

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/1190	Ward Hornsey
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Address Pembroke Works Campsbourne Road N8 7PE

Proposal: Demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class B1) with associated parking and landscaping

Existing Use: Light industrial including car wash and valeting Centre

Proposed Use: New development comprising 42 residential dwellings (use class C3) and 562 sqm of commercial floor space (use class B1).

Applicant: MrOleg Chulkov Energoseti Ltd

Ownership: Private development

DOCUMENTS

Title

1. Design & Access Statement	5. Planning Statement
2. Lifetime Homes Report	6. Tree protection Plan & Tree Survey
3. Sustainability statment Report	7. Toolkit Viability Assessment
4. Energy Statement Report	8. Transport Statement and Travel Plan

PLANS

Plan Number	Revision	Plan Title
0100,		Existing site plan
PL_0102,		Existing site plan
PL_0300,		Exisiting street elevations
PL_1001B,	Rev: B	Proposed ground floor plan
PL_1002		Proposed first floor plan
PL_1003		Proposed secound floor plan
PL_1004		Proposed third floor plan
PL_1005		Proposed roof plan
PL_2000		Proposed section
PL_3000		Proposed west elevations
PL_3001		Proposed north elevations
PL_3002		Proposed east elevations
PL_3003		Proposed south elevations
PL_3004		Proposed interm east elevations
PL_3005		Proposed interm west elevations
PL_3006		Proposed street elevations

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SUMMARY OF REPORT:

This application is for the redevelopment of the existing Light industrial car repair & car wash centre to include the erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class B1) with associated parking and landscaping.

This proposed scheme would include one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. There will also be free 'car club' membership for 42 units for one year, which equates to £2,100.

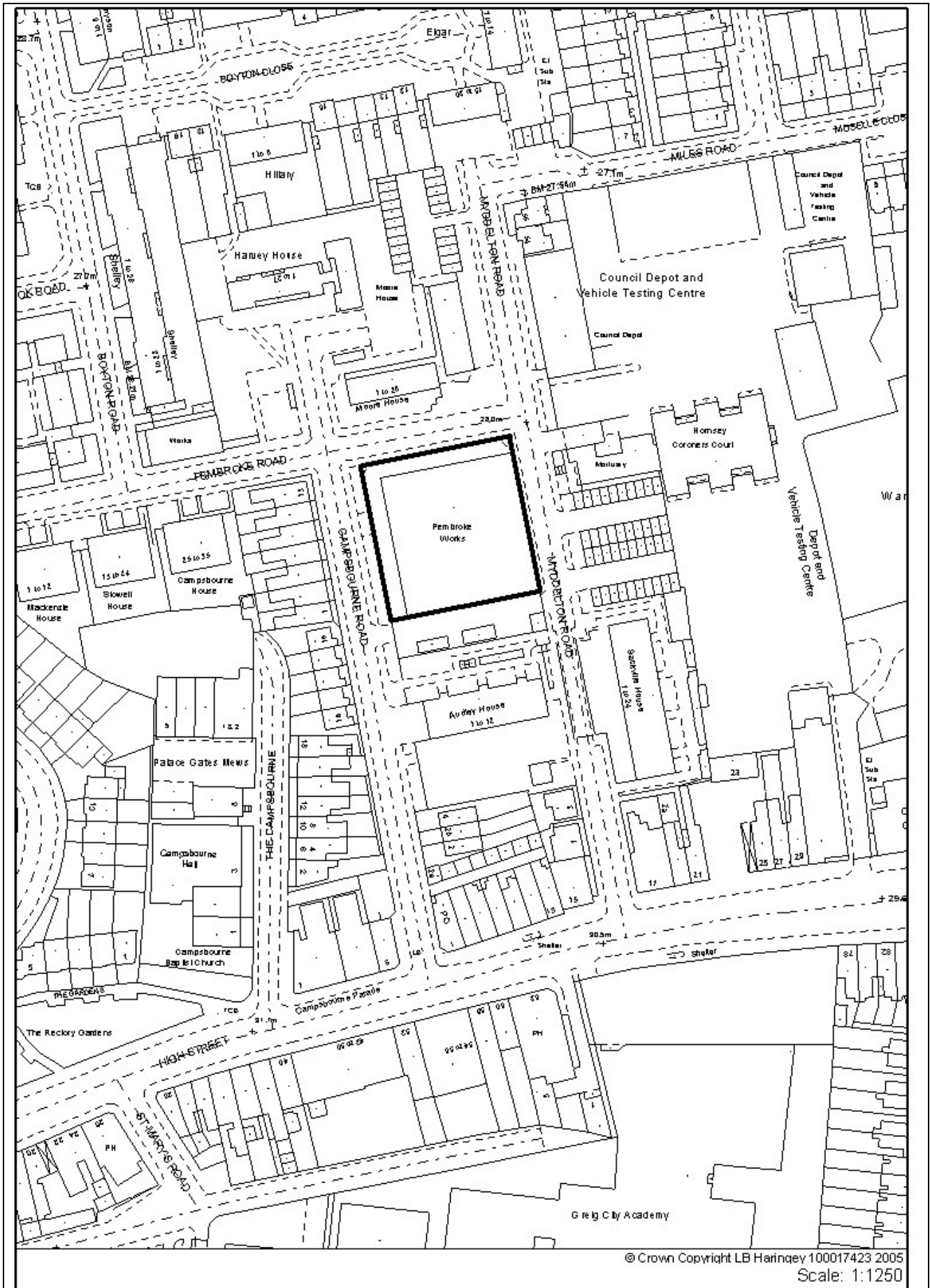
This proposed scheme has made provision for a total of 24 car parking spaces. These are provided as 14 secure off-street car parking spaces, including two disabled car parking spaces. Access to these car parking spaces is from Campsbourne Road. The proposals also retain 10 on-street car parking spaces, including two for disabled users.

The proposed development is considered to be in accordance with Policies within Haringey's Unitary Development Plan (2006)'. UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

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1.0 PROPOSED SITE PLAN



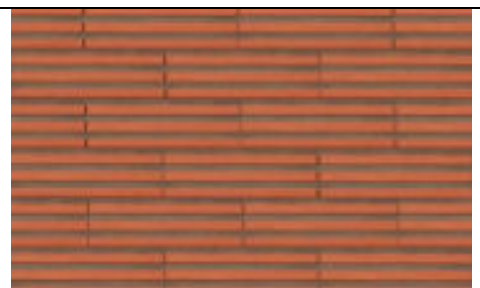
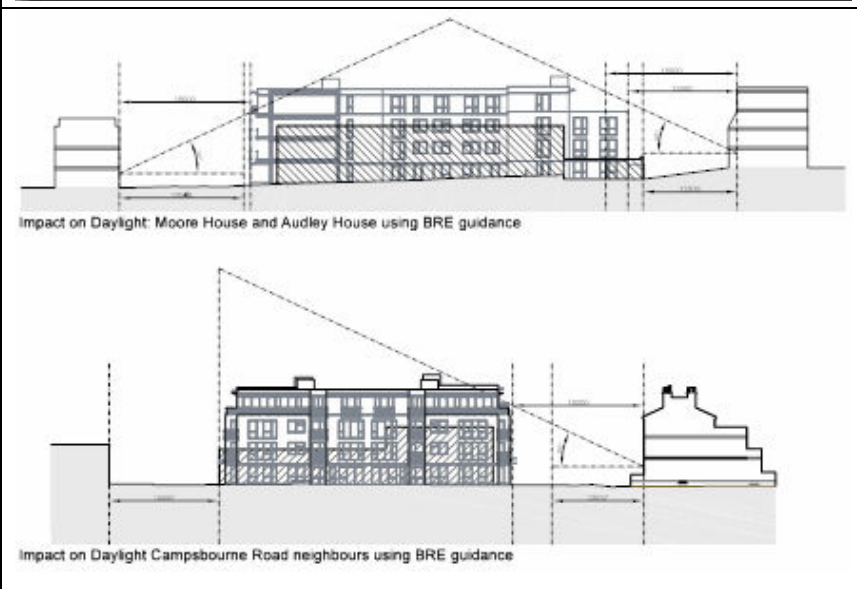
2.0 IMAGES



Above: Fibre C Slat Cladding



Above: Smooth Brick type 1



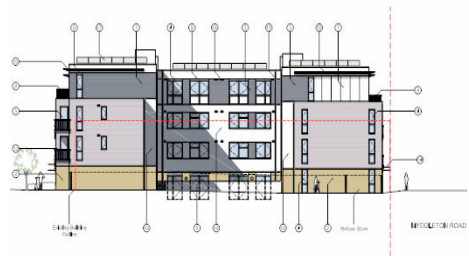
Above: Smooth Brick type 2



Above: Impact on day light Campsbourne Road neighbours using BRE Guidance.



Above: View of U – shaped internal courtyard.



Above: View along Campsbourne Road incorporating a new tree lined Street.



3.0 SITE AND SURROUNDINGS

- 3.1 This application site is a light industrial unit which comprises of a car wash and mechanics centre including office space. This site is also known as Pembroke Works and lies on a corner plot bounded by Campsbourne Road to the west, Pembroke Road to the north and Myddelton Road to the east, consisting of site coverage of 0.25 hectare. The large unit comprises of part one & part two storey building with the ground floors used for vehicle repair and car washing and the first floor as office accommodation.
- 3.2 The forecourts to the car repair and car wash activities run along Campsbourne Road and Pembroke Road, a blank building frontage runs along Myddelton Road and an open works yard runs along the southern boundary with a neighbouring residential building (Audley House). The only access to the site is from the Hornsey High Street (A504) via Campsbourne Road as Myddelton Road is closed to traffic. Pembroke works is surrounded on three sides by residential buildings and because the only access is via Campsbourne Road it is effectively set within a larger residential neighbourhood that runs northwards up to Alexandra Palace park.

4.0 PLANNING HISTORY

4.1 Planning Application History

HGY/1990/0570 - Land adjacent to Pembroke House Campsbourne Road London - Erection of single storey pre-cast structure for storage purposes - Granted - 27-06-90.

HGY/2005/1811 - Pembroke Works, Campsbourne Road London - Demolition of existing buildings and erection of a part 3 storey/ part 4 storey block comprising 8 x 1 bed, 23 x 2 bed and 2 x 3 bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard – Withdrawn - 24-11-05.

HGY/2006/0007 - Pembroke Works, Campsbourne Road London Demolition of existing buildings and erection of a part 3 / part 4 storey block comprising 8 x one bed, 23 x two bed and 2 x three bed self contained flats. Provision of 21 car park spaces, refuse storage and communal landscaped courtyard – Withdrawn - 21-03-06.

