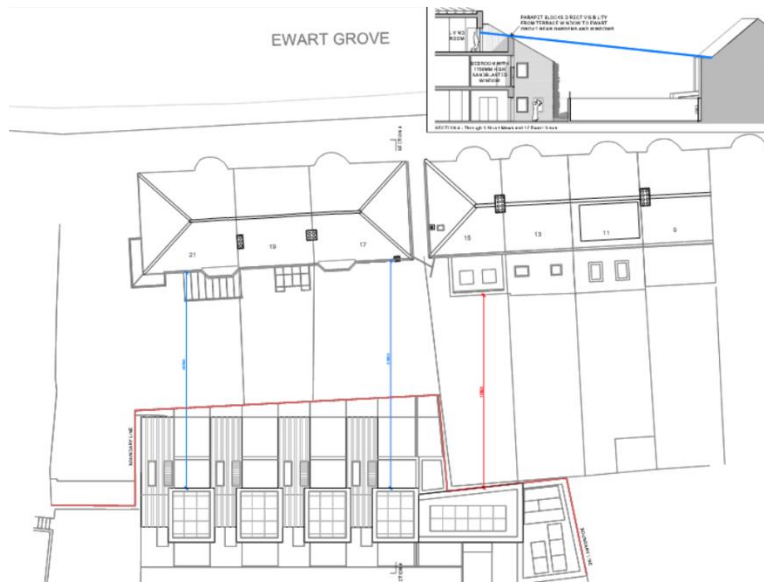
**Figure 8: -Ground Floor**



**Figure 9: -First Floor**



**Figure 10: -First Floor**



**Figure 11: –Distances/ relationship to Ewart Grove properties**



**Figure 