

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/0837

Ward: Highgate

Date received: 19/05/2009

Last amended date: N / A

Drawing number of plans: LSI/HG/01, LSI/HG/02 Rev A, 2686 (SK) 010 Rev A, 2686 (SK) 011 Rev A, 2686 (SK) 012 Rev A, 2686 (SK) 013 Rev A, 2686 (SK) 014 Rev A, 2686 (SK) 015 Rev A, 2686 (SK) 016 Rev A, 2686 (SK) 017 Rev A, 2686 (SK) 018 Rev A, 2686 (SK) 019 Rev A, 2686 (SK) 020 Rev A, 2686 (SK) 021 Rev A, 2686 (SK) 022 Rev A & 2686 (SK) 023 Rev A.

Address: Highgate Private Hospital, 17 - 19 View Road N6

Proposal: Demolition of existing single storey rear building, erection of a new 2 storey rear wing to provide new operating theatre suite; erection of a two storey extension to existing rear wing to provide 14 additional single patient rooms and storage space;. New plantroom space and some refurbishments to the existing building. Creation of a waste store to the front of the building

Existing Use: Hospital (D1)

Proposed Use: Hospital (D1)

Applicant: MrGuy LoveHighgate Hospital

Ownership: Private

PLANNING DESIGNATIONS

Retrieved from GIS on 26/05/2009
Road Network: Borough Road

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site is an existing part two / part three storey L shaped building located on a 0.4 ha site on the northern side of View Road. The site accommodates a private hospital use. The site originally contained two large properties (No's 17 & 19 View Road) which were subsequently linked and extended. There are a number of mature trees to the front of this site, as well as along the boundaries of the site, particular along the eastern boundary with 15 View Road. There are 16 car parking spaces provided to the front of the site.

View Road is generally residential in character with low-density development of relatively large Victorian/ Edwardian properties set in substantial grounds, including a number of contemporary developments. The application site lies within Highgate Conservation Area.

PLANNING HISTORY

OLD/1985/1557 - Erection of extension to provide Hydro Therapy Pool – Approved 06/03/1985

OLD/1986/1701 – Erection of two storey rear extension and three storey link extension between 17 and 19 View Road to provide an additional 20 bed space and operating facilities – Approved 17/04/1986

OLD/1987/2003 - Continuation of part of premises as convalescent home.(15)- Approved 15/06/1987

HGY/1992/1277 - Conversion of loft to provide staff room involving the creation of a rear dormer window and erection of fire escape staircase to second floor level. (Duplicate). – Approved 19/01/1993

HGY/1996/0887 - Erection of refuse compound and store extension within enclosing boundary wall.- Refused 13/08/1996

HGY/1996/1331 - Erection of wall to enclose existing refuse area (AMENDED SCHEME – Refused 26/11/1996

HGY/1998/0909 - Approval Of Details pursuant to Condition 2 set out in Paragraph 9 of the Inspectors decision letter ref. no.T/APP/Y5420/A/97/281177/P2 dated 5th September 1997 – Approved 29/12/1998

DETAILS OF PROPOSAL

The proposal is for the demolition of an existing single storey rear building, the erection of a new 2 storey rear wing to provide a new operating theatre suite; the erection of a two storey extension to an existing rear wing to provide 14 additional single patient rooms and storage space. In addition the proposal will also involve the creation of a new plantroom space and some refurbishments to the existing building and the creation of a waste store to the front of the building. The proposal will reduce the number of car parking spaces to 15 spaces (13 normal spaces and two mobility impaired spaces).

CONSULTATION

Transportation

Cleaning

Legal Services

Building Control

Aboriculturalist

Highgate CAAC

Highgate Society

4, 6, 8, 10, 12, 15, 17, 19, 21, 23, 25 Denewood Road

Goldsmith Cottage, Denewood Road

3, 5, 6, 7, 9, 10, 11, 12, 12a, 11a, 13, 14, 16, 13a, 15, 21, 23 View Road

1 to 8 View Close

1-10 Willowdene

RESPONSE

Met Police/ Crime Prevention Officer - We have no objection to this application. The Crime Prevention Department of Haringey Police can be contacted on 020 83452167 and can meet any interested parties in discussing security at this new project.