Pre-Application: PRE/2008/0011 - Pembroke Works Campsbourne Road London - Mixed use development comprising 7 No 4 bed single family dwelling houses, 7 x 3 bed flats, 7 No 2 bed flats and a B1 commercial unit over two storeys.

HGY/2009/0105 - Pembroke Works, Campsbourne Road London - Demolition of existing buildings and erection of mixed use development of 21 residential units, comprising of 7 x 4 bedroom houses, 14 x 2 bed flats and 7 x 1 B1 units with associated ten parking spaces – Refused - 09-03-09. Dismissed on appeal (Appeal Ref: APP/Y5420/A/09/2105936).

5.0 PROPOSAL DESCRIPTION

- 5.1 This proposed application seeks to undertake works consisting of the demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floorspace (use class/ B1) with associated parking and landscaping.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Framework
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Draft Haringey Local Plan: Strategic Policies:

Haringey's Local Plan: Strategic Policies (formerly the Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). This EiP commenced on 28th June and an additional hearing was held 22 February 2012 to discuss subsequent amendments and the Sustainability Appraisal. Following the EiP the Planning Inspectorate recommended 58 modifications. The majority of these were proposed by Haringey to ensure consistency with the NPPF and the London Plan. The consultation period for these amendments closed on the 12th of October.

As a matter of law and due to the advanced stage of development, some weight should be attached to the Local Plan policies however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

7.0 CONSULTATION

7.1.1 Statutory Consultees

- Transport for London.
- London Fire and Emergency Planning Authority.

- Crime Prevention Officer.

7.1.2 Internal Consultees

- LBH Transportation
- LBH Cleansing
- Building Control
- LBH Arboriculturalist
- Environmental Health (food & hygiene).
- Environmental Health (noise & hygiene).

7.1.3 External Consultees

- Ward councillors
- Amenity Groups

7.1.4 Local Residents

- Consultation letters were sent to the residents of 109 properties

7.1.5 A summary of statutory consultees and residents/stakeholders comments and objections can be found in Appendix 1. Local Resident responses raised the following broad issues:

7.1.6 Development Management Forum

7.1.7 A Development Management Forum was held on 23rd/July/2012 at St Mary's CE Junior School, Rectory Gardens, Hornsey, London, N8 7QN. Approximately 8 local residents and businesses attended. At the end of the table in Appendix 4 is a summary of the questions asked and responses given. Furthermore, below outlines the concerns that were raised at the Development Management Forum.

7.1.8 Concerns

- Loss of employment
- Parking stress
- Building height
- Loss of amenity

7.1.9 Support

- Design is in keeping with the character and appearance of the area.

7.1.10 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report. In response to these concerns the

scheme is providing new employment floor space, the design of the scheme is in keeping with the area and there is no significant overlooking or loss of amenity

7.1.11 Design Panel Review & Response

7.1.12 In response to the design panel review and comments from the Highways department; the building line on Campsbourne Road has been set back from the road to effectively allow the road to be widened by creating on street parking bays and a new pavement along the edge of the site. Furthermore, the scheme has also incorporated new tree planting along the road to improve the local environment and scenery. The building line will also be set back from the pavement edge on Pembroke and Myddelton Road in order to create a defensible zone for planting to introduce greenery and soften the public realm.

7.1.13 The work space has been consolidated into a single building on Myddelton Road at the southern end of the site. Residential accommodation is arranged at ground floor for the remainder of the building frontage thereby reinforcing the residential street character and providing passive surveillance. These include several larger family maisonettes with their own garden space within the courtyard.

7.1.14 Parking will be provided within the site at the southern end accessed from Campsbourne Road. Additional on street parking spaces are provided on Campsbourne Road and Pembroke Road.

7.1.15 The proposed layout of the site is orientated to ensure that the courtyard takes advantage of the south facing view; this would provide a good level of sunlight and daylight in to the courtyard. Thus providing a perimeter block that is in keeping with overall character and appearance of the residential neighbourhood.

7.1.16 Further to the Planning Design Panel it was suggested that top floor should be setback creating terraces for the top floor apartments instead of the mansard roof approach previously considered. The built form takes a perimeter block form characteristic of the area. The proposed buildings will be 3 - 4 storeys in height in keeping with the scale of buildings in the immediate and wider local context.

7.1.17 Applicant's consultation

7.1.18 The applicants have undertaken their own extensive consultation in order to engage with the local residential community and business users. The responses received show that the majority of respondents were in favour of the proposals for Campsbourne Road, with only one respondent saying they were not in favour. 93% of those who returned feedback forms were in favour (either 'broadly' or 'strongly').

7.1.19 The applicants consulted a total of 43 local residents, existing tenants of Pembroke Works, local businesses, community and Ward Councillors attended the exhibitions. 19 attendees returned completed feedback forms. In addition, nine emails and three phone calls were received.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Application Background
- The principle of mixed/residential use on site & density;
- Loss of existing employment & Creation of new employment;
- Density;
- Size/Bulk/Appearance;
- The layout/ standard/ mix of accommodation of the proposed;
- Affordable Housing;
- Residential Amenity;
- Parking and access;
- Sustainability;
- Waste management;

8.1 Background

8.1.1 This application follows on from a previous refused application. A previous proposal for residential development was submitted for planning in 2006 but subsequently withdrawn and in 2009 another mixed use scheme of houses, flats and office space was submitted and subsequently refused on the grounds of a loss of employment space and lack of a legal undertaking to meet planning obligations.

8.1.2 Although not a reason for refusal the level of parking provision was also felt by objectors to be insufficient. However on appeal the Inspector found that the principle of a mixed uses development of residential and office space was acceptable. This proposed development has improved the design merit of this current scheme responding to the issues raised at the design panel as discussed further on in this report.

8.1.3 The inspector recognised the loss of employment and the community and economic benefits associated with the existing established local employer. However, the inspector also found that the office element of the proposed scheme would support a significant number of jobs and the office and residential mix was considered to be more compatible with a residential setting than the existing business uses. The inspector further noted that the development of the site would help to address the existing housing shortfall in Haringey, would be more efficient use of 'Brownfield Land', in sustainable location, and with good access to community services and public transport. Finally the inspector stated that these were substantial planning benefits and, on balance found that the principle of replacing the existing employment use of the site with a mixed residential/office development would be acceptable and

that the proposal would generally satisfy Haringey's Unitary Development Plan Policy EMP4.

8.1.4 In this current scheme the applicants have established a relocation plan for the existing tenant Automerc. Furthermore, the landlord (applicant), Energoseti Ltd has offered the sub-tenant some rent-free periods.

8.2 The principle of mixed/residential use on site

8.2.1 The site is not designated within a Defined Employment Area. Policy EMP4 "Non Employment Generating Uses" states that "proposals for redevelopment of sites currently in employment generating use to a non-employment generating use will be considered against the criteria set out in Policy EMP4.

8.2.2 The London Plan sets housing targets for individual Boroughs for the period up to 2016. A London Housing Capacity Study published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan's target. The new target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. These targets are generally reflected in Unitary Development Plan Policy G3.

8.2.3 The redevelopment of this site will bring about the re-use of a brown-field land in line with The National Planning Policy Framework 'Delivering sustainable development', The London Plan and G3 Housing Supply of Haringey Unitary Development Plan (2006).

8.2.4 It is considered that the provision of serviced business units on the site will maintain the employment generating potential on the site and regeneration benefits and as such the proposal is in accordance with the aims of policy EMP4.

8.3 Loss of existing employment & Creation of new employment

8.3.1 Campsbourne Road is not designated within a Defined Employment Area (DEA). However, as it is currently within employment generating use, Policy EMP4 of the adopted Haringey Unitary Development Plan applies. Under that policy, planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:

- a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
- b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
- c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.

8.3.2 The proposals have been developed in accordance with criterion c) of UDP Policy EMP4 which supports proposals seeking a change of use from employment generating uses provided that the redevelopment or re-use would retain or increase the number of jobs on site and result in wider regeneration benefits.

8.3.3 The applicants have provided evidence within their supporting statement that the proposed redevelopment of site which includes B1 affordable office space would generate an increase in the number of jobs permanently provided on the site from circa 25-30 to circa 47 employees. Therefore, it is expected that the number of people employed on the site at any one time would be significantly higher.

8.3.4 This current planning application would have a floor area of approximately 562sqm, although this amounts to a reduced floor space in comparison to the existing floor space the provision of less but modern floor space would provide the same or more jobs density.

8.4 Creation of new employment

8.4.1 The 562 sqm of new, affordable employment space would be managed by the London Youth Support Trust (LYST), providing purpose-built, flexible accommodation for up to 25 businesses, creating jobs and increasing employment provision on site for local young people.

8.4.2 The creation of new employment on site (circa 47) has been estimated by London Youth Support Trust (LYST) based on an evaluation from similar schemes that LYST have been involved in as shown below:

8.4.3 The Enterprise Building at the Bernie Grant Arts Centre (BGAC)

8.4.4 Tottenham Green Enterprise Centre (TGEC)

8.5 Density

8.5.1 The London Plan sets a density of 200 - 450 habitable rooms per hectare for developments, consisting terrace houses and flats, in urban areas within 10 minutes walking distance of a town centre. However, matters such as the character of the local area, quality of the design, amenity standards, range and mix of housing types should also form part of the assessment to ensure proposed development relates satisfactorily with the site.

8.5.2 The scheme is 568 habitable rooms per hectare. Although this would be over the benchmark density the scheme's design, bulk, massing and scale has no significant impact to neighbouring properties and meets the Mayors London Housing Design Guidance 2011.

8.6 Size/Bulk/Appearance

- 8.6.1 Policy UD3 'General Principles' & UD4 'Quality Design' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area.
- 8.6.2 Materials
- 8.6.3 The use of materials consisting of two types of brick, aluminium panels and rain screen cladding, which will be used along with architectural detailing work for the treatment of the proposed elevation is considered to link in with neighbouring buildings. A condition of consent will be attached requiring full details, specifications and submission of material samples.
- 8.6.4 Balcony railings shall have fixed obscured glazing panels to the balustrade railings, details of which shall be submitted to the Local Planning Authority and approved in writing, and implemented in accordance with the approved plans.
- 8.6.5 Amenity
- 8.6.6 Amenity space is provided in the form of an internal communal courtyard space and individual gardens.
- 8.6.7 The proposed scheme has undertaken an assessment of separation distances and application of BRE guidelines for daylight which show that the proposed scheme would not have a significant detrimental effect on the amenity of neighbouring residential properties.
- 8.6.8 The built form takes a perimeter block form characteristic of the area. The proposed buildings will be 3 - 4 storeys in height in keeping with the scale of buildings in the immediate and wider local context. The internal floors are arranged in order to express a vertical rhythm to the street which is in keeping with the local residential character. The 'terrace' blocks also step down to follow the sloping topography in a similar manner as the Victorian terrace's opposite to the proposed development.
- 8.6.9 The building line on Campsbourne Road is set back from the road to effectively allow the road to be widened by creating on street parking bays and a new pavement along the edge of the site.
- 8.6.10 New tree planting along the road is also proposed to improve the local environment. The building line will also be set back from the pavement edge on Pembroke and Myddelton Road in order to create a defensible zone for planting to introduce greenery and soften the public realm. A condition would also be attached in planning consent was provided relating to soft and hard landscaping.
- 8.6.11 The proposed residential building is arranged in a 'U' shaped layout, providing residential dwellings at all levels. Within the 'U' shaped site the scheme proposes an internal courtyard and amenity space which is open to the south in order to maximise sunlight penetration. The proposed scheme seeks to provide a mix of office /studio work space, residential flats and maisonettes.