12: –Front elevation on Stuart Crescent**

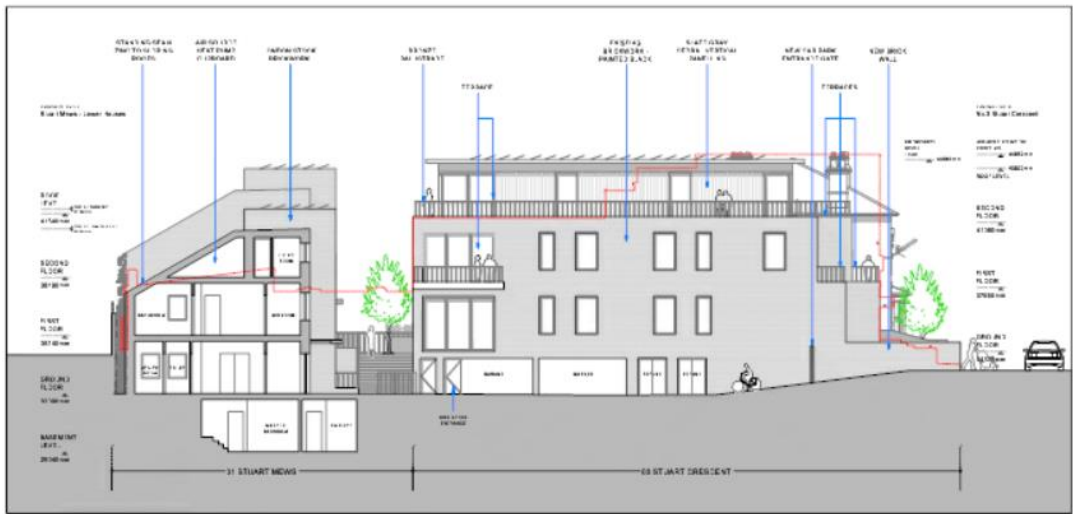
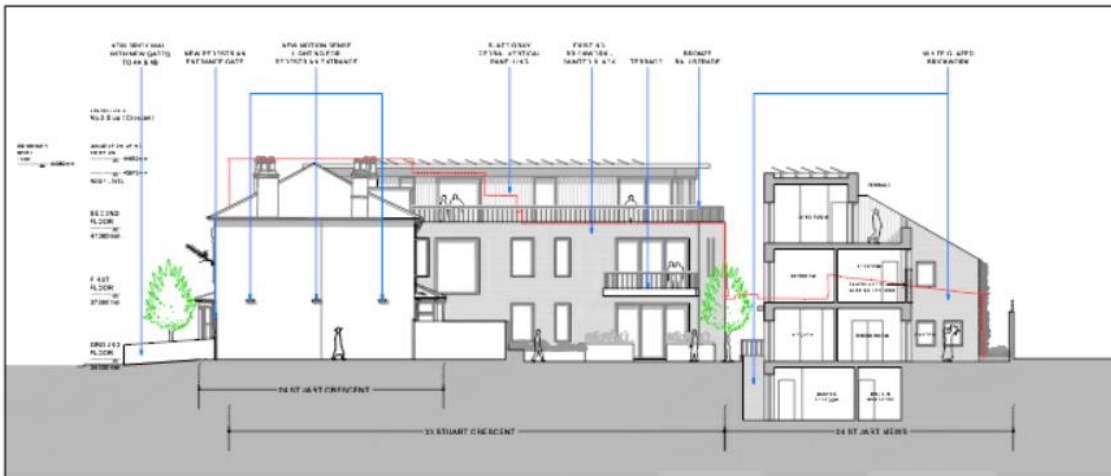
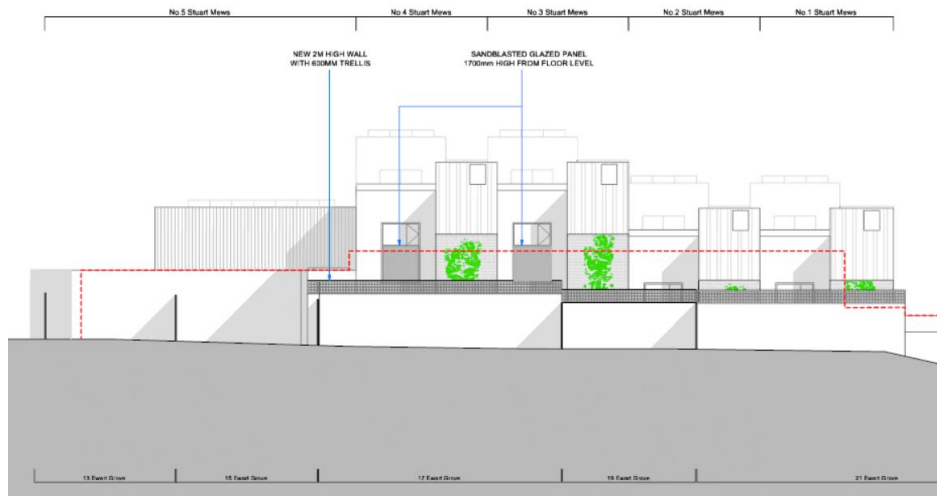
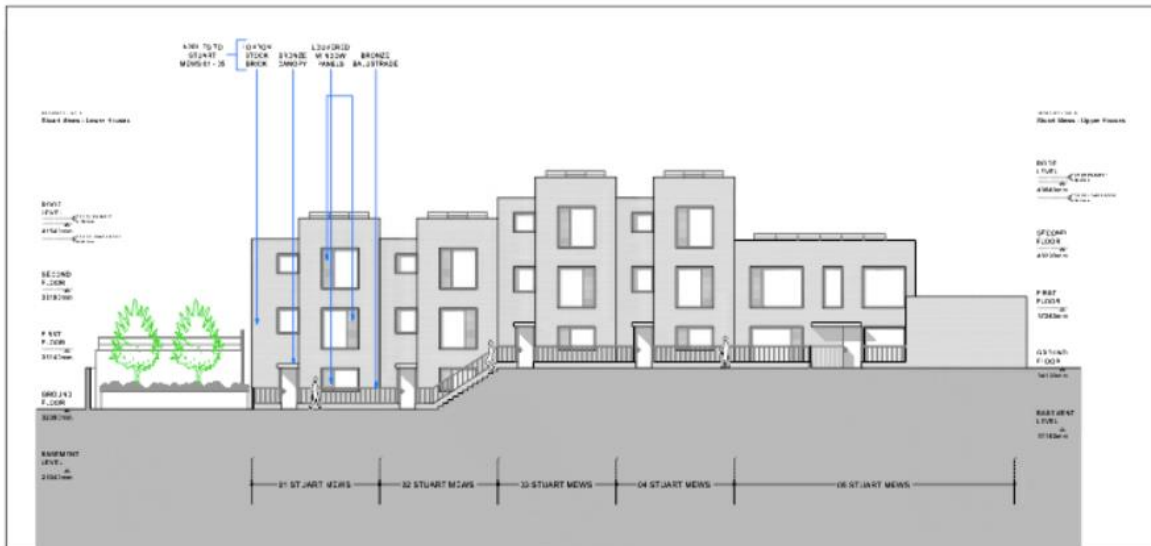


