

1. SITE AND SURROUNDINGS

- 1.1 The application site is a small backland site known as 19a Thorold Road, consisting of an a vacant industrial unit which is accessed via an alleyway in between No's 17 and 19 Thorold Road. Thorold Road comprises largely of two storey terraced houses. The site backs on the rear of No's 117-123 Myddleton Road which mainly consists of ground floor retail units with residential accommodation on the upper floors.
- 1.2 The site is currently contains of two-storey commercial B1 unit. The existing unit is brick built with metal windows and a corrugated metal roof and is arranged in an L shape. The site was part of a larger plot which was segregated and planning consent recently granted for a residential development consisting of three mews houses. The application site falls within Bowes Park Conservation Area.

2. PLANNING HISTORY

OLD/1962/0908- --Use of premises for the Mf. of transformers - CON DEV-10-12-62

OLD/1967/0847- -Determination as to use for training of apprentices - CON DEV-08-03-67

OLD/1967/0848 - Determination as to use for training of apprentices - CON DEV-08-03-67-

HGY/2010/1181- Formation of second floor and pitched roof over existing building fronting Myddleton Road. Partial demolition of storage area to rear and erection of 2 x mews houses (revised scheme) - GRANTED—25-08-2010

3. PROPOSAL

The proposal is for the partial demolition of existing industrial unit and the erection of 4 x 2 bedroom self contained maisonettes. The scheme has been amended since submission.

4. RELEVANT PLANNING POLICY

4.1 National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Guidance 13: Transport
Planning Policy Statement 5: Planning for the Historic Environment

4.2 London Plan

Policy 3A.1 Increasing London's supply of housing
Policy 3A.2 Borough housing targets
Policy 3A.3 Efficient use of stock
Policy 3A.4 Housing choice
Policy 4B.3 Maximising the potential of sites

4.3 Unitary Development Plan

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 HSG1 New Housing Development
Policy HSG 2 Change of Use to Residential
Policy HSG10 Dwelling Mix
Policy ENV13 Sustainable Waste Management
Policy M9 Car Free Residential Developments
Policy M10 Parking for Development
Policy CSV1 Development in Conservation Areas
Policy CSV5 Alterations and Extensions in Conservation Areas
Policy EMP4 Non Employment Generating Uses

4.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
SPG2 Conservation and Archaeology
SPG8b Materials
SPG1a Design Guidance and Design Statements
‘Housing’ SPD
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG8b Materials
SPG9 Sustainability Statement
SPG10 The Negotiation, Management and Monitoring of Planning Obligations

5. CONSULTATION

Internal	External
Ward Councillors Conservation Team Transportation	1 – 49 Thorold Road 8 – 52 Thorold Road 101 – 137 Myddleton Road 113a and 113b Myddleton Road 127a Myddleton Road 1, 2, 3 Myddleton Mews 7a Thorold Road Workshop GF left 7a Thorold Road Workshop GF right 7a Thorold Road First floor workshop, 7a Thorold Road 19a Thorold Road

5. RESPONSES

Ward Councillor / Cllr Cooke

- 5.1 The proposal scheme would constitute 'inappropriate development within the Bowes Park Conservation Area because it is not of high quality. There are concerns that the proposal would constitute an overly dense development. In principle the ward councillor is not against general development of the site as it is crucial to redevelop derelict properties and ex-commercial spaces, but the quality of such development is key, and there are many concerns about this particular application that would need to be addressed before it meets approval.

Transportation

- 5.2 The application site is located in an area with a medium/high public transport accessibility level (PTAL). The site is within walking distance of Bowes Park rail and Bounds Green underground station. Therefore, we have deemed that majority of the prospective residents of this site would use sustainable travel modes for their journeys to and from the site.
- 5.3 Although a recent site visit has confirmed that there is significant parking stress within the immediate vicinity of the site, it has been noted that a new extension to the Bounds Green controlled parking zone (CPZ) will come into force on 14 March 2011. It would therefore be possible to secure the developments 'car free' status via a Section 106 Agreement (S106). The applicants have been approached regarding this matter and confirmed that they would be willing to fund the S106 should the Planning Authority be minded to approve the application with the agreement conditioned. It is anticipated that securing the developments 'car free' status will provide adequate mitigation against the non-provision of on-site parking facilities.
- 5.4 We have therefore considered that the above development proposal will not adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network. Therefore, the highway and transportation authority do not wish to raise any objections to the above proposal subject to the imposition of the following condition:
- 5.5 The applicant shall enter into a Section 106 Agreement ensuring that the residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

