

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2010/1883	Ward: Crouch End
<p>Address: Monkridge, Crouch End Hill N8</p> <p>Proposal: Enlargement of existing roof areas of main buildings to create 3 x one bed flats and 1 x two bed flat (Building 1) and 2 x two bed flats (Building 2). Formation of 1 x one bed flat within unused garage space of Building 2 incorporating one bedroom from adjacent flat. Demolition of existing garage block to rear of site and erection of 2 x two bed flats. Associated landscaping and creation of 20 car parking spaces.</p> <p>Existing Use: Residential Proposed Use: Residential</p> <p>Applicant: Ms Lissa Napolitano Loromah Estates Ltd</p> <p>Ownership: Private</p>	
<p>Date received: 07/10/2010 Last amended date: 14/12/2010</p> <p>Drawing number of plans: 169.(1)0.010 - 020 incl.; 196.(1)1.010a - 014 incl.; 196.(1)2.010 - 015 incl.; 196.(1)3.010 - 012 incl. and 015</p>	
<p>Case Officer Contact: Oliver Christian</p>	
<p>PLANNING DESIGNATIONS:</p> <p>Road Network: Classified Road Conservation Area</p>	
<p>RECOMMENDATION</p> <p>GRANT PERMISSION subject to conditions</p>	
<p>SUMMARY OF REPORT:</p> <p>The current proposal seeks the enlargement of existing roof areas of main buildings to create 3 x one bed flats and 1 x two bed flat (Building 1) and 2 x two bed flats (Building 2). Formation of 1 x one bed flat within unused garage space of Building 2 incorporating one bedroom from adjacent flat. Demolition of existing garage block to rear of site and erection of 2 x two bed flats. Associated landscaping and creation of new car parking spaces and sheltered cycle bays.(revised scheme)</p> <p>The scheme has been revised from that originally submitted:</p>	

1. SITE AND SURROUNDINGS

- 1.1.1 The application site is Monkridge Court is located on Haslemere Road, consists of two early C20 four storey residential blocks. These blocks feature brickwork clad elevations, and prominent white painted full height curved bays which have small hipped roofs over, and central staircase tower with a small gable roof over.
- 1.1.2 The blocks follow the alignment of other buildings on the street, with front gardens behind front boundary walls. These blocks are located close to the top of Crouch End Hill, and back onto the Parkland Walk, which is a Green Corridor on the borough boundary with L.B. Islington.
- 1.1.3 The site is within the designated Crouch End Conservation Area.

2. PLANNING HISTORY

- 2.1 **HGY/2009/1877** REF 29-12-09 Monkridge, Crouch End Hill London
Roof extensions of Building 01 / Building 02, Monkridge and formation of 3 x one bed flats and 3 x two bed flats.
- 2.2 **HGY/2009/1900** REF 29-12-09 Monkridge, Crouch End Hill London
Demolition of existing unused garages and caretaker's lodge, and erection of new building comprising 2 x two bed flats. Formation of 1 x one bed flat within unused garage space of Building 02: Landscaping and formation of 9 car parking spaces and 20 bicycle bays.

3. RELEVANT PLANNING POLICY

3.1 Unitary Development Plan

UD2 Sustainable Construction
UD3 General Principles
UD4 Quality Design
UD8 Planning Obligations
HSG1 New Housing Developments
CSV1 Development in Conservation Areas
CSV5 Alterations and Extensions in Conservation areas
CSV7 Demolition in Conservation Areas
HSG11 – restricted conversion area
M10 Parking for Development

3.2 Supplementary Planning Guidance / Documents

SPD-Housing
SPG10c 'Education needs generated by new housing'
SPG1a Design Guidance

4. CONSULTATION

Statutory	Internal	External
Conservation advert Ward Councillors	Building Control Conservation Officer Transportation Group	<u>Amenity Groups</u> Hornsey CAAC <u>Local Residents</u> <u>Total No of Residents</u> Consulted: 160

5. RESPONSES

Haringey Design Panel – The scheme did not go before the design panel.