8.6.12 A range of dwellings are proposed which will include 9 x 1 bedroom (2 persons), 6 x 2 bedroom (3 persons), 10 x 2 bedroom (4 persons), 11 x 3 bedroom (4 persons), 2 x 3 bedroom (5 persons) and 4 x 4 bedroom maisonettes (7 persons).

8.6.13 As part of this proposal the proposed scheme also seeks to provide a non-for profit organisation known as LYST (London Youth Support Trust) with a range of small 10 to 30m² self-contained office units with natural light in order to cater for a wide variety of occupiers. The types of occupier they cater for include small service and owner maker type companies. In response to the Design Panel comments and the London Youth Support Trust requirement for dual aspect units the work space has been consolidated into a single building on Myddelton Road at the southern end of the site.

8.6.14 Lifetime Homes

8.6.15 The proposed residential mix, which includes a high proportion of family sized (3+ bedrooms) accommodation, is in accordance with national, regional and local planning policy. The proposed scheme also provides 10% of all units to be wheelchair accessible in line with the emerging Core Strategy, delivered to the Lifetime Homes Standards and comply with the London Housing Design Guide.

8.6.16 Floor space Standards

8.6.17 The proposed residential units would consist of adequate circulation space and separate storage space. The proposed internal storage spaces are appropriate in size and scale in accordance with Haringey's Housing SPD (2008).

8.6.18 Housing Mix

8.6.19 The proposed development seeks to deliver 4 x 4-bedroom (7 person) maisonettes and 2 x 1 bedroom (2 person) units as affordable housing, which equates to 20% by habitable room. This provision has been developed in response to the borough's acute need for family-sized accommodation as identified in the emerging Core Strategy.

8.7 Affordable Housing

8.7.1 Policy HSG4 of Haringey's UDP (2006) states that housing developments providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. A viability assessment has been submitted which will provide: -

- 26% on-site affordable housing by habitable room comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms and, 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable rooms.

8.8 Residential Amenity

- 8.8.1 Policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight' seeks to protect existing residential amenity and avoid loss of light and overlooking issues.
- 8.8.2 The scale, design and position of the proposed buildings on the site means that, the surrounding occupiers will not suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight. The distances between windows within the development are adequate to maintain a level of privacy enjoyed by occupants within the properties and would not create new problems of overlooking.
- 8.8.3 The distance of rear facing habitable windows directly opposite one another would be a minimum of 19 meters, although the Housing SPD (2008) states that the minimum distance should be 20 meters it is considered that the proposal would be merely 1m short of the required distance, however, to this degree the scheme would still maintain a level of privacy enjoyed by adjoining neighbouring properties and would not create new problems of overlooking. Furthermore, the proposed new development is sufficiently distanced from the neighbouring adjoining properties situated on the opposite side of the road and would not result to any additional levels of overlooking from the new residential or commercial units.
- 8.8.4 The retention and reinstatement of trees along the Southern Boundary furthermore ensure current levels of privacy are maintained. The siting and form of the proposed development have also been considered carefully to ensure there will be no significant levels of overshadowing to neighbouring properties. As such, the proposed development is not considered to demonstrate any significant loss of privacy for neighbouring properties. Overall, the proposal is deemed to comply with Haringey's UDP (2006) Policy UD3 and SPG3b and the Housing SPD (2008).

8.9 Parking and access

- 8.9.1 Policy M10 'Parking for Development' states that development proposals will be assessed on an individual basis and measured against the parking standards set out within the Councils UDP. The proposed scheme will be car-free and therefore the application satisfies the UDP as encouraging sustainable forms of travel and thus a higher degree of sustainability and environmental awareness.
- 8.9.2 However some parking facilities will be provided within the site at the southern end accessed from Campsbourne Road. Additional on-street parking spaces are provided on Campsbourne Road and Pembroke Road. There will therefore be an overall increase in on-street parking as a result of the scheme along with a reduction in parking demand currently generated by the vehicle related business uses currently on the site.
- 8.9.3 The planning application includes provision for a total of 24 car parking spaces. These are provided as 14 secure off-street car parking spaces, including two

disabled car parking spaces. Access to these car parking spaces is from Campsbourne Road. The proposals also retain 10 on-street car parking spaces, including two for disabled users. These spaces will be set back from the street edge on Campsbourne Road. The parking provision is in line with that required by Haringey's adopted UDP.

- 8.9.4 Comments from the LBH Transportation team reveals that the site in question lies within a reasonably good public transport and accessibility level 3 showing that the site is well accessed via bus and train.
- 8.9.5 A parking survey was conducted by the applicant and submitted as part of a supporting document. The survey was carried out over three days between; Wednesday 8th February to Friday 10th February, which looked at the levels of legal on street parking available verse the number of vehicles parked within 200m walking distance of the site. On analysing the surveys, the results demonstrated that Campsbourne Road and The Campsbourne suffer from high parking pressures during the day, with over 80% of all the available spaces being utilised. However over night when it is expected that the demand for parking would increase, the number of cars parked on street verses available parking spaces decreases by some 10%. This is the reveres for the other roads surrounding the site, which all have an increase in the demand for on street parking overnight.
- 8.9.6 The Transportation teams interrogation with TRAVL database suggests that based on comparable sites (Albion Wharf SW1, Coopers Court W3, Green Dragon House WC2, Tysoe Ave EN3 Winchester Mews NW3), that the residential element of this development, some 42 residential units and 142 habitable rooms, would only generate a combined in and out movement of some 8 in/out vehicles during the critical morning peak hour. Likewise, the commercial aspect of this development (562sqm GFA), would only generate a maximum of 2 vehicles in the same crucial peak period. It is therefore deemed that this level of vehicular trips (10 in/out vehicle movement) in the morning peak hour would not have any significant adverse effect on the adjacent roads. It is to be noted that the proposed generated trips of this site is far less than that of the site's existing use which is estimated to generate some 361 In/out trips over the course of the day compare to the proposed combined commercial and residential development which will generate some (97) in/out tips over a day.
- 8.9.7 The applicant has proposed providing some 42 sheltered secure cycle parking spaces for the above development, this is below the standard required by the 2011 London Plan which requires the applicant to provide 2 spaces for 3 and 4 bed units. The applicant will be required to provide a total of 59 sheltered secure cycle parking spaces, which will be applied as a condition to this consent. The scheme would also incorporate one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. There will also be free 'car club' membership for 42 units for one year

9.0 SUSTAINABILITY

9.1.1 The Code for Sustainable Homes (CSH) 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.

9.1.2 Residential

9.1.3 The proposal aims to achieve a Code Level 4.

9.1.4 A feasibility study was carried out to determine the energy strategy for the proposed development. Photovoltaics were considered to be the most feasible Zero Carbon energy solutions considered to be a suitable technology for this development for the following reasons.

- The availability of roof space to mount the PV panels;
- The ease of installing PV arrays on the roofs;
- Limited visual impact from ground level.

9.1.5 Commercial

9.1.6 The commercial element of the scheme has been designed to achieve a BREEAM rating of VERY GOOD. The main features contributing to this include:

- Low energy equipment and appliances.
- Sustainable transport location and cycle provision.
- Low water consumption fittings.
- Use of green construction materials.
- Reduction and recycling of construction waste.
- Living roof to increase biodiversity and attenuate surface water runoff.
- Low Carbon Energy.

9.2 Amenity space

9.2.1 Within the site a courtyard area of gardens and amenity space is proposed which is open to the south in order to maximise sunlight penetration.

9.2.2 The following mixes of dwellings and room sizes have been proposed for this development scheme.

Type	No.	rate	requirement
1 Bedroom -	2 Person	9 x 5m ²	45m ²
2 Bedroom -	3 Person	6 x 6m ²	36m ²
2 Bedroom -	4 Person	10 x 7m ²	70m ²
3 Bedroom -	4 Person	11 x 7m ²	77m ²
3 Bedroom -	5 Person	2 x 8m ²	16m ²

Total: 244 m2

9.2.3 Communal amenity provided: 292 m2

9.2.4 4 Bedroom - 7 Person 4 have private gardens of 24m2. The majority of other flats also have private balconies & terraces.

9.2.5 The commercial space / units will need to make arrangements for scheduled collections with a Commercial Waste Contractor. The plans show a storage area for the commercial part of the development.

9.2.6 This application has been given RAG traffic light status of AMBER for waste storage and collection arrangements.

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

11.1.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

11.1.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

12.0 PLANNING OBLIGATIONS

12.1.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary

Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

12.1.2 Mayoral CIL will be payable on this development amounting to approximately £75,530.

12.1.3 The recommended principal terms for a s106 agreement, representing the maximum the scheme can support while still remaining viable, are therefore:

Affordable Housing

- 26% on-site affordable housing by habitable rooms comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms, and 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable rooms.

Education Contribution

- The education contribution associated with this development is calculated to amount to £232,000 to be paid to the Council.

Highway Contribution

- Prior to the start of development the applicant needs to enter in to a S.38 Highways Act agreement with the council as Local Highway Authority in order to dedicate a strip of land between 1.95 and 2.24 metres in width from the proposed site entrance to the junction with Pembroke Road to widen the carriageways on Campsbourne Road and provide inset parking bays. Therefore an agreement should be made to dedicate that land as adopted public highway on satisfactory completion of works. (These highway developments are estimated to cost in the region of £60,000).

Administration and Monitoring fee

- £1,500 to be paid to the Council for monitoring the agreement; and

Legal

- The landowner to pay the Council's legal costs in preparing and completing the agreement.

Car Club

- The S106 to secure one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents

of the new development. The S106 to also secure free 'car club' membership for 42 units for one year, which equates to £2,100.

Affordable Commercial space

- The S106 to secure affordable commercial space no more than 50% of market rates in perpetuity.