Figure13: - Side Elevations/ cross sections





**Figure14: - Mews units/ rear elevation viewed from Ewart Grove properties**



**Figure15: - Mews units inner facing elevation**

### Appendix 3: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response												
<b>INTERNAL</b>														
<b>Transportation</b>	<p>I have reviewed the above application, based on the Transport Statement and plans provided, and by taking account of the pre-application advice given to the applicants (PRE/2020/0233). My comments are as follows, which should be reviewed by the applicant's transport consultant. I will set out recommended planning conditions and obligations when I am happy that my queries have been satisfied.</p> <p>Development Proposals</p> <p>A total of 14 residential units are proposed, which would be a net gain of 9 units. Additionally, the proposals include 452sqm of community space, which represent a net reduction of 1,019sqm compared to the existing site. The proposed residential unit mix is as follows.</p> <table data-bbox="583 1036 1024 1247"> <thead> <tr> <th>No. of Units</th> <th>No. of Bedrooms</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>1</td> </tr> <tr> <td>4</td> <td>2</td> </tr> <tr> <td>5</td> <td>3</td> </tr> <tr> <td>2</td> <td>4</td> </tr> <tr> <td>Total: 14</td> <td>-</td> </tr> </tbody> </table> <p>Proposed Access</p>	No. of Units	No. of Bedrooms	3	1	4	2	5	3	2	4	Total: 14	-	<p>Noted and addressed in the report.</p> <p>One car parking space is to be allocated to the community use.</p> <p>The width of the southern gated pedestrian passageway would only be 800mm, but this is restricted by the existing locally listed building.</p> <p>A section 278 agreement to re-instate the footway outside the site has been attached by way of condition.</p> <p>A condition is to be attached to ensure 20% and 80% of residential spaces should have active and passive electric vehicle charging infrastructure.</p> <p>Details of cycle parking is to be secured by way of condition.</p> <p>The proposed bin store would be within 10m of the public highway</p> <p>A Construction Management Plan is to be secured by way of a condition.</p>
No. of Units	No. of Bedrooms													
3	1													
4	2													
5	3													
2	4													
Total: 14	-													

Stakeholder	Question/Comment	Response
	<p>Vehicular access to the site would be retained from the existing crossover located to the north of 3 Stuart Crescent. Pedestrian access to residential units and the community space would be gained directly from Stuart Crescent, and pedestrian access to the proposed rear residential units on Stuart Mews would be from both the shared pedestrian/cycle/vehicular access road along the northern side of 3 Stuart Crescent and the gated pedestrian passageway along the southern side of 4 Stuart Crescent.</p> <p>The width of the southern gated pedestrian passageway should be indicated on the plans, as it looks narrow. In accordance with Inclusive Mobility (2005), the restricted width should not be less than 1,000mm and should extend for no more than 6m at a width of 1,000mm. Therefore, the applicant should mark up the plans and demonstrate compliance in that location. The accessway along the north of 4 Stuart Crescent also looks narrow. Though it is understood it would be private access to the rear garden of the adjacent property, widths should be clarified.</p> <p>Vehicle wept paths have been provided and show vehicles could easily manoeuvre in and out of the proposed on-site wheelchair-accessible spaces.</p> <p>Highway Works</p> <p>A Section 278 agreement would be required to remove the existing crossover serving the hardstanding area in front of 3 Stuart Crescent and reinstate the footway and</p>	

Stakeholder	Question/Comment	Response
	<p>kerbline. Parking from the site frontage would be removed.</p> <p>Car Parking</p> <p>A total of 5 disabled parking spaces are proposed, including 2 new spaces and 3 spaces reprovided from the front of the site. It is unclear in the Transport Statement whether all proposed car parking spaces are for future disabled residents and whether that means 5 of the proposed residential units are designated as wheelchair-accessible. If not, there may be an on-site parking overprovision. This should be clarified. At least one space should be allocated to the community use.</p> <p>The application form states that one space would be fitted with an active electric vehicle charging point. In line with the London Plan (2021), 20% and 80% of residential spaces should have active and passive electric vehicle charging infrastructure, respectively. Depending on the final proposed on-site car parking provision (to be clarified), the number of active and passive charging points must comply with London Plan policy.</p> <p>The site's PTAL is 5/6a, which denotes excellent connectivity to public transport services. The site is located in the Wood Green Outer CPZ, operating Monday-Saturday, 08:00-18:30. As such, in line with Policy DM32: Parking of the Development Management DPD, the proposed development would qualify for a car-free status. The Council would not issue any occupiers of the new units with on-street resident parking permits due to their</p>	