Commercial Environmental Health

- 5.6 No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Local Residents

5.7 Letters of objection have been received from the residents of the following properties - No's 2, 3, 6, 8,10, 11, 12, 14,15b, 17, 18, 19, 19a , 20, 21, 23, 24 Thorold Road as well as a petition with the signatures of 14 residents. The objections are summarised as follows:

- Rights of Way – there are concerns regarding the Right of Way, in particular no. 19a Thorold Road which will continue to require 24 hour access to the rear of their property;
- Parking - some of the new residents will own cars, leading to an increase in traffic on Thorold Road and increased parking pressure on the street;
- Entrance gate - there are concerns with the proposed entrance gate and its position, which seems to be joined to the ground floor flat at 19 Thorold Road;
- Noise pollution - will be of a particular concern, especially for no. 19a Thorold Road due to 4 households at the end of their garden;
- Detrimental impact on existing residents quality of life - proposal would overlook the property at no. 17 Thorold Road and the new street lighting will have an impact on existing residential properties at night;
- Proposal is completely out of keeping with the conservation area and not in keeping with the overall Victorian architecture;
- Proposal will not contribute to the housing mix in the area as it already has an imbalance of accommodation units which are mainly one and two person conversions;
- Concerns with the proposed bin area;
- Precedent - would set a precedent as there have already been an attempt to build flats in this already small street.

5.8 Three letters of support from No's 29 & 99 Marlborough Road and No 75 Myddleton Road who support the application on the grounds that:

- The proposal will improve the existing site at present which has been abandoned;
- The provision of a car free scheme will encourage the use of public transport.

6. ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of a residential use;
- Design and form;
- Impact on the conservation area;
- The layout/ standard/ mix of accommodation of the proposed residential units,
- Privacy/ Overlooking;
- Transportation and access;
- Waste management;
- Sustainability.

Principle of Residential Use

- 6.2 The principle of making full re-use of previously developed and accessible land for housing purposes complies with PPS3. Policy HSG1 states that new housing developments will be permitted provided that the site is appropriate, having regard to the sequential approach which favours the redevelopment of existing housing sites or re-use of buildings, including empty properties. Policy HSG2 states that a change of use to housing will be considered provided the building can provide satisfactory living conditions.
- 6.3 The application site does not form part of a protected open space and is not within a Defined Employment Area. The principle of residential use on this site is considered to be acceptable given that the site is surrounded by residential uses and is within a broader residential area. The change of use of the site to residential will mean the loss of the (B1) office space however the existing building has been vacant for 12 months. The proposal therefore accords with Policy HSG2. Furthermore the site that was part of a larger plot was segregated and planning consent granted for a residential development consisting of two new dwelling houses under planning reference: HGY/2010/1181.

Design and Form

- 6.4 Policy UD4 requires that new buildings be of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of this criteria based policy is to encourage good design of new buildings in order to enhance the overall quality of the built environment.
- 6.5 As noted above the proposal is for the partial demolition of the existing commercial building and re-construction of 4 x 2 bedroom self contained maisonettes. Units 1, 2 and 3 will form a terrace of three which will sit at the back of No 19 Thorold Road (at right angle to the back of this property) and which will face onto the central courtyard area. The last unit will sit on its own at the back of No's. 119 – 123 Myddleton Road. The residential units will be two storeys in height and will be lower than the existing industrial building (1.8m at the highest part of the roof and 2.2m at the lowest part of the roof). The height of the building will vary as the roof will be V shape.
- 6.6 As per the last set of amendments Unit 4 has now been pushed back by 2.4m to reduce its overall bulk and scale and the refuse/recycling store and bike store has been relocated adjacent to Unit 1 to open up the courtyard even more which will allow additional light and amenity to the site. The windows on ground and first floor level on the back of the main building which will back onto No 21 Thorold Road have been reduced further. The proposed buildings will utilise the existing brick built boundary walls, although reduced in height..
- 6.6 The design of the scheme is modern in appearance, incorporating a variety of finishes, colours and textures to the façade. The front elevation will be constructed in Staffordshire blue brickwork, blockwork with white render, grey powder coated aluminium framed double glazed windows, timber, timber cladding, grey composite metal cladding roof. The rear elevation will be in red brickwork to match existing, the roof will be in grey composite metal cladding. The buildings will have grey powder coated aluminium-framed (double glazed) window and new timber door. The

proposed scheme will connect with the design approach of the adjacent mews development at No's 113c and 113b Myddleton Road even though more contemporary in design.

