

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2009/1730

**Ward:** Highgate

**Date received:** 13/10/2009

**Last amended date:** 19/11/09

**Drawing number of plans:** 7442/01A, 02A, 03A; 7436/21 - 28 incl.

**Address:** 505 Archway Road N6

**Proposal:** Demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping

**Existing Use:** Car wash premises

**Proposed Use:** Commercial unit (B1/A2) and seven flats.

**Applicant:** Pinegrove Ltd

**Ownership:** LB of Haringey

**PLANNING DESIGNATIONS**

Conservation area

Road Network: Classified Road

**Officer Contact:** Valerie Okeiyi

**RECOMMENDATION**

GRANT PERMISSION subject to conditions

**SITE AND SURROUNDINGS**

The application site is a two storey, vacant building with an associated parking area that is used for light industrial and commercial uses. It is currently occupied by a small hand car wash business. The site has been used by various companies over the last few years to house a hand wash business or similar operation including a car storage.

It is located on the Highgate Conservation Area surrounded by Archway Road on its northern boundary and Bakers Lane on the south and eastern boundaries.

The western side of the site is bounded by seven two storey houses, The north western side of the site is bounded by a petrol station.

The surrounding area generally is predominantly residential with a range of architectural styles. North Hill is characterised with two and three storey, brick built Victorian houses, numbers 82-86 are listed. The opposite side of Archway Road has a few large commercial premises and a large builders merchant, the rest of the street offers three storey Victorian terrace houses. The seven houses on the western side of the site are all brick built, the front elevations are all painted in render. On the opposite side of Bakers Lane is a modern brick built residential development.

## **PLANNING HISTORY**

Planning-**HGY/1990/0309**-GTD-09-11-90-505-511 Archway Road London - Formation of vehicular crossover.

Planning-**HGY/1992/1405**-REF-16-03-93-505-511 Archway Road London - Retention of 3 No 48 sheet advertisement boards.

Planning-**HGY/2006/0982**-GTD-04-07-06-505 Archway Road London -Insertion of 8 x windows to wall facing Bakers Lane, N6.

Planning-**HGY/2009/1370**-WDN-18-09-09-505 Archway Road London - Demolition of existing structures and erection of three storey building comprising mixed use residential development to provide 1 commercial unit for A2 / B1 use on the ground floor with storage at basement level, and residential units on the first and second floors consisting of 5 x two bed, 2 x three bed and 2 x one bed flats with associated landscaping

Planning-**HGY/2009/1371**-WDN-18-09-09-505 Archway Road London - Conservation Area Consent for demolition of existing structures and erection of three storey building comprising mixed use residential development to provide 1 commercial unit for A2 / B1 use on the ground floor with storage at basement level, and residential units on the first and second floors consisting of 5 x two bed, 2 x three bed and 2 x one bed flats with associated landscaping

Planning-**OLD/1977/0029**-GTD-14-10-77-505-511 Archway Road -1/7/77 Erection of new street Cleansing Depot.

Planning-**OLD/1979/0028**-GTD-30-07-79-505-511 Archway Road -24/1/79 Erection of a street cleaning sub-depot.

## DETAILS OF PROPOSAL

Demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping

## CONSULTATION

Transportation Group  
Cleansing  
Legal Services  
Building Control  
Ward Councillors  
Conservation Team  
Highgate CAAC  
Highgate Society  
Andrew Snape – Crime Prevention  
London Fire Brigade – Edmonton  
74 – 108 (e) North Hill  
513 Archway Road  
469 – 497 (o) Archway Road  
34 – 44 (e) Toyne Way  
35 – 45 (o) Toyne Way  
219 North Hill  
Grd, 1<sup>st</sup>,2<sup>nd</sup> floor flat , 469 Archway Road  
460 Archway Road  
Flat 1 – 8 © 477 Archway Road  
Flat 1,2 483 Archway Road  
Flat 1,2 485 Archway Road

## RESPONSES

### Transportation Group

Since this proposal falls on TfL road network and TfL is the highway authority for these roads, this application has therefore been referred to them for comment today. This comment, once received, would be passed on to the Planning Officer in charge of this application.