Stakeholder	Question/Comment	Response
	<p>car-free nature. The Council would use legal agreements to require the landowners to advise all occupiers of the car-free status of the new units.</p> <p>Cycle Parking</p> <p>Based on the proposed residential unit mix, a minimum of 27 long-stay and 2 short-stay cycle parking spaces for the future residents and their visitors would have to be provided. The proposals are for 32 residential long-stay spaces in dedicated cycle stores at lower ground floor level, which is in accordance with the London Plan (2021) standards. The location of the 2 short-stay spaces is not specified but is expected to be publicly accessible and should be shown on the plans accordingly.</p> <p>As for the proposed community space, based on 452sqm, a minimum of 2 long-stay and 5 short-stay spaces should be provided. One long-stay space is currently proposed but the London Plan requires that a minimum of 2 long-stay spaces be provided, where the application of the minimum standards would result in a lower provision. It is understood that the community long-stay provision would be located within the unit whereas the community short-stay provision would be provided to the front of the site, in the public realm. The proposed quantum should be explicitly indicated on the plans.</p> <p>It appears that all cycle parking spaces are proposed to be provided in the form of Sheffield stands, which is supported. In line with the London Cycling Design Standards, Sheffield stands should be spaced at a</p>	

Stakeholder	Question/Comment	Response
	<p>minimum of 1m between centrelines. When adjacent to a wall, the minimum distance between the stand and the wall should be 600mm.</p> <p>The external doors granting access to the cycle stores should be 2m wide at least, and cyclists should not have to pass through more than two doors to access each internal cycle storage area, with any internal door at least 1.2m in width. Access to the long-stay cycle stores should be granted by means of a fob, pass or keypad for security and management reasons. Supporting facilities for community employees are recommended, including changing rooms, lockers (one for each long-stay space) and shower facilities.</p> <p>The adequacy of the long-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.</p> <p>Trip Generation</p> <p>The trip generation methodology and assessment are acceptable.</p> <p>Delivery and Servicing Arrangements</p> <p>The proposed delivery and servicing arrangements are acceptable as they are in line with the existing arrangements and the number of vehicles generated by</p>	

Stakeholder	Question/Comment	Response
	<p>delivery and servicing activity is expected to be low, with short dwell times.</p> <p>Refuse and Recycling Storage and Collection Arrangements</p> <p>The Transport Statement does not explain what the proposed waste storage and collection arrangements are. However, waste stores are proposed at lower ground floor level. Adherence to the standards should be demonstrated on the plans by indicating the maximum pull distance of bins between the stores and the rear of a collection vehicle on the public highway. In the case of eurobins, that maximum distance is 10m. For wheelie bins, that distance increases to 25m. It is assumed that the waste stores would not serve the properties at 4 Stuart Crescent, for which kerbside collections would be undertaken, but this should be clarified.</p> <p>Construction</p> <p>A Construction Logistics Plan was requested at pre-application stage but has not been provided as part of the submitted documents.</p> <p>As a result, a Construction Management Plan (CMP) would be required and secured by planning condition, include a Construction Logistics Plan (CLP). The purpose of the CMP is to help the developer minimise the construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site,</p>	

Stakeholder	Question/Comment	Response
	<p>whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team.</p> <p>The document covers a number of management considerations, including community liaison, transport (traffic routes, traffic volume, access and egress, delivery times, loading and unloading, highway interventions etc.) and environmental (noise, vibration, dust, air quality, emissions, contamination, waste and material, ecology etc.) impacts and mitigation measures.</p> <p>The CMP outlines the methodology for each phase of the planned demolition and construction works, as well as the anticipated timescales. It must give consideration to any cumulative impacts arising from local construction activity. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.</p> <p>The CMP must follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and Transport for London's latest Construction Logistics Planning Guidance.</p>	
<b>Building Control</b>	<p>Stuart Crescent: The desktop BiA is generally satisfactory for your requirements, however if you were minded to approve, I would add the following pre commencement conditions: 1. Full soil/site investigation to be provided to justify assumptions made; 2. Method of monitoring adjacent buildings to be provided; and 3. Construction Management plan to be provided.</p>	<p>Noted and conditions added to the cover the elements raised.</p>