- 6.7 Concerns have been raised about the density of the proposal. The density of the scheme is considered acceptable and in keeping with the density standards of the Adopted UDP and the London Plan. In order to address concerns about the amount development on site the scale, massing and footprint has been reduced in order to open up the centre of the site to provide better amenity for these residential units in addition to better light and outlook. The siting, form and design of the proposed scheme (after amendments) is now considered acceptable and importantly represents a reduction in scale, bulk and massing when compared to the existing building on site..

Impact on Conservation Area

- 6.8 The site lies within the Bowes Park Conservation Area; therefore consideration needs to be given to the character and appearance of the area. There are a variety of architectural styles within this part of the conservation area and the replacement takes reference from neighbouring building forms and the recent scheme that was approved. It is considered that the proposed development while of a modern design is acceptable and will serve to enhance the appearance of this part of the conservation area.

Layout / standard & mix of Residential Accommodation

- 6.9 The ground floor of each unit will comprise of an open living room/kitchen area, study and bathroom and the first floor will comprise of 2 bedrooms. The bedrooms of flat 1, 2 and 3 will have their own ensuite bathroom and shower room and the bedrooms of flat 3 will share the bathroom.
- 6.10 All the flats will have a small front garden area and will have shared use of the central courtyard space. All of the unit sizes and room sizes are consistent with the floorspace minima identified in the Housing SPD 2008.

Privacy/ Overlooking

- 6.11 Policy UD3 and the Housing SPD (2008) seek to protect existing residential amenity and avoid loss of light and overlooking issues.
- 6.12 There are residential properties to the north, south, east and west of the site. The aspect of this site from adjoining/ surrounding residents at present is not very open as the site is occupied by a large commercial building. Reducing the bulk of the existing built form including the reduction in height of the existing retaining walls and opening up the centre of the site to create a courtyard and landscaped area will be a positive contribution for adjoining/ nearby residents in terms of outlook and amenity.
- 6.13 The proposed development has been designed with consideration to adjacent properties regarding daylight/overshadowing and loss of privacy. The windows proposed for the residential units are in similar position to the windows of the existing building; however some have been reduced in size to minimise impact on the amenities of adjoining residential properties. Furthermore the number of

windows proposed on the first floor level facing north have be considerably reduced from eight windows to two, this will mitigate any existing problems of overlooking. The applicant has also proposed that all windows facing the adjoining gardens will be obscured glazing and non-openable below 1.7m on ground and first floor level.

- 6.14 Overall the proposed development has taken careful consideration in terms of its layout and design to ensure that the privacy and amenity of neighbouring occupiers are not be adversely affected. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD.

Transport Assessment/Access

- 6.15 Car parking will not be provided with the scheme, however cycle parking will be provided. The application site is located in an area with a medium/high public transport accessibility level (PTAL). The site is within walking distance of Bowes Park rail and Bounds Green underground station. Therefore, it is considered that the majority of the prospective residents of this site would use sustainable travel modes for their journeys to and from the site.
- 6.16 A recent site visit has confirmed that there is significant parking pressure within the immediate vicinity of the site, however it is also noted that a new extension to the Bounds Green controlled parking zone (CPZ) came into force on 14 March 2011. It is therefore possible to secure the development can be 'car free' secured via a Section 106 Agreement (S106). The applicants have been approached regarding this matter and confirmed that they are willing to enter into a S106, should the Local Planning Authority be minded to approve this application. It is anticipated that securing the development as a 'car free' scheme will provide adequate mitigation measures against the non-provision of on-site car parking.
- 6.17 It is considered that the above development proposal will not adversely affect the flow of traffic or car parking demand in the immediate vicinity of this site.

Waste Disposal

- 6.18 A communal refuse and recycling storage area will be provided along the entrance route to the site. This will comprises of two bins and one recycling bin.