TRAVEL PLAN

- A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, the following measure must be included in order to maximise the use of public transport.

a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.

c) Establishment or operate a car club scheme, which includes at least 2 cars spaces. The developer must offer free first year membership to all new residents.

d) Adequate residential cycle provision, in line with the 2011 London Plan for the residential development

13.0 SUMMARY AND CONCLUSION

13.1.1 The proposal is for a development on a current light industrial space to provide a mixed use residential / office development. The surrounding area is mainly residential and borders with the Hornsey Depot potential Sainsbury's site, part of the "Haringey Heartland" Area of Intensification. The proposal is a 'U' shape comprising 40 residential units, mainly dual aspect, designed to a vertical rhythm. The ground floor will be adaptable office space, with an off street parking court for residents, and 4 town houses at the southern ends.

13.1.2 The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use would unlock the full potential of the site, providing a better frontage onto Campsbourne Road.

13.1.3 The scale, bulk and massing of the proposed development will not be significantly greater to that of the adjoining building. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties fronting High Street. The density of the proposed development is considered appropriate for

a built up site located in close proximity to good transport links and a town centre.

13.1.4 The proposed development is considered to be in accordance with Policies within Haringey's Unitary Development Plan (2006). UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

14.0 RECOMMENDATIONS

a) **GRANT PERMISSION** subject to:

- conditions set out below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- in accordance with the approved plans and documents in the tables below

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission is granted in accordance with planning application no. HGY/2012/1190, subject to a precondition 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) 26% on-site affordable housing by habitable rooms comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms, and 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable rooms.

(1.2) A contribution of £232,000 towards educational facilities within the Borough according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.

(1.3) The applicants need to enter in to a S.38 Highways Act agreement with the council as Local Highway Authority contribution of £60,000 is being sought in order to dedicate a strip of land between 1.95 and 2.24 metres in width from the proposed site entrance to the junction with Pembroke Road to widen the carriageways on Campsbourne Road and provide inset parking bays.

(1.4) Plus a monitoring fee which equates to £1,500.

(1.5) The S106 to secure one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. The S106 to also secure free 'car club' membership for 42 units for one year, which equates to £2,100.

(1.6) The S106 to secure affordable commercial space no more than 50% of market rates in perpetuity.

(1.7) A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, the following measure must be included in order to maximise the use of public transport.

a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.

c) Establishment or operate a car club scheme, which includes at least 2 cars spaces. The developer must offer free first year membership to all new residents.

d) Adequate residential cycle provision, in line with the 2011 London Plan for the residential development

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed by 17th/December/2012, planning application reference number HGY/2012/1190 shall be refused for the following reason: In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contributions referred to in resolution (1) above the proposed scheme would therefore be considered contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

RECOMMENDATION 3

In the event that the Planning Application is refused for the reasons set out in resolution (2) above, the Assistant Director (PEPP) (in consultation with the Chair of 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

That following completion of the Agreement referred to in resolution (1) above, planning permission be GRANTED in accordance with planning application no HGY/2012/1190 and Applicant's drawing No's 0100, PL_0102, PL_0300, PL_1001B, PL_1002 - PL_1005 incl.; PL_2000 and PL_3000 - PL_3006 incl.

Subject to the following condition(s)

EXPIRATION OF PERMISSION

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.

IN ACCORDANCE WITH APPROVED PLANS

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.

PRE-COMMENCEMENT CONDITIONS

MATERIALS & EXTERNAL APPEARANCE

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details and samples of the materials (including but not limited to, brick, cladding, windows and roofing materials) to be used in connection with the development hereby permitted have been submitted to and approved in writing by 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 and to preserve the historic character of the building and conservation area.

BALCONY DESIGN

4. Notwithstanding the details submitted in the approved drawings, no development shall commence until full details and specifications of the balconies (which shall consist of fixed obscured glazing panels) have been

submitted to and approved in writing, by the local planning authority and implemented in accordance with those details approved under this condition.

Reason: In order to safeguard the visual amenity of the proposed new building and the area generally.

PHOTOVOLTAIC EQUIPMENT

5. Prior to the commencement of the development full details and design of the photovoltaic equipment shall be submitted to and approval by the Local Planning Authority and implemented in accordance with those approved details.

Reason: To ensure the development is sustainable.

BOUNDARY TREATMENT AND LANDSCAPING

6. Notwithstanding the details of landscaping referred to in the application, no development shall commence until a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:
 - a. those existing trees to be retained.
 - b. those existing trees to be removed.
 - c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
 - d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

HARD LANDSCAPING

7. Notwithstanding details shown in the proposed application, no development shall commence until details of a scheme depicting those areas to be treated by means of hard landscaping have been submitted to, approved in writing by the local planning authority and implemented in accordance with the approved details. Such a scheme shall include detailed drawing(s) of those areas of the development to be so treated, a schedule of proposed materials and samples and details of those areas which are permeable surfaces, 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.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

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

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

CONSTRUCTION MANAGEMENT PLAN

9. Prior to the commencement of the development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to and approved by the local authority's. The plans shall contain details of how construction work (inc. demolitions) are to be undertaken to minimise disruption to traffic and pedestrians on Hornsey High Street, Campsbourne Road and the road surrounding and vehicle movements planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

CONTAMINATED LAND

10. Before development commences other than for investigative work:
- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the

desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- Risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

CONTROL OF CONSTRUCTION DUST

11. Prior to commencement of the development, a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must 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.

Reason: To protect the amenities of nearby properties.

EXTERNAL LIGHTING

12. Notwithstanding the details contained within the development hereby approved, full details of the artificial lighting scheme to the entrance, vehicular routes and parking areas, pedestrian routes and designated communal amenity space shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

CONSIDERATE CONSTRUCTOR SCHEME

13. The site or contractor company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

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

BREEAM – DESIGN STAGE ASSESSMENT

14. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Notwithstanding the BREEAM pre-assessment referred to in the submitted Sustainability Statement (Document Ref: REP-PL-HOR-011A), a BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

POST-COMMENCEMENT CONDITIONS

BREEAM CERTIFICATE

15. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) 2008 Scheme. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

USE CLASS ORDER RESTRICTION

16. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 the premises shall be used as Class B1 only and shall not be used for any other purpose including any purpose within Class A1 unless approval is obtained to a variation of this condition through the submission of a planning

CYCLE PARKING

17. Notwithstanding the existing 42 sheltered secure cycle parking spaces currently provided for the proposed site, the applicant will be required to provide a total of 59 sheltered secure cycle parking spaces in line with the standard required by the 2011 London Plan which requires the applicant to provide 2 spaces for 3 and 4 bed units. Such a scheme shall include a detailed drawing of the allocated sheltered secure cycle parking spaces to be submitted for written

approval on request from the Local Planning Authority, prior to the occupation of the development.

Reason: to provide enhance cycling facilities in order to promote travel by sustainable modes of transport to and from the site.

SECURED BY DESIGN

18. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured by Design' and 'Designing out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

SATELLITE AERIALS

19. Prior to the occupation of the development, details of a scheme for a central satellite dish/aerials 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 prevent the proliferation of satellite dishes on the development.

SIGNAGE

20. Any signage required for the proposed commercial unit shall be subject to a separate advertising consent application. Signage shall not be erected on the building without the prior consent of the local planning authority.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

CONSTRUCTION HOURS

21. 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 addresses.

INFORMATIVE:

The Council will wish to see that in respect of both external finish and internal standards of finish, the affordable housing and the private housing elements shall be completed to the same standards; and that this requirement shall be contained within the Section 106 Agreement.

INFORMATIVE:

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

REASONS FOR APPROVAL

The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use would unlock the full potential of the site, providing a better frontage onto Campsbourne Road.

The scale, bulk and massing of the proposed development will not be significantly greater to that of the adjoining building. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties fronting High Street. The density of the proposed development is considered appropriate for a built up site located in close proximity to good transport links and a town centre.

The proposed development is considered to be in accordance with Policies within Haringey's Unitary Development Plan (2006). UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

14.0 APPENDICES

14.1 Appendix 1: Consultation Responses

No.	Stakeholder	Question/Comment.	Response
	INTERNAL		
1	Building Control	No objections.	Noted
2	London Fire and Emergency Planning Authority	The brigade is satisfied with the proposals.	Comments noted
4	Transport for London	With respect to the above application, I can confirm that as the site is not located on either the Transport for London Road Network (TLRN) or Strategic Road Network (SRN), and given the anticipated trip generation, the development would not result in an unacceptable impact on the local transport network.	Comments noted
5	Transportation	LBH Transportation has not objected to this proposed development, however conditions have been attached to this proposed scheme. A full transportation comment can be found within Appendix 3 of this report document.	Comments noted and a condition attached

6	Thames Water	<p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure there are no objections to this planning application and should be approved with conditions and an informative. Full comments from Thames Water can be found within Appendix 3 of this report document.</p>	<p>Comments noted and an informative attached</p>
7	Design Panel	<p>In summary the comments from the design panel were:</p> <p>The majority of the panel believed the proposal needed further development, possibly with a more bold design, fewer or differently conceived commercial units and a more innovative layout.</p>	<p>Comments noted and subsequently the design of this current scheme reflects the feedback from the design panel which is discussed in section 7.12 of this report.</p>

8	Crime prevention & Design Officer	Anti-social behaviour has featured in the estates around The Campsbourne. I have concerns regarding the "green boundary" that forms the perimeter of many of the ground floor units. A more robust treatment such as dwarf wall and railing, typically 1100mm high would provide proper defensible space whilst enhancing natural surveillance - this treatment is likely to need considerably less maintenance than planting. I recommend the standards in the Secured by Design scheme for doors and windows. We can give further advice as necessary.	Comments noted and a condition attached Furthermore, a condition has been attached to ensure that the standards for Secured by Design principles are complied within this proposed scheme.
9	Waste Management	The Waste Management team have not objected to this proposed development, however conditions have been attached to the consent of this application. Full comments can be found within Appendix 3 of this report document.	Comments noted and a condition attached