Stakeholder	Question/Comment	Response
<p><b>Conservation Officer</b></p>	<p><u>The site</u></p> <p>The application site includes properties at nos. 3 and 4 Stuart Crescent. The site is located within the Trinity Gardens Conservation Area. No. 4 is a locally listed building while no.3 has been identified as a negative contributor to the conservation area.</p> <p>Neighbouring properties (outside the application site) at nos. 5, 6 and 7 are also locally listed.</p> <p>The Trinity Gardens Conservation Area is defined principally by the openness provided by three principal public open spaces - Trinity Gardens, Nightingale Gardens and Crescent Gardens - each of townscape and historic interest, which together provide the setting for public buildings and places of worship as well as the setting for houses dating from the early to late 19th century.</p> <p>Stuart Crescent follows the pre-existing curve of the east side of Crescent Gardens forming a continuous backdrop to the open space when seen from the High Road. There is a diversity of residential dwellings and commercial premises of varying origin and appearance with some early houses from c1860-70 surviving, although the central section consists of larger scaled modern blocks.</p>	<p>Comments noted and addressed within the report.</p> <p>It is accepted that there would be less than substantial harm to the conservation area from the increase in scale of the buildings to the rear of the site. However, this would be outweighed by the public benefits of the proposal, as discussed in Section of the report relating to 'Design and impact on the character and appearance of the conservation area.'</p> <p>The applicant has provided amendments to the scheme facing on to Stuart Crescent.</p> <p>The materials to the top floor addition to No. 3 Stuart Crescent would be subject to condition to ensure that these are appropriate and high quality.</p> <p>The level of glazing to the front of that building has been reduced, following the introduction of window surrounds.</p> <p>The extent of areas including balcony railings has been reduced, following the inclusion of a raised brick parapet.</p> <p>The proposed material to the main building would now involve brick / painting to match</p>

Stakeholder	Question/Comment	Response
	<p>White Hart Lane is lined with properties of varying origin and appearance. Nos. 1-47 White Hart Lane, to the north-west of the application site, is a long, three-storey, late-Victorian terrace, built in brown stock brick with painted cement dressings. The terrace is of modest architectural quality and retains a level of cohesion despite some small-scale alterations. It makes a positive contribution to the conservation area and has group value with the Victorian houses opposite in Stuart Crescent.</p> <p>The rear gardens of the properties along Stuart Crescent and the eastern side of White Hart Lane meet the rear gardens of the properties on the western side of Ewart Grove. Ewart Grove is lined with small-scale residential properties, mostly of Edwardian, inter-war and late 20th century origin.</p> <p>Despite the age of construction, there is some consistency in terms of height, scale and site layout in relation to the historic residential properties that survive in the area. The majority of the properties are two to three storeys high, mostly constructed of stock brick, set behind small front gardens with more spacious rear gardens.</p>	<p>that of the existing brickwork within the building.</p> <p>The proposed additional window to No. 4 Stuart Crescent has been removed to preserve the original façade in that location. Details of the materials to be used in the rear façade would be subject to condition.</p> <p>The front and rear garden areas are shown as hard-standing, but this would be subject to a condition relating to hard and soft-landscaping measures where open, soft-landscaped areas can be introduced.</p> <p>The front garden boundary wall would be rebuilt. The applicant has amended this to be more reflective of the style of front boundary walls found within the locality. This would also be subject to a condition requiring further details.</p>

Stakeholder	Question/Comment	Response
	<p>Modern development in the area includes over-scaled blocks of poor quality design and materials. This includes the Wood Green Social Club at no. 3 Stuart Crescent, within the application site, which occupies an unattractive three-storey building, constructed in red brick with bright blue painted bays and large blue windows. The building has a slate clad second floor level and a flat roof and is attached to a number of structures to the rear of various sizes and styles. Due to its excessive mass and scale but also its poor-quality design and materials, no. 3 is considered to detract from the character and appearance of the area.</p> <p>The neighbouring building, also within the application site, no. 4 Stuart Crescent (known as 'Sterling House'), is a two-storey Victorian house, constructed of London stock brick with a slate roof. No. 4 forms a group with nos. 5,6 and 7. Whilst they have all been altered to some degree, Nos. 4-7 remain as good examples of the mid-to-late 19<sup>th</sup> century houses once typical of the area. The locally listed property at no. 4 has been altered to some extent but overall, it retains its historic character and appearance.</p> <p>Any new development should retain and unveil the original positive qualities of the conservation area and</p>	

