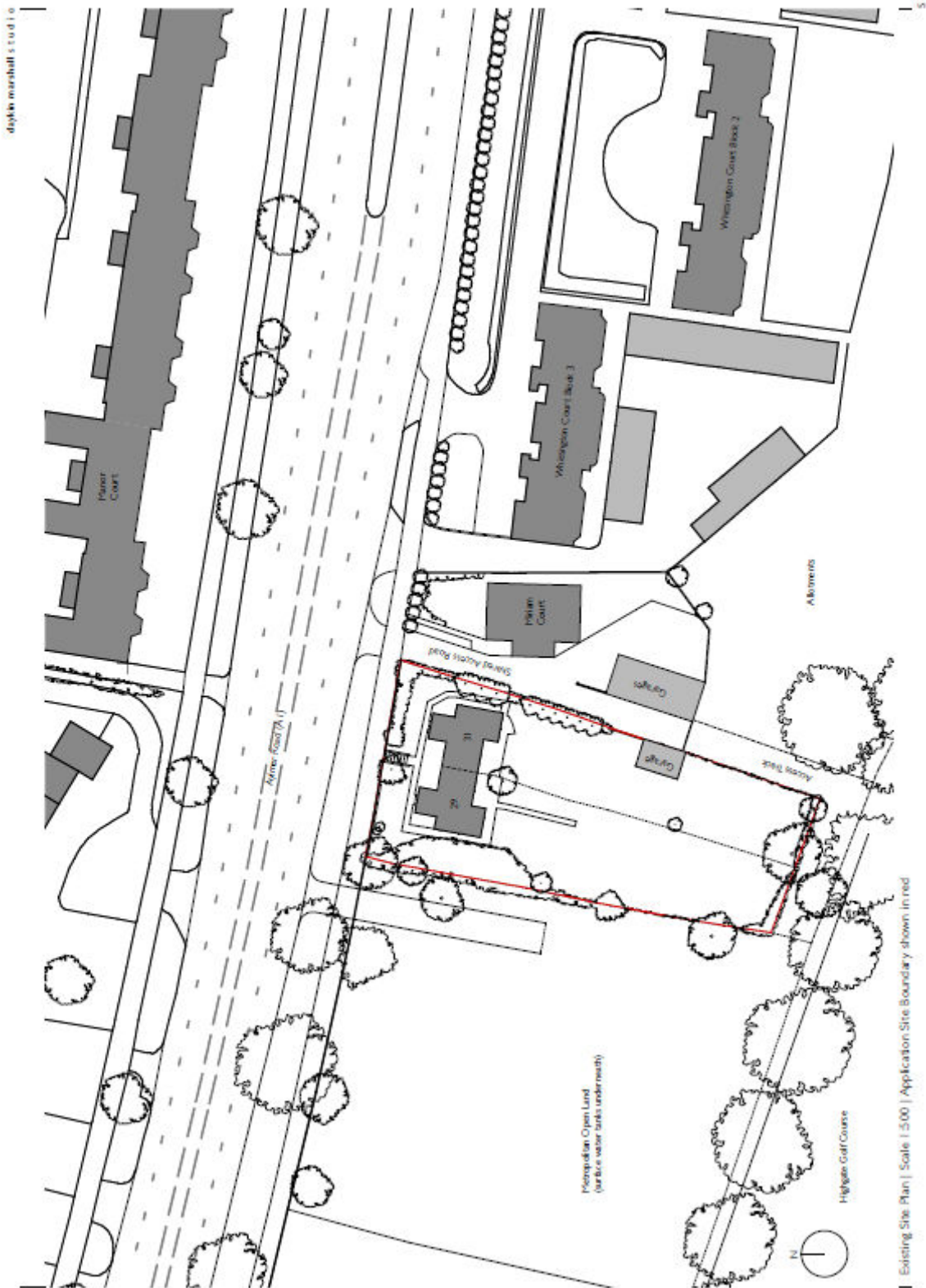


REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0554		Ward: Highgate
Address: 29/31 Aylmer Road N2 0BS		
Proposal: Demolition of no's 29-31 Aylmer Road and erection of a part 4/part 5 storey building comprising of 9 self contained flats to provide 6 x 2 bedroom apartments and 3 x 3 bedroom apartments. Provision of 10 covered car parking spaces, 1 visitor's space, cycle parking and associated landscaping		
Existing Use: Residential		Proposed Use: Residential
Applicant: C/O Agent		
Ownership: Private		
DOCUMENTS		
Title		
Planning Statement		
Design and Access Statement (Incl: Environmental Design Statement)		
Heritage Statement		
Sustainability Checklist		
Statement of Community Involvement		
PLANS		
Plan Number	Revision	Plan Title
017_001		Site Location Plan
017_010		Existing Site Plan
017_020		Existing North & East Elevations
017_021		Existing South & West Elevations
017_100		Proposed Site Plan
017_200		Proposed Lower Ground Floor Plan
017_201		Proposed Ground Floor Plan
017_202		Proposed Floor Plan Level 1 to 3
017_203		Proposed Penthouse Plan Level 4
017_204		Proposed Roof Level Plan
017_300		Proposed North Elevation
017_301		Proposed East Elevation
017_302		Proposed South Elevation
017_303		Proposed South Elevation
017_400		Proposed sections
Case Officer Contact: Matthew Gunning P: 0208 489 5280 E: matthew.gunning@haringey.gov.uk		

TABLE OF CONTENTS	
1.0	SITE & ARIEL PLAN
2.0	PHOTOGRAPHS & IMAGES
3.0	SITE AND SURROUNDINGS
4.0	THE PROPOSAL
5.0	PLANNING HISTORY
6.0	RELEVANT PLANNING POLICY
7.0	CONSULTATION
8.0	RESPONSES
9.0	ANALYSIS / ASSESSMENT OF APPLICATION <ul style="list-style-type: none"> • Principle of development; • Design, form & site layout; • Layout/ standard of accommodation; • Impact on the character and appearance of the Conservation Area; • Trees & Landscaping; • Impact on Open Space; • Impact on residential amenity; • Access and parking; • Sustainability; • Planning Obligations.
10.0	HUMAN RIGHTS
12.0	EQUALITIES
13.0	SUMMARY & CONCLUSION
13.0	RECOMMENDATION
14.0	APPENDICES Appendix 1: Comments on objections Appendix 2: Pre-Application Advice Note Appendix 3: Local Residents Consulted
<p>SUMMARY OF REPORT: The proposed scheme is for the demolition of the existing pair of semi-detached properties and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats. The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. In fact the development will lead to a more coherent group of apartment buildings along this part of Aylmer Road. The proposal will replace buildings of modest quality, which are not openly visible from the road, with a building of high-quality design which will preserve the character and appearance of this part of the conservation area. The facades will incorporate both modern and traditional materials which are considered appropriate to the area. The proposed new building has been positioned and designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers and also to respond to its setting next to open land, by incorporating appropriate landscaping on site. This proposed building will achieve a high standard in terms of sustainable design. The level of car parking provision on site will be reduced from 14 to 10. The application will be subject to a S106 agreement seeking an education contribution and a contribution for improvements to walking and cycling in the area.</p>	

1.0 SITE PLAN



Existing Site Layout

2.0 PHOTOGRAPHS & IMAGES



Site Layout Plan



Eastern Approach View – Existing & Proposed



Western Approach View – Existing & Proposed

**STREET FACADE
ENTRANCE AND WINDOWS**



Entrance |

The gap between the two brick blocks defines the main entrance and provides glazing to the core.
An anodised aluminium soffit extends through the main entrance, visually leading the eye through the hallway to the rear gardens.