- 5.1 Conservation Officer responded as follows - The proposed dormers still appear disproportionately large / over scaled / too bulky and visually prominent, and too close to the hips of the roof. I would therefore suggest that the side ‘splayed’ lights of the dormers be deleted to reduce the bulk, width and scale of the dormers. This would also result in a more vertically proportioned dormer, which would harmonize more with the vertical bays, gables and chimneys features at roof level.
- 5.2 There is still no lift provision to the top floor – poor access provision.
- 5.3 Increased density does affect the character and appearance of the Conservation Area. This proposal is for a significant intensification of residential use with additional dwellings which puts further pressure on amenity space and car parking. I am concerned that the proposed car parking on the frontage of Block 2 will result in a loss of front garden area adversely affect the amenity of the residents, and also parking bay No 20 may adversely affect the amenity of residents.
- 5.4 **Local Residents objections** summarised as follows: The development will increase parking at the top of the road right opposite the school. I know you were extremely helpful over the issue of a CPZ for this road, this has improved our parking enormously, but at pick up times in the afternoon it is still difficult to get out at the end of the road as many people collecting park in driveways and on the double yellow lines, more parking from Monkridge will only exacerbate this problem and cause safety issues.
- 5.5 The site lies within the Crouch End Conservation Area. The proposed two-bedroom flats represent an undesirable form of backland development at odds with the existing pattern of development in the area. The surrounding area is not characterised by backland development, or by single-storey dwellings. The presence of garages to the rear of the site cannot justify residential development to the rear of the site. Furthermore the proposed single-storey ‘lean-to’ addition to Building 2 (immediately adjacent to my clients’ property) would be an architecturally inept addition to the tall vertical wall of the building. As a consequence the proposed development would have a detrimental impact on the character and appearance of the conservation area

6. **Transportation Group** comments as follows on the original and the revised car parking layout.
- 6.1 The application site has a low PTAL of 2. It is therefore likely that the prospective residents of this development would use private vehicles for journeys to and from the site. Furthermore, this site falls within Crouch End Restricted Conversion Area (Adopted 2006 UDP Policy HSG 11). Policy HSG11 lists this section of Crouch End Hill as one of the areas where "majority of properties have been converted into flats and are now experiencing problems of extreme parking pressure and a significant adverse effect on residential amenity". We will subsequently apply Policy 1.3 of Appendix 1 UDP 2006 which requires that the applicant provides 10 car parking spaces (1 space per unit for the 1 bed units and 1.2 spaces per unit for the 2 bed units) for the additional residential units.

On the contrary the applicant has supplied an additional 2 off-street parking spaces. Although the parking survey supplied as part of the application has identified Haslemere Road and Waverley Road as streets that could accommodate the shortfall in off-street parking provision, it should be noted that both of these roads also fall within the Crouch End restricted conversion area.

In view of the lack of car parking provision by the applicant, in an area with severe parking pressure, this proposal cannot be supported from the highways and transportation points of view. Whilst the car parking requirement for the proposed conversion may be viewed in isolation as not significant, the effectiveness of the applicable policy relies on it being used consistently.

14/12/2010 – Revised comment following amendment of parking layout.

The applicant has re-assessed the current parking capacity and confirmed that the forecourt area can only cater for a maximum of 15 vehicles and not 18 as originally stated on the application form. It has also been noted that the revised plans detail secure covered storage for 20 cycles.

The applicant's agent has confirmed that the proposals have now been amended so that the current informal parking arrangement will be retained in order to serve the current residents as per the existing arrangement. It is intended that nine new bays will be created as part of the amended scheme and that the use of these new parking bays be dedicated for the use of the residents of the new development only. The applicant has submitted a car park management plan detailing the new arrangement.

However, the highway and transportation authority require that the measures for restricting the use of the new parking bays (as detailed in the Car Park management plan) be secured by agreement.

Given that parking provision for the new development meets parking standards as detailed within Haringey Council adopted UDP (2006), the highway and transportation authority would not be able to sustain the current objection against the above application.

Therefore, the highway and transportation authority wishes to remove its objection to the above proposal subject to the imposition of the following condition:

1. The use of the new car parking spaces shall be restricted for the use of the new development only as detailed in the submitted Car Park management plan. Reason: To ensure compliance with Council policy and therefore maintain a reasonable level of parking so as not to prejudice the free flow of traffic and conditions of general safety on the highway.

7. ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Loss of garages
- Impact on amenity of existing residents
- Impact on Conservation Area
- Standard of accommodation
- Waste Management
- Sustainability
- Car Parking and Transportation Issues
- Section 106 Contributions

7.1.1 Loss of garages

7.1.2 The application site comprises a small block of lock up garages at the rear of Monkridge.

7.1.3 The application site has a low PTAL and is located within the Crouch End Restricted Conversion Area (UDP Policy HSG 11). Although the loss of off-street parking provision is normally not considered acceptable in areas that have been identified as suffering from existing on-street parking pressure, we have taken into account comments made in relation to Planning Appeal Ref: APP/Y5420/A/08/2080208, in which the Inspector took the view that the garages can no longer be reasonably considered as providing for uses other than storage and therefore provide a very limited role in providing for off street parking in the area. In the Inspectors reasons for allowing the appeal it is stated that "It is therefore, my judgment that redevelopment of the site as proposed would lead to no appreciable change to the availability of on-street parking in the surrounding area." A very similar appeal decision exists on a nearby site at Gladwell Road/Cecile Park.

7.1.4 The application proposes the demolition of existing garages on the site. These garages are not of any historical value and their removal is not considered to have any adverse impact on the character and appearance of the Conservation Area.

7.1.5 The proposed development is therefore considered to be consistent with Policy CSV 7 'Demolition in Conservation Areas'.

8.0 Impact on Amenity of existing residents

- 8.1 The proposal is not considered highly intrusive on the garden-like expanse when viewed from the existing units of the Monkridge and although could potentially obstruct open views across the gardens, it would not be any greater than that of the existing garages and as such would not cause detrimental harm to the visual amenity of the existing occupiers of Monkridge. Policy CSV1: Developments in Conservation Areas and SPG 1a states; all developments within a conservation area will need to take special account of the area's heritage factor. Any scheme needs to have regard to the physical and cultural context of the local area within which it is situated. The form, rhythm and massing of the building should reflect important features in the surrounding buildings.
- 8.2 In respect of the garage site at the rear: The design of the proposed development is considered consistent with the aims of Council policy in that it does not give rise to overlooking or a loss of privacy. It is considered that although being in close proximity to existing residential units, the development would not be detrimental to the living conditions of the neighbouring property.
- 8.3 It is considered that the proposal that is located at the rear of the block and within close proximity to residential units and has an acceptable relationship with the neighbouring block of flats and as such is not considered contrary to the requirements of the Unitary Development Plan Policies and supplementary guidance.
- 8.4 In respect of excessive density – The current density of the site is 470 habitable rooms to the hectare (hrh). The current proposal increases the density to 550hrh.
- 8.5 It is considered that this increase in density is not sufficient to cause harm or detriment to the conservation area in that the buildings are set within their own grounds and the quality of design, standard of accommodation and external amenity provided is of good quality.
- 8.6 The site is not within an area that has been defined as been open space deficient. The existing garden/amenity area of the flats backs onto Parkland Walk.
- 8.7 The existing amenity space has been redesigned incorporating landscaped areas including tree planting, shrub planting and areas of grass. Overall it considered that the proposed amenity provision would be adequate for the development consistent with Housing Supplementary Planning Documents (adopted October 2008).
- 9.0 Impact on Conservation Area**
- 9.1 The site of the proposed development is located very prominently on the corner of Crouch End Hill and Haslemere Road; as such the proposed alterations to the roof would form a small but visually prominent development within the Crouch End Conservation Area.
- 9.2 It is considered that the proposed dormers are relatively small and are of a design that picks up on the common and prominent features of Monkridge and as such is consistent with Unitary Development Plan Policies especially UD3 and UD4 that require Design Quality, requiring buildings that fit in with the surrounding area and that would preserve the character and appearance of the locality also adjoining Crouch End Conservation Area.

- 9.3 CSV5 states that where development is proposed, careful consideration will be given to all design issues with particular attention given to density and height of the proposal, privacy and outlook from existing houses and gardens, access arrangements, levels of traffic and reduction in sunlight to existing rear gardens.
- 9.4 It is considered that the proposed dormers and new build at the rear of the site on the former garages, by reason of siting, overall design and general appearance would be within keeping with the design and character of the existing building thereby not causing visual harm or detracting from the character and appearance of the immediate locality and conservation area. The proposal is considered to accord with policies CSV1, CSV5, UD4 'Quality Design' and SPG1a 'Design Guidance' of the Haringey Unitary Development Plan.