Stakeholder	Question/Comment	Response
	<p>aim to restore original features, forms of development and spatial relationships between buildings and sites.</p> <p><u>Proposal</u></p> <ul style="list-style-type: none"> <li>• Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings;</li> <li>• Demolition of three storey front projection;</li> <li>• Demolition and re-construction of existing top floor of Social Club building;</li> <li>• Internal and external alterations at property at no. 4 Stuart Crescent; and</li> <li>• Associated landscaping works and parking.</li> </ul> <p><u>Comments</u></p> <p><i>Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings</i></p> <p>The existing structures to the rear of no. 3 are of excessive scale, poor quality construction and materials. Their proposed demolition is welcome as it would declutter the site and restore to some extent the original site layout.</p> <p>The replacement of the existing rear extensions with new buildings could be acceptable in principle here, given the presence of numerous and extensive structures to the</p>	

Stakeholder	Question/Comment	Response
	<p>rear of the site. However, it should be taken as an opportunity to improve the layout of the site and its relationship with the neighbouring properties. Any new buildings would need to remain subservient to no. 3 and the surrounding principal houses that face onto the main streets, including the locally listed building no.4 to 7 Stuart Crescent and the two-storey properties facing onto Ewart Grove. The new houses would need to be subservient in height, mass and scale but also in overall character, restoring as much of the original garden areas as possible, and allowing the main, original houses to be appreciated.</p> <p>As part of this application, the proposed new housing would be taller than the properties facing onto Ewart Close and almost as tall as the locally listed property at no. 4. The proposed footprint of the proposed houses would cover most of the original garden area of the site and similarly to the existing structures, would continue to cover part of the rear gardens at nos. 4 and 5. However, part of the rear garden at no. 4 would be restored as open green garden space. The proposed design and materials for the new housing appears too complex, particularly the east elevations, and not in keeping with the surrounding Victorian properties. Due to its height and mass, but also its design, the proposed new housing would detract from the character of the area and cannot be supported from a conservation perspective.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="583 293 1094 326"><i>Demolitions and alterations to no. 3</i></p> <p data-bbox="583 354 1398 662">Property at no. 3 is over-scaled and incongruous with the neighbouring Victorian properties. Therefore, its replacement with something of a more appropriate scale and massing and architectural treatment, would benefit the character and appearance of the area. This application does not take the opportunity to completely redevelop the site, instead the main building is retained and extensive changes to it are proposed.</p> <p data-bbox="583 751 1388 1377">The demolition of the existing three-storey front projection at no. 3 is welcome. The demolition and reconstruction of the existing top floor at no. 3 could be acceptable in principle, subject to the design and materials of the new floor. Overall, the reconfiguration of the main block should aim to respect the established character of the area and the height, mass and scale of the original buildings that survive. The proposed design does not need to imitate the design of the historic properties however, it would need to take them into consideration and be informed by a contextual study and analysis. Large areas of glazing and balconies are very uncharacteristic of the area which is defined by semi-detached Victorian properties (nos. 4 to 7) and terraced housing with symmetrical proportions (Nos. 1-47 White Hart Lane).</p>	

Stakeholder	Question/Comment	Response
	<p>As proposed, the reconfigured no. 3 would continue to be of a considerable size, introducing unoriginal and uncharacteristic elements and materials such as extensive areas of glazing and balconies, dark and contrasting elevations. The refurbished building would continue detract from the character and appearance of the area and cannot be supported from a conservation point of view.</p> <p><i>Works in relation to no. 4</i></p> <p>The property at no. 4 is locally listed and retains most of its original character and appearance. Any changes to the property and its site would need to be based on a thorough understanding of its historic development and surviving historic fabric. The application does not include any detailed information about the locally listed property, no historic background or assessment of its significance is provided.</p> <p>As part of the proposals, some of the rear garden space of no. 4 would be reinstated as an open garden space. In the visuals submitted, it appears that this garden area would be covered with hardstanding instead of soft landscaping as it would have been originally.</p>	