Transportation - This site is in an area with low public transport accessibility level and it is not directly served by any bus route. The nearest bus stop, which is located on North Hill is served by 12 buses per hour (2-way). Highgate Station is also about a kilometre from the proposed development. It is also located within the Highgate Station Outer CPZ that operates Monday - Friday 1000 - 1200hrs. View Road is a residential road that links North Hill Road and Denewood Road.

At the moment there are a total of 16 car parking spaces at 2 adjacent car parks with separate access points from View Road. The northern car park is used by visitors while the southern car park is used by visitors and staff. Delivery of goods is carried out on View Road. However as part of the proposed development, the existing 16 car parking spaces will be reduced to 15 and the area re-arranged to include 2 disabled bays and the retention of the existing access points. There will also be 14 cycle racks and a separate area for goods delivery with a new access point. While the visibility splay at the delivery access to the south is acceptable, the visibility to the north is restricted because of overhanging hedges along the frontage of No.15 View Road. However this can be pruned to achieve the required visibility level.

The hospital currently has 28 rooms, which will be increased by 50% to 42 rooms with the existing 40 members of staff increased to 47. The applicant's consultant MVA has prepared Transport Statement to support the application in respect of trip generation and Travel Plan to mitigate any adverse impact of the proposed development.

MVA reckons that during the morning peak hour, Highgate Hospital as a whole is expected to generate 5 inbound and no outbound vehicle trips. In the evening peak there will be 3 outgoing and no incoming trips. In terms of the effect of the proposed development on the local road network, the trip generation of the additional 14 rooms needs to be assessed. MVA also predicted that the additional 14 rooms will generate 3 inbound vehicle trips during the morning peak and 2 outbound vehicle trips during the evening peak hours.

We have used TRAVL database to assess the trip generated by the proposed development and estimated that this development proposal would result in 23 inbound and 9 outgoing vehicle trips in the morning peak hour and, 9 incoming and 18 outgoing vehicle trips in the evening peak hour. We have also predicted that the proposed additional 14 rooms will generate 8 inbound and 5 outbound vehicle trips in the morning peak hour while in the evening peak hour, it will generate 3 incoming and 8 outgoing vehicle trips. In any event, the overall traffic generated by this development proposal is only 31 incoming and 12 outgoing vehicle trips in the morning peak hour and, 12 inbound and 23 outbound vehicle trips in the evening peak hour. In view of this assessment, we have considered that the proposed development is unlikely to have any significant impact on the local road network.

Moreover, a travel survey was carried out in November 2008 by MVA and the results indicate that 41% of staff travel to/from work by car. More than 80% of staff said they park on a nearby street where there is no parking control. Consequently the highway and transportation authority would not object to the application subject to:

Condition: Prior to the commencement of the development, a Workplace Travel Plan for Highgate Private Hospital shall be submitted to include measures promoting non-car journeys to and from the Hospital. Reason: In order to encourage more sustainable modes of travel for the Hospital.

Informative: The Councils Highway Infrastructure shall ensure the trimming of the hedges at the frontage of No 15 View Road to improve visibility to the north of the new goods delivery access. This will improve the vision of the drivers exiting from the delivery area and subsequently ensure the access does not prejudice the safety of all road users.

Local Residents: Letters of objection have been received from the residents of the following properties: No's 3, 5, 6, 7 & 9 Willowdene; No's 1, 2, 3 & 8 View Close; 8,& 12 Denewood Road; No's 5 & 23 View Road, and are summarised as follows:

- Present traffic and parking problems will be exacerbated;
- Increased demand for car parking on Denewood Road and View Road which will be detrimental to the amenity of the neighbourhood;
- Location is not suitable for a hospital;
- Hospital has destroyed the area bringing parking, traffic and pollution;
- The area is within a Conservation Area;
- Increased noise and disturbance (associated with increase in deliveries, increased traffic generated by staff, patients and visitors);
- Increase risk of medical infection for local residents;
- Decrease in prices of properties around hospital;
- Site has become a major commercial undertaking in the middle of a Conservation Area;
- Parking will become more difficult once restrictions on Denewood Road come into place;
- Overdevelopment of the site;
- Loss of garden/ loss of green space.