10.0 Standard of Accommodation

- 10.1 The scheme proposes the enlargement of existing roof areas of main buildings to create 3 x one bed flats and 1 x two bed flat (Building 1) and 2 x two bed flats (Building 2). Formation of 1 x one bed flat within unused garage space of Building 2 incorporating one bedroom from adjacent flat. Demolition of existing garage block to rear of site and erection of 2 x two bed flats.
- 10.2 SPD Housing recommends that 1 bedroom 2 person units have a floor area of 48m², 2 bedroom 3 person units should have a floor area of 60m². The one-bedroom unit in this development would have a floor area just over 45m². The two-bedroom units are 65m² and 58m².
- 10.3 It would be desirable to have a lift in blocks 1 and 2 to serve the new floor of each block. The London Housing Design Guide states that the provision of a lift is desirable rather than compulsory and applies new build developments more than existing refurbishment. Additionally it is considered that the integration of lift shafts into these two blocks would have an adverse impact on the layout of the existing flats whilst the requirement to provide an overrun at the head of the lift shaft would create an undesirable projection in the roof scape of the two buildings adversely affect their external appearance and amenity value to the conservation area.
- 10.4 It is considered that proposed units provide an acceptable layout and standard of accommodation and as such there are no planning objections.

11.0 Waste Management

- 11.1 The application section 7 indicates that no separate provision has been made for the domestic refuse and recycling that will be created by this proposed development. The proposed development will increase the refuse storage requirement by 1080ltrs.
- 11.2 The existing refuse and recycling is stored in the garage area to the rear of the flats. The increase in the refuse will require an additional 1100ltr bin, this has been provided.

12.0 Sustainability

12.1 It is a requirement that a sustainability checklist accompany all major planning application. Although the applicant has not provided a completed sustainability checklist as part of the application submission as required by SPG 8c “Environmental Performance” and SPG 9 “Sustainability Statement – Including Checklist” – The applicant has included sustainable feature in the design and outlined these in the submitted design and access statement.

12.2 Included are high efficiency boilers, thermal bridging to prevent heat loss, energy efficient lighting and use of environmentally friendly materials where appropriate. As such there are no planning objections.

13.0 Car parking and Transportation Issues

13.1 Within the UDP the development site has been identified as an area that is subject to high / extreme car parking pressure and has a significant adverse effect on residential amenity and as such the applicant is required to provide off street parking as part of development proposals.

13.2 The applicant has re-assessed the current parking capacity and confirmed that the forecourt area can only cater for a maximum of 15 vehicles and not 18 as originally stated on the application form. It has also been noted that the revised plans detail secure covered storage for 20 cycles.

13.3 The applicant’s agent has confirmed that the proposals have now been amended so that the current informal parking arrangement will be retained in order to serve the current residents as per the existing arrangement. It is intended that nine new bays will be created as part of the amended scheme and that the use of these new parking bays be dedicated for the use of the residents of the new development only.

13.4 The applicant has submitted a car park management plan detailing the new arrangement.

13.5 Loromah Estates Ltd has stated that they will undertake to ensure that the car parking facilities provided within the site are being appropriately used by residents in accordance with the details set out within this plan.

13.6 The management strategy for the additional parking spaces within the site will be secured within the lease agreement of each of the new apartments within the site. A summary of the parking regulation in operation on the site are provided below: Parking Regulations 1) Residents with an allocated car parking space will not be permitted to rent out or sell spaces to a third party. This will be enforced through the drafting of an appropriate planning condition and the insertion of an appropriate clause within their lease agreement or covenant. 2) In lined car parks, vehicles must park within designated parking places only; 3) Vehicles must not park on footpaths or areas of open space not intended for car parking; 4) Vehicles must not be parked in such a way that causes obstruction or inconvenience to other users (such as pedestrians and the movement of delivery vehicles throughout the car park).

13.7 There are no Transportation or planning objections to the amended layout and car parking arrangement.

14.0 Section 106 contributions – Education.

14.1 The development proposes an additional 5 x 2 bed family units and as such generates the need for an education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £17,275.