10	Existing businesses consulted	Question/Comment.	Response
	<p>Automerce Pembroke Works, Myddleton Road, Hornsey.</p> <p>Angel Racing London Ltd, Pembroke House, Hornsey</p>	<p>As an existing businesses Automerce Service Ltd have existed on this site since 1981, running a specialist car repair business within the site. The initial comments received stated that the proposal if permitted would result in the loss of business on this site (initial comment made on 21st/June/2012).</p> <p>I object to this development as my business has been situated on this site since 2005. Therefore if this development is permitted then my business would be affected.</p>	<p>29th/10/2012 Automerce have now reached an agreement for relocation of the businesses and a contractual agreement has been signed between the three parties; the existing landlord, new landlord and Automerce (the existing businesses). The intended site relocation will be to a near by location at 83 – 89 Western Road London.</p> <p>The other businesses operating from these premises are sub-tenants of Eyedea, to which the applicant has no contractual relationship with the sub-tenants. It is understood that a number of these sub-tenants are paying neither rent or business rates. Due to development plans for the building originally being brought forward by the previous owners, the sub-letting tenants have for some years been in short-term lease arrangements with three month break clauses. In return, they have been on below market rate rents, giving them the opportunity to make preparations for the future. Furthermore, the landlord (applicant), Energoseti Ltd has offered the sub-tenants a rent-free period until January 2013 as a way of giving financial assistance and sufficient time for relocation, following this date the sub-tenants will cease to operate within Pembroke Works. Campsbourne Road.</p>

11	NEIGHBOUR CONSULTED	<ul style="list-style-type: none"> • 2 objection received • 1 neutral comment received • 36 signatures of objection in a petition and 2 letters of support 	Response
	<p><u>Andrea Babini</u> <u>25 High Street</u> <u>Submission:</u> <u>Objection</u></p> <p><u>Comments by: L Ramm</u> <u>From:</u> <u>Campsfield Road, Hornsey</u> <u>Submission:</u> <u>Objection</u></p> <p><u>Comments by: Daniel Whelan</u> <u>From: 7 Campsbourne Road</u> <u>Submission:</u> <u>Neither</u></p>	<p>A summary of the objections are shown below;</p> <ul style="list-style-type: none"> ▪ The area already has a high density of housing. The site serves light industrial businesses and has always provided employment in the area. ▪ There is already a high pressure on parking for the existing businesses and residents in the area. New housing development will add to the existing demand for parking spaces. ▪ The loss of jobs for all those who work at Pembroke Works would have a detrimental impact to the local community. 	<ul style="list-style-type: none"> ▪ The LBH Transportation teams interrogation with TRAVL database suggests that based on comparable sites within the local area, It is to be noted that the proposed generated trips of this site is far less than that of the site's existing use which is estimated to generate some (361) In/out trips over the course of the day compared to the proposed combined commercial and residential development which will generate some (97) in/out tips over a day. ▪ The proposed development would create 562sqm of affordable commercial space over three floors. The applicants have also provided evidence within their supporting statement that the proposed redevelopment of site which includes B1 affordable office space would generate an increase in the number of jobs permanently provided on the site from circa 25-30 to circa 47 employees. Therefore, it is expected that the number of people employed on the site at any one time would be significantly higher.

	<p><u>Comments by: I Carbonel</u> <u>From: 7 Campsbourne Road</u> <u>Submission: Neither</u></p> <p><u>Comments by: Dennis Bradley</u> <u>From: 14 South View Road, Hornsey</u> <u>Submission: Support</u></p> <p><u>Comments by: Andrew Joakim</u> <u>29 High Street, Hornsey</u> <u>Submission: Support</u></p>	<ul style="list-style-type: none"> ▪ Concerns about the height of the building which are much taller than the current one. ▪ The plans even as they stand are much better and much more suitable for Campsbourne Rod and Pembroke Works than the existing. ▪ The design of the building looks nice, however the surrounding buildings are 2-3 storeys and in comparison the proposed development would be out of context as it would be 4 storey' ▪ Objections raised as the proposed redevelopment would result to loss of light and sun, loss of privacy, loss of light industrial unit and impact on parking and traffic conditions in the area. ▪ I support this development, although the proposed building would be greater in bulk than the existing, in character with the surrounding area. ▪ We are owners of No 29 High Street, Hornsey and we are supporting the proposal as it would liven up the area. 	<ul style="list-style-type: none"> ▪ The analysis of building heights shows the site is surrounded by 3 and 4 storey buildings. The area is characterised by a mixture of roof forms. There are flat roofed blocks of flats north and south and to the west the Victorian terrace on Campsbourne Rd and more recent buildings such as those further to the west on Pembroke Road have pitched roof forms. Therefore, the proposed development being of part 3 and 4 storeys would be in keeping with the overall character and appearance of the adjoining neighbouring residential setting. ▪ An assessment of separation distances and application of BRE guidelines for daylight show that the proposed scheme will not have any significant detrimental effect on the amenity of neighbouring residences. (see section 2 images within this report) ▪ The proposed scheme would be in keeping with the character and appearance of the overall area, sympathetic to the overall residential setting.
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16.0 APPENDICES

16.1 Appendix 2: Applicants Statement of Consultation

Campsbourne Road

Statement of Consultation

On behalf of Energoseti Ltd
March 2012

1. Introduction

Energoseti Ltd's proposals are to regenerate a dilapidated light industrial site at Campsbourne Road, around 100m north of Hornsey High Street, into a mixed-use development. The new building will house both affordable employment space and 42 new homes. More flexible, affordable, employment space will be provided suitable for a range of businesses. The new homes will be a combination of affordable and private sale homes in a mix of one to three-bed apartments as well as four family-sized maisonettes. A brick, concrete and aluminium building with a flat roof that dates from the 1970s occupies the site. It sits within a predominantly residential neighbourhood. Energoseti Ltd aims to make the best use of this site, which has struggled to attract and retain light industrial tenants required by the current planning designation. Affordable commercial space will be provided as part of the proposals. The commercial space will be managed by the London Youth Support Trust to support young entrepreneurs. As such, the commercial element is expected to attract a greater variety of businesses and help to provide more jobs for the area than at present.

The public consultation was successful in raising awareness of Energoseti's proposals for the site, engaging with local residents and stakeholders as well as identifying key issues surrounding the potential development. The consultation centred on the public exhibition, which was held in November 2011. To publicise the exhibition the following activities were undertaken:

- 2,000 newsletters distributed to residents and businesses in the local area
- 50 letters sent to residents and businesses in the immediate vicinity of the site
- Posters advertising the exhibitions were distributed to 18 local community venues

- All existing tenants of Pembroke Works were contacted and regularly updated
- The three local ward councillors and key Cabinet members were contacted.

The public exhibitions outlined the proposals for a mixed-use scheme with affordable commercial space on the ground floor, which will also provide an active street frontage and housing above. The vast majority of feedback was positive with respondents saying they would be happy to see this sort of development on site and that it would be an improvement on the existing building. Most respondents are in favour of the proposals. When asked, 50% of respondents indicated they are 'strongly in favour' and 43% 'broadly in favour'. If these are taken together, 93% of people who left comments said that they are in favour of the mixed-use scheme. There were some reservations expressed about the current tenants losing employment space. However, as the existing building is in poor condition most of it remains unoccupied. The new building would provide affordable and flexible employment space suitable for a range of commercial uses.

2. Executive Summary

Local Dialogue was commissioned by Energoseti to assist with the pre-application public consultation around proposals for the redevelopment of Pembroke Works, which is located on Campsbourne Road, Hornsey. Local Dialogue is a specialist public consultation agency with wide ranging expertise in advising on and implementing consultation programmes for both public and private sector clients. Our extensive experience includes working with local authorities, housing associations and other public sector bodies, as well as private sector organisations on consultation, facilitation and communications for masterplanning, regeneration and development proposals. Consultation is core to the planning process. It allows local communities to view and comment on proposals, and for applicants to consider this feedback as they develop their schemes. Government Planning Policy Statements (notably PPS1) and related documents encourage organisations making development proposals to engage local communities from an early stage. This policy and advice supports 'front loading' public engagement as proposals are developed and before the official submission of planning applications to the relevant local authorities. It also recognises all parties will benefit from a programme of communications ensuring all those with an interest are fully informed of proposals. The basic need for consultation in planning has been reiterated recently through the Planning Act 2008, the 2008 Killian Pretty Review, the April 2009 'Duty to Involve' and current best practice guidance. The importance of consultation has been recently elevated with the Coalition Government's localism agenda. The Localism Bill, which was published in December 2010, sets out how the Government intends to devolve decision-making down to a neighbourhood/local authority level and empower communities. Therefore, consultation and engagement with the public and local stakeholders have become even more relevant to the planning and development sector. The Localism Bill was granted royal assent in late 2011 and will be implemented from spring 2012. In its Statement of Community Involvement, Haringey Council sets down the consultation methods that it expects to be carried out for all major developments within its area. These include resident leaflets, public exhibition and a consultation website.

3. Approach to Consultation

Energoseti Ltd is proposing to regenerate the site between Campsbourne Road and Myddelton Road that is currently occupied by Pembroke Works. The proposals will see the redevelopment of the site, demolishing the existing Pembroke Works units and replacing them with 562 sq m of modern, mixed-use affordable commercial space managed by the London Youth Support Trust and 42 new apartments and family homes. The proposals will replace the existing underused light industrial units with new homes and affordable commercial space for young entrepreneurs. The aim of the proposals is to create affordable commercial space and much-needed new homes. The proposals will provide:

- 42 new apartments and family homes
- 562 sq m of new affordable commercial space at ground level
- Private gardens for the larger family units
- 24 new parking spaces
- 42 cycle storage spaces.

4. Scheme Overview

This section sets out the pre-application consultation undertaken by Energoseti Ltd and its specialist development team to engage with the local community and stakeholders on the development proposals for the Campsbourne Road.

5.1 CONSULTATION AIMS

The aims of the consultation were:

- To raise awareness within the local community about the proposals for Campsbourne Road
- To gain feedback from the local community that could be fed back into the planning process
- To demonstrate that Energoseti Ltd had taken on board previous comments
- To produce a Statement of Consultation in support of the planning application for the Campsbourne Road development proposals.

5.2 CONSULTATION OVERVIEW

Energoseti Ltd, the current owners, bought the site in September 2011 and is intending to develop the site after planning permission is granted. A consultation programme, including stakeholder meetings and two public exhibitions, was undertaken. The public exhibitions took place at a local school around 100m from the site, with members of the public invited to view the development proposals, have any questions answered by members of the development team and give their feedback on the scheme. Ahead of the exhibition, a community newsletter was distributed to local residents and businesses. This provided information on the plans, publicised the exhibitions, and gave consultation website and contact details for further information. Local community and political stakeholders were contacted and invited to view the proposals at the exhibition or to set up a briefing meeting to discuss the updated proposals.