Windows |

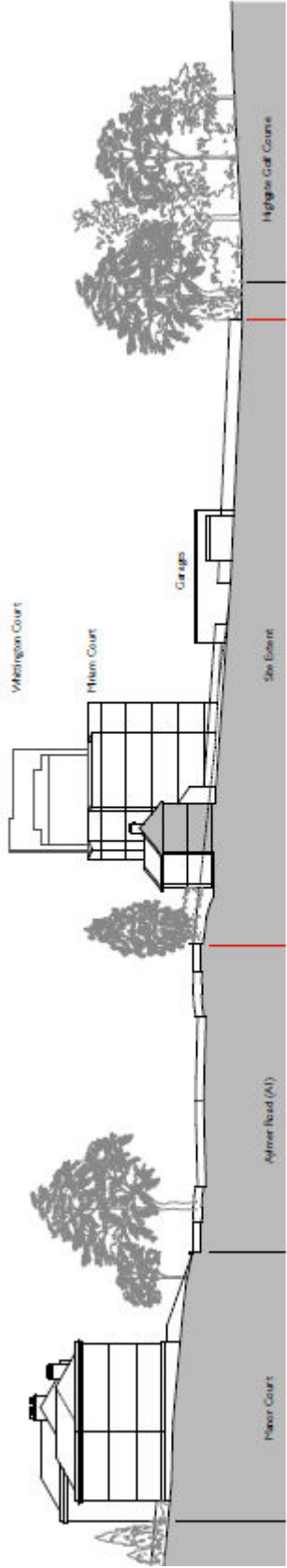
Windows within the red brick facades are framed and lined in similar material to the penthouse.
The core glazing is veiled behind balustrades matching the entrance railings.
Penthouse windows are expressed as breaks in the pale bronze screen.



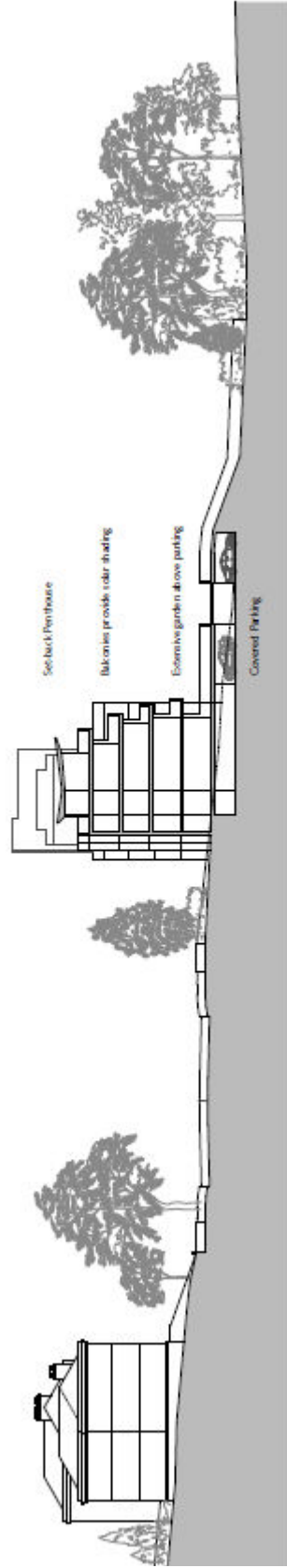
Visualisation of Front Elevation



Visualisation of Rear Elevation



Existing Section



Final Proposed Section

Side Sections; Existing & Proposed

3.0 SITE AND SURROUNDINGS

- 3.1 The site lies on the southern side of Aylmer Road and consists of a pair of semi-detached properties set back and set down from the road and behind boundary railings. Aylmer Road is a dual carriageway which forms part of the busy A1 which was laid out in 1931-2. The buildings along Aylmer Road are set back from the road behind a tree lined green verge which sits in between the footpath and the verge of the highway.
- 3.2 This stretch of Aylmer Road (eastern end) close to the junction with the Great North Road and the Archway Road consists of a variety of building types, largely residential blocks. Immediately to the east of the site is Miriam Court; a purpose built 1960s/ 70s four storey block of flats, which is separated from the application site by way of a shared driveway, which provide access to garages to the back of the site. To the east of Miriam Court is Whittington Court, a large four storey 'Art Deco' block. On the other side of Aylmer Road is Manor Court; an attractive 3 storey mansion block which is substantially elevated above the road. To the east of the Manor Court is a small parade of shops, Aylmer Parade, with flats above.
- 3.3 To the west of Manor Court and the application site are largely single family dwellings. To the west of the site is also the boundary with the borough of Barnet. Immediately next to the site in question is a large open space which was formerly sports ground but has been unused for some years and now constitutes fallow open space. This piece of land is believed to accommodate Thames Water tanks underground. This open space is designated Metropolitan Open Land (MOL) and is also a site of ecological importance (Borough Grade II).
- 3.4 No's 29 & 31 Aylmer Road have large rear gardens which slope down to the boundary with Highgate Golf Course and which afford views across this site. The site is just inside the Highgate Conservation Area, the northern boundary of which runs along the centre of the main road.

4.0 PROPOSAL

- 4.1 The proposal is for the demolition of two existing 1930s semi-detached houses and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats to provide 6 x 2 bedroom and 3 x 3 bedroom units. The scheme will be arranged with two flats on each of the four principle storeys with a set-back fifth penthouse storey accommodating the ninth flat. The scheme will also provide 10 car parking spaces at lower ground/ basement level, including cycle parking. The parking spaces will be accessed from the shared access road which runs to the side of Miriam Court and the boundary of the application site.
- 4.2 The scheme will also provide extensive landscaping to the site, in particular to cover the basement car park. The scheme will provide private gardens to the ground floor flats and communal terraced gardens beyond. Existing trees and hedging at the perimeter of the site will, where possible, be retained, improved and integrated into the landscaping scheme. The new building will be set back

further from the street than the existing building, aligning its frontage with Miriam Court and providing a greater landscaped buffer to the busy Aylmer Road.

5.0 PLANNING HISTORY

5.1 Planning Application History

29 Aylmer Road

OLD/1965/0041 - Erection of 4 storey block of 4 flats & 4 garages – Approved 10/05/1965

31 Aylmer Road

HGY/2008/0362 - Erection of 2 storey side and single storey rear extension. – Refused 19/06/2008

HGY/2008/1751 - Erection of 2 storey side and single storey front and rear extension – Approved 11/11/2008

5.2 Planning Enforcement History

None

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The proposed development is considered to be consistent with the Framework which seeks to approve proposals that accord with the local development plan. The NPPF has at its core a strong presumption in favour of sustainable development.

6.2 London Plan 2011 – (Spatial Development Strategy for Greater London)

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 7.8 Heritage assets and archaeology

6.3 Unitary Development Plan

G1 Environment
G2 Development and Urban Design

G3 Housing Supply
 UD2 Sustainable Design and Construction
 UD3 General Principles
 UD4 Quality Design
 HSG1 New Housing Development
 HSG9 Density Standards
 HSG10 Dwelling Mix
 M10 Parking for Development
 OS17 Tree Protection, Tree Masses and Spines
 M10 Parking for Development
 CSV1 Development in Conservation Areas
 CSV5 Alterations and Extensions in Conservation Areas
 CSV7 Demolition in Conservation Areas
 OS5 Development adjacent to Open Spaces

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
 SPG2 Conservation & Archaeology
 SPD Housing 2008
 SPG5 Safety by Design
 SPG8a Waste and Recycling
 SPG8b Materials
 SPG9 Sustainability Statement
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations

6.5 Other

Haringey Local Development Framework – Draft Core Strategy (Submitted for Examination March 2011)
 Haringey Draft Development Management Policies (Published for Consultation May 2010)
 Haringey ‘Draft Supplementary Planning Document on Sustainable Design and Construction’
 Mayor of London ‘London Housing Design Guide’ 2010

7.0 **CONSULTATION**

Statutory	Internal	External
English Heritage	Transportation Group Cleaving Building Control Conservation Team Ward Councillors Arboricultural Officer	<u>Amenity Groups</u> Highgate Society Highgate CAAC <u>Local Residents</u> As outlined in Appendix

8.0 RESPONSES

Transportation (Initial Comments)

- 8.1 TFL are the Highway authority for Aylmer Road. The application site is located on the A1 Aylmer Road, which forms part of the Transport for London Road Network (TLRN). The application proposes a total of 14 car parking spaces. This is in excess of the maximum permitted under the London Plan, which would allow a total of 10 spaces (1 per 2 bed unit and 1.5 per 3 bed unit). The parking provision should therefore be reduced. Cycle parking is proposed in line with London Plan standards, which is supported. The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. Further details can be found at: <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.
- 8.2 TfL would request that a Construction Logistics Plan (CLP) is secured on any consent and submitted prior to the commencement of works on the site. This should demonstrate that construction materials can be delivered and waste removed in a safe and efficient manner and may also need to take into account any restrictions that may be in place during the Olympic period.
- 8.3 Given the above TfL do not support the application as the proposed level of car parking is in excess of London Plan standards. TfL request that an informative is added in respect of the Olympic Route Network (ORN) to any consent given.