Comment received from TfL on 2/11/09 reads:

"Subject to these conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London (TLRN) and therefore have no objection to the application.

### Car and Cycle Parking

1. We understand from the planning application form that 6 car parking spaces, including 2 disabled bays are proposed. This is acceptable level of car parking

for the proposed land use on this site; given the level of access to public transport. In terms of cycle parking no spaces are proposed on the planning application form though the proposed ground floor drawing dated July 2009 shows cycle parking on site. TfL guidelines suggest a minimum of 8 spaces should be provided.

#### Access

2. It is unclear from information within the submission exactly what changes to kerb alignment are proposed on the A1 and why are they necessary. The applicant will need to show that the largest vehicle that they will expect to enter the site can enter and leave safely in a forward gear. Arrangement for larger vehicles (e.g. refuse lorry) will need to be confirmed, taking account of current on-street controls:

TfL is unlikely to change the stopping restrictions on this part of A1 Archway road/Bakers Lane as long as the gyratory remains in its current form as this would be unsafe. The developer will be required to enter into Section 278 of the Highways Act 1980 agreement with TfL for any work on the TLRN footway and/or carriageway. However the applicant will need to demonstrate these works are necessary to ensure safe access to the site and would be responsible for any diversion of statutory equipment within the footway or close to the proposed access location. TfL's Streetscape Guidance set out our design criteria for the TLRN. The applicant should be aware TfL is currently considering proposals to improve the footway/cycle provision in this area.

#### Construction and Servicing

3. The developer has confirmed that the construction and servicing of the site can be carried out from within the site boundary with no requirement to stop on or obstruct the TLRN footway or carriageway.

#### **London Fire Brigade**

The brigade is satisfied with regards to fire brigade access. Further information will be required at Building Control consultation stage with regards to the following;

- Ventilation provision with the basement area
- Ventilation provision within the stair enclosures
- Fire resistance/separation of lift shaft from residential area
- Fire Brigade access to building in the event of a fire
- Means of giving warning and protection

#### **Building Control**

The proposed development is considered satisfactory for fire brigade vehicle and personnel access.

Means of escape and other fire safety issues will be dealt with upon receipt of the formal building regulation certificate

## **Waste Management**

Further to your request concerning the above planning application I have the following comments to make:

The refuse and recycling provision for the residential element of this proposed development would appear to be fine but I am a little concerned about the vehicles stopping outside of the site when collecting.

The vehicle will be parked very close to what is a very busy junction in the one way system, the site may benefit from a purpose built lay by alongside of this development to keep the vehicles out of the mainstream of traffic when collecting refuse and recycling.

I would suggest that you consult traffic for their views on this proposed development.

## **Two letters from residents objecting for the following reasons;**

- The proposed two storey development will still have a detrimental impact on daylight and sunlight loss contrary to the design statement.
- The existing building is mainly single storey with a small office section, set back on the corner of Archway Road and Bakers Lane being two storey. The proposed development is formed of two storeys and would be situated on the edge of the boundary severely reducing the current level of privacy and creating constant overlooking. The proposed development exceeds the existing height set by the existing building and does not properly address the impact on the adjacent properties.
- The development is not of an architectural design that matches the surrounding residential properties. An example of architectural design that would be more fitting can be seen on the current development on 426 Archway Road near Highgate Underground Station.
- The development would further add to parking pressure on the existing roads
- Access to the site for refuse clearance, residents, visitors and commercial deliveries for the commercial outlet has not been addressed properly and is currently inadequate.