5. Consultation

5.3 CONSULTATION ACTIVITY

5.3.1 STAKEHOLDER ENGAGEMENT

On 9 November 2011, a letter was sent to political stakeholders, to introduce Energoseti Ltd, outline the proposals and inform recipients of the public exhibitions. These letters were followed up with phone calls to see whether stakeholders wished to meet with the development team. Letters were sent to 16 political stakeholders including Hornsey ward councillors, key Cabinet members, the local GLA member and the local MP. Please see Appendix 1 for a copy. Following letters to political stakeholders, on 14 November 2011, a letter was sent to the following community stakeholders:

- Hornsey ward councillors
- Haringey Federation of Residents' Associations
- Campsbourne Community Residents' Association
- Hornsey Vale Community Association
- Warner Road Residents' Association
- Hornsey Historical Society
- Greig City Academy
- North London Rudolf Steiner School
- Campsbourne School
- 60 local businesses and community stakeholders

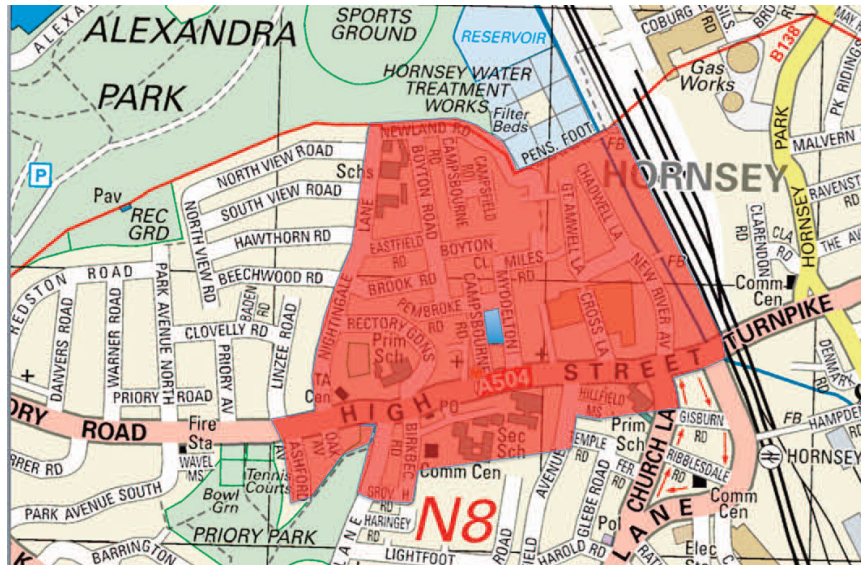
This letter outlined the proposals and gave details of the public exhibition. In addition, the letter provided a contact phone number and email address. Please see Appendix 2 for a copy.

5.3.2 PUBLIC ENGAGEMENT

Following the stakeholder letters, the team advertised a public exhibition for local residents and stakeholders by distributing a newsletter to 2,000 local residents and businesses. The public exhibitions were held on Thursday 24 November 2011 from 4pm – 7.30pm and Saturday 26 November 2011 from 10am to 2pm at Greig City Academy, Hornsey High Street. This venue was chosen because it is less than 100m from the site, has full disabled access and is close to transport links. The public exhibition allowed local residents, businesses and stakeholders the opportunity to view the proposals and ask any questions to the development team.

5.3.3 PUBLIC EXHIBITION PUBLICITY

The map below shows the distribution area for the exhibition leaflet.



The newsletter, which was hand-distributed on 15 November 2011, gave the time, date and location of the event and also provided an outline of the proposals. In addition, the leaflet showed an artist's impression of the proposed scheme and photographs of the existing Pembroke Works buildings. It also provided a contact phone number, consultation website details, email address and Freepost address. See Appendix 3 for a copy of the newsletter. On 16 November 2011 posters to publicise the exhibition were posted to 18 community venues near the site. These included:

- Campsbourne Community Centre
- Campsbourne Children's Centre
- Greig City Academy
- Hornsey Library
- St. Mary's Community Centre
- St. Mary's Church of England Junior School.

The posters provided similar information to the newsletter. A copy is shown in Appendix 4. On the day of the exhibition, an A-board with posters publicising the event was placed outside the venue to inform passers-by what was taking place and to direct people inside.

5.3.4 THE PUBLIC EXHIBITIONS

At the exhibitions, information boards were on display explaining the location of the site, its history, the proposals, design, sustainability and layout (see Appendix 5). In total, 43 local residents, existing tenants of Pembroke Works, local businesses owners and community and political stakeholders attended the exhibitions. 19 attendees returned completed feedback forms. In addition, nine emails and three phone calls have been received. These and the comments received verbally at the exhibition, are detailed below in Section 6.

The exhibition was staffed by members of:

- Energoseti Ltd
- Architects, Kiran Curtis Associates
- Planning consultants, Savills
- Stakeholder communication consultants, Local Dialogue.

On arrival, people were asked to sign-in and leave their contact details. Having viewed the proposals, they were then asked if they would like to complete a feedback form. Attendees could either complete the form at the exhibition or return it using the Freepost address provided.

5.3.5 CONSULTATION WEBSITE

A dedicated consultation website (www.campsbourneroad.com) was created to give the local community the option to access information on the proposals and feedback online, in addition to at the public exhibitions. The website details were advertised on the stakeholder letters, newsletters and posters. The website provides similar information to that given at the public exhibitions, for example, of the proposals, transport design and layout. The website also provides several artist's impressions of the proposed scheme. The exhibition boards presented at the exhibition on 6 December were made available to download online. Please see Appendix 6 for screenshots of the website.

17.0 APPENDICES

17.1 Appendix 3: A full list of relevant planning policies

National Planning Policies

National Planning Policy Framework (March 2012)

The National Planning Policy Framework (NPPF) was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance.

The following Paragraphs are of particular relevance: 2, 7, 12, 13, 17, 49, 56, 58, 62, and 64, Annex 1, Annex 2 and Annex 3.

Regional Planning Policy

The London Plan (Adopted July 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 3.10 Mixed and balanced communities
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.18 Construction Excavation and Demolition Waste
Policy 6.13 Parking
Policy 7.2 Creating an inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
The Mayors Other Strategies

The Mayor's Housing SPG (November 2005)
The Mayor's Sustainable Design and Construction SPG (2006)
The Mayor's Air Quality Strategy: Clearing the Air (2010)
The Mayor's London Housing Design Guide (August 2010)
The Mayor's Accessible London: Achieving an Inclusive Environment SPG
The Mayor's Wheelchair Accessible Housing Best Practice Guide (BPG)
The Mayor's Best Practice Guide - Control of Dust & Emissions during Construction
The London Housing Design Guide (2010)

Local Planning Policy

Haringey Unitary Development Plan (2006)

G1 Environment
G2 Development and Urban Design
G3 Housing Supply
G4 Employment
UD1 Planning Statements
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD6 Mixed Use Developments
UD7 Waste Storage
UD8 Planning Obligations
HSG1 New Housing Developments
HSG2 Change of Use to Residential
HSG4 Affordable Housing
HSG10 Dwelling Mix
EMP4 Non Employment Generating Uses
M3 New Development Location and Accessibility
M10 Parking for Development

Haringey Supplementary Planning Guidance and Documents

- SPG1a Design Guidance (Adopted 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Management and Monitoring of Planning Obligations
- SPG10b Affordable Housing
- SPG10c Education Needs Generated by New Housing
- SPD Housing
- SPD Draft Sustainable Design and Construction 2010

Local Development Framework

Draft Local Plan (Formerly Core Strategy) and Proposals Map

- SP1 Managing Growth
- SP2 Housing
- SP6 Waste and Recycling
- SP8 Employment
- SP11 Design

Other Relevant Documents

- Building For Life
- Code For Sustainable Homes

18.0 APPENDICES

18.1 Appendix 4: Development Management Forum Minutes



PLANNING & REGENERATION DEVELOPMENT MANAGEMENT TEAM

MINUTES

Meeting	:	Development Management Forum - Pembroke Works Campsbourne Road, London N8 7PE
Date	:	23 July 2012
Place	:	St Mary's CE Junior School, Rectory Gardens, Hornsey, London N8 7QN
Present	:	Paul Smith (Chair), Architect Agent, Cllr Bevan, Cllr Whyte, Approx 8 Local Residents/Businesses
Minutes by	:	Tay Makoon

Distribution	:	See next page.
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1.	Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.	Action
2.	<p>Proposal</p> <p>Demolition of existing buildings and erection of a part 3, part 4 storey building containing 42 residential dwellings (use class C3) and 562 sqm of affordable commercial floor space (use class A1 / B1) with associated parking and landscaping</p>	
3.	<p>Presentation by Applicants Team – Kieran Curtis of KCA Architects</p> <p>We have prepared the designs for this scheme, Scott Hudson from Savills Planning Consultancy and Oli Trukoff – Clients representative and Bob Austin from London Youth Support Trust who will be running the commercial element of the scheme.</p> <p>The existing site - we have Hornsey High Street here and Campsbourne Road, Myddleton Road and Pembroke Road and the building in the red outline is the site we are looking at. This is the overall context, the New River Development down here and area in the middle with some future plans to a Sainsbury's and then the largely residential area surrounding it to the North, South and the West Side. Over here we have Alderley House which is immediately to the South of the existing Pembroke Works. Here you have the Victorian terraces on Campsbourne Road itself and to the immediate North the three storey flats.</p> <p>In November last year we held an exhibition in the academy</p>	

across the road from site and we presented our initial ideas for the scheme. This summarises the basic approach I am now going to go through how the scheme has moved on since then, a few changes after receiving feedback from the exhibition, questionnaire and a leaflet and website for vehicles for people to feedback to us their comments. We also had meeting with the Planning Department and the scheme went to the Haringey Design Panel who made some comments about the design on the scheme. Drawings of initial concept of the site, our initial thought was to create a horse shoe shape building with an opening courtyard facing south and to recreate the feeling of terrace residential housing wrapping round and creating a frontage to the building. The first idea we wanted to provide some employment office space within the scheme and well as residential flats and in this particular scheme we put it on the ground floor and raised roof garden with parking for the scheme underneath it. We went with a conventional approach with mansard roof. We got a number of points of feedback. The main thought was to do with how the office element of the scheme and the residential element of the scheme were organised and interacted, there was a design panel where they discussed how the ground floor office units would work within a largely residential scheme and whether they would end up looking dead and lifeless during the evening when people are not at work there, and the feeling was that it would be better to create a clearer separation and to try and create a scheme where on the ground floor you had front doors to houses, little gardens and have a more residential feel to the streets, people coming and going that was the aspiration. We did rethink some part of the scheme kept this idea of horse shoe shape with the central courtyard, south facing creating nice street frontages,

what we did was to create a self contained office building on one corner in Myddleton Road so that it would have its own front door and that meant we could treat the rest of the development residential like a terrace houses being not houses but they have their own front door and we do have larger family units and it they come in right off the street and that is what has been allowed us to do here is to actually have a proper courtyard and without having to put the parking under the roof garden and we have popped a bit of parking in access from Campsbourne Road up at the end here. Those are some of the key changes that we came up with in terms of the scheme, the other thing that we did do was to abandon the semi traditional mansard roof design and came up with cleaner set back top floor but we retained some of the important parts of the scheme which are kind of improved the streetscape particularly on Campsbourne Road so what we are doing is setting the scheme back creating some proper parking bays down Campsbourne Road and we still have some room for some front gardens to these residents who have their own front door and we are doing something similar on Pembroke Road, reinstating the pavements at the moment it is mostly crossovers for the various ground floor uses and same thing on Myddleton Road.