Transportation (Final Comments 29/05/2012)

- 8.4 The application site is located on the A1 Aylmer Road, which forms part of the Transport for London Road Network (TLRN). The application proposes a total of 14 car parking spaces. This is in excess of the maximum permitted under the London Plan, which would allow a total of 10 spaces (1 per 2 bed unit and 1.5 per 3 bed unit); the parking provision should therefore be reduced accordingly. Cycle parking is proposed in line with London Plan standards, which is supported.
- 8.5 In addition to TfL comments above, Haringey Transportation and Highways authority has the following comments: The proposed site is in an area with a low public transport accessibility level; however this location has not been identified by the Council's adopted UPD as a location which suffers from high parking pressures; the site is also with walking distance of East Finchley Underground station. A site visits conducted on the 18th May 2012 observed that, the vehicular access to the site is a shared access which also serves Minima Court. We have reviewed the last 3 years accident data for this section of Aylmer Road. Our review of the last 3 years of accident data concludes that there have not been any accidents in relation to access/egress from this site or any of the adjoining access points close to this site. In addition using TRAVL trip forecast database of similar sites (Lee Conservancy Road E9, Osier Crescent N10, Waston House and Haveilland House HA1 and Yeates Close

NW10; this development proposal would generate a maximum of 4 trips (1 In and 3 Out) in the critical AM peak periods.

8.6 Haringey Transportation and Highways have therefore concluded that, as the development proposal will only generate some 4 trips in the critical AM periods and there has not been any access/egress related accident on this section of Aylmer Road, this development proposal will not have any adverse impact on the transportation and highways network.

8.7 Consequently TfL and Haringey Transportation and Highways authority would not object to this application subject to the following conditions:

1) The developer enters into a S.106 agreement and contributes £20,000 (twenty thousands pounds) towards walking and cycling improvements within the local area.

Reason: To promote Travel by sustainable modes of transport to and from the development, in particular walking and cycling

2) The applicant submit and Construction Logistics Plan (CLP) prior to the commencement of works on the site. This should demonstrate that construction materials can be delivered and waste removed in a safe and efficient manner and may also need to take into account any restrictions that may be in place during the Olympic period.

3) The applicant should submit a revised parking layout with the relocation of the proposed visitor's parking space; the proposed revised parking layout should have a maximum of 10 car parking spaces and maintain the existing access width of not less than 4.5 metres..

Reason: In order for the development to comply with the London Plan and to safeguard highways safety.

London Fire & emergency Planning Authority

8.8 The brigade is satisfied with the proposal regarding access for the fire service. Signage should be provided at the building entrance to indicate the location of the dry riser inlet.

Environmental Health

8.9 Control of Construction Dust: 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.

- 8.10 As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out
- 8.11 S106 Planning Obligation for Environmental & Health Improvement: Developments which may have a significant impact on air quality or, in an area where the existing air quality environment is poor and so will have a significant impact on the development; will require a s106 contribution. The application for this development is not a car-free development but includes a car parking provision for a total of 15 spaces. Suggested wording: "To contribute £10,500 to the Council on Commencement of Development towards the cost of environmental improvements in the vicinity of the site"

Local Residents

- 8.12 Letters of objection have been received from the residents of the following properties in addition to two management companies, namely No's 27, 27a, 62 Aylmer Road, Flats 7, 16 & 23 Manor Court, Flat 1, Miriam Court, Miriam Court Management Co Ltd, Manor Court (Highgate) Mgmt Ltd, which are summarised as follows:

Principle

- Already an abundance of purpose built flats in the immediate vicinity of the development and this development therefore does not address any of the needs of the community;
- Development does not take into account strategic issues such as sufficient land for housing affordable housing;
- Application does not serve to benefit the community;
- Contrary to guidelines protecting garden land from development;
- Two existing cottages can be refurbished to provide up to date and modern residential units;
- Overdevelopment of the site;

Access & Transportation

- Driveway to Miriam Court flats/ garages is only suitable for one vehicle to pass at any one time;
- The proposed building would encompass (and take over) the driveway of Miriam Court which at present is private land;
- As the proposal is for 14 cars the driveway will be turned into a road;
- Increased traffic resulting from this development will have a negative environmental impact;
- Introducing a turn-in/turnout at the developments location along a major road is likely to have implications for traffic management and safety;

- Aylmer Road is a dual-carriageway with heavy and fast traffic; to add further traffic for residents on the proposed developments and any visitors will only create a serious problem;
- Overprovision of car parking;

Amenity

- Loss of amenity to Miriam Court flats (loss of vista and overlooking);
- Considerable increases in noise and disturbance given the size of the proposed structure and the use;
- Proposal will block the view and enjoyment of open space;

Character & Appearance

- Existing streetscape, along the length of Aylmer Road is predominately of 1930's build and in some cases follows the "Art Deco" style as such the proposal would appear as a "carbunckle" within the existing streetscape;
- Development is going against the gradual stepping down transition of buildings, risks setting another precedent to build high rise buildings;
- Disproportionate addition over and above the size of the surrounding properties;
- Proposal is a departure from the low rise buildings that characterize the area;
- Given road slope from NE to SW the proposal would be higher than any of the surrounding buildings;
- Proposed building is on the edge of a conservation area and any development in such an area should maintain and enhance the character and appearance of the area; the proposal does not;
- Existing houses are largely hidden from view and with their relatively plain style fit in the landscape;
- Current proposal pays little respect to the existing context with a building which is definitely too high and bulky;
- Bulk, height and mass of the proposed 4 stories plus a set-back 5th storey is not respectful of the building line of surrounding properties;
- Top "penthouse" floor would detract from the overall streetscene;
- Materials proposed for the 5th story and the windows are not in keeping with the area;
- Window profiles are totally out of character as the premises to be demolished have "critall style" windows.

Other

- The development does not protect or enhance the value and visual character of the adjoining open land;
- Disruption to the local wildlife and destruction of the environment;
- Security to Miriam Court flats is likely to become a serious issue.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

9.1 The main issues in the determination of this application are considered to be:

- Principle of development;
- Design, form & site layout;
- Layout/ standard of accommodation;
- Impact on the character and appearance of the Conservation Area;
- Landscaping/ Impact on trees;
- Impact on residential amenity;
- Access and parking;
- Sustainability;
- Planning Obligations.

Principle of Development

9.2 An application for conservation area consent has been submitted as is required for the total demolition of the existing buildings on site. The application site is located in a residential area with a variety of housing types, particularly in the form of purpose built blocks of flats.

9.3 Bearing in mind the principle of demolition is considered acceptable and the character of the immediate area, the principle of flatted development is considered to be acceptable. The provision of new housing is a priority in the NPPF, the London Plan and Council's UDP. The London Plan identifies a housing provision target of 8,200 additional homes to be completed between 2011 and 2021 in Haringey.

9.4 The scheme meets the criteria set out in policy HSG1 'New Housing Development'. The density of the proposed development would fall within the density range between 150-250 habitable rooms per hectare as stated within table 3A.2 of the London Plan 2011. The scheme will have a density of 196 habitable rooms per hectare.