RELEVANT PLANNING POLICY

National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Guidance 13: Transport
Planning Policy Guidance 15: Planning and the Historic Environment
Planning Policy Statement 22: Renewable Energy

London Plan

Policy 3A.20 to 3A.23 relates to healthcare, a policy which seeks to ensure that London boroughs are committed to providing new and improving existing healthcare facilities, as well as promoting the general health of Londoners.

Adopted Unitary Development Plan, 2006

Policy G1 Environment
Policy G2: Development and Urban Design
Policy UD2 Sustainable Design and Construction
Policy UD3 General Principles
Policy UD4 Quality Design
Policy UD7 Waste Storage

Policy UD8 Planning Obligations
Policy ENV9 Mitigating Climate Change: Energy Efficiency
Policy ENV10 Mitigating Climate Change: Renewable Energy
Policy ENV13 Sustainable Waste Management
Policy M4 Pedestrian and Cyclists
Policy M10 Parking for Development
Policy OS17 Tree Protection, Tree Masses and Spines
Policy G10 Conservation
Policy CSV1 Development in Conservation Areas
Policy CSV5 Alterations and Extensions in Conservation Area

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPD Housing (in specific the section dealing with Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight)
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Vehicle and Pedestrian Movement
SPG7b Travel Plans
SPG7c Transport Assessments
SPG8a Waste and Recycling
SPG8b Materials
SPG9 Sustainability Statement

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues in this case are considered to be: (1) principle/ purpose of an extension to this Hospital; (2) design quality in terms of its relationship to the host building and streetscape, (3) amenity implications for adjoining properties, (4) access, highways and car parking issues, and (4) impact on trees.

Principle / Purpose of a further extension to this Hospital

The application has operated as a private hospital for approximately 30 years and is therefore an established use. The site was previously used by Moorfield Eye Hospital as a nurse's home. While the local area is predominantly residential in character, there is a mixture of uses within the locality (i.e. Newstead Nursing Home on Denewood Road, part of Highgate School on Bishopwood School, the Hill Homes Extra care scheme presently being developed at 2-4 Broadlands Road as well as block of flatted development on North Hill and Broadlands Road). The conversion of these properties into a hospital use has been designed sensitively and the building manages to respect the residential character of the area.

As stated by the applicant there are currently 28 patient rooms in the hospital and presently the hospital has approximately 30 patients per day including outpatients, of which 22 stay over night. Patients can park on site; however the number of spaces for patients is limited to 8 spaces. There are 40 members of staff on a typical day of which 41% travel to work by car. Nurses who work at the hospital work on shift basis, (8am to 8pm); while administration staff work normal working hours (9am to 5pm). Visiting hours at the hospital are between 7am to 9pm. The most common mode of transport by patient and visitors is by car. The majority of patients to the hospital are clustered around late mornings/ early afternoon.

The hospital has approximately 8 to 10 adhoc small deliveries each day by small vans A delivery in a 7.5 tonne lorry also takes place each day and another delivery in a small sized

vehicle visits approximately three times per week. There are three collections of waste per day. A 50% increase in patient numbers is expected in addition to 7 extra members of staff.

Parking restrictions on View Road currently operate between 10am and 12 noon. Car parking on Denewood Road is currently uncontrolled; however a proposed extension to the Highgate Station Outer Controlled Parking Zone would bring this road and a number of other roads into the CPZ. The existing driveway to the right of the hospital is set to become a driveway/ parking space for medical servicing vehicles (vans). All deliveries and waste collection will continue to be from the roadside.

Given the large size of this site and given the hospital use is established on site there is no in principle objection to further extensions on site.

Design Quality

The proposal is for the demolition of existing single storey rear building and the erection of two extensions to the rear of the building. One of the new two-storey rear extensions will provide a new operating theatre suite (the fourth operating theatre); while the other will provide 14 additional single patient rooms and storage space. The proposal is also for refurbishment of some of the existing accommodation within the Hospital.