## **RELEVANT PLANNING POLICY**

### **National Planning Policy**

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Guidance 3: Housing

Planning Policy Guidance 4 Industrial Commercial Development and Small Firms

Planning Policy Guidance 13: Transport

Planning Policy Guidance 24: Planning and Noise

## The London Plan - 2004

Policy 2A.3 Areas for Intensification  
Policy 3A.1 Increasing London's supply of housing  
Policy 4B.3 Maximising the potential of sites  
Policy 4B.6 Sustainable design and construction

## Adopted Unitary Development Plan, 2006

G1 Environment  
G2 Housing Supply  
G10 Conservation  
UD2 Sustainable Design and Construction  
UD3 General Principles  
UD4 Quality Design  
UD7 Waste Storage  
UD8 Planning Obligations  
CSV1 Development in Conservation Areas  
EMP5 Promoting Employment Uses  
EMP4 Non Employment Generating Uses  
ENV9 Mitigating Climate Change: Energy Efficiency  
HSG1 New Housing Development  
HSG9 Density Standards  
HSG10 Dwelling Mix  
M3 New Development Location and Accessibility  
M4 Pedestrian and Cyclists  
M10 Parking for Development

## Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements  
Housing SPD (October 2008)  
SPG 2 Conservation & Archaeology  
SPG 8b Materials  
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight  
SPG4 Access for All – Mobility Standards  
SPG5 Safety by Design  
SPG7a Parking Standards  
SPG7b Vehicle and Pedestrian Movement  
SPG8a Waste and Recycling  
SPG9a Sustainability Statement  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

## ANALYSIS/ASSESSMENT OF THE APPLICATION

### Principle of Residential Use/ Commercial Use

The application site is not located within a defined employment area. It is however currently occupied by a small car wash business and car storage. These type of businesses only need to employ 3 or 4 people and on a site of this size more provision for employment could be achieved. Also, the fact that none of the previous tenants have succeed in maintaining an ongoing business on the site shows that the current use of the site is not commercially viable.

EMP4 states that planning permission will be granted to redevelop or change the use of land or buildings in an employment generating use provided the land or building is no longer suitable for business or industry use and the redevelopment would increase the numbers of jobs permanently provided on the site.

Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan sets housing targets for individual Boroughs for the period up to 2016. These targets are generally reflected in Unitary Development Plan policy HSG 1 New Housing Developments. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development.

The proposed development would provide a mixed use scheme that would provide much needed housing in the Borough. It will include 7 residential units on ground and first floor level. It also offers 91.7 sq m of new office space A2/B1 use on ground floor level.

The provision of residential on the site would therefore make a useful contribution to the Boroughs housing stock. The site is located in close proximity to a established residential area, local shopping centre and close to a number of public transport facilities. The provision of office space would also create local employment opportunities in the area.

The redevelopment of this site is also in accordance with the broader principles of Central Government Planning Policy (PPGa and PPSs), in Paragraph 27 of PPS1 which seeks to "to promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings'

### Residential Density

This residential part of the site encompasses a habitable room density of 224 habitable rooms per hectares (HRH). (The figure is on the low side reflecting that the site has a long road frontage and, for density purposes, this tends to inflate the Residential site area; a strip of land 6 metres by the length of the frontage to the shorted road is added to the site area). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general

guideline should be in the density range of 200-700 habitable rooms per hectares.

In terms of the London Plan (2004), the plan categorises density ranges in terms of location, setting, existing building form and massing. Based on the density matrix (as shown in Table 4b.of the plan) the site is considered to be within an urban area with terrace houses and flats are the predominant housing type, the site is close to a town centre and a density of 200-450 HRH would be acceptable.

The proposed residential density is therefore considered to be acceptable and to be in keeping with both the density standards of the Adopted UDP and the London Plan.