9.5 NPPF advises that efficient and effective use of land is sought and that "housing applications should be considered in the context of the presumption in favour of sustainable development' (para. 49). The proposed scheme makes efficient use of this site and is well integrated and complements neighbouring buildings in terms of scale, density and layout.

9.6 It is recognised that the NPPF makes explicit reference to resisting development on garden site. Paragraph 53 of the NPPF states that "local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area". The thrust of such a policy is however not to prohibit development on such sites, but rather to allow local authorities to introduce policies to control such development where it would cause harm to the local area. As indicated above the scheme proposed is well integrated into its surrounding in terms of scale, density and layout. As discussed further on in this report Officers consider the scheme incorporates appropriate landscaping to the front and rear of the site to address and respond

to its setting and the need to retain openness and greenery to the back of the site.

- 9.7 This application represents an opportunity to redevelop these two under utilised properties and to provide high quality flatted accommodation which will be in keeping with the land use and character of the immediate area.

Design, Form & Layout

- 9.8 The National Planning Policy Framework, Chapter 7 “Requiring Good Design” paragraph 56 states that “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.
- 9.9 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping.
- 9.10 UDP Policy G2 states that “Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment”. Similarly policy UD4 “Quality Design” states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a “Design Guidance” supports the intent of policy UD4.
- 9.11 As outlined above the scheme is for the demolition of the existing dwellings on site and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats The scheme will be arranged with two flats over four principle storeys with a set-back fifth penthouse storey accommodating the ninth flat.
- 9.12 The building will be 23.6 in width and 14.45m in depth and will have an overall height of 15m with the main four storey section measuring 13m in height (as measured along centre of the front elevations. The new building will be set back further from the street than the existing houses; aligning its frontage with Miriam Court and therefore providing a greater landscaped buffer between the front of the building and the busy Aylmer Road.
- 9.13 The overall building height will be taller than the height of the next door block Miriam Court, however comparably lower than Whittington Court situated next

to Miriam Court. The parapet height of the proposed building will be marginally higher (1.3m) than of Miriam Court (as a result of more generous floor to ceiling heights inside the proposed building); however they will still sit comfortably next to each other.

- 9.14 The front façade of the replacement building will be of a symmetrical design with two main elements expressed as a pair of blocks faced in brickwork and having 'folded' bays; which in turn will be linked by a glazed slot of Juliet balconies. The glazed recessed section serves as the entrance to the building with a visual connection to the communal garden to the rear of the building. The building's street frontage will be finished in brick (mixed red blend laid in a Flemish bond with a pale lime mortar) with a regular pattern of fenestration and with a stairwell glazing element in the centre of this frontage. The red brick façade and fenestration will wrap around both sides, particularly along the north-west corner to provide visual interest and relief to this otherwise prominent elevation, which would be visible on approach from the west along Aylmer Road.
- 9.15 The main façade treatment although of a modern design is reflective of the Manor Court brick façade, which has brick folded into bay windows with framed main entrances sitting in between.
- 9.16 The fifth floor will be set back to read as a crown to the brick façade and to materially appear visually lighter. The set-back of this floor helps reduce the perceived mass of the building as seen from the street and in addition allows for a generous roof terrace to surround the penthouse floor. This penthouse floor will have lantern windows and additional bay windows to provide breaks in the cladding material.
- 9.17 The rear façade will equally be of symmetrical design however it will be extensively glazed in order to take advantage of the southerly facing aspect and to provide views over the communal garden and Highgate Golf Course beyond it. The upper floor flats to the rear elevation will also have generous sized projecting balconies which will give variation and rhythm to this elevation. The ground floor apartments will have private gardens. The solid elements of the rear façade will be faced in a white brick to pick up on the strong white horizontal elements and colour of Whittington Court. The private gardens to the ground floor flats will be enclosed by walls in the same lighter brick. The concept for the rear façade is heavily influenced by the 1930s design of Whittington Court, which is characterised by horizontal windows and strip balconies affording bright interiors to the flats and panoramic views over Highgate.
- 9.18 Both flank elevations will be broken up in terms of form and materials and with fenestration to provide relief and interest in these elevations. Pale bronze anodised aluminium is proposed to clad the penthouse floor, soffits and roof edges, as well as the window frames and linings within the red brick walls. Dark bronze coloured aluminium will be used to frame the recessed glazing on the balconies and central glazed slots.

- 9.19 A basement/ lower ground floor will be provided which will principally accommodate the 10 car parking space in addition to space for cycle parking and a plant and storage room. The creation of this floor will not involve extensive excavation but rather will be created by taking advantage of the sloping nature of the site. This aspect of the development is intended to be carefully integrated into the topography of the site and landscaped to maintain a strong green and open aspect to the rear of the site. This lower ground floor will be clad in stone-filled gabions which will prove a naturalised, rusticated connection to the ground and which will encourage planting to climb up. The lower ground floor will be extensively screened from the adjacent open land by the retained high fence and hedging.
- 9.20 The refuse store will be provided in a purpose built bin store to the front of the site to provide the necessary requirements for collection. The structure will be formed of gabion walls with a sedum planted green roof and planting to integrate it into the landscaping. The enclosure will accommodate 3 Eurobins for waste management and recycling.
- 9.21 The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. The facades will incorporate both modern and traditional materials which are considered appropriate to the area. The use of brick relates to use of red brick in the street as do the metal framed windows, although of a more contemporary approach. As such the proposal is considered to be in accordance with policies UD3 'General Principles', UD4 'Quality Design'. CSV1 'Development in Conservation Areas' and SPG1a 'Design Guidance' and SPG2 'Conservation & Archaeology'.

Layout, Standard & Mix of Accommodation

- 9.22 In terms of floorspace standards, London Plan Policy 3.5 and accompanying London Housing Design Guide (Interim Edition) set out the minimum unit and individual room sizes for new residential development. As outlined above the proposal will provide a range of two and three bedroom units. The flats will be laid out to have dual aspect taking advantage of the site southerly facing aspect.
- 9.23 The proposed floorspace for the respective flats, as set out below, will be in excess of the London Plan requirements. The proposed flat's individual rooms also meet the London Plan thresholds for bedrooms (12sqm), living/dining (21.8sqm) and kitchen (9.6sqm). The residential units also meet the current Lifetime Homes Standards (2010 version). The front entrance will provide level access to the stair and lift giving access to the upper floors.
- Apartments 4, 6 & 8 – 114 sq.m
 - Apartments 3, 5 & 7 – 111sq.m
 - Penthouse 9 – 160 sq.m

- 9.24 In addition to providing an acceptable standard of internal floor space the development will prove good quality external space for the various flats, in the

form of large balconies (10 sq.m. in size), Juliet balconies, private gardens to the ground floor units and a communal garden. Overall the development will provide approximately 1,040 sq.m. of amenity space of which 900 sq.m. is of private and communal gardens.

- 9.25 Policy HSG1 'New Housing Developments' requires developments to provide a mix of house types, tenures and sizes assisting in providing additional housing in the borough. The recommended mix for private market housing is set out in the Housing SPD and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units. The scheme provides 6 x 2 bed flats and 3 x 3 bed flats, and while it would be preferable if some one bedroom units could be provided, the layout of the scheme is restricted by the footprint of the building and the manner in which two flats are accommodated around a circulation core on each floor. The building floor plate lends itself best to be subdivided into two flats.