Sustainability

- 6.19 The re-use of the land will benefit surrounding residents and improve their quality of life. The scheme will ensure that 'Secure by Design' standards are implemented and the scheme is car free therefore encouraging sustainable forms of transport to be used. In addition the scheme includes particular features to improve its energy such as solar collectors for hot water provision and the re-use of existing materials.

7. CONCLUSION

- 7.1 The proposed redevelopment of the site with a residential scheme will unlock the full potential of the site, and open up the site providing an attractive environment. Residential use on this site is considered acceptable given that the site is surrounded by residential uses and is within a broader residential area. Taking note of the amendments to the building form and layout and the detailing and materials

of the proposed, the proposed development will have a sympathetic relationship with the adjoining/ surrounding properties. In particular the reduction in size of the built form on site will benefit the site and will serve to enhance the character and appearance of this part of the conservation area.

- 7.2 The overall layout and unit/room sizes are acceptable. The proposal after amendments will not have an adverse impact on the surrounding neighbouring properties and although parking is not provided with the scheme will not adversely affect the flow of traffic or car parking demand on the adjoining highway network.
- 7.3 As such the proposal is in accordance with policies; UD4 Quality Design, UD3 General Principles, CSV1 Development in Conservation Areas, HSG1 New Housing Development, HSG2 Change of Use to Residential, EMP4 Non Employment Generating Use, M9 Car Free Residential Developments, UD7 Waste Storage of the Haringey Unitary Development Plan 2006 and the Councils SPG 1a 'Design Guidance, SPG2 'Conservation & Archaeology', SPG3c Backlands Development and Housing SPD (2008). It is therefore appropriate to recommend that planning permission be APPROVED.

8. RECOMMENDATION

The Sub-Committee is recommended to **RESOLVE** as follows (1) That planning permission be granted in accordance with planning application no. HGY/2010/2066 subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

RECOMMENDATION 1

That the planning permission be granted in accordance with Planning application no. HGY/2010/2066, subject to a pre-condition that the owners 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) towards ensuring that the residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

(1.1) A sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the 4 new residential units to front onto Archway Road shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);

(1.2) The developer to pay a administration / monitoring cost of £500.00 in connection with this Section 106 agreement.

RECOMMENDATION 2

That in the absence of the Agreement referred to in the resolution above being completed by 30th June 2011, planning application reference number HGY/2010/2066 be refused on the grounds that:

In the absence of a formal undertaking to secure a Section 106 Agreement for this scheme to be 'car free' the proposed development would be contrary to policies M9 'Car Free Residential Developments' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan 2006.

RECOMMENDATION 3

9.3 In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) 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 contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

9.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2010/2083 and the Applicant's drawing No.(s) 663/01, 02, 03, 04, 05, 06A, 07A, 08A, 09A, 10A, 11A, 12A, 13A, 14, 15 & 16 and subject to the following conditions:

IMPLEMENTATION

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 & SITE LAYOUT

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. 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.

PERMITTED DEVELOPMENT RIGHTS

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A,, C, D & E of Part 1 of that Order shall be carried out on site.

Reason: To safeguard the amenities of neighbouring occupiers and the general

CONSTRUCTION

8. 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.