The proposed new operating theatre wing will be 16.3m in depth and 13m in width. At first floor level the extension will be 10.5m in width, as the extension is pulled away from the boundary with No 21 to minimise its impact. The side of the first floor extension will be 6.9m away from this boundary. The other extension will further extend the existing wing by a further 12.3m in depth. This extension will be 14.3m in width. Both extensions will have pitched roofs of similar height to the existing projecting wing.

The extensions will be built in part of facing brickwork and in part will be timber clad. The extensions will have white coloured coated aluminium windows with dressed metal reveals. The final details of external materials will be the subject of a planning condition.

While the new additions will in part be of a more modern design they will be integrated with the fabric of the existing, ensuring an acceptable appearance. The extensions will not be visible from the public realm and as such will not detract from the character and appearance of Conservation Area. The only change to the front of the building is the creation of a flat roof above an existing enclosed (brick wall) waste/ bin store to the front of No 17. It may be possible in this instance to use a sedum roof which can be further discussed with the applicant's when discussing the discharge of condition 3 (materials).

The proposed development is considered to be in accordance with the requirement of policies UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas' and CSV5 'Alterations and Extensions in Conservation Area'.

Impact on Amenity

In terms of the extension to the patient room wing it is noted that there is a significant amount of screening along the boundary with No 15 which would in part screen views of this new extension. In addition it is noted that next door property (No 15) is sited more than 20m away from the side of the existing wing.

In terms of the theatre wing this extension is sufficiently pulled off the boundary (6.9m at first floor level) to minimise its impact. The removal of the existing terrace and the creation of a pitched roof and a lean to roof to the new wing will in part improve the aspect as viewed from the first floor windows of No 21. A reasonable amount of space will be kept between the

footprint of this new wing and the boundary with No 21 to safeguard existing landscaping/ trees and to provide opportunities for additional tree planting/ landscaping along this boundary. In addition there are no first floor flush windows proposed on the side of this extension which would directly overlook the garden of No 21. There are instead 3 oriel windows (window that project out and are at a 90 degree angle to the side wall). It is accepted that the provision of a new pitched roof over the open plant area will assist in minimising noise and disturbance to the neighbouring occupiers of No 21.

In terms of the property to the north of the site (No 12 Denewood Road) there is sufficient distance between the back of the extensions and the rear boundary of the site to overcome any concerns about loss of light or overshadowing. In addition there are no windows on the rear elevation of the proposed wings other than two emergency exit doors. The two end first floor windows on the western elevation of the patient room wing extension will be high level windows only, and as such will help mitigate against any overlooking/ loss of privacy to No 12. The proposed extensions will also not adversely impact the outlook/ aspect from No 12 Denewood Road, but in fact may improve it by way of the removal of single storey building located in the back garden of the site next to the boundary with No 12.

Overall the scale, massing, height and alignment of the extensions have been designed sensitively so as to ensure there is sufficient separation distances from adjoining neighbours to minimise any impact on the amenity of neighbouring properties. In addition the fenestration pattern has been designed sensitively to avoid any adverse additional overlooking to neighbouring properties.

Transportation, Highways and Car Parking

As noted above the site is in an area of low public transport accessibility level and it is not along a bus route. However the nearest bus stop is located nearby on North Hill which is served by 12 buses per hour (2-way) with connections to East Finchley and Archway tube stations. Highgate Station is about a kilometre from the proposed development. It is acknowledged that the application site is not located within an area identified with the Council's adopted 2006 UDP as experiencing car parking pressure.. There is reasonable level of parking control at this location, controlled by the Highgate Station Outer CPZ which operates from Monday to Friday, between 1000hrs and 1200hrs.

There are a total of 16 car parking spaces at 2 adjacent car parks with separate access points from View Road. As part of the development, the on-site car parking will be reduced to 15 space and the area re-arranged to include 2 disabled bays with the retention of the existing access points. There will also be 14 cycle racks and a separate area for goods delivery with a new access point onto View Road. There is no principle objection to the creation of a crossover next to the boundary with No 15, however any hardsurfacing area leading down to the new waste storage facility will have to take due consideration of the root protection area of nearby trees. While the visibility splay at the delivery access to the south is acceptable, the visibility to the north is restricted because of overhanging hedges along the frontage of No.15 View Road. However this can be pruned to achieve the required visibility level.