Impact on the Character and Appearance of the Conservation Area

- 9.26 The application site is located on the very verge of Highgate Conservation Area. The emerging Core Strategy identifies the periphery of Highgate conservation area as being characterised by larger high rise and detached properties of diverse architectural themes and styles. Aylmer Road is reflective of this and while its character is heavily compromised by the busy dual carriageway, at the same time the buildings along this road have a number of qualities.
- 9.27 Aylmer Road was constructed circa 1930 with the building coming afterwards in variety of styles. No's 29 & 31 were likely built as workers houses to serve the Thames Water land and reservoir adjacent. They contrast hugely in scale and in style with the neo-Georgian Manor Court and Art Deco Whittington Court. This period of construction establishes an eclectic mix of architectural styles within this part of the conservation area.
- 9.28 A heritage statement has been submitted with this application. The semi-detached houses on site are not openly visible from the street. They appear diminutive compared to the flatted developments of Miriam Court and Whittington Court to the east. The existing buildings on site are considered to make a modest but neutral contribution to the appearance and character of this part of Highgate Conservation Area and as such their loss will cause less than substantial harm to it. The principle of demolition is therefore considered to be acceptable, subject to an acceptable replacement of a high-quality design which will either preserve or enhance the character and appearance of this part of the conservation area.
- 9.29 The scale, size, form and design detail of the scheme as discussed above is considered to be acceptable. The resulting scheme is not felt to be too tall for the site nor would it be overly dominant in this context. Indeed, the proposal is a proportionate and appropriate design response to the site constraints and the building in the immediate location. When viewed in the context of the street, in particular the height of Whittington Court and the proportions of Miriam Court, the proposal will sit comfortably in the urban grain. The site is not within an area

of uniformity in terms of buildings heights and styles, rather its attraction seems to lie in the varied styles, scales and typologies of the buildings. The site in question is clearly separated from the residential dwellings (typically two-storey with accommodation within their roofspace) found further along, to the west, on Aylmer Road.

- 9.30 Overall the proposed development will respect the character and appearance of this part of the conservation area and therefore the proposed development is considered to be in accordance with the requirement of policy UD4 'Quality Design' and CSV1 'Development in Conservation Areas'.

Trees & Landscaping

- 9.31 An indicative hard and soft landscaping proposal is shown on the proposed site layout plans. There are no trees protected by way of TPOs on the site. There are a number of mature trees located at the foot of the existing garden that will be retained and enhanced with addition trees and hedging.
- 9.32 Extensive planting will provided to the front and rear of the new building in addition to some hard landscaping, as outlined below:
- Front Gardens – planting will include indigenous hedging (Beech or Hornbeam), semi-mature trees of species already found on Aylmer Road (i.e. Birch or Cherry), specimen planting, and turfed lawn areas;
 - Walkways - grey stone paving such as sandstone will be used for the walkway bridge to the main entrance and garden walkway;
 - Driveway –the existing site access route will be maintained and improved. The surface will be upgraded from the existing concrete to a tarmac surface;
 - Private Gardens – will be enclosed within brick walls matching the rear elevation and will have turfed lawn and paved terraces, in addition to a raised border for planting;
 - Upper Communal Terrace – will be sited beyond private gardens and will include a communal area of turfed lawn and stone paving; both the communal and private gardens will cover the car park;
 - Upper Communal Garden – situated at the back of the site and accessed via a series of steps. This space will be landscaped with a mix of shrubs, herbaceous perennials and grasses, in addition to a pond and rockery.

Impact on Open Space

- 9.33 Policy OS5 states that development close to the edge of Metropolitan Open Land will be permitted if it protects or enhances the value and visual character of the open land. Proposals should be carefully designed in order that the open character of the land itself is not diminished. Land adjacent to open land forms part of the character and may affect the natural habitat of the open land and should be considered as part any proposal.
- 9.34 As noted above immediately next to the application site is a large open space which was formerly sports ground but has been unused for some years and

now constitutes fallow open space. In addition to the south of the application site is Highgate Golf course.

- 9.35 Officers consider the scheme incorporates appropriate landscaping to the front and rear of the site to address and respond to its setting next to open land. The gap between the flank of the building and the MOL is considered acceptable. Soft landscaping will be provided along the perimeter with the open space to the west of the site.

Impact on Residential Amenity

- 9.36 The proposed new building on site has been designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers, in particular Miriam Court. The front and rear elevations of the proposed building will largely align with Miriam Court with a gap of 7.5 metres between the flank wall of these buildings. The positioning of the proposed building is largely reflective of the existing pattern of development along Aylmer Road and therefore the siting of this new building does not introduce or lead to an unusual relationship between buildings.
- 9.37 The development will not have adverse impacts on the residential amenity (i.e. daylight and sunlight and privacy) of the residents of Miriam Court. 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 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.

Access and Parking

- 9.38 The application site falls within a PTAL3 area and is within walking distance of a number of different modes of public transport. Bus stops are located along the Aylmer Road and the site is situated equidistant between East Finchley and Highgate Underground Stations, both within 1.4 kilometres of the site.
- 9.39 Policy M10 'Parking for Development' states that development proposals will be assessed on an individual basis and measured against the parking standards set out in with in the Councils UDP. The scheme as initially submitted was for 14 car parking spaces. This however will be reduced down to 10 spaces (1 space per flat with 1 maintenance or visitor space), as agreed with the applicant and to be confirmed in amended plan to be presented to Planning Committee). The concern about the positioning of the visitor parking space is also noted and will be changed.
- 9.40 Covered secure cycle parking is also to be provided. This is entered via the existing access road which the site shares with Miriam Court. The existing site access route will be maintained and improved; namely the surface will be upgraded from the existing concrete to a tarmac surface. Given the number of flats proposed the scheme will lead to a very low level of projected increased in vehicular trips to and from the site. The existing site access and route is satisfactory for vehicles entering and leaving this site (i.e. at the same time and

in opposing direction). There is adequate space for vehicles to wait and give way to vehicles coming in the other direction. TFL have raised no objection in terms of the site access.

Sustainability

- 9.41 The NPPF, London Plan and local policy requires development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. Policy G1 “Environment” of the Council’s UDP states that development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources
- 9.42 An Environmental Design Statement has been submitted, as part of the Design & Access Statement. The scheme is designed to meet Code Level 4 for Sustainable Homes.
- 9.43 The Code for Sustainable Homes (CfSH) is an environmental impact rating system for all new housing. It sets standards for energy efficiency (above those in current building regulations) and sustainability and aims to limit the environmental impact of housing. The code works by awarding new homes a rating from Level 1 to 6, with Level 1 being the lowest and Level 6 the highest, based on their performance against 9 sustainability criteria. These criteria, including energy, water and pollution, are combined to assess the overall environmental impact
- 9.44 The level 4 target can be met with a gas boiler heating combined with Photovoltaic (PV) panels mounted on the roof to sit at a 15 degree angle. The following energy efficiency /sustainability measures will also be incorporated in the scheme, namely:
- The glazing is specified to be high performance double glazing [triple glazed acoustic glazing to the north, east and west elevations] so heat loss through the large glazed areas is balanced against the benefits of solar gain and daylighting;
 - The cantilever roof and projecting balconies will provide shading to the south facing windows to avoid excessive solar gain;
 - A centralised mechanical ventilation system is proposed to achieve a well ventilated internal environment without the need to open windows on the north/east/west elevations, further addressing the acoustic issues;
 - Rainwater Harvesting - rainwater collected from the roofs and terraces is to be collected, filtered and supplied to toilets for flushing.

Planning Obligations

- 9.45 In line with Supplementary Planning Guidance 10a ‘The Negotiation, Management and Monitoring of Planning Obligations’ and SPG 10c ‘Educational Needs Generated by New Housing’, the LPA will seek an educational contribution in connection with this development. The education

contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £30,000.00 (primary - £15,000.00 towards & secondary £15,000.00). A contribution of £20,000.00 is being sought for towards walking and cycling improvements within the local area.

- 9.46 The application site falls within an “identified 280 metre Open Space Deficiency Area” based on the Atkins Open Space Study 2003. As such based on the ‘Open Space & Recreation Standards SPD’ the LPA would require a contribution of £30,000.00.
- 9.47 The proposal will also be liable for the Mayor of London’s CIL as the additional floorspace exceeds 100sqm GIA. Based on the Mayor’s CIL charging schedule and the information given on the plans, the charge is likely to be £37,905.00 (1,083 sq.m x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

10.0 HUMAN RIGHTS

- 10.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

11.0 EQUALITIES

- 11.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council’s functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

- 12.1 The proposed scheme is for the demolition of the existing pair of semi-detached properties and for the erection of a part 4/ part 5 storey building comprising of 9 self contained flats. The proposed is considered to be a sensitive and high quality response to the site and its immediate surrounding; taking into account the rhythm, scale, mass and vertical emphasis of neighbouring buildings. In fact the development will lead to a more coherent group of apartment buildings along this part of Aylmer Road. The proposal will replace buildings of modest quality, which are not openly visible from the road, with a building of high-quality design which will preserve the character and appearance of this part of the

conservation area. The facades will incorporate both modern and traditional materials which are considered appropriate to the area.