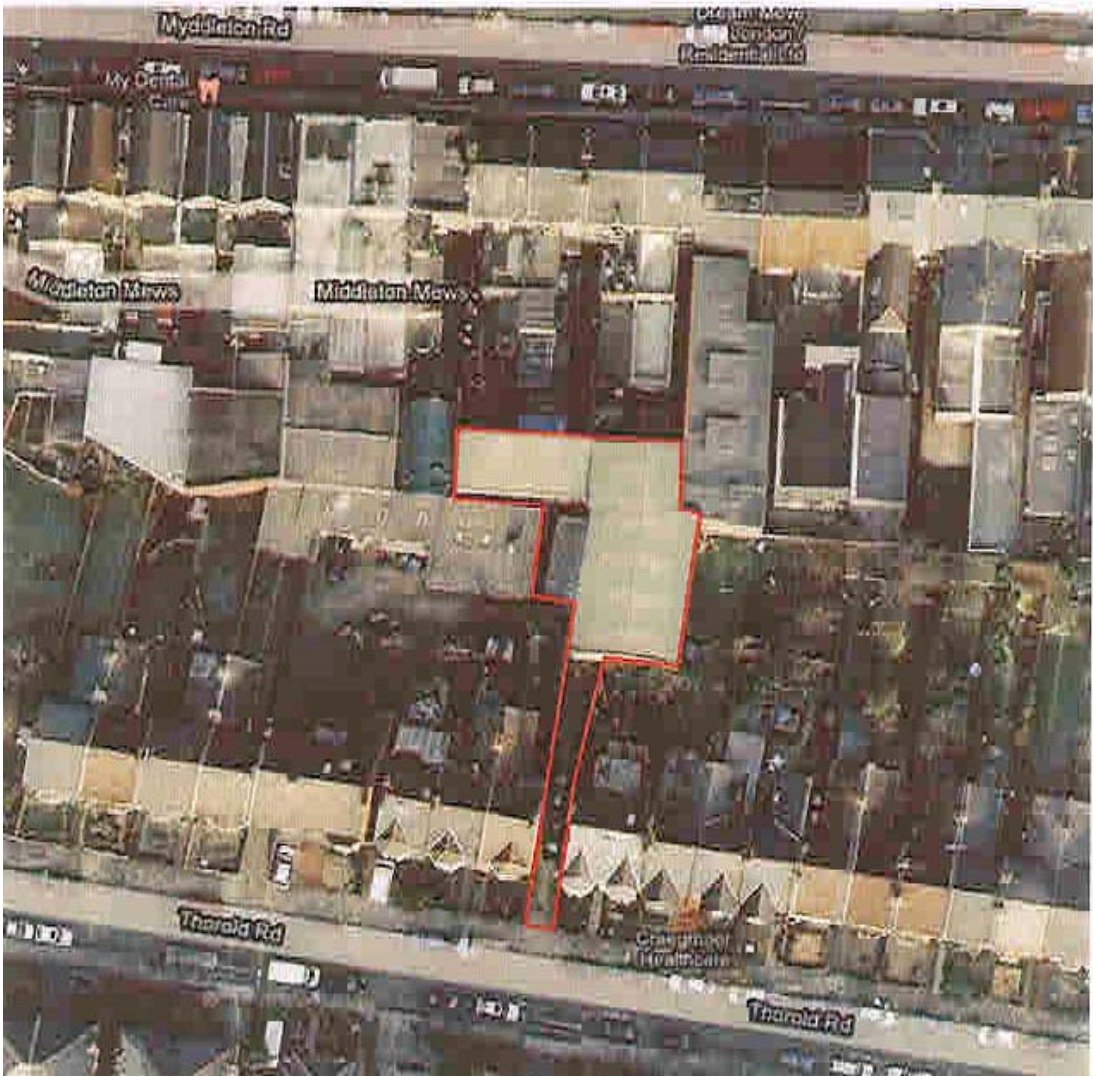
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

INFORMATIVE: The development requires naming / 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).