Another view of the development, it's four storeys , top floor is set back an improved public realm, the new car parking spaces we were talking about an overall to give you the statistics of the scheme, we are proposing 42 new apartments and there are a mix of 1 bedroom all the way to some four bedrooms quite large self contained maisonette's, they have their own frontage and own gardens on Campsbourne road and there is the office element here and has been designed more specifically for LYST

how they use their buildings and that is over this corner, we are creating 562 figure of affordable employment space on three and four storeys on Myddleton Road. The scheme creates some on street parking and some off street parking. On site there are 14 parking spaces and on the street we are creating 10 spaces. Lots of cycling parking space, bin stores, refuse stores, and if with all new residential development we are going for high level of sustainable design, we are meeting the codes for sustainable homes level 4, there is 1 to 6, so it is on the higher side. This is all to do with the energy efficiency , on the roof will be photo voltaic and they will be generating electricity and also to do with saving water, the materials that you use within the building being more environmentally friendly and so forth. The residential apartments will be designed to the latest London wide standards that is set by the Mayor and that dictates the minimum size of the units, room sizes, minimum balcony sizes, and it also says that 10% of those units should be designed to be wheelchair accessible, out of the 42 there are 4 units that has been designed to do that.

This is a street level view from Pembroke Road looking at the bottom end of the horse shoe and this is where we have the two main residential entrances that go into the central courtyard and you can see how we have designed it to give you that feel of series of houses got nice balconies set back, how we have the top floor in a different material and also set back.

This is a plan of the ground floor this is to show how the layout works with the different entrances and lifts, car park, and the three residential cores with out front door, bin refuse, cycling stores. Where this scheme differs from the last one is that they now have their own front doors giving the residential street feeling coming

through.

This is next floor up and you can see it is all laid out in apartments and the entrances to the car parking spaces.

The top floor is set back on all sides and we thought this fitted with the whole street and we did not want to become too imposing and the occupants of Alderley House will look out to the north.

We have tried to come up with a contemporary design for the building one of the messages we got from the feedback and the exhibition is that not to produce something that looked like the New River Development, so I want to assure you that this will not be white render, the building is largely brick but we are trying to put together an interesting collection of different materials, textures, this is glazed off white brick, it gives this kind of crisp robust finish, it is good long hard wearing finish. On ground floor we have also gone for a brick

An unusual one which is the brick has a corrugated feel to it, the colour will be dark brown grey finish to it, then we have nicely designed balconies with metal work, top floor we have a lighter weight cladding, it is not actually wood, it is a weather board which comes in these slats and light weight finish. Our intention is to create a high quality finish building in the end.

Bob Hoskings - The office component of the scheme is designed for specific use of the London Youth Sports Trust, it is going to be affordable office space. LYST provides business occupation for young businesses; it is subsidised space and business support combined. Started in Deptford in south London, Lambeth,

Hackney, Bermondsey, we run the Tottenham Green Enterprise Centre, we set up the Bernie Grant Enterprise Centre building and we have just won the contract to help set up the 639 High Road project. We know about buildings, we know about young people and we know about helping people in business and setting up in business and here we are going to do what we actually do everywhere else. The businesses are design makers, digital stuff, we also have people doing T-Shirts and we give them three years to make a living for themselves and we expect them to move on to commercial premises and we roll it over and get another set of young people and we are good at setting up a business like this and then moving on, that is what we did with the Bernie Grant Centre for example. The enterprise centre was very successful and remains so and we moved on from there after 3 years and here we are planning to keep the turn over going. It tends to be lively, productive and for young people very business like and that is what it is all about. The success of the businesses tends to be 90% in year 1 and by the 3rd year two thirds of our young people have moved on somewhere successfully. The success rate is very high.

Questions:

Q1: You have obviously done surveys on traffic flow in the area, In Tottenham for example, how many people will have cars that will use the units.

Ans: We have 45 units in Tottenham Green and we have 6 parking spaces and we lock the gates because of so many arguments about parking that we don't allow anyone to park there. Most of our people do not have vehicles, it is more of an issue of loading and unloading on occasions

Q2: I am very concerned about the number of cars that are going to park, we already have a parking problem and it will be difficult and how you given any consideration of the people living in the area and the pavements they are going to walk on?

Ans: We are very aware, it came through when we had the exhibition at the end of last year and one of the things I tried to bring across was that we are trying to create more on street parking as is currently available at the moment.

Q3: You say on Campsbourne Road there going to be parking spaces? How are people going to get there cars into those spaces, are they going to drive across the pavements? I'm very concerned that elderly people use the pavements, people with sticks and mobility scooters.

Ans: No there are side on bays, (slide showing this) You can see 6 parking bays and they are normal parking bays on the street that you would park in the normal way and what we have done – this is the line of the pavement and people park on/off the pavements and it is quite tight on Campsbourne Road, this is why we have widened the pavements. This will hopefully solve the problem.

Q4: I am concerned about parking as well, I know you said you are providing wider spaces, are those spaces for the new buildings? I'm a resident of Saxon House in Myddleton Road and already I cannot park in my road. You are providing new spaces and I am thinking of the current residents where they park their cars and not all 42 flats are going to have cars but there will still be an overspill onto the spaces you are providing and those spaces

are only for the new building and also the nearby roads have CPZ, and we have a lot of people in nearby roads parking around our area.

Ans: Those spaces I have just described over here and here Pembroke is slightly wider, so currently you cannot park on the street that is all nearly crossover for the car wash and so on. None of these will be reserved for residents so the new parking being created because you can't park along there at the moment and these actual spaces there. The only parking that will be reserved for residents will only be only for the spaces we are creating inside, It is actually increasing the capacity. The uses that is currently in the building at the moment does generate parking and trips and all be it we are creating 42 new flats we are replacing some active uses in terms of parking and trips. All of this is set out in a technical report, the Transport Assessment and they have come and done parking surveys in the middle of the night, day, midday and looked at the kind of trips and parking generated by the existing uses and compared it to what they anticipate our new development would propose and there is an overall neutral and if not slightly beneficial amount of parking. As I said we are generating more spaces on street and will not just be reserved for residents.

Q5: Is there a project number of people with cars?

Ans: The summary of the traffic study is looking at around approximately .3 to .4 spaces so it's less than half of the flats will be considered to have parking and the idea is to have a minimum of one cycle space per unit to encourage a sustainable mode of transport, so the ratio is less than half and it is in line with the Councils policy.

Comment: The Commercial units will require parking facility – The concern is that there is not enough designated parking?

Q6: I live on Campsbourne Road and directly opposite the wheel barrow garage, we are concerned about light levels, there are flat two storeys building there now and you are proposing an extra storey and half. I noticed on the submitted plans that you've done a nice diagram about light levels, what I'm concerned about is that the minimum amount of light required by the planning people could be significantly different to the amount of light there are used to.

Can you give me a difference of what the difference might be?

Ans: The guidance generally used for calculating this is by the Buildings Research Establishment and they set guidance for what day light factors, it is a measure of how much light is coming in through a window and what we simply done here is designed the building to those standards and what the standards say is that from a window at 2metre level you should be able to see the sky at an angle of 25degrees and that would ensure a good level of light coming into a property. You can see there this is the cross section that applies to you, this grey outline is your existing building and this is what we are proposing here, it is about a storey and half higher and I can't say there won't be any reduction, you will see a building rather than a certain amount of sky and the percentage of sky arc is relatively small. The way they do it is that angle going all the way up oppose to a slightly reduced one. If this is the angle that you reduce out of the overall it is a small percentage. If you go outside the standard guidelines then the Council will ask for a daylight and sunlight study to be submitted.

Q7: Statement – My wife and I are very much in favour in what you are doing and a lot of what you have said to day have put our minds at rest. I have noticed online that there are people opposing it based on the light industrial works which currently takes up a lot of space now. I want on record to rebut the idea somehow the community will be lacking in local auto repairs, I looked it up and within 2 mile radius there are 96 businesses that identifies as car repairs or garage services. 10 of them are in the N8 postcode. Also I notice there is a petition of comments of which 10 of the 36 signatories live either on Campsbourne or Myddleton Road and I would like to suggest that the majority of that have signed this petition do not have light industrial neighbours in the middle of a residential development, they do not need to put up with the noise, pollution and most of all they do not have to put up with the ugly building there now. I suggest if this is not granted that they look at doing something with the building anyway because it is really a state. I also support that Myddleton and Campsbourne Road becoming a one way system and that should happen regardless of what happens.

Q8: We have our business on Campsbourne Road, 26 Harvey House and can you tell me how this will affect my business, we do have parking problems with loading and unloading, will it improve or not?

Ans: Overall we will have beneficial effect on parking in the area and the profile of the parking will be at the different times of parking at the moment, the businesses on site at the moment have lots of people coming in the morning and I think there will be less competition for space as it will be largely residential.

Q9: Cllr Bevan – I have some serious concerns about this proposal, how much social housing being provided, I fully support residents concerns about parking some of those parking spaces will be reserved for disabled parking? For me it looks like something on New River, it has no relationship to the context surrounding residential properties.

Ans: At the moment we are looking at 20% affordable housing but that is together with affordable work space, the work space is essentially given to list at a very reduce, it is affordable workspace as well. We have done a viability study tool kit assessment and this is the most the scheme can afford in this regard. If we didn't provide the affordable work space we could look at more affordable housing, however we do need to provide a mix use development and it was felt that the affordable work space was the more appropriate model. Turning to the design I do not agree with your comments, we feel we have come up with a scheme that responds to the context in terms of scale, rhythm, materials, and the essence of a largely residential area. This scheme has been to the Design panel and we took on board some of their comments in terms of improving the design.

Q10: Cllr Whyte - What number of houses will be affordable housing? and if the office work space has not been taken up after three years, what protection do we have that the same thing that happen in new River village won't happen in this development?

Ans: We are proposing 4 bedroom, 7 person maisonette and 2x1 bed 2 person units as affordable housing, the mix of social rent versus ownership the idea is the family units will be for social housing rent and how that is dealt with is target rent or a form of social to be finalised with your housing team and most likely the

smaller units will be for shared ownership for those wanting to get on the property ladder and that works out 20% per habitable room. In relation to commercial space, it is intended that the commercial space remain affordable and rates to be set within the legal agreements of the s106. If LYST decide not to stay after 3 years then it will go to another affordable provider at the same rates and set in the s106 agreement, if that was the case then it would be subject to another planning application.