- 12.2 The proposed new building has been positioned and designed so as to minimise its impact on the residential and visual amenities to adjoining occupiers and also to respond to its setting next to open land, by incorporating appropriate landscaping on site. This proposed building will achieve a high standard in terms of sustainable design. The level of car parking provision on site will be reduced from 14 to 10 spaces. The application will be subject to a S106 agreement seeking an education contribution and a contribution for highway/ environmental improvements in the area. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

RECOMMENDATION 1

- 9.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2012/0554 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:

(1.1) A contribution of £30,000.00 towards educational facilities within the Borough (£15,000.00 for primary and,£15,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

(1.2) A contribution of £20,000.00 is being sought for towards walking and cycling improvements within the local area;

(1.3) A contribution towards local Employment and Construction Training initiatives;

(1.4) An open space contribution of £30,000.00 calculated in line with Haringey Open Space & Recreation Standards SPD;

(1.6) The developer to pay a administration / monitoring cost of £1,500.00 in connection with this Section 106 agreement.

RECOMMENDATION 2

- 9.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2012/0554 and the application drawings and conditions outlined below:

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.

EXTERNAL APPEARANCE & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details and 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 final landscaping 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. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

5. Notwithstanding any indication on the submitted drawings, details of the siting and design of all walls, gates, fencing, railings or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The walls/ gates/ fencing/ railings/

enclosures shall be erected in accordance with the approved details following completion and occupation of the building hereby approved.

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

6. Details including the type, specification and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority before the residential units are occupied and thereafter carried out in accordance with the approved details.

Reason: To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

PERMITTED DEVELOPMENT

7. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for 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.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 no telecommunications antennae or associated equipment shall be erected on the exterior of this development, without a separate planning permission

Reason: In the interest of orderly development and the visual amenities of the area, and in order to permit the Local Planning Authority to assess the design quality and appropriateness of any such features on the overall streetscape and appearance of the development.

CONSTRUCTION

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 1300 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. No demolition or construction works shall commence prior to the submission and approval in writing by the Local Planning Authority of a Construction Management Plan and a Construction Logistics Plan (in accordance with Transport for London guidelines), which shall include:

- details of site enclosure throughout construction;
- details of the measures proposed to minimise the impact of the construction processes on the amenities of the occupiers of neighbouring properties, including monitoring and control measures for dust, noise, vibration, lighting and working hours,
- details of the site or Contractor Company be registered with the Considerate Constructors Scheme;
- details of secure off street loading and drop off facilities,
- measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site;
- a need to take into account any restrictions that may be in place during the Olympic period.

Thereafter all construction works shall be carried out in accordance with the approved details.

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

REASONS FOR APPROVAL

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

(a) The proposal is acceptable for the following reasons:

- I. The proposed development of this site for flatted use is considered acceptable as it is compatible with surrounding uses;
- II. The design, form, detailing and facing materials of the proposed building and associated landscaping are considered acceptable;
- III. The scheme achieves an acceptable relationship in terms of its setting within the streetscene and the appearance of this part of the conservation area;
- IV. The scheme is also considered acceptable in terms of its relationship with neighbouring residential properties and the open land to west and south of the application site.

(b) The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following G1 'Environment', G2 'Development and Urban Design', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Development', M10 'Parking for Development', OS17 'Tree Protection, Tree Masses and Spines', CSV1 'Development in Conservation Areas' and Haringey Supplementary Planning Guidance (October 2006); SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG7a 'Pedestrian & Vehicular Movement', SPG8b 'Materials' and the Council's 'Housing' Supplementary Planning Document (2008).

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Charges at least six weeks before the development is

occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The Olympic Route Network (ORN) and Paralympic Route Network (PRN) will operate during the Olympic and Paralympic Games period between June and September 2012. During this period, there will be an impact on construction works, utility works and highway licensed activities (for example, skips and building materials) if they affect the roads designated as a part of the ORN/PRN and some of the surrounding streets. Other routes might also be affected and will also be required to be clear of any kinds of obstruction. These are not yet finalised, but will be advised as further information becomes available. Given this, highway works and licences could therefore be affected on occasions during the Games period. Requests to utility providers to provide any additional water, gas, electricity or telecommunications connections should also be made sufficiently well in advance of this period. This note is for information only and is provided without prejudice to the legal rights of the ODA or any other relevant authority whether under the London Olympic Games and Paralympic Games Act 2006, planning, traffic or highway legislation or otherwise.

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out

APPENDIX 1

Comments on Objections

No.	Stakeholder	Comments	Response
INTERNAL			
1	Transportation	Objection received from TFL on level of car parking.	The level of parking has been reduced from 14 to 10.
2	Environmental Health	'Control of construction dust' conditioned in addition to informative on an 'asbestos survey' recommended as is S106 contribution towards the cost of environmental improvements in the vicinity of the site.	Noted
3	LFEPA	The brigade is satisfied with the proposal regarding access for the fire service. Signage should be provided at the building entrance to indicate the location of the dry riser inlet.	Noted.
EXTERNAL			
	Local residents	<ul style="list-style-type: none"> - Already an abundance of purpose built flats in the immediate vicinity of the development and this development therefore does not address any of the needs of the community. - Development does not take into account strategic issues such as sufficient land for housing affordable housing. 	<p>There is an over riding need for housing in London (The London Plan identifies a housing provision target of 8,200 additional homes to be completed between 2011 and 2021 for Haringey). Proposal can bring benefits to local community (i.e. allowing local residents to 'down-size').</p> <ul style="list-style-type: none"> - The scheme does not meet the threshold to provide affordable housing (10 or more units).

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Application does not serve to benefit the community. - Contrary to guidelines protecting garden land from development. - Two existing cottages can be refurbished to provide up to date and modern residential units. - Overdevelopment of the site. 	<ul style="list-style-type: none"> - Addressed above. -NPPF does not prohibit development on such site but rather seeks to control where they would cause harm to the local area. Given the context of the surrounding area and the approach taken in the design and layout of the scheme (i.e. to keep car parking underground with landscaping above) the scheme does not cause harm. - These houses could be refurbished, however their positioning next to a busy road makes them less appealing for family accommodation. - The scheme does not exceed the density prescribed (as discussed in the report above). The building form and footprint is in keeping with the immediate area.
		<ul style="list-style-type: none"> - Driveway to Miriam Court flats/ garages is only suitable for one vehicle to pass at any one time. - The proposed building would encompass (and take over) the driveway of Miriam Court which at present is private land. - As the proposal is for 14 cars the driveway will be turned into a road. 	<ul style="list-style-type: none"> - There is adequate space for cars to manoeuvre and give way. - This driveway is shared between Miriam Court and No's 29 & 31. - The car movements in and out of the site will not be significant. The would for instance be lower than those for Whittington Court.

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Increased traffic resulting from this development will have a negative environmental impact. - Introducing a turn-in/turnout at the developments location along a major road is likely to have implications for traffic management and safety. - Aylmer Road is a dual-carriageway with heavy and fast traffic; to add further traffic for residents on the proposed developments and any visitors will only create a serious problem. - Overprovision of car parking. - Loss of amenity to Miriam Court flats (loss of vista and overlooking). - Considerable increases in noise and disturbance given the size of the proposed structure and the use. - Proposal will block the view and enjoyment of open space; 	<ul style="list-style-type: none"> - The car parking spaces will be reduced and would not have a negative environmental impact. - The point already exists and while the new flats will increase trip generation this will not be significant. TFL have been consulted on this matter. - As addressed above. - This has been reduced. - The proposed building aligns with the front and rear of Miriam Court and will not affect the vista from Miriam Court. There are no windows on the side of Miriam Court and as such no loss of privacy in terms of facing windows. - The scheme will generate additional comings and goings to the site, however it would be very difficult to argue that they would lead to a level of noise and disturbance that would adversely affect the amenity of adjoining residents; also bearing in mind existing background noise in the area. - In planning law there is no legal right to a view.