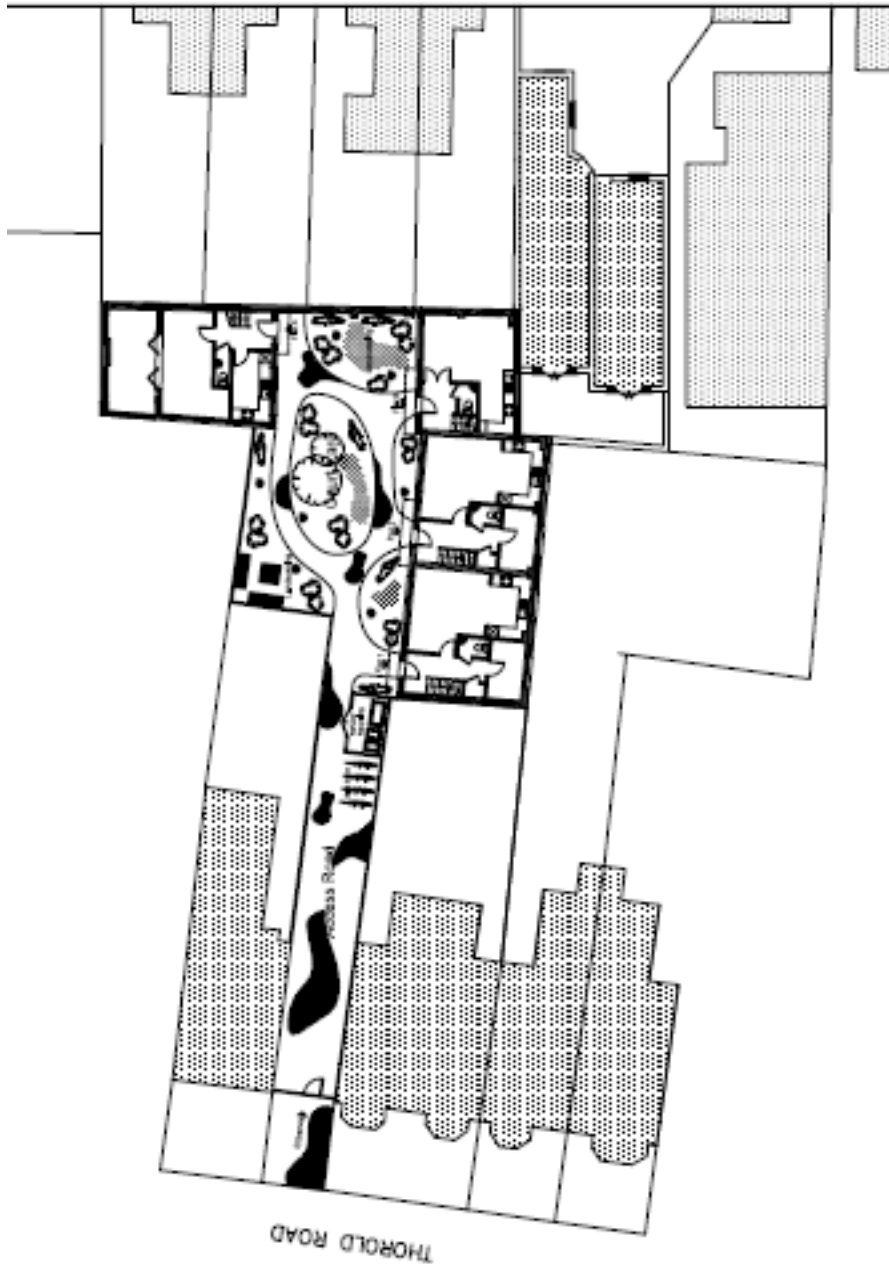
REASONS FOR APPROVAL

The principle of residential use on this backland site is considered to be acceptable as this site is surrounded by residential use and the site is not a protected open space nor does it fall within a defined employment area. The building form, detailing and materials of the new build will have a sympathetic relationship with the adjoining properties and the reduction in scale and opening up of the existing built form will benefit the site; as such the proposal will be sensitive to the character and appearance of the conservation area. The overall layout and unit/room sizes are acceptable, the proposal will not have an adverse impact on the surrounding neighbouring properties and although parking is not provided with the scheme this will not adversely affect the flow of traffic or indeed the car parking demand on the adjoining highway network. Waste disposal provision is made and some sustainability measures have been incorporated within the scheme.

As such the proposal is in accordance with Policies; UD4 'Quality Design', UD3 'General Principles', CSV1 'Development in Conservation Areas', HSG1 'New Housing Development', HSG2 'Change of Use to Residential', EMP4 'Non Employment Generating Use', ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy', M4 'Pedestrian and Cyclists', M9 'Car Free Residential Developments', UD7 'Waste Storage' of the Haringey Unitary Development Plan and the Councils SPG 1a 'Design Guidance', SPG2 'Conservation & Archaeology', SPG3c 'Backlands Development and Housing' SPD (2008).



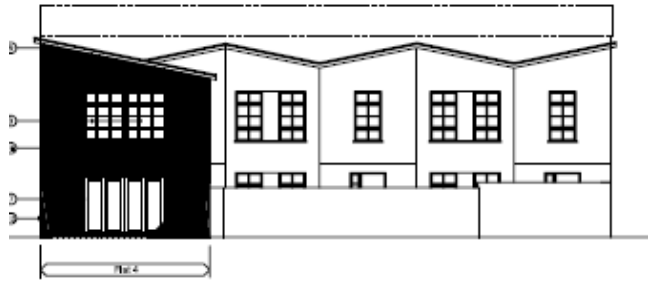
Aerial Photo of site



Proposed Site Layout



Elevation A as Proposed



Elevation E as Proposed



Elevation B as Proposed

Elevations of Proposed Scheme



Images/ CGI of Proposed Scheme