Q11: The existing businesses are there any help being given to them if this goes ahead in terms of relocation package?

Ans: There are a number of businesses already there that are at stake and we are now with the fourth landlord in the last 4 years since the last application went, we are not against moving as such, the reason for remaining there is the inability to find suitable location to move to, what we want is for the Council to allow us time to complete these negotiations in time before a decision is made.

We are trying to relocate Automerk garage and it is proving to be very difficult, we have found something and we are working with the lease holder.

Comments: I would like to say we have a garage there and no one has approached us about relocating us? We have built up customers, we have developed the business, everyone doesn't oppose the garage, we get on very well with local residents, and we get a lot of respect there give a good service like Automerk. We built up our business and developers come along say we have to move because they want to build flats, this causes loss of employment and disharmony and stress. I find that very unfair.

What is going to happen to people who make a living there? We are going to loose money, what is to happen to our future? Have you thought about that?

Ans: We bought this property a year ago and there are several people who have leases one of these people is Automerk garage, Idea is another one and the lease that we had with them is a short term lease and we had a three month break. The way it was arranged with the previous owner is that Idea was only providing short term employment, so therefore we have not considered talking to other people to ask. In legal terms they are short term leases and licence and not long term lease.

Comment from the floor: The property changed hands so many time and did not even know who the present landlord is, all we know is that we were paying our rents on time to the agents, a year ago we talked about signing an agreement and the agents the time said, just wait and see what the new developers want to do, they might want to extend it. We trusted the landlords and we have been tricked us, and this is now the position we are in. They have never done a long term agreement with us, they used us to benefit from our rent and now they just want to chuck us out. and we have been her 15years which is along time. This is unfair, you cannot treat us like this, and we have been there 15 years that is a long time.

I understand your concerns, can I ask you why did you not conclude a lease.

Ans: We did try but we have been tricked, didn't who the landlords were, we did not know was running the business all we know is they demanded the rent on time and we paid it on time.

Response from the applicant: I am very happy to talk to you outside of this meeting and we can look at this.

I agree with Ali, I also own my business on the premises and was not told not to worry all will be o k and I have been there for 9 years.

Paul Smith said he was at the last forum and last Planning Committee and the same thing happened there, he said, we understand the position you are in is a business sense and you are all in the same room today, you have heard each others points of view and will need to go away and resolve it, because if this carries on it could have an effect on the outcome of the process. It does need to be resolved one way or another and that way the thing that confounded the process before. Everyone heard in public what the issues are and therefore you need to get together and resolve it outside this meeting as it is a property matter and not planning.

Cllr Bevan: The pictures circulated in the agenda is different from the screen, can I ask what housing association you have in mind to do with the social housing?

Ans: There are no inconsistencies with the materials on the elevation in those pictures as on the screen, the pictures are smaller and the colours once copied do not match what we are showing you on the screen and we did not produce the agenda. The plans and materials are exactly the same as what we have submitted as part of the application. As yet Savills Housing Consultancy has been advising us about the social housing and

they have had a number of discussions with some of Haringey Partner Association but to date no formal agreement has been reached.

Comment from the floor. I refute that the drawings are different from the presentation being shown to us and that the building is a monstrosity, what is there at the moment is a monstrosity and as someone who has to look out of the window at it every day I think this is a vast improvement

Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting

19.0 APPENDICES

19.1 Appendix 5: Design Panel Review



Haringey Design Panel no. 29

Thursday 8TH December 2011

ATTENDANCE

Panel

Deborah Denner
Stephen Davy
Gordon Forbes
Michael Hammerson
David Kells
Chris Mason
Peter Sanders

Observers

Richard Truscott (Facilitator)..... Haringey Council
Mortimer MacSweeney Haringey Council
Sule Nisancioglu Haringey Council
Ian Pattinson Haringey Council

The following scheme was considered by the Panel:

Presentation of proposals for Pembroke Works, Campsbourne Road, N8

Kiran Curtis..... KCA Architects

Presentation of proposals for Pembroke Works, Campsbourne Road, N8

Kiran Curtis of KCA Architects presented the proposals and took questions. The proposal is for a development on a current light industrial space to provide a mixed use residential / office development. The surrounding area is mainly residential and borders with the Hornsey Depot potential Sainsbury's site, part of the "Haringey Heartland" Area of Intensification. The proposal is a 'U' shape comprising 40 residential units, mainly dual aspect, designed to a vertical rhythm. The ground floor will be adaptable office space, with an off street parking court for residents, and 4 town houses at the southern ends. Local residential consultation on the scheme has already been carried out.

Some of the group questioned the design of the building and whether its location and position could favour a bolder design. Questions were raised concerning the ground floor office accommodation in regards to its viability and location, the architect responded that they had direct access to the street and affordable work units were already let in the current development. Parking was another concern for the group as under-croft car parking within the area has had many issues and with the new Sainsbury's development parking may become more of a problem on the surrounding streets. They responded that the parking will be solely for residents and that the street parking will be broken up into pods through landscaping. The quality, materials and detailing were also questioned but this is an initial plan and these will be decided later.

Panel Observations

Concept & Site Layout

1. Concern was expressed at the proposed layout of ground floor offices, due to the potential 'dead' frontage' if offices remained vacant and in the evenings and weekends when the offices were closed. They would not remain un-shuttered plate glass due to security. Local similar developments have had shutters subsequently fixed to the windows which also cause noise disturbance to residents above.
2. Some members questioned why they were proposing any employment uses on the site; whether this was truly viable or a good idea in view of the design problems that seemed to result. The planning brief stated mixed use development for the site and the group questioned its viability. It was suggested commercial uses might be better stacked in a "block" in one corner with active residential frontages at ground level elsewhere on the site.
3. The car parking was also questioned, both the undercroft but most particularly that in front of the offices; too suburban and creating a poor security and visual environment.
4. The design was questioned as to why it was reflecting the local architecture of post war estates and not what is proposed within the Haringey Heartlands development, including the architecturally successful completed New River Village. Some liked its compactness, and the clarity and simplicity of the "U" shaped plan with private communal and private gardens in the centre and public frontages to the three streets. However, the panel disagreed whether the basic U shape had potential or was fundamentally unsound.
5. All the panel members were concerned at the suggested form of the mansard and especially of the family houses.

Consensus and Conclusions

6. The majority of the panel believed the proposal needed further development, possibly with a more bold design, fewer or differently conceived commercial units and a more innovative layout.

20.0 APPENDICES

20.1 Appendix 6: Building for Life Assessment

BUILDING FOR LIFE 12: The Sign of a Good Place to Live

12 Questions to Reflect What New Housing Developments should be: Attractive, Functional, Sustainable.

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The scheme is relatively small and therefore does not require additional connections. The scheme largely follows the street line but is set back in places.

2. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The development is close to the Hornsey High Street and well connected to local amenities, community facilities and open spaces.

3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

The scheme is located in a Public Transport Accessibility Level 3 Area (Moderate). The site is a short distance from Hornsey High Street which is served by several bus routes. Turnpike Lane Railway Station is also within walking distance of the site.

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The proposed development proposes a good mix of housing types and tenures;

- A range of dwellings are proposed which will include 9 x 1 bedroom (2 persons), 6 x 2 bedroom (3 persons), 10 x 2 bedroom(4 persons), 11 x 3 bedroom (4 persons), 2 x 3 bedroom (5 persons) and 4 x 4 bedroom maisonettes (7 persons).
- 26% on-site affordable housing by habitable room comprising of 7 shared ownership units of 5 x 1 bedrooms and 2 x 2 bedrooms and, 4 x 4 bed affordable rent units (to be let to tenants nominated by the Council at an 'affordable rent' equivalent to no more than 32% of the market rent); This equals to 32% of affordable habitable room

Creating a place

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The proposal responds to the scale and massing of the surrounding but is largely generic in character and appearance. The surrounding area is not identified as having a consistent or desirable character.

6. Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

The scheme provides a reasonable response to orientation and to the surrounding structures in terms of massing and scale. There are no notable landscape features or wildlife assets on the site.

7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The proposed development is designed within the footprint of the existing perimeter block; this proposed development takes in to consideration the general arrangement of neighbouring adjoining residential footprints. The development also incorporates trees along the public foot path adjacent the development and private gardens allocated within defensible areas to the 4 bedroom houses on the ground floor, the scheme overall is designed create an active frontage on the existing streets, interpreting the traditional pattern of development in the area in a modern way.

8. Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The scheme will not alter the overall legibility of the street layout and there is limited if any impact on way finding.

Street & Home

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Due to the relatively small scale size of this proposal, there is no new public realm created therefore street design remains largely as existing.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

The applicant proposes a mixture of on and off-street parking which breaks down the visual and physical presence of cars on the street, reducing the overall impact.

11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The proposed scheme seeks to provide public and private amenity spaces. The proposed layout of the site being U-shaped is orientated to ensure that the courtyard takes advantage of the south facing view; this would provide a good level of sunlight and daylight in to the courtyard. The proposed development is designed to improve the visual aesthetics of the area. Balconies have also been designed with sympathetic and stylistic materials for a majority of the properties, which will improve the visual character and appearance of the building and enhance the experience of living within the proposed accommodations (as shown within the image section of this report).

12. External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

The scheme has provided adequate storage space within the internal and external parts of the properties. The level of parking space provided as confirmed by LBH Transportation team is in accordance with Haringey's Adopted UDP (2006).

- The LBH Transportation team have indicated that the provision of 42 sheltered secure cycle parking spaces for the above development is below the standard required by the 2011 London Plan which requires the applicant to provide 2 spaces for 3 and 4 bed units.
- This proposed scheme would include one 'car club' space on site with the provision of one year's free membership to an associated car club scheme for residents of the new development. There will also be free 'car club' membership for 42 units for one year
- The applicant will be required to provide a total of 59 sheltered secure cycle parking spaces, which will be applied as a condition to this consent.
- The plan shows a waste storage area and this area needs to be of a suitable size to contain a total of 13 x 1100 litre wheeled bins for refuse and recycling, fit for purpose and provide easy access to both the occupants for disposing of their refuse and recycling waste, and for the refuse and recycling crews collecting the waste. The storage area for the refuse and recycling bins must be located no further than 25 metres from the point of collection, and the storage area must be kept clear of all litter and side waste at all times.
- The commercial space / units will need to make arrangements for scheduled collections with a Commercial Waste Contractor. The plans show a storage area for the commercial part of the development.
- This application has been given RAG traffic light status of AMBER for waste storage and collection arrangements.