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Existing streetscape, along the length of Aylmer Road is predominately of 1930's build and in some cases follows the "Art Deco" style as such the proposal would appear as a "carbunckle" within the existing streetscape. - Development is going against the gradual stepping down transition of the buildings risks setting another precedent to build high rise buildings. - Disproportionate addition over and above the size of the surrounding properties. - Proposal is a departure from the low rise buildings that characterize the area. - Given road slope from NE to SW the proposal would be higher than any of the surrounding buildings. - Proposed building is on the edge of a conservation area and any development in such an area should maintain and enhance the character and appearance of the area; the proposal does not. - Existing houses are largely hidden from 	<ul style="list-style-type: none"> - The resulting scheme is not felt to be too tall for the site nor would it be overly dominant in this context. Indeed, the proposal is a proportionate and appropriate design response to the site constraints and the building in the immediate location. When viewed in the context of the street, in particular the height of Whittington Court and the proportions of Miriam Court, the proposal will sit comfortably in the urban grain. The site is not within an area of uniformity in terms of buildings heights and styles, rather its attraction seems to lie in the varied styles, scales and typologies of the buildings. -The periphery of Highgate conservation area as being characterised by larger high rise and detached properties of diverse architectural themes and styles.

No.	Stakeholder	Comments	Response
		<p>view and with their relatively plain style fit in the landscape.</p> <ul style="list-style-type: none"> - Current proposal pays little respect to the existing context with a building which is definitely too high and bulky. - Bulk, height and mass of the proposed 4 stories plus a set-back 5th storey is not respectful of the building line of surrounding properties. - Top "penthouse" floor would detract from the overall streetscene. - Materials proposed for the 5th story and the windows are not in keeping with the area; Window profiles are totally out of character as the premises to be demolished have "critall style" windows. 	<ul style="list-style-type: none"> - The building form and facing materials, although of modern design, is sympathetic to the area. - The fifth floor will be set back to appear visually lighter. The set-back of this floor helps reduces the perceived mass of the building as seen from the street. - The use of brick relates to use of red brick in the street as do the metal framed windows, although of a more contemporary approach. The window detail and profile are considered acceptable for a modern building of its time.
		<ul style="list-style-type: none"> - The development does not protect or enhance the value and visual character of the adjoining open land. - Disruption to the local wildlife and destruction of the environment. 	<ul style="list-style-type: none"> - The scheme incorporates appropriate landscaping to the front and rear of the site to address and respond to its setting next to open land. The lower ground floor will be extensively screened from the adjacent open land by the retained high fence and hedging. A comprehensive landscaping proposal has been provided. - The application site does not have an ecological designation.

No.	Stakeholder	Comments	Response
		<p>- Security to Miriam Court flats is likely to become a serious issue.</p>	<p>The landscaping proposal for the site can support biodiversity.</p> <p>- There is no reason to indicate that the security of adjoining residents will be affected. In fact the development of this site can bring security benefits, i.e. additional passive surveillance.</p>

APPENDIX 2



Pre-Application Planning Advice Note PRE/2011/0030

Date of meeting: Wednesday 20th July 2011 (2.30pm) **Site Visit:** 10th August 2011

Haringey Council

Site Address: 29-31 Aylmer Road, N2 0BS

Attendants:

- Matthew Gunning – Team Leader/ Development Management
- Ricardo Rossetti -Planning Consultant
- James Weeks -Built Heritage Consultancy (BHC)
- Mark Marshall -Daykin Marshall Studio Architects (DMS)
- James Daykin – Daykin Marshall Studio Architects
- David Thompson -Applicant

Site Description

The site lies on the southern side of Aylmer Road and consists of a pair of semi-detached properties set back and set down from the road and behind boundary railings. Aylmer Road is a dual carriageway which forms part of the busy A1 which was laid out in 1931-2. The buildings along Aylmer Road are set back from the road behind a tree lined green verge which sits in between the footpath and the verge of the highway.

This stretch of Aylmer Road (eastern end) close to the junction with the Great North Road and the Archway Road consists of a variety of building types, largely residential blocks. Immediately to the east of the site is Miriam Court; a purpose built 1960s/ 70s four storey block of flats, which is separated from the application site by way of a shared driveway, which provide access to garages to the back of the site. To the east of Miriam Court is Whittington Court, a large four storey 'Art Deco' block. On the other side of Aylmer Road is Manor Court; an attractive 3 storey mansion block which is substantially elevated above the road. To the east of the Manor Court is a small parade of shops, Aylmer Parade, with flats above.

To the west of Manor Court are largely single family dwellings and to the west of the application site (No's 1-27a Aylmer Road) is a coherent group of detached dwellings. To the west of the site is also the boundary with the borough of Barnet. Immediately next to the site in question is a large open space which was formerly sports ground but has been unused for some years and now constitutes fallow open space. This piece of land is believed to accommodate Thames Water tanks underground. This open space is designated Metropolitan Open Land (MOL) and is also a site of ecological importance (Borough Grade II).

No's 29 & 31 Aylmer Road have large rear gardens which slope down to the boundary with Highgate Gold Course and which afford views across this site. The site is just inside the Highgate Conservation Area, the northern boundary of which runs along the centre of the main road.

1. Overview of proposal

The proposal is for the demolition of the existing pair of semi detached properties and the erection of a four storey building with recessed fifth/ penthouse floor; in addition to a basement floor to provide in part 16 car parking spaces and 18 secure cycle spaces; to be accessed by way of the shared driveway with Miriam Court. The proposed development will provide 9 residential units: 6 x 2 bed and 3 x 3 bed units. The residential units are for private ownership.

2. Planning History

29 Aylmer Road

OLD/1965/0041 - Erection of 4 storey block of 4 flats & 4 garages – Approved 10/05/1965

31 Aylmer Road

HGY/2008/0362 - Erection of 2 storey side and single storey rear extension. – Refused 19/06/2008

HGY/2008/1751 - Erection of 2 storey side and single storey front and rear extension – Approved 11/11/2008

3. Relevant Planning Policy

National Planning Guidance

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 3: Housing

Planning Policy Statement 3: Planning for the Historic Environment

Planning Policy Statement 22: Renewable Energy

London Plan (2011)

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.7 Renewable energy

Policy 7.8 Heritage assets and archaeology

Haringey Unitary Development Plan (2006)

G1 Environment
G2 Development and Urban Design
G3 Housing Supply
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
HSG1 New Housing Development
HSG9 Density Standards
HSG10 Dwelling Mix
M10 Parking for Development
OS17 Tree Protection, Tree Masses and Spines
M10 Parking for Development
CSV1 Development in Conservation Areas
CSV5 Alterations and Extensions in Conservation Areas
CSV7 Demolition in Conservation Areas
OS5 Development adjacent to Open Spaces

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG2 Conservation & Archaeology
SPD Housing 2008
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG8b Materials
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

Other

Mayor of London 'London Housing Design Guide' 2010
Haringey 'Draft Supplementary Planning Document on Sustainable Design and Construction'

4. Key Issues

Principle of Demolition

As the application site is located within a conservation area, the demolition of the existing buildings will require conservation area consent. Policy CSV1 of the Council's UDP requires proposals affecting Conservation Areas to "preserve or enhance the historic character and qualities of the buildings" and "recognise and respect the character and appearance of Conservation Areas". Furthermore, under Policy CSV7 "the Council will seek to protect buildings within Conservation Areas, by refusing applications for their demolition . . . if it would have an adverse impact on the character and appearance of the

Conservation Area". Haringey's draft SPG2: Conservation & Archaeology, published 2006, sets a series of recommended criteria which are valid guidance for assessing whether demolition of buildings in Conservation Areas will be permitted. Finally, government policy as expressed in PPS5 makes a presumption in favour of retention of buildings that make a positive contribution to the character of a Conservation Area. As indicated at the pre-application meeting there is no currently adopted character appraisal for the conservation area.