### Layout and Design

The ground floor will consist of 91.7 sqm of commercial space for A2/B1 use that will occupy the rear section of the proposed building close to Bakers Lane. The ground floor will also consist of 2 x 2 bed self contained flats occupying the front section of the proposed building. Unit 1 will be 70sqm and unit 2 will be 92.8sqm. The first floor will consist of 5 self contained flats occupying the front and partially rear section of the proposed building. Unit 3 (2 bed) will be 70sqm, unit 4 (1 bed) will be 51.3sqm, unit 5 (2 bed) 74sqm, unit 6 (2 bed) 81.3 sqm and unit 7 (2 bed) 62.4 sqm. All the room sizes of the proposed development are consistent with the floorspace minima identified in the Housing SPD (October 2008).

The scheme provides external amenity space which would be appropriate to the needs of future occupants in the form of 60sqm of private garden space to the rear of unit 1. Defensible front amenity space has been proposed at ground floor level for the corner flat. The first floor will have 22.2sqm of green roof terrace serving unit 4, 30.1sqm serving unit 5 and 21.1sqm serving unit 7. Amendments now include further amenity space serving units 3 and 6 on roof level in the form of a green roof terrace of 120 sqm and a much smaller hard surface terrace.

This application is an amended version of one previously submitted and withdrawn. The amendments have reduced the height and scale of the development, due to its rather cramped corner site. It has been reduced from a two and three storey development to a two storey development on the Archway Road and Bakers Lane elevation stepping down to single storey on the side of the building facing the boundary line along the rear gardens of the properties between 96 to 108 North Hill.

The overall height and scale is now appropriate for the site and it is more in character with the rest of the vicinity, which is predominantly two storey in height; there are some three storey properties further north on the corner of Aylmer Road and Great North Road, but these are on a much larger plot.



The existing building is constructed in red brick, the flat roof is in asphalt, corrugated sheeting and the windows are polyester powder coated aluminium. The proposed development will have a flat roof similar to the existing building and it will be rectangular in shape. The proposed materials chosen for the proposed development is stock brickwork with horizontal banding of the brickwork on the Archway Road and Bakers Lane elevation, it will also have self coloured render, timber cladding, a green roof system with grey polyester powder coated aluminium framed windows. A 1.8m high privacy screen in obscure glass leading onto the terrace will be inserted on the first floor to protect the privacy of the surrounding properties, this will be set back by 3.7m from the rear building line.

Amendments have been made to the design of the “rotunda” feature on the corner due to its very prominent and well defined location at the corner of Bakers Lane and Archway Road junction. It will have a circular parapet wall of a height proportionate to the terrace, together with the curved glass façade and hardwood.

#### Impact on the Conservation Area

The existing building to be demolished, is not of particular architectural quality and therefore does not contribute towards the conservation area. The replacement building would not have an adverse affect on the conservation area because; it will be a significant improvement to the existing flat roofed building on Archway Road and Bakers Lane and the materials used would be sympathetic to the area. Overall the proposed development would not detract from the more traditionally styled residential dwellings along Archway Road. It will compliment the more modern architectural styles of some of the residential developments surrounding the site.

#### Impact on Neighbours

Amendments have included reducing the overall height and scale of the development so that it steps down to single storey on Bakers Lane where the scheme backs onto the terrace of houses to the west. The first floor of the building is set back by 6.5m on the side that adjoins the sites boundary along the rear gardens of the properties on North Hill. It is considered that the proposed building will not be overbearing when viewed from the rear properties of 96 – 108 North Hill. The scheme has been designed to minimise overlooking of the rear gardens/ rear elevations of the properties on North Hill in that a 1.8m privacy screen in obscure glass is proposed. The privacy screen will be set back by 3.7m from the rear building line. It is there considered that the proposed development will not adversely affect the residential privacy/ amenity of the surrounding neighbours occupiers.

In terms of noise and disturbance to residents from the proposed A2/B1 use, it is considered that this will be significantly less than the previous uses on site.