The hospital currently has 28 rooms, which will be increased by 50% to 42 rooms with the existing 40 members of staff increased to 47. The Council's Transportation team have used TRAVL database to assess the trip generated of the proposed development and estimated the overall traffic generated would be 31 incoming and 12 outgoing vehicle trips in the morning peak hour and, 12 inbound and 23 outbound vehicle trips in the evening peak hour.

A travel survey was carried out in November 2008 by MVA and the results indicate that 41% of staff travel to/from work by car. More than 80% of staff said they park on a nearby street where there is no parking control. As noted above there is presently a proposal to extend the Highgate Station Outer Controlled Parking Zone, which would take Denewood Road within the CPZ. This would help reduce parking spillage onto Denewood Road and in conjunction with a satisfactory Travel Plan would encourage staff to use alternative modes to travel to work, other than by car.

In view of this travel assessment and in view that there is an adequate level of on street car parking to the front of this site and along View Road, the proposed development is unlikely to have any significant impact on the local road network or on parking demand in the area.

Tree Protection

There are no protected trees on site however there are many mature trees on this and the adjoining sites which are of important amenity and screening value. An Arboricultural Report & Method Statement has been prepared by JM Moore and has been submitted with this application.

The trees to the front of the site will not be affected by the development. Along the side of the hospital building and the boundary with No 15 there are a number of trees (T11 to T17) which would be outside of the area to be developed but if the access road to the development is to run close to these trees, ground protection to avoid compaction during construction would be required. Details of the surfacing which would lead down to the new bin store as well as details of details of temporary access to the rear of the site are requested to be submitted to the LPA prior to the commencement of development. The temporary access will have to be constructed so as to be of a sufficient load bearing capacity to avoid ground compaction from the construction plant and machinery in the vicinity of trees on site.

Beyond this and along the fence line with No 15 there are three large plane trees which are in good condition. The proposed development has the potential to encroach into the optimum root protection area (RPA) of these trees. The Arboricultural Report & Method Statement recommends the use of a pile and beam construction with beam at existing ground level, in addition to tree protection fencing. The crown of one of the trees (T19) will have to be thinned.

There are also a number of trees (T21 to 27) along the back boundary of the site. A small shrub bed contains trees T21 & T23 (oaks) and T22 a poplar, all of which are in poor condition and are heavily suppressed by the large oak T24. The Arboricultural Report recommends these be removed. The proposed development would be outside the root protection area of the oak tree.

There are some trees along the western boundary of the site (T29 to 32) which provide a partial screen between the application site and No 21. T29 is a mature pear tree situated while T30 is a silver birch tree which would fall outside of the RPA of these trees. T31 a sycamore (category b) tree and T32 a sycamore (category c) tree could be affected by the development to the west wing of the hospital. For this extension the Arboricultural Report & Method Statement recommends the use of a pile and beam construction in addition to tree protection fencing

Subject to the use of appropriate foundations and tree protective fencing the proposed extension to the property can be erected so that there would be no damage or implications relating to felling of trees. However, in order to ensure that no harm is caused to existing trees a number of conditions will be attached to permission to ensure that appropriate measures are taken to ensure their protection. Overall the proposal is in accordance with policy OS17 'Tree Protection, Tree Masses and Spines'.

SUMMARY AND CONCLUSION

Although the proposed extensions will increase the building footprint on site, the proposed extensions in terms of their scale, height, massing, alignment and fenestration pattern have been designed sensitively to avoid adverse impact on the residential amenities of neighbouring properties. The extensions will be kept sufficiently away from the boundaries to ensure sufficient separation distances from adjoining neighbours and in conjunction with appropriate foundations and protective fencing during construction, the extensions can be built without damage or felling to trees on site. The extensions will not be visible from the public realm and as such will not detract from the character and appearance of Conservation Area. Subject to approval of a well structured Travel Plan the proposal will not adversely affect the traffic flow and parking demand on the local road network.