The pair of houses has a symmetrical arrangement and is of brick and tile construction with painted timber windows. The houses are plain in appearance and because of their diminutive size and the manner in which they sit below the road level, they are not openly visible.

Officers consider the existing dwellings make a modest contribution to the appearance and character of the conservation area. The principle of a replacement building on site is valid, subject to a replacement building being of more or equal benefit to the conservation area.

Design, Form & Layout

Along Aylmer Road there is considerable and deliberate variations between the residential blocks and dwellings; however collectively the buildings in some ways achieve a degree of uniformity; namely in the general heights of buildings next to each other, set back distances, use of similar materials and landscaping. A redevelopment scheme should be reflective of this.

The LPA considers that provided the main four storey façade of the building is akin to the height of Miriam Court and the fifth floor is appropriately set back and of a visually lighter material (as has been indicated), in addition to providing appropriate landscaping/ front boundary treatment to the front of the site, such a building form can reasonably fit within the surrounding context. The 'Street View Study' submitted after our initial discussion gives the LPA more assurance that this can be achieved and addressed our earlier concerns that the proposal may go against the gradual stepping down/ transition in heights found along this side of Aylmer Road, as you travel west.

While it is reasonable to expect at pre-application stage that the design is not fully complete, the proposals when submitted will need to show how the proposal fits in with neighbouring buildings and complements materials, style, massing, form, fenestration, levels of floors, cornices, parapets. The 'Street View Study' and "Outline Design Statement", through the sketch views and sections does show how the modelling and articulation to the proposed building is being considered.

The LPA are not necessarily asking for a "pastiche" of any particular historic style and acknowledge that there are no prevalent style around, as there are neo-Georgian, Victorian, Arts and Crafts and 1930s/ modernist buildings nearby. Picking up cues from any or many of these in a contemporary design can work well, but the form, massing and composition needs to be of sufficient

quality to sit comfortably amongst those of its neighbours that exhibit design quality.

The general footprint proposed is considered to be acceptable and it is noted that the building lines set by Miriam Court will be respected and in addition there will be a generous set back from the road. It is not clear what the distance between the side of the building and the open space/ MOL to the side will be, but there should be at least a 1.5m gap between the closest part of the building and this boundary.

The residential units for this site will need to meet the Council's floorspace minima as set out in the Housing SPD and show in the table below. It is noted that flats will have their own generous sized balconies and shared rear garden.

Figure 8.1: Minimum floor area for residential accommodation

Number of persons	Dwelling size (net internal floor area in sq.m.)						
	1p	2p	3p	4p	5p	6p	7p
Bedrooms	1	1	2	2/3	3	3/4	4
Kitchen / Dining / Living area	20	22	24	27	30	33	36
Main bedroom	8	11	11	11	11	11	11
Other double bedrooms	-	-	-	10	10	10	10
Single bedroom	-	-	6.5	6.5	6.5	6.5	6.5
Indicative total floor area	32.5	48	60	73	82	90	95

The mix of the units proposed is on balance considered acceptable; however there is a slight concern (which could arise at Planning Committee) that the proposed building/ site could provide 10 or more units, and as such the affordable housing threshold would apply or at least the need to provide a commuted sum in lieu of it not being possible to provide such units on site.

The Council's UDP (para. 4.18 states that "whether a site is capable of providing 10 or more units will be determined by site size and appropriate density levels" and goes on to state that as a "guide affordable housing should be provided on sites of 0.3ha or more". Officers recognise that the site is half this size (0.15) and that the layout/ size of the flats are influenced by the way the building layout and manner in which they are stacked. This issue should be addressed in the formal planning submission.

The proposals will need to provide sufficient refuse storage in accordance with SPG 8a: Waste and Recycling.

Impact on Residential Amenity

As outlined above the general footprint of the proposal is respectful of the building line of Miriam Court and as such should not adversely affect the daylight/ sunlight to or outlook from the flats within this building.

While the proposed development will reduce the openness to this part of the street and will partly block/ reduce views of Highgate Golf Course for some residents on the opposite side of Aylmer Road, this in itself would not be a reason for refusal, as there is no right to a view across someone else's land under planning law.

Environmental & Sustainability Issues

Beating in mind the Unitary Development Plan and London Plan policy position and given the building proposed is of a sizeable scale, the proposal should include energy efficiency measures. A sustainability checklist will need to be completed and submitted with the planning application.

Access, Transportation & Car Parking

The application site is located in a low PTAL rating area. The site is however within walking distances of a number of bus stops routes with connections to East Finchley and Highgate Underground stations. The level of car parking indicate is considered to be too high and the Council's Transportation team have indicated that the scheme should provide no more than one parking space per residential unit.

Aylmer Road is controlled by Transport for London (TFL) so issues on highway safety, access and egress would be looked at by TFL, when referred to them on formal submission of an application.

Planning Obligation

In line with Supplementary Planning Guidance 10a planning obligations/ contributions will need to be secured arising from the development of this site. The LPA will seek an educational contribution in connection with this development, which will be calculated inline with SPG 10c 'Educational Needs Generated by New Housing', taking in to account the fact the site currently provided 2 x 3 bedroom dwellings. Based on the proposed scheme the education contribution would amount to £27,000.00.

5. Consultation

Prior to the submission of a planning application the LPA would advise you to undertake some initial public consultation with local amenity groups (Highgate Society, Highgate Conservation Area Advisory Committee) and local residents. Any application would undergo normal consultation procedures – a minimum of 21 days for neighbours and other statutory and non-statutory consultee's. Given the presence of Thames Water infrastructure in close proximity to the site, the LPA would advise you to have a discussion with

Thames Water about the proposal, before formal submission. The LPA will formally consult Thames Water when an application is submitted.

Given the size of the site and the nature of the scheme such a planning application for this site would have to go before the Planning Committee for determination. In such a case the LPA would endeavour to ensure that a formal decision is issued within the statutory 8 week period, however this is contingent on Planning Committee dates. The dates of the forthcoming meets are set out below:

- 14th November 2011
- 5th December 2011
- 9th January 2012
- 13th February 2012

6. Information required for the Planning Application

The following information will be required for registration of the planning application in respect of this site.

1. Planning application/ Conservation Area Consent form appropriately filled;
2. A site location plan (scale 1:1250), identifying the application site edged in red and other adjoining land(s) in the ownership of the applicant edged in blue;
3. Planning Statement in support of the application, including heritage/ statement of significance.
4. Design & Access Statement;
5. Fully annotated and scaled (@1:100, 200) drawings showing, floor plans, sections elevations of the proposed building;
6. Reduced plans to fit on an A3 size paper or reduced to scale 1:200;
7. A completed Sustainability Checklist – Officers would also strongly recommend a brief statement be submitted showing how energy use associated with the new building will be minimised and how on site renewable energy production equipment will be incorporated to reduce the development's carbon dioxide (CO₂) emission.

7. List of Relevant Contacts

Paul Smith – Head of Development Management - Tel: 020-8489 5507

Matthew Gunning – Team Leader/ Principal Planner - 020-8489 5290

Maurice Richards - Principal Transportation Planner - 020 8489 5575
Alex Fraser - Arboricultural Officer - 020 8489 5567
Richard Truscott - Urban Design Officer 020 8489 5241
Mark Davies - Waste Management - 020 8489 5659

INFORMATIVE

Whilst this advice is offered in good faith and to best of ability it neither conveys planning permission nor binds the Local Planning Authority to the grant of permission, which will be subject to public consultation and ultimately decided by a relevant Council Committee.

APPENDIX 3

Local Residents Consulted