### Access and Parking

The applicant has provided 6 parking spaces, including 2 disabled parking bays and 5 secure cycle racks. The transportation team comment ;

*We understand from the planning application form that 6 car parking spaces, including 2 disabled bays are proposed. This is acceptable level of car parking for the proposed land use on this site; given the level of access to public transport. In terms of cycle parking no spaces are proposed on the planning application form though the proposed ground floor drawing dated July 2009 shows cycle parking on site. TfL guidelines suggest a minimum of 8 spaces should be provided'.*

The seven residential units will be accessed via two communal stairwells accessed of the Archway Road elevation. There will be a secure entry system. Two of the residential units are located on the ground floor and three out of the five units first floor units are accessible by means of a lift to enable inclusive access to and through the site. The commercial unit will be accessed directly off the public footpath on the Bakers Lane side.

Vehicle access to the proposed development will be directly off Archway Road. The applicants also proposed to move the existing vehicular crossover.

The London Fire Brigade is satisfied with regards to fire brigade access

### Sustainability

The proposed development has been designed to achieve minimum level 3 code for sustainable homes and include the following features;

- A rainwater harvesting system for reuse in garden and landscaped areas.
- Solar/photovoltaic units proposed on the roof
- Double/triple glazed broken windows with low energy glass for reduced energy consumption
- Approved condensing gas boilers to be installed to all units
- Natural ventilation system
- Timber from approved and sustainable sources as approved by FSC
- Life times home compliant
- Low energy light fittings
- External insulated building envelop to high levels of U values
- Air to air heat pumps to serve all 7 residential units

## Refuse

A secure refuse enclosure with recycling facility for residential units 1 – 7 and the commercial space is located on ground floor level towards the front section of the development. The waste management team comment;

*The refuse and recycling provision for the residential element of this proposed development would appear to be fine but I am a little concerned about the vehicles stopping outside of the site when collecting.*

## Planning Obligations/Section 106

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek a financial contribution.

## Education Contribution

A sum of £20,000 towards education contribution is sought.

## Environmental contribution

A sum of £10,000 towards environmental improvements is sought.

## Recovery Costs

As part of the S106, it is recommended that a financial contribution is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.

The applicant has agreed to a contribution of £1000 towards recovery costs/administration.

## **SUMMARY AND CONCLUSION**

The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use unlock the full potential of the site, provides a better frontage onto Archway Road and Bakers Lane, making a useful contribution to the Boroughs housing stock while at the same time protecting the residential amenities of neighbouring occupiers.

The design, scale, bulk and massing of the proposed development after amendments is appropriate on the site and it will reflect the surrounding buildings. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties between 86 – 108 North Hill. The density of the proposed

development is considered appropriate for a built up site located in close proximity to good transport links and a local shopping centre.

The proposed development is considered to be in accordance with Policies UD3 'General Principles', UD4 'Quality Design', CSV1 Development in Conservation Areas, EMP5 Promoting Employment Uses, EMP4 Non Employment Generating Uses HSG1 New Housing Development, HSG 9 'Density Standards', M3 New Development Location and Accessibility, M4 Pedestrian and Cyclists ,M10 'Parking for Development'; Housing SPD (October 2008), 'SPG 1A 'Design Guidance, SPG 2 Conservation & Archaeology, SPG 8b Materials, SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'. SPG4 Access for All – Mobility Standards, SPG7a Parking Standards, SPG7b Vehicle and Pedestrian Movement, SPG8a Waste and Recycling and SPG9a Sustainability Statement

## **RECOMMENDATION 1**

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2009/1730, subject to a pre-condition that Metropolitan Development Consultancy and [the owner (s)] of the application site shall have first entered into an Agreement of Agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure £10,000 towards environmental improvements, £20,000 education contribution and £1,000 towards recovery costs. The overall total is £31,000.

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2009/1730 be refused for the following reason:

The proposal fails to provide an Environmental and Education Contribution in accordance with the requirements set out in Supplementary Planning Guidance 10a The Negotiation, Management and Monitoring of Planning Obligations attached to the Haringey Unitary Development Plan.