Stakeholder	Question/Comment	Response
	<p>Undertaking works to the front garden of the site, including the rebuilding of the non-original front boundary wall and the provision of soft landscaping is acceptable in principle from a conservation perspective. However, the proposed front garden wall does not seem to be based on an understanding of the design of the original front wall of the property or any surviving original front walls in the area.</p> <p>The proposed alterations to the front and rear facades of the building are very intrusive and totally unjustified. They would considerably change the appearance of the building without taking into consideration its history and original appearance. Therefore, they are not considered appropriate and cannot be supported from a conservation perspective.</p> <p><u>Conclusion</u></p> <p>While some elements of the proposals could be acceptable in principle, subject to detailed design and materials, the majority of the proposed works are not acceptable and should be reconsidered and redesigned. Works to the locally listed building should be clearly and convincingly justified. The height and scale of the proposed new houses and their design and materials; the design and materials of the reconfigured no. 3; as well as the unjustified changes at the locally listed no. 4</p>	



Stakeholder	Question/Comment	Response
	<p>would not respect the character and appearance of the conservation area and the locally listed building. Property at no. 3 would continue to detract from the character and appearance of the conservation area.</p> <p>Therefore, the proposals cannot be supported from a conservation perspective.</p>	

#### Appendix 4 Representations from neighbouring residents

Overlooking and loss of privacy	<p>The closest upper floor windows within the development above the rear boundary fence line facing Ewart Grove would consist of 1.7m high obscure glazed elements. The upper floor terrace areas to the Mews development would include privacy screens to prevent direct views toward rear garden areas and windows to properties along Ewart Grove and the details of these are subject to condition 11.</p>
Overbearing impact	<p>The 'rear wings' of the building are stepped away from neighbouring rear gardens with the height increasing further away from the common boundary with the gardens to these properties on Ewart Grove. The tallest parts of the mews dwellings would be located just over 6 metres from the rear boundary. This sufficiently off-sets the visual bulk of the proposed development to achieve an acceptable relationship.</p>

	<p>The rear elevation of the rear wings facing Ewart Grove would include 'green walls' to off-set the visual impact when viewed from those properties.</p>
Noise and disturbance	<p>Condition 4 requires a Construction Management Plan/Logistics Plan to be submitted which would ensure that disruption resulting from construction is minimised. This will safeguard residential amenity, reduce congestion, and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.</p> <p>The proposal would result in the reduction of the community use floor space and would introduce residential units backing onto existing residential units. The level of noise created by the development in close proximity to existing residential gardens would be similar to that of the use of existing adjoining residential garden areas used for residential amenity purposes.</p>
Impact on trees	<p>No trees on the site are to be removed. It is likely that minor pruning works to trees on adjoining sites would be required to facilitate the development, but would not compromise the long term health of the trees. Given the existing built form on the site and existing foundations, differences in levels etc, the root spread of the closest trees will have been inhibited by such built form, meaning the impact of demolition and construction works here on such trees will be very limited.</p>
Impact on the character of the area	<p>It is accepted that some harm would be caused to the character and appearance of the conservation area through the increase in scale on some parts of the application site. However, this would be 'less than</p>

	substantial' harm and would be outweighed by enhancements made to the street frontage along Stuart Crescent and the public benefits of the provision of additional housing stock.
Loss of light	Cross sections provided show that the proposal, in relation to existing rear windows along Ewart Grove, would not break a 25 degree line from these windows, and therefore there will not be a noticeable loss of daylight and no further, more detailed assessment is required. Those properties are also due south-east of the application site and would therefore be less impacted upon in terms of sunlight.
Density of development	<p>The site is already heavily covered with built form. Whilst some sections of the built form would increase in height, the overall footprint of the built form would be reduced from that of the existing site.</p> <p>The scale of the development is considered appropriate for the urban characteristics of the surrounding area.</p>
Loss of community facility	The proposed alterations would not result in the total loss of the community facility. The reductions in the floor space would allow for the community use to be retained on a smaller, more manageable and of an appropriate scale within a largely residential area.
Lack of consultation	Public consultation was carried out by the Local Planning Authority in accordance with the Council's Statement of Community Involvement. Although encouraged, there is no requirement for the applicant to consult with local residents

	prior to the formal submission of a minor development proposals.
Basement development	The applicant has submitted details regarding a Basement Impact Assessment. The Council's Building Control Team have reviewed the details and consider them sufficient for the purposes of complying with Policy DM18 of the Council's Development Management DPD, subject to conditions. Conditions 18 & 19 have been attached.