14.2 The scheme also incurs administration/recovery costs of £525.

14.3 This gives a total contribution figure of £17,800.

14.4 The scheme proposes 9 residential units – This is below the threshold when affordable housing is required.

15.0 Equalities Impact Assessment

15.1 In determining this application the Committee is required to have regard to its obligations under Equalities Legislation including the obligations under Section 71 of the Race Relations Act 1976.

15.2 The impact of this scheme has been considered in relation to Section 71. The proposed development has been considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

15.3 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

16.0 CONCLUSION

16.1 The proposed dormers and roof alteration, also the development on the former garages at the rear 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 and the conservation area;

16.2 The development at rear will not be highly visible from the public realm and as such will not detract from the character and appearance of Conservation Area. Overall the scale, massing, height and alignment of the dormers and the development on the former garages have been designed sensitively so as to minimise any adverse impact on the amenity of neighbouring properties or the Conservation Area.

16.3 There is no transportation objection to the revised parking layout proposed, additionally, there would also be the provision of a secured cycle storage area to enable future occupiers to use sustainable modes for travel to and from the site.

16.4 The proposed development is considered to be in accordance with the requirement of policies UD3 'General Principles', UD4 'Quality Design', M10 Parking for Development, CSV1 'Development in Conservation Areas' and CSV5 'Alterations and Extensions in Conservation Area' of Haringey Unitary Development Plan and SPG1a.

16.5 It would therefore be appropriate to recommend that planning permission be granted.

RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY2010/1883 (“the Planning Application”), subject to a pre-condition that [the applicant and] [the owner(s)] of the application site shall first have entered into an agreement or 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:

Under Section 106:

- An education contribution as required under SPG10c ‘Education needs generated by new housing’ to a value of £17, 275.00
- An administration cost of £525.00

RECOMMENDATION 2

That, in the absence of the agreement(s) referred to in resolution (1) above being completed by 20 February 2011, planning application reference number HGY/2010/1883 shall be refused for the following reasons:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education provision the proposal is contrary to Policy UD8 ‘Planning Obligations’ of the adopted Haringey Unitary Development Plan (2006) and SPG10c ‘Education needs generated by new housing’

RECOMMENDATION 3

In the event that the Planning Application is refused for the reasons set out in resolution (2) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

That following completion of Agreement referred in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2010/1883 Applicant’s drawing No. (s) 169.(1)0.010 - 020 incl.; 196.(1)1.010a - 014 incl.; 196.(1)2.010 - 015 incl.; 196.(1)3.010 - 012 incl. and 015.

Subject to the following condition(s)

GENERAL

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.

MATERIAL AND LANDSCAPING

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. 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.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

SUSTAINABILITY

6. Prior to occupation of the residential development hereby approved, a statement demonstrating consistency with the submitted Energy Statement Assessment, which indicates the use of renewable technologies on site will lead to 20% reduction in predicted CO2 emissions (measure against a base building according to current Building

Regulations), shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the LPA.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

7. Prior to occupation, a statement demonstrating energy efficient measures including design, building fabric improvements, use of on-site equipment and where applicable connection to decentralised energy networks for reduction in fossil fuel use and CO2 emissions in line with an energy statement shall be submitted to and approved by the Local Planning authority and shall be implemented prior to the occupation of the dwellings hereby permitted and be maintained thereafter for the life of the development.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

OTHER

8. 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.

9. 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.

10. 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.

INFORMATIVE: That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: The development requires numbering. Please contact Local Land Charges (tel. 0208 489 5573) at least weeks 8 weeks before completion of the development to arrange allocation of suitable address (es).

REASONS FOR APPROVAL

The proposed development is acceptable for the following reasons:

The proposed dormers and roof alterations 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 proposed development on the former garages will be kept sufficiently away from the boundaries to ensure sufficient separation distances from adjoining neighbours to not cause harm additionally the building will not be highly visible from the public realm and as such will not detract from the character and appearance of Conservation Area.

The proposal is considered to be in accordance with Policies UD3 'General Principles', UD4 'Quality Design', M10 'Parking for Development', 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' and SPG7c 'Transport Assessments'.