## **RECOMMENDATION 2**

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2009/1730

## RECOMMENDATION 3

### GRANT PERMISSION

Registered No. HGY/2009/1730

Applicant's drawing No.(s) 7442/01A, 02A, 03A; 7436/21, 22 (rev), 25 (rev), 25 (rev) - 28 incl

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.

### MATERIALS AND LANDSCAPING

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.

4. Fully annotated and dimensioned drawings of elevational features, shopfronts at a scale of 1:10, including the type/style of window, shall be submitted to and approved by the LPA prior to commencement of development.

Reason: To ensure that the development is of a high standard to preserve the character and appearance of Highgate Conservation Area.

5. Details of roof terrace, including surfacing and guard rails/parapet walls, shall be submitted to and approved by the LPA prior to commencement of development.

Reason: To protect amenity and safety of the occupiers.

6. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

7. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and 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.

8. Details of the materials to be use in hard surfacing areas shall be submitted to and approved by the Council prior to the commencement of development, such details to incorporate permeable surfacing wherever possible. Reason; In order to ensure sustainable means of dealing with surface water on the site.

#### MISCELLANEOUS

9. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

10. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

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

11. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

12. 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 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

## TRANSPORT AND HIGHWAYS

13. The level of car and cycle parking shall be a maximum of 6 car parking spaces and minimum of 8 cycle spaces.

Reason: To meet TfL guidelines on car and cycle parking.

14. Details of the following shall be submitted to and approved by the Local Planning Authority in conjunction with Transport for London prior to commencement of development, and shall be implemented in accordance with such approved details:-

(A) Access proposals, to show that the access can work safely, including all vehicles entering and leaving the site in forward gear.

(B) Construction Logistics Plan (CLP) showing how construction will be managed without suspending current restrictions to be submitted to TfL for approval prior to construction taking place.

(C) Delivery and Servicing Plan (DSP) that shows that the site can be serviced safely within the current stopping/loading restrictions as on site be submitted to TfL prior to occupation of the commercial units.

(D) Details of any proposed changes to access arrangements (including if they are needed for pre-construction or only occupation) that are necessary and will not impinge on the safety of any road users including pedestrians and cyclist.

Reason: To reduce any potential highway safety hazard posed to all road users, including any danger during construction.

15. The developer shall enter into s278 agreement with TfL for any work on the Transport for London Road Network.

Reason: To ensure work is designed and constructed to TfL standards and specification in order to minimise any potential highway safety hazard.

## ENERGY CONSERVATION

16. An Energy Assessment shall be submitted, and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with such approved details.

Reason: To ensure the development incorporates energy efficiency measures to contribute to a reduction in carbon dioxide emissions generated by the development.

INFORMATIVE: TfL believes that most of the concerns can be dealt with by planning condition, including an informative that any changes to the access onto the A1 will require an agreement with TfL under s278 of the Highways Act.

## REASONS FOR APPROVAL

The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use unlock the full potential of the site, provides a better frontage onto Archway Road and Bakers Lane, making a useful contribution to the Boroughs housing stock while at the same time protecting the residential amenities of neighbouring occupiers.

The design, scale, bulk and massing of the proposed development after amendments is appropriate on the site and it will reflect the surrounding buildings. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties between 86 - 108 North Hill. The density of the proposed development is considered appropriate for a built up site located in close proximity to good transport links and a local shopping centre.

The proposed development is considered to be in accordance with Policies UD3 'General Principles', UD4 'Quality Design', CSV1 'Development in Conservation Areas', EMP5 'Promoting Employment Uses', EMP4 'Non Employment Generating Uses', HSG1 'New Housing Development', HSG 9 'Density Standards', M3 'New Development Location and Accessibility', M4 'Pedestrian and Cyclists', M10 'Parking for Development'; Housing SPD (October 2008), SPG 1a 'Design Guidance', SPG 2 'Conservation & Archaeology', SPG 8b 'Materials', SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight', SPG4 'Access for All - Mobility Standards', SPG7a 'Parking Standards', SPG7b 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling' and SPG9a 'Sustainability Statement'.