The proposal is considered to be in accordance with policies UD3 'General Principles', UD4 'Quality Design', M10 'Parking for Development', OS17 'Tree Protection, Tree Masses and Spines', G10 'Conservation', CSV1 'Development in Conservation Areas' and CSV5 'Alterations and Extensions in Conservation Area' of the adopted Haringey Unitary Development Plan (2006) and supplementary planning guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation & Archaeology', SPG7a 'Vehicle and Pedestrian Movement', SPG7b 'Travel Plans' and SPG7c 'Transport Assessments'. Given the above this application is recommended for APPROVAL

RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2009/0837

Applicant's drawing No.(s)

LSI/HG/01, LSI/HG/02 Rev A, 2686 (SK) 010 Rev A, 2686 (SK) 011 Rev A, 2686 (SK) 012 Rev A, 2686 (SK) 013 Rev A, 2686 (SK) 014 Rev A, 2686 (SK) 015 Rev A, 2686 (SK) 016 Rev A, 2686 (SK) 017 Rev A, 2686 (SK) 018 Rev A, 2686 (SK) 019 Rev A, 2686 (SK) 020 Rev A, 2686 (SK) 021 Rev A, 2686 (SK) 022 Rev A & 2686 (SK) 023 Rev A.

Subject to the following condition(s)

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

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

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

EXTERNAL APPEARANCE

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

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

TREE PROTECTION

4. A pre-commencement site meeting must take place with the Architect, the consulting Arboriculturist, the Local Authority Arboriculturist, the Planning Officer and all contractors present, to confirm the protective measures to be implemented. All protective measures must be installed prior to the commencement of works on site and remain until works are complete.

Reason: To safeguard the health of existing trees which represent an important amenity feature.

5. All works associated with this development shall be undertaken in accordance with the detail as specified in the Arboricultural Report & Method Statement (08/09/08) prepared by JM Moore submitted with this application.

Reason: To safeguard the health of existing trees which represent an important amenity feature.

TRANSPORTATION

6. Prior to the commencement of the development hereby permitted, a satisfactory Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall then be implemented by the applicant in accordance with the timescales, targets and other details set out in the plan.

Reason: In the interest of ensuring sustainable travel patterns and to reduce reliance on private motor vehicles.

7. Notwithstanding any indication on the submitted drawings, details of the siting and design of the new bin store as well as detail of the hard surfacing of the associated access way shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To safeguard the trees on site and to protect the amenities of the area.

8. Prior to any construction activity on site details of the temporary access to the rear of the site shall be submitted to and approved in writing by the Local planning Authority. Such an access shall be constructed so as to be of a sufficient load bearing capacity to avoid ground compaction from the construction plant and machinery in the vicinity of trees on site.

Reason: To safeguard the trees on site which are of important screening and amenity value.

9. No other windows other than those shown on the approved drawings shall be inserted in the extensions unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

10. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

REASONS FOR APPROVAL

The reasons for the granting of planning permission are as follows:

(a) The proposed development is acceptable for the following reasons:

- The proposed extensions in terms of their scale, height, massing, alignment and fenestration pattern have been designed sensitively to avoid adverse impact on the residential amenities of neighbouring properties;
- The extensions will be kept sufficiently away from the boundaries to ensure sufficient separation distances from adjoining neighbours and in conjunction with appropriate foundations and protective fencing during construction, the extensions can be built without damage or felling to trees on site;
- The extensions will not be visible from the public realm and as such will not detract from the character and appearance of Conservation Area.
- Subject to approval of a well structured Travel Plan the proposal will not adversely affect the traffic flow and parking demand on the local road network.

(b) The proposed development accords with Policies UD3 'General Principles', UD4 'Quality Design', M10 'Parking for Development', OS17 'Tree Protection, Tree Masses and Spines', G10 'Conservation', CSV1 'Development in Conservation Areas' and CSV5 'Alterations and Extensions in Conservation Area' of the adopted Haringey Unitary Development Plan (2006) and supplementary planning guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation & Archaeology', SPG7a 'Vehicle and Pedestrian Movement', SPG7b 'Travel Plans' and SPG7c 'Transport